



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 16

NUMBER 8

AUGUST, 1970

August 16 (Sunday) - PMSC (Petersburg) and VMSC (Richmond)... "Cavalier Square" Autocross at Cavalier Square Shopping Center on Winston Churchill Drive in Hopewell, Virginia. (NOT at the Fort Lee Air Strip as stated last month.) This is a VMSC Point Event. OD John Sheally describes the course as being long (one mile per lap), fast, and impossible to get lost on. Registration opens at 10:30, with first car off at 12:00. MWCSCC classes; all cars must be muffled. Dash plaques will be given to the first 40 entries. Prices: \$2.00 for those traveling more than 50 miles to attend, \$3.00 for members of any local club, and \$3.50 for all others. Call John at 1-458-4653 for further information.

August 20 (Thursday) - VMSC (Richmond)...Regular meeting. This will be held at the Branch House, Monument and Davis Avenues, contrary to President George Winfree's announcement at the July meeting. Meeting at 8:00, followed by a night rally of about 40 miles, OD'ed by Bob and Joanie Purgason. Bob describes it as straightforward TSD with all controls Unmanned except the last, which will be Monte Carlo. The rally will run primarily through rural countryside, and will end up at the Round Table Restaurant on Quioccasin Road for beer and camaraderie. Equipped and Unequipped classes, \$2.00/\$3.00.

August 23 (Sunday) - ODAC (Richmond)...Regularity Run Rally. OD Chris Young says the rally will run twice around a 35 mile loop, and will last about 3 hours. Registration at 12:00, first car off at 1:01 from Azalea-Brook Hill Shopping Center. \$3.00/\$4.50.

August 23 (Sunday) - AMSC (Newport News)... "Press on Irregardless II" TSD Rally, OD'ed by Bill and Bonnie Jackameit. Overall, Unequipped, and SOP classes. Registration at 12:00 noon, first car off at 1:01 from Riverdale Plaza on Mercury Boulevard in Hampton. \$3.00 local, \$2.50 for cross-creekers or 60-milers. 1-838-7794 for info and pre-registration.

September 6 and 7 (Sunday and Monday) - PSCC (Newport News)...Annual 2-Day Labor Day Autocross, O.D.'ed this year by George Sykes. Registration 12:00 - 3:00 each day, first car off at 1:00 each day, at Montgomery Wards on Mercury Boulevard in Hampton. Prices \$2.00 for SEVSCO, \$2.50 for non-SEVSCO, \$1.00 discount for cross-creekers. Call George at 1-596-7291 for more information.

September 13 (Sunday) - VMSC (Richmond)...TSD Rally by Bill Britton and Lewis Parsley. More next month.

September 17 (Thursday) - VMSC (Richmond)...Regular meeting at a location to be announced next month. No night rally, but Indoor Activity Chairman Bob Purgason promises something interesting.

