



# Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 16

NUMBER 7

JULY, 1970

## COMING EVENTS

July 16 (Thursday) - VMSC (Richmond)...Regular meeting at the Branch House, Monument and Davis Avenues, at 8:00 PM followed by a night rally, yclept by OD's Wayne Myers and Bill Lyell the "New Richmond Rally". This will be a modified TSD event of about 35 miles, featuring unmanned controls and mostly rural roads. Registration will open at 7:30, so sign up early. Equipped and Unequipped classes, \$2.00/\$3.00. Rally will end early enough for a few beers, at the new Holiday Inn on Midlothian Pike.

July 26 (Sunday) - VMSC (Richmond)...Annual Field Trials, OD'ed by Bill Dixon. This year's debacle will be held at a site on Richmond-Henrico Turnpike, about 1/2 mile east of Azalea Avenue, just past the railroad tracks on the right. Bill promises a fast, wide-open course. Classes as per '69 VMSC Autocross Regs, cost \$2.50/\$3.75. Registration from 12:00 to 2:00, first car off at 1:00. Free practice runs from 12:15 to 1:00 for those already registered, on a first come first served basis. Event will be postponed in case of rain.

July 26 (Sunday) - SCCA Old Dominion (Norfolk)... "Dominion Tour II" SEVSCO CPS Rally. Registration at 10:30, first car off at 12:01 from Rich's Supermarket on Route 10 in Smithfield. Call an OD (Charley Seward at 703/357-4947 or Steve Morrisett at 703/499-1595) for more information, or get an entry blank from the editors.

August 2 (Sunday) - PCA First Settlers (Richmond)...Rally and Rally School, OD'ed by PCA and VMSC member Cecil Wright, and restricted to members of one of these two clubs. The Rally School will start at 9:30 AM at the Holiday Inn West, and will be followed by the Rally at 11:00. TSD, Equipped and Unequipped classes, \$3.00 per car.

August 16 (Sunday) - PMSC (Petersburg) and VMSC (Richmond)...Autocross at PMSC's new, fast facility, the Fort Lee airstrip. More information in next month's CHECKPOINTS.

August 16 (Sunday) - SESCA (D.C.)...The 7th Annual "Mad Hatter" Rally. Charlie Mirachi is Rallymaster this year, and Norm Cone an appropriately squirrly Hatter. First car off at 8:31 from Brookfield Plaza in Springfield, Virginia. Contact editors for further information.

August 20 (Thursday) - VMSC (Richmond)...Regular meeting at the Branch House, followed by a TSD night rally OD'ed by Bob and Joanie Purgason. Less than 50 miles, unmanned and Monte Carlo controls. More information next month.

CHECKPOINTS is published monthly by the Virginia Motor Sport Club, Inc., and is mailed free to members. Subscriptions to non-members are \$1.50 per year. PRESIDENT - George Winfree, 10503 Covent Road, Richmond 23229, Phone 282-7479. EDITORS - Wiltshire and Barbara Greenwood. Send all contributions for publication to 7636-B Village Drive, Richmond 23228, or call 282-1493. Deadline for material is the first of each month.

Those of you who bothered to read the editorial last month, as well as the more important parts of this rag, may have noticed a small "Subitem" at the end of the paragraph about our attendance at WRC's May meeting, to wit: "Ed Mason performs the same function at their meetings as Brad Peaseley does at ours". Well, as in the sad case of the apoplectic Oriental potentate, this innocent statement apparently caused the fit to hit the Shan. A copy of our paper is sent to Dick Lieberman, able editor of WRC's paper (which incidentally is also called CHECKPOINTS - imitation is the sincerest form of flattery), and he showed it to Ed. Ed immediately dispatched the following letter to Brad, with copies for CHECKPOINTS (WRC) and CHECKPOINTS (VMSC):

Dear Brad (Peaseley),

We have been either lauded or damned! Reading the June issue of CHECKPOINTS - VMSC (not to be confused with CHECKPOINTS - Washington Rally Club) I noted with great curiosity a gossipy little tidbit under the guise of a subitem. The subitem states that "Ed Mason performs the same function at their meetings as Brad Peaseley does at ours".

