



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 16

NUMBER 9 (&10) Sept.-Oct., 1970

COMING EVENTS

October:

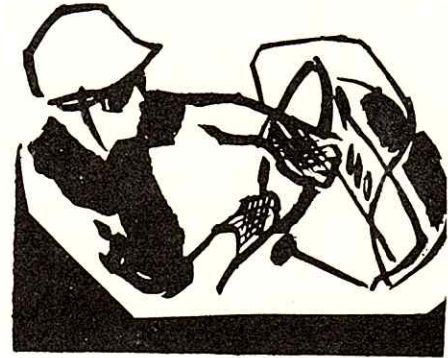
- 11th: Rebel Yell Divisional Rally, Wilt Greenwood is rallymaster, call 282-1493.
- 16th: Annual VMSC Dinner Meeting, Neilson's 3-N Restaurant, \$5.50 per person includes set-ups and dinner, and after-dinner talk by Tex Hopkins who is official starter at the Watkins Glen Grand Prix of the United States and was for many years chief starter at Marlboro, BYOL, cocktails at 6:00, dinner at 7:30;
FOR REGISTRATION TELEPHONE

Bill Dixon, 262-6485
George Winfree, 282-7479

NOTE: There will be no regular monthly meeting in October - the aforementioned Dinner Meeting will be the only VMSC meeting. Place your reservations early.

- 17th &
18th: "Return to Pungo," Old Dominion Region, Sports Car Club of America, Wide open autocross at the Greater Tidewater Fairgrounds, Pungo, Virginia Beach, Va., call Jack Steel, (703) 499-4317, fee \$5.00.

- 24th: Annual Old Dominion Rally, this year by Andiamo (AMSC), starting in Williamsburg and overnighting in New Market at the Shen-Valee Motor Lodge, for information call George Winfree who should have fliers by the time you read this.



NEW MEMBERS AUGUST & SEPTEMBER

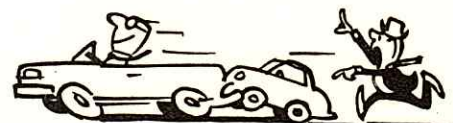
C. LeRoy Small, Jr., & wife Pat
P.O. Box 18
Winterpock, Virginia 23832
739-2231

Bookie Westbrook, & wife Kitty
9001 Patterson Avenue, Apartment 63
Richmond, Virginia
285-2730

Herbert L. Hicks, single
1956 Brown Road
Richmond, Virginia 23219
272-1553

Tom Torrence, single
2507 Kenmore Road South
Richmond, Virginia 23225
272-7985

Peyton Carr, single (Reinstatement)



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 5620 Indigo Rd., Richmond 23230, or telephone 282-1493. Deadline for material is the first of each month.

This month we'll attempt to give you a run down on what's taken place recently. Events for which articles are included elsewhere in this issue will not be covered.

First off, the Autumn Imbroglia rally in September rallymastered by Bill Britton and Lewis Parsley covered a lot of ground - 135 miles. Winding through Henrico, New Kent and Hanover counties, the course offered a challenge. One boo-boo resulting in the throw-out of checkpoint four marred what was otherwise a clean rally. Rallyists who ran the event will remember RIP "Pendelton" which caused many contestants to take an extended off-course tour. The OD's had taken two identical signs and rearranged the spelling on one of the signs to trap contestants. It did! Moral: Check the spelling. Remember, the OD is right until proven wrong.

Secondly, VMSC presented an exhibit at the Valentine Museum on Sunday, October 4th, as a part of the Junior Center's Sports Circus. Exhibited were John Bergeron's fabulously prepared TR-4, John Ruble's tidy and sparkling red BMW 2002, and Linda Enoch's white, shapely Opel GT. Bill Dixon was MC at the event and his presentation on the science of motorsports was enjoyed by all who heard it.

Lastly, VMSC brochures explaining the club's activities are at last ready. Credits go as follows: Pictures courtesy of Bob Purgason; graphics courtesy of John Bergeron; and text courtesy of the champion of VMSC verbosity.

-CEE

DIMINUTIVE DAYTONA

Bob Purgason and Mike Castleberry should be complimented for the fine autocross they put on September 19 - Diminutive Daytona. They designed the fastest course possible for the size of the lot, and it was easy to follow.

As usual, Bob Williams showed up with one of his Minis to take the fastest time of the day. Wilt Greenwood swapped cars with Bob and ran second fastest time of the day in the same Mini. I think this very commendable, seeing that Wilt had never driven the Mini before.