RESULTS: NEW RICHMOND RALLY
July 16, 1970

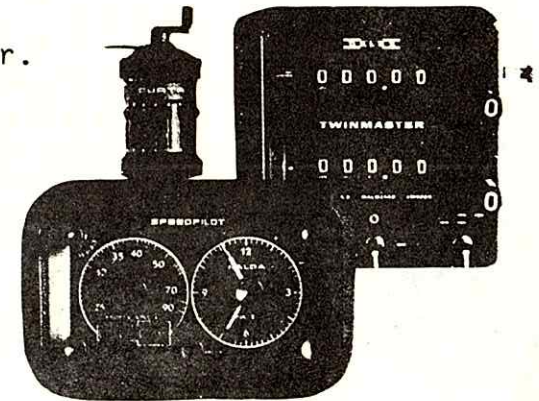
PLACE OVER	CLASS	PLACE CLASS	DRIVER/NAVIGATOR	CAR MAKE	CHECKPOINT ERROR				TOTAL ERROR
					#1	#2	#3	#4	
1	E	1	Wilt Greenwood/Barbara Greenwood	BMW 2002	2	2	0	2	6
1	E	1	Lewis Parsley/Bill Britton	Corvair	0	1	3	2	6
3	U	1	George Winfree/Nancy Winfree	VW	0	1	2	94	105
4	E	3	Brad Peaseley/Dick Hatch	Porsche	76	78	62	50	266
5	U	2	Mike Castleberry/Beth Beverage	Chevy	2	4	10	524	540
6	U	3	Scott Powell/Peyton Carr	Buick	112	39	380	23	554
7	E	4	Bob Purgason/Joanie Purgason	BMW 2002	107	14	411	282	814
8	E	5	Chris Young/ L.Harlow	Corvair	18	97	600	136	851
9	U	4	D. Byrd/B. Hicks	Spitfire	94	202	600	44	940
10	U	5	Cecil Wright/Edith Wright	Porsche	600	3	6	377	986
11	U	6	Bruce Uram/N. Morris	Pontiac	12	203	231	597	1043
12	U	7	Judy Dickinson/Neale Dickinson	Porsche	250	427	351	457	1485
13	U	8	Jerry Adolf/J. Whitlock	MGB	600	360	124	600	1684
14	U	9	*D. Markham/R. Burke	SAAB	548	117	600	600	1865
15	E	6	John Chehaske/Kathy Hammer	Olds	600	477	320	600	1997
16	U	10	*B. Westmoreland/P. Bullock	Triumph	228	600	600	600	2028
17	U	11	James Rowe/Janet Rowe	Chevy	600	600	600	259	2059
18	U	12	Chuck Hoelzel/Charlotte Hoelzel	Porsche	600	333	600	600	2133
19	U	13	*R. Cone/G. Carr	Opel	476	600	600	600	2276
20	U	14	Hank McIntyre/A. Alkire	Falcon	600	600	600	600	2400
21	U	15	John Bergeron/Reggie Williams	TR-4					DNF
21	U	15	Fred Rose/Lisa Rose	Volvo					DNF
21	U	15	*B. Templeton/V. Snow	VW					DNF

* denotes non-VMSC member.

OD's - Wayne Myers and Bill Lyell.

HELPERS - Hart Grundy, Caryl Hatch, Bruce James, and Miles Turner.

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THE NEW RICHMOND RALLYE
July 16, 1970

"If at first you don't succeed, try, try again. Then give up. No use being a damn fool about it." W.C. Fields.

Damn fools incarnate, Lewis and I bumbled heedlessly up to the Branch House for the July VMSC meeting, our (metaphorical) paths strewn with a rather awesome series of (ignominious) defeats. The object of our probable consternation on this occasion was advertised as the "New Richmond Rallye", the conjurors of this affair being Wayne Myers and Bill Lyell. Visions of meandering endlessly through the local countryside after a missed instruction danced through our heads upon reading the general instruction requiring an automatic route change (left, if possible) in the event that one's route ended without an applicable numbered instruction; they stayed with us almost until the second instruction following the odometer check. It was indeed fortunate that at that point our memories slipped, for we missed RIP "Mail" (on a large, highly visible mailbox) and undoubtedly would have otherwise motored off into the sunset and out of this narrative at that point. As it was, we went back, found RIP "Mail", and proceeded not so merrily on our way, belaboring each other with admonitions not to let that happen again. The first crisis involving the infamous general instruction came with instruction #17, "R after second fire hydrant" (the first being fiendishly placed at the execution point of instruction #16) when, after four automatic turns and a "L at 'One Way'", we found ourselves on Riverside Drive looking for RIP "Williamsburg". The Faithful Driver was voicing, at rapidly diminishing intervals, his opinion that we had in some manner erred (couched in earthier terms, to be sure) when out of the darkness loomed a large construction company sign with "Williamsburg" nestled in its center. Automatic route changes then occurred infrequently until after the execution of instruction #39, "R at fire hydrant". Five turns were completed before the execution of instruction #40, "Go toward arrow" (referring to a state highway sign). This would have been an excellent trap except for the fact, overlooked by the OD's and the checker, that each route number sign contains at least one arrow. We unfortunately didn't overlook it and did a lot of aimless motoring before we found what we were looking for. Other than this, and another instance, where a route change took place at an unmarked intersection, the "New Richmond Rallye" was technically good and quite enjoyable. Some of the more interesting of its intervening features were a U-turn and an instruction "R at 'Midlothian'", which allowed a few unsuspecting rallyists (including the editors of CHECKPOINTS) to motor off into the wilderness. It happened that the previous route ended at Midlothian Turnpike; anyone who failed to notice the absence of RIP in the route instruction and the absence at that point of a sign reading in full "Midlothian" went R instead of executing an automatic L.