Now just what do you think Mr. Wiltshire Greenwood, CHECKPOINTS - VMSC editor was trying to convey? Knowing you as I do, and living for close to 60 years with myself, Mr. Greenwood must be offering a compliment of some kind! On the other hand, those same 60 years have taught me to become suspicious of editors! Is he trying to tell us something in a devious way? Knowing the modesty with which you and I conduct ourselves and bothebeing basically introverts, I will assume that the editor has only the highest praise for us. But wouldn't you think that he would come straight to the point so that some of my rally friends with warped minds would think that we were other than a couple of buffoons!

I will direct my editor (CHECKPOINTS-WRC) to editorialize in our behalf and we will sit back and watch the battle of words! I am sending a copy of these conclusions to your editor (CHECKPOINTS-VMSC).

Sincerely,  
Ed Mason

WRC editor Lieberman appended this comment:

(ed. note: Now I know what Ed thinks he is; the pages are open for Peaseley's view of the rally--meeting--world).

Brad, never one to let modesty stand in the way of grasping at every opportunity for personal notoriety (Has he told you about his week in Boston yet?), leapt quickly into the breach with this missal to Ed, with copies for CHECKPOINTS (VMSC) and CHECKPOINTS (WRC):

Dear Ed (Mason):

Having read the subitem by Wiltshire Greenwood in CHECKPOINTS-VMSC, and having received your delightful letter of June 18, 1970, and having seen your letter published in CHECKPOINTS-WRC, and having been invited by ed. note of same to express my views of the rally--meeting--world, I now find it difficult to know just where to start.

Knowing the editor of CHECKPOINTS-VMSC, I can only assume that his statement that "Ed Mason performs the same function at their meetings as Brad Peaseley does at ours" is a backhanded COMPLIMENT from a somewhat backward editor. Obviously, and without question or doubt, if either of us performs a function at a meeting, that meeting must have been much better as a result.

Not knowing the editor of CHECKPOINTS-WRC except as the aforementioned ed. note, I am somewhat disturbed that he "know(s) what Ed thinks he is"; because all you said was that "we (meaning you and me) were other than a couple of buffoons!" which leaves one hell of a lot of possibilities, and the fact that your editor has selected one of those possibilities and therefore, "knows" what you think you are, but he does not say just what it is that he "knows" that you are, leaves me wondering just what it is that you are, and not knowing, I ain't sure that I want to be included.

If we are other than "buffoons", we could very well be "snooffubs", which may not be much, but is better than some folks we know.

In any case keep up the good work at your meetings, and I will do the same at ours, and perhaps, as a result, a ray of light will penetrate the rally--meeting--world.

One last comment - Jesus! you must have been hard up for a program, but don't let a bad experience keep you and your "rally friends with warped minds" away from the Rebel Yell which should have been "talk(ed) up" at your May meeting.

I am sending copies of this to both of our editors, Wilt and Dick, and I trust that one or the other or both will see the light and thank us for our function(ing).

Truly yours,  
Brad Peaseley

We trust that Dick Lieberman would agree with the editors of this publication that, if there was ever any doubt as to what was meant by our original statement, the principals in this affair have made our intention clear by their voluminous correspondence. If they themselves are still unsure, we feel certain we will hear about it, as will probably anyone else who will listen or who is unable to escape.

Seriously, Ed and Brad are both nice guys who have done as much for their respective organizations as any other member, and probably a damn sight more. Of course, they've had a lot more time in which to do it, but their shining example serves as a goal to those of us who have not yet attained the status of a club institution. Age doth not wither, nor custom stale, their infinite variety.

SUBSCRIBE TO..... THE  STOPWATCHER

"Out to Lunch ..... Rallyeing" - The '70 Picnic Rally

The annual bash known as the VMSC Picnic Rally was OD'd this year by Chris Young and Hank McIntyre, and it was a pity that the day was not the best, because the rally ended at a delightful picnicing spot on the Potomac River. It was brisk, to say the least, and only a few brave souls ventured into the river on their own, namely Castleberry, Myers, Lyell, and Morrissey, while Greenwood was dragged in by some of the aforementioned, definitely not on his own. Most of the rest of us just partook of beer and food.