Now that I've had the 911 for a year and gotten some experience autocrossing it, other members of VMSC are closing in quickly. Wilt Greenwood, Bill Whitehead, John Chehaske, and Bob Purgason have bought 911's recently. I don't really feel my time was anything to get excited about since this was the first run for Whitehead in his 911 S, the first run for Chehaske in his 911 T, Brad Peaseley was out of town, and Wiltshire can't drive (guess I'll have to try a Mini!). However, it was nice to win for a change.

Fred Rose

JUST A NIGHT RALLY - BY THE PURGASONS
As Reported by Peaseley and Grundy

Bob and Joanie had advertised the event as a rural event, and it really was, as most of it was held in Hanover County. As a rural event, it was a welcome relief from the urban and suburban night rallies we have recently had, and, even with that, we still had our problems with the gendarmes and an irate citizenry who called the gendarmes. At this point we wonder if it is even possible to have a night rally without provoking someone into either a fit of rage, a fit of rock throwing or a fit of calling the police. Oh, well, I guess we can't have everything.

The rally was a straightforward TSD event with three unmanned controls and a Monte Carlo at the end. Scoring was cumulative, which meant that you had to pass the Monte Carlo at the correct elapsed time from the start. In our case, we had about 13 to 14 minutes to wait, and that was only due to the grace of the OD's who allowed cars to start 15 minutes prior to their actual starting times.

Course following was clear and precise, and as we did not experience any difficulties, we do not know what got people lost, but we do know that a lot did get lost (Perhaps the editors can give us the benefit of their experience in a sub-report).

Twenty-three cars participated, and most arrived at the rallying point, the Round Table, in time to partake of some refreshment and fellowship.

Thanks to the Purgasons for a well-organized, well-thought-out, and well-done event.

NEW EQUIPMENT RULES

Since some pieces of VMSC equipment are still missing it is now necessary to sign for the equipment withdrawn from the care of the Equipment Chairman, Miles Turner.

Still missing are a Heuer chronograph and the CHU beeper. Anyone having information as to the whereabouts of this equipment will be received warmly - no questions asked.

FOR SALE

Four used Michelin tires,
165 x 15 Call Dick Hatch
282-7820

Four 99% new 600 x 12 white wall
tires, cross-ply, run less than
100 miles, seeable at Boulevard
Import Service, or call Chuck
Edwards, 355-0932, price \$15 each.
ALSO,
23 quarts Castrol XLR 20w-50 racing
oil, new, cans never opened, 50¢ per
quart, call Chuck Edwards.

RESULTS: JUST-A-NIGHT RALLYE
August 20, 1970

PLACE OVER.	CLASS	PLACE CLASS	DRIVER/NAVIGATOR	CAR	CHECKPOINT ERROR				TOTAL ERROR
					1	2	3	4	
1	E	1	Brad Peaseley/Hart Grundy	Porsche	0	0	1	3	4
2	U	1	George Winfree/Nancy Winfree	VW	4	3	5	64	76
3	U	2	Harriet James/Bruce James	Opel	10	26	277	28	341
4	E	2	Lewis Parsley/Bill Britton	Corvair	59	58	60	300	477
5	E	3	Wilt Greenwood/Barbara Greenwood	Porsche	300	4	2	300	606
6	U	3	Mike Castleberry/Beth Beverage	Chevy	13	23	67	600	703
7	E	4	Chris Young/Chris Blot	Corvair	29	36	41	600	706
8	U	4	Scott Powell/Peyton Carr	Z28	8	172	232	300	712
9	U	5	Dan Myers/Bill Lyell	Buick	88	164	170	300	722
10	U	6	Bookie Westbrook/Kitty Westbrook	Mini	192	184	106	300	782
11	U	7	Jim Rowe/Janet Rowe	Chevy	26	300	300	300	926
12	U	8	Charles Hoelzel/Charlotte Hoelzel	Porsche	3	81	300	600	984
13	U	9	Dick Gentry/Arlene Goodrich	Pontiac	300	300	289	300	1189
14	U	10**	Eileen Dreelin/Andy Canada	TR-4A	300	300	300	300	1200
15	U	11**	George Field/Mike Jamison	Corvair	300	300	300	300	1200
16	U	12**	Linda Markham/ Doug Markham	SAAB	300	300	300	300	1200
17	U	13**	L.A. Shell/Miles Turner	AMX	300	300	300	600	1500
18	U	14**	Jerry Adolf/Jan Whitlock	Mustang	300	300	300	600	1500
19	U	15	Scotty Cook/Richard Cook	Corvette					DNF
19	U	15	Jimmy Helms/Ronnie Adolf	Camaro					DNF
19	U	15	Bob Mason/Doug Taylor	Dodge					DNF
19	U	15	Chuck Richards/C. Richards III	Camaro					DNF

** Ties broken by corrected mileage.

OD's - Bob and Joanie Purgason.