All in all, an interesting rally, one of the best of the night TSD variety we've run. We'd like to congratulate Bill and Wayne for providing us with an event to disprove the adage about nice guys finishing last (that's called rationalization, folks), and the Greenwoods for their tie for first place.

Bill Britton for Lewis Parsley and himself.

VMSC POINT CHAMPIONSHIPS

Top Ten Overall

1	Brad Peaseley	8400
2	Wilt Greenwood	7450
3	George Winfree	7100
4	John Chehaske	6950
5	Miles Turner	5800
6	Barbara Greenwood	5750
7	Hart Grundy	5700
8	Bill Whitehead	5500
9	Bill Lyell	5350
10	Kathy Hammer	5050

Equipped

1	Brad Peaseley	6100
2	Hart Grundy	5700
3	John Chehaske	5000
4	Wilt Greenwood	4900
5	Bob Purgason	4500
6	Barbara Greenwood	4400
7	Kathy Hammer	4300
8	Joanie Purgason	4200
9	Dick Hatch	3900
10	Bill Whitehead	3800

Speed

1	Wilt Greenwood	2900
2	Bill Lyell	2500
3	Bill Whitehead	2300
4	Brad Peaseley	2200
	Miles Turner	2200
6	John Chehaske	2000
	Wayne Myers	2000
8	George Winfree	1900
9	John Bergeron	1700
	Barbara Greenwood	1700
	Chuck Edwards	1700
	Bruce James	1700

Unequipped

1	Mike Castleberry	4600
2	Bruce James	4400
	Bill Lyell	4400
	Wayne Myers	4400
5	Miles Turner	4100
6	Nancy Winfree	3800
7	Beth Beverage	3700
8	Harriet James	3500
9	George Winfree	3400
10	Toni Wells	3200

1970 ANNUAL FIELD TRIALS

or

Never Loan Your Car to a Friend

The 1970 Field Trials were without a doubt the best such event I have ever run. The things that make most field trials unpleasant, such as billowing clouds of dust and giant pot holes, were surprisingly absent. In their place was a beautiful damp track carved through the weeds, bushes, and small trees. The rains during the previous week had done as good a job of preparing the track as any NASCAR watering truck could have done. Just like the big time, as the track dried, the times got faster, but it never did reach that awful dust bowl stage. The course was reasonably smooth and very easy to follow. All you had to do was keep the car between the weeds and bushes that lined the track and put your foot in it. The weeds practically eliminated the need for pylons, much to the happiness of both driver and course worker.

The weather had been a big question mark prior to the event. Earlier in the week it looked like it would be too wet to run. Consequently Bill Dixon, OD, was unable to put out the usual flyers and radio spots. Even so, there were 22 entries including eight non-VMSC entrants - a good turnout for this type of an event.

Bill did a great job, as anyone who ran will tell you. The new site he obtained is great and hopefully we can use it again.

If you have never experienced the fun of broadsliding a car around a dirt course you just don't know what you are missing. So, start building up your courage now and come out and run the next one.

(PS. For explanation of the subtitle, contact Wilt Greenwood, Dan Myers or Hank McIntyre.)

John Chehaske.