The rally that got us there was a straightforward TSD event that passed through some familiar areas, had a transit zone in Tappahannock, and a 15 mph checkpoint at the end that my navigator gave up on as he experiences much trouble on slowies. [They zeroed it anyway, damn it. Eds.]

The OD's had us working when we were looking for a RIP "Warning". There were at least two RIP "Warming"'s before it, and from 25 to 30 feet m's look like n's.

Other than that, it did not prove too difficult, and as such it was a good event to have before a picnic at which one should be relaxed.

We thank Chris and Hank for the rally and the Young family for the use of the picnic area.

Brad Peaseley for Hart Grundy and Himself.

RESULTS

PLACE OVER.	CLASS	PLACE CLASS	DRIVER/NAVIGATOR	CAR	CHECKPOINTS					TOTAL ERROR
					1	2	3	4	HID	
1	E	1	B. Peaseley/H. Grundy	Porsche	5	3	9	0	7	24
2	E	2	W. Greenwood/Greenwood	BMW	1	5	11	4	7	28
3	E	3	J. Dickinson/Dickinson	Porsche	244	22	192	150	12	620
4	E	4	K. Edwards/C. Edwards	SAAB 99	10	4	300	300	12	626
5	U	1	M. Castleberry/Beverage	Falcon	197	300	130	16	8	651
6	U	2	D.W. Myers/ B. Lyell	MGA	41	101	237	250	37	666
7	E	5	J. Purgason/Purgason	BMW	300	18	46	300	5	669
8	U	3	B. James/H. James	Opel	85	80	300	300	83	848
9	U	4	L. Enochs/R. Williams	Opel	300	300	600	300	7	1507
10	U	5	D. Herndon/K. Ellis	Volvo	600	300	300	600	300	2100
11	U	6	E. Dreelin/S. Thomas	TR-4	300	600	600	600	212	2312
12	U	7	B. Mason/P. Jamison	Dodge	600	600	600	300	600	2700
13	U	8	H. Batcheller/Duffield	Jaguar	600	600	600	300	600	2700
14	U	9	J. Morrissey/E. Cox	Ford	600	600	600	300	600	2700
15	U	10	D. Preston/D. Preston	Sonnett	600	600	600	600	600	3000

OD's - Chris Young, Hank McIntyre, and Lewis Parsley.

HELPERS - J. Chehaske, K. Hammer, C. Hatch, D. Hatch, T. McKee, B. Whitehead, G. Winfree, and N. Winfree.

Note: All cars contained at least one VMSC member.

## "A Shot in the Dark"

Shooting in the dark is a very difficult task, involving great quantities of both luck and risk. The night rally held after the June meeting proved this without a doubt. O.D. Miles Turner put together a tough rally - one that lived up to its name.

The element of luck occurred frequently for us throughout the event. We saw the RIP "Richmond" sign that was 50 feet down a side road, allowing us to stay on course. Yet, we didn't see a RIP "25" sign that was only 10 feet down another side road. Strange as it may sound, that also allowed us to stay on course, since Miles had not seen that sign either - the correct RIP "25" being further along the rally route.

Later in the event we came to a priority situation where a numbered instruction called for a left turn and a priority called for a right turn. The first opportunity to turn was a left. I knew that technically we should turn left and continue looking for the priority right - but Kathy didn't agree with me. She thought we should ignore any left turns until we had executed the priority right turn and then start looking for the left. Rather than fight, I decided to switch. And as you have probably figured out by now, Kathy's interpretation worked out right, although technically it was wrong.

Lady Luck again smiled favorably upon us when, after traversing the entire length of Old Gun Road at 10-15 mph looking for a speed change sign and not seeing said sign, we guessed the mileage to the unseen sign and were only off by 22 seconds.

The above clearly indicates the luck involved but "Where is the risk?" you say. For this we must switch to the gallant(??) team of Peaseley and Grundy who took on all comers. Their first encounter was with the Richmond Police. It seems that the rally route went through a residential section of Richmond where the local inhabitants didn't appreciate the intrusion; so much so that one of said inhabitants called the gendarmes. The way we hear it, the officer was so thoroughly confused by Peaseley's explanation of rallying in general and what they were doing in particular, that he told them to go quietly onward and he would try to forget he had ever seen them.

Not satisfied with their first escape from impending doom, they stumbled upon a gang of angry young men later in the evening who pelted them and the car with great quantities of rocks. The resultant damage included a cracked windshield, five or six dents in the car, a bruised curta cranker, and probably first place in the rally.

In summary we were quite lucky - others were not. We enjoyed the event - others did not.

We would like to commend Miles on his choice of unmanned controls for the event. This is definitely the ONLY way to go on a night rally that runs through any part of a residential area, although we do feel that residential areas should be avoided. We hope we haven't scared anyone off from future night rallies. That was certainly not our intent. Night rallies are fun. Hope to see more of you at the next one.

John and Kathy.

RESULTS: SHOT IN THE DARK RALLY  
June 18, 1970

PLACE OVER.	CLASS	PLACE CLASS	DRIVER/NAVIGATOR	CAR	CHECKPOINT ERROR			
					#1	#2	#3	TOTAL
1	E	1	J. Chehaske/K. Hammer	Olds.	3	22	0	25
2	U	1	G. Winfree/N. Winfree	VW	6	12	9	27
3	E	2	C. Young/B. Westbrook	Corvair	45	0	3	48
4	E	3	J. Purgason/B. Purgason	BMW 2002	2	46	1	49
5	U	2	J. Dorsk/M. Castleberry	Jaguar	3	15	45	63
6	E	4	B. Peaseley/H. Grundy	Porsche	0	31	51	82
7	E	5	J. Dickinson/N. Dickinson	Porsche	16	126	36	178
8	E	6	W. Greenwood/B. Greenwood	BMW 2002	4	237	0	241
9	E	7	B. Whitehead/J. Whitehead	Porsche	30	60	157	247
10	U	3	D. Myers/B. Lyell	MGA	59	76	184	319
11	U	4	B. James/H. James	Opel	1	329	27	357
12	U	5	L. Wells/T. Wells	Falcon	10	130	231	371
13	E	8	L. Parsley/B. Britton	Corvair	1	402	223	626
14	U	6	B. Mason/M. Hastings	Challenger	468	171	20	659
15	U	7	K. Ellis/D. Herndon	Volvo	97	674	49	820
16	U	8	R. Hager/R. Bryan	MGB	1200	88	69	1357
17	E	9	C. Edwards/K. Edwards	Mercedes	1200	35	184	1419
18	U	9	S. Powell/R. Day	Camaro	1200	118	521	1839
19	U	10	H.E. Batcheller/M. Duffield	Olds	1200	512	1200	2912
20	U	11	S. Cook/D. Sanders	Corvette	1100	1200	1200	3500
21	U	12	*D. Markham/C. Segrist	SAAB	1200	1200	1200	3600
22	U	13	D. Preston/J. Rowe	SAAB				DNF

OD's - Miles Turner

HELPERS - Dick Byrd, Caryl Hatch, L.A. Shell, Sharon Shell, Brenda Turner, Reggie Williams, Beth Beverage, Susan Reid.

\* denotes non-VMSC car.

JUNE NEW MEMBERS

Danna Preston  
9101 Patterson Ave., Apt. 54  
Richmond, Va. 23229  
288-7520

James Rowe and Janet  
9101 Patterson Ave., Apt. 42  
Richmond, Va. 23229  
288-5077

JULY NEW MEMBERS

Jerry Adolf  
6510 Monument Avenue  
Richmond, Va. 23226  
288-4723

George Field III  
8425 Larkspur Road  
Richmond, Va. 23235  
272-2358

Fred D. Haskins and Anne  
1606 Fairfax Avenue  
Richmond, Va. 23224  
232-1797

Dr. Charles B. Hoelzel and Charlotte  
1105 Chiswick Road  
Richmond, Va. 23235  
272-8520

Frank R. Leveque and Gloria  
9103 England Drive, Apt. A  
Richmond, Va. 23229  
270-7199

Dr. Charles N. Richards, Jr.  
3301 Gloucester Road  
Richmond, Va. 23227  
358-1887

## THE CAR SHOW

During the weekend of June 26th, 27th, and 28th, the Richmond area had the opportunity to see an International Automobile Show for the first time in 25 years. The show was originated and promoted by Wayne Davis of WRNL and Irvin Sanderson of Boulevard Import Service, Inc., and was held in the city Arena. There were fifty-five automobiles representing the countries of Germany, Sweden, Japan, England, Italy, and of course the U.S.A. There were new cars, vintage cars, custom cars, luxury cars, and racing machinery. (There was even a wrecked car!)