RESULTS: ANNUAL FIELD TRIALS
July 26, 1970

CLASS	PLACE	DRIVER	CAR	BEST TIME	R/O
A	1	John Chehaske	Porsche 911	1:16.9	
A	2	Wilt Greenwood	Porsche 911	1:17.5	
A	3	John Bergeron	TR-4	1:21.0	
B	1	Bill Whitehead	Porsche SC	1:19.3	
B	2	Brad Peaseley	Porsche 912	1:20.0	1:17.8
B	3	*Bill Spain	Morgan	1:20.0	1:18.2
B	4	*Steve Fields	MGB	1:24.4	
B	5	*Jim Wirwille	A-H 3000	1:26.7	
C	1	Bill Lyell	MGA	1:18.8	
C	2	*Mark Dominey	Fiat	1:20.8	
C	3	Wayne Myers	MGA	1:21.2	
S/A	1	*James Chandler	Datsun	1:22.8	
S/A	2	*David Hawley	Corvair	1:24.4	
S/A	3	Bruce James	Opel	1:27.9	
S/B	1	*Mac Buhrman	VW	1:19.4	
S/B	2	Wilt Greenwood	Renault	1:22.0	
S/B	3	Mike Castleberry	Renault	1:23.2	
S/B	4	Chris Young	Corvair	1:24.7	
S/B	5	Lewis Parsley	Corvair	1:26.4	
S/B	6	*Cary Davis	Toyota	1:28.5	
S/C	1	Chris Young	Plymouth	1:25.0	
S/C	2	Hank McIntyre	Plymouth	1:25.2	

OD - Bill Dixon.

* denotes non-NVSC members.

Classes were combined into "Sports" and "Sedans" for purposes of awarding VMSC points.



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VMSC vs. PCA AT RICHMOND - THE '70 PORSCHE PARADETTE

On August 1st and 2nd, Cecil Wright, Richmond Vice-President of First Settlers Region PCA, planned a big Porsche weekend. Saturday, the 1st, a man was supposed to come from the Porsche distributor with a 914-6 for everyone to drive. A room was rented in the Holiday Inn West where this gentleman was supposed to give a tech session and show a film of the 1970 Le Mans Race.

As it happened, this gentleman from Porsche cut his eye while buttering toast the morning of the 1st and was not able to make it to Richmond. Supposedly everyone else who might have been able to bring the 914-6 and the film were away for the weekend. Despite the disappointment, PCA members and friends were able to retire to the Holiday Inn for a few drinks and a tech session of their own. Later on in the evening, Cecil threw a party for PCA members and prospective members, which was great fun.

On Sunday, the 2nd, Cecil put on a rally with an unusual twist. The "Experienced" contestants were given, instead of written instructions, a stick map which they had to follow to stay on course. Besides following the map Cecil had everyone looking for the answers to eight questions, which counted five points each.

For this rally we decided to switch places; Kathy as driver and John as navigator. We had some problem with out mileages, but that can be expected when you're competing in an unknown like Kathy's Oldsmobile.

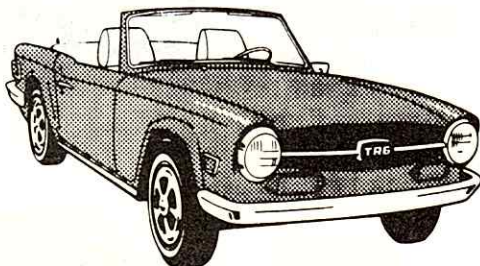
There were two classes in the rally, Novice and Experienced. The novices did very well, as was shown by the fact that all were unequipped and the three winners had scores in the 200's.

Congratulations go to Cecil and his workers for putting on an event that everyone enjoyed, and most important of all, finished.

John and Kathy.

RALLY TROPHY WINNERS

CLASS	PLACE CLASS	DRIVER/NAVIGATOR	CAR MAKE	CLUB	TOTAL ERROR
E	1	Kathy Hammer/John Chehaske	Oldsmobile	Both	92
E	2	Brad Peaseley/George Winfree	Porsche 912	Both	127
E	3	Dick Hatch/Caryl Hatch	Porsche 356	Both	170
N	1	Mike Remorenke/Randy Remorenke	Porsche 356C	PCA	219
N	2	Eileen Dreelin/Sondra Thomas	TR-4A	VMSC	275
N	3	Randy Stevens/Cece Stevens	Porsche 912	PCA	279



DAVID R. McGEORGE

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Come in and see.