One of the most interesting autos was the new Datsun 240-Z, a long awaited arrival from the Far East. It shows promise of being one of the best buys in the sports car field today. Of all the spectator remarks overheard on the 240-Z, none were bad. Also of much interest was the new SAAB Sonnett. Many styling improvements have been made to this autocross-proven car.

The Ford performance team was much in evidence with Jimmy Clark's 1965 Indy winning Lotus Ford, an immaculate Formula Ford and a Trans-Am Mustang such as the one Parnelli Jones is campaigning in this season.

Bob Tullius, who does not have many weekends off this time of the year, was there with his beautiful TR-6. It was truly a pleasure to talk with Bob about his career and racing in general. He is a true "Gentleman" in the racing world. Chevrolet had a very nice display, the most interesting part of which was a 1970 Chevrolet Monte Carlo with a body that elevated to reveal a break-away of the internal workings. Chevy also had a brake reaction test which was amusing to everyone.

The famous "Baja SAAB", which was driven by Ingvar Lindqvist to victory in the last two Baja 1000 mile races, was there. It is not the most beautiful car in the world, but then beauty is only skin deep.

We were very glad to see Victor Matthews of Mechanicsville up and around again. Vic, as you probably know, had a very bad shunt at Charlotte, N.C., on May 23, 1970, and was only two weeks out of the hospital. His was the wrecked car at the show. Vic is a very capable driver and is now looking for another "ride". Here's wishing him good luck in the future.

There was a 1932 Cadillac which was absolutely fantastic, It sold for \$6,000 new, but is now worth \$22,500. In the same category was VMSC's John Kessler's 1957 BMW 507. I cannot help but drool every time I see this car.

There were many other interesting automobiles present, a few of which were a 1970 Chrysler powered Cord, a Rolls Royce Silver Cloud, a Volvo Marcos (very interesting), a custom Ford Model T, a funny-car type Dragster, the BMW Trans-Am Car, and the Treco Racing Team Javelin. I could go on and on, but I will just make you wait 'till next year and see for yourself.

Last but not least I want to write about the Virginia Motor Sport Club exhibit. Along with Wiltshire Greenwood and Chuck Edwards, I had the pleasure of planning and setting up our exhibit. Most of our planning, however, took place after our first visit to the Arena. To represent an autocross car we had John Bergeron's TR-4. John had it looking real good and I think it impressed many of the spectators. As a rally car I had my BMW 2002 set up with watches, Halda, dash-mounted clipboard and other rally essentials. We tried to stress

rally safety by opening the trunk of my car to reveal flares, tow chain, first aid kit and fire extinguisher. We also had on display a variety of trophies from some past club activities. Along with conversation, we passed out membership applications, sample rally instructions, "Checkpoints" and some of the new business cards. Many people with whom we talked expressed an interest in the club and its activities. Maybe we will see some new faces at our next meeting.

All in all much good can be said for the first Virginia International Auto Show. I personally cannot wait until next year when I'm sure it will be bigger and better. I feel Irvin and Wayne are to be congratulated on a job well done this year, as it takes much hard work to put on a show of this caliber. Thanks again, gentlemen.

Bob Purgason.

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#### VMSC vs. PCA AT BOSTON - THE '70 PORSCHE PARADE

Can you imagine a more beautiful sight than a parking lot full of Porsches? Can you imagine a sweeter lullaby than the sound of Porsche exhausts? Can you imagine a more pleasant alarm clock than the music of Porsche engines? So it was for a week in Boston for Caryl and Dickie Hatch, Elgie and Brad Peaseley, Lisa and Fred Rose, and Jackie and Bill Whitehead.

The 15th annual Porsche Parade, NOR'EAST '70, was an extremely well-planned week with something for everyone.

On the social side: It was definitely a wet week with cocktail parties, banquets, a square dance, a clambake, a beer blast, and, of course, our very own room parties!

On the competitive side: The first event of the week was a Concours d'Elegance like none you've ever seen. The judges' white-gloved hands inspected for dust behind fan housings, rolled themselves under the cars with mirrors and lights, [Their hands, Lisa? Eds.] checked door hinges, checked tool kits for fingerprints, checked gas tanks, lifted floor mats, etc. They certainly were a nosey bunch!

The rally was a straightforward TSD event with 99 entries. Our very own Bill Whitehead drove the winning car; his navigator was a Dramamed Brad Peaseley. This unbeatable team managed to collect only 11 points. In addition to their commemorative trophies, Bill won the Hoffman Rally trophy and Brad won the Wollery Navigator Trophy. These are perpetual trophies which Brad and Bill must surrender in Sun Valley, Idaho, at next year's Parade!

Another entry of note was the team of Hatch and Rose. Dickie spent the better part of the evening preceding the rally giving Fred a crash course in navigating. Had they not made one wrong turn, I understand from them, they would have been right up there beside Brad and Bill! Well....

The autocross was a very exciting 2-day event at Grenier Air Force Base in New Hampshire. The course was long and well set up with several good straights, good curves and one hairy, wheel-locking "S". Again VMSC members covered themselves with glory. Brad Peaseley, Fred Rose and Bill Whitehead each took first place in their respective classes.



Special Interest items: (1) Elgie Peaseley won a door prize! (2) Caryl Hatch has a message for Scottie Gow from Wolfgang Reitzel, a Porsche factory representative. (3) Peter Porsche, grandson of the late Dr. Ferdinand Porsche, attended the Parade and spoke at the Victory Banquet. Your eight representatives were impressed! (4) Rico Steinarman, Porsche racing director and race driver, spoke at the Tech Session on .... Guess what? .... Right! .... He spoke on racing! (5) A 917 was on display in the lobby of the Marriott for most of the week. The cockpit is really claustrophobic! (6) A 904 with a Carrera-6 engine was driven to the Parade from Los Angeles. (7) All of us also did quite a bit of sightseeing. We visited the Sandwich Glass Factory on Cape Cod and were the first visitors since 1888 (it burned down that year, only we didn't know it!)

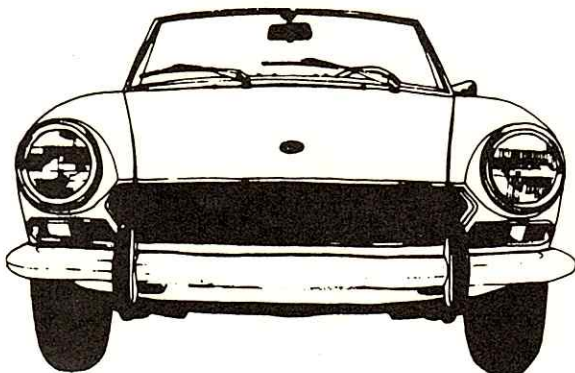
There were 247 Porsches at the Parade and nearly all competed in one or more events. The fact that Brad, Fred, and Bill were trophy winners I think says a lot for VMSC events. They competed with the best and won. Dickie, Brad, Fred and Bill are all proud of their PCA badges, but they are equally proud of their VMSC badges. You should be proud of them, too!

Lisa Rose.

## 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.

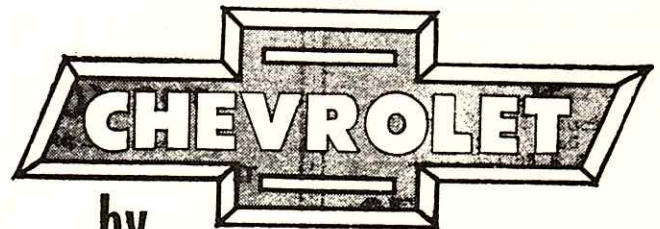
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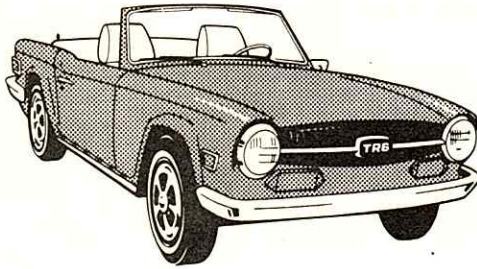


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