RACING AT WATKINS GLEN

The fact that the Porsche Marque had already won the World Mfg. Title was not evident during the Six Hour Race and Can Am Race recently held at Watkins Glen, New York. This was probably due to the fact that first place in the Six Hour Race was guaranteed \$5,000, and first place in the Can Am Race was guaranteed \$12,000.

The Six Hour Race started at 12 noon on Saturday under cloudy skies and cool weather. The John Wyer Gulf Porsche 917's had the first and third pole positions, followed by 24 other cars which included the two factory Ferraris, Lolo T-70, Lotus, 906, 908, and 915 Porsches, two Chevrons, a Camaro and 427 Corvettes. The race was a close one from start to finish as the Gulf Porsche team and the factory Ferrari team battled it out. Twice during the race the Gulf Porsche team cars, driven by Jo Siffert and Pedro Rodriguez, made contact on the 2.3 mile Grand Prix Circuit. At 1 p.m. there was a downpour of rain that slowed some of the cars, but the Porsche 917's and factory Ferraris kept the pace going with speeds of 170 mph plus on the straights. Several mishaps occurred due to the wet track, none of which were serious. The rain lasted approximately one hour only to leave dark skies and scattered showers for the entire afternoon. Pedro Rodriguez had the fastest lap of 1:04:9 for a speed of 127.58, breaking last year's record. This entitled him to the Ballantine Trophy and \$1,000 along with the first place prize money. The John Wyer Porsche 917 driven by Pedro Rodriguez and Leo Kinnunen was 44.2 seconds ahead of Jo Siffert and Brian Redmon. The factory Ferrari driven by Andretti and Guinti came in third place. Vic Elford was given the BOAC Man of the Race Trophy plus \$1,000 in addition to fourth place prize money in his Porsche Audi 917.

The Can Am Race started at 2 p.m. on Sunday afternoon with 35 cars under sunny skies. Denny Hulme had the pole position and lead from start to finish in the 87 lap, 200 mile race.

The most talked about car on the track was the white Chaparral 2J driven by World Champion Jackie Stewart. The Chaparral was very competitive during the first 15 laps of the race, but had to go into the pits after experiencing some brake problems and trouble with the so-called "vacuum sweeper". Jackie Stewart had the fastest lap time which entitled him to the Ballantine Trophy and \$1,000.

Jo Siffert was doing some expert driving in his 917 Porsche, even though underpowered compared to the Group 7 cars. In the later part of the race Siffert came to within eight seconds of Hulme. The McLaren pit crew gave Hulme the signal that Siffert was gaining on him. Hulme at this time was experiencing a problem with his car overheating, but due to a spin-out by Siffert he slowly increased his lead. Hulme took the checkered flag and Siffert finished 28 seconds behind him. Siffert received the BOAC Man of the Race Trophy. It was a great weekend for the Porsches. The 917's finished second, third, and fourth in the Can Am Race.

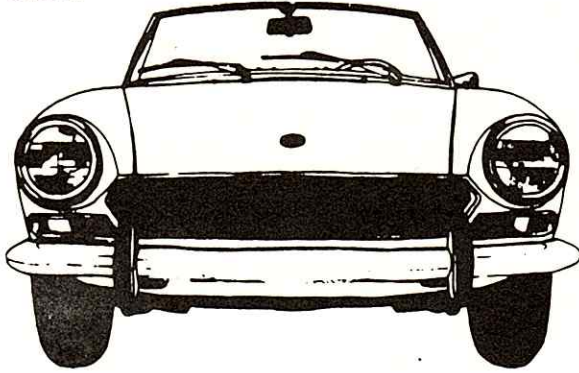
The track had recently been resurfaced in three places, and due to the wrong type of asphalt being used, it created many problems during the Can Am Race. These resurfaced areas began to break apart because of the hot weather causing many of the cars to spin out, and resulting in over-heated engines and damage to the fiberglass bodies. The Chaparral 2J had picked up 35 pounds of asphalt during the first 15 laps of the race. The bad areas of the track will be resurfaced prior to the Trans Am Races in August. Plans are being made to widen and resurface the entire track prior to the 1971 season.

Bob and Joanie Purgason.

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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