HELPERS - Chuck Edwards, Kathleen Edwards, Caryl Hatch, Dick Hatch, Bill Whitehead,
and Jackie Whitehead.

RESULTS: AUTUMN IMBROGLIO RALLY
September 13, 1970

PLACE OVER.	CLASS	PLACE CLASS	DRIVER/NAVIGATOR	CAR MAKE	CHECKPOINT ERROR					TOTAL ERROR
					1	2	3	5	6	
1	E	1	John Chehaske/Kathy Hammer	Javelin	18	8	40	1	196	263
2	E	2	Bill Whitehead/Brad Peaseley	Porsche	37	220	19	0	98	374
3	E	3	Wilt Greenwood/Barbara Greenwood	Porsche	8	6	52	21	600	687
4	U	1	George Winfree/Nancy Winfree	LeMans	47	0	54	5	600	706
5	U	2	D.W. Myers/ Bill Lyell	VW	44	52	11	19	600	726
6	E	4	Joanie Purgason/Bob Purgason	BMW	62	6	20	42	600	729
7	U	3	Mike Castleberry/Beth Beverage	Ford	104	118	68	43	600	933
8	U	4	Judy Dickinson/Neale Dickinson	Porsche	252	77	24	77	600	1030
9	U	5	Toni Wells/Len Wells	Opel	47	7	35	18	1200	1307
10	E	5	Courtenay Turner/Richard Stanley	Mustang	2	6	168	600	1200	1976
11	U	6	Scott Powell/Peyton Carr	Z-28	30	10	26	1200	1200	2466
12	E	6	John Ruble/Al Smith	BMW	394	1	4	1200	1200	2799
13	U	7	Harriet James/Bruce James	Opel	1200	600	11	33	1200	3044
14	U	8	Dick Gentry/Ronnie Whirfield	Corvette	498	600	161	1200	1200	3659
15	U	9	David Herndon/Karen Herndon	Volvo	159	116	1200	1200	1200	3875
16	U	10	Dave Clover/Linda Enochs	Opel GT	1200	600	26	1200	1200	4226
17	U	11	Paula Corucadia/Tommy Gregory	Fiat 850	190	1200	1200	1200	1200	4990
18	U	12	Linda Markham/Doug Markham	SAAB	215	1200	1200	1200	1200	5015
19	U	13	Fred Michie/Fran Michie	MGB	412	1200	1200	1200	1200	5215
20	U	14	Tom Blot/Lynn Harkins	VW	1200	1200	600	1200	1200	5400

OD's - Lewis Parsley, Bill Britton.

HELPERS - Hap Bachelor, John Bergeron, Richard Byrd, Chuck Edwards, Kathleen Edwards, George Fields, Chuck Hoelzel, Caryl Hatch, Dick Hatch, Hank McIntire, Reggie Williams, and Chris Young.

**2000
ROADSTER**
5-Speed
Gearbox



\$3,211

DATSUN
AT
BOULEVARD
IMPORT SERVICE
1010 N. BOULEVARD
PH. 353-6666



\$2,881

**1600
ROADSTER**

RESULTS: DIMINUTIVE DAYTONA
September 19, 1970

CLASS	DRIVER	CLUB	CAR	TIME	RUN-OFF
A/S	John Chehaske	VMSC	Porsche 911	1:01.1	
	*Bob Williams	PSCC	Porsche 911	1:02.3	
	*Reggie Williams	VMSC	Corvette 427	1:02.4	
	Bruce James	VMSC	Porsche 911	1:02.5	
	Wilt Greenwood	VMSC	Porsche 911	1:03.0	1:01.0
	Dewitt Boyd	SCCA	Datsun 240Z	1:03.0	1:04.0
	Richard Gentry	VMSC	Corvette 427	1:04.7	
	Chris Young	VMSC	Porsche 911	1:15.2	
B/S	*John Sheally	PMSC	Sprite 1275	1:02.2	
	Dick Vogel	PMSC	Sprite 1275	1:03.8	
C/S	*John Sheally	PMSC	Morgan +4	1:02.0	
	Dick Vogel	PMSC	Morgan +4	1:03.3	
D/S	*Charles Richards	VMSC	Porsche 356C	1:03.0	
	*Bill Gillings		VW 1580	1:04.2	
	*Mike Castleberry	VMSC	AH 3000	1:05.0	
	Bill Lyell	VMSC	Sprite 948	1:05.2	1:04.8
	George Field	VMSC	Corvaire 110	1:05.2	1:05.2
	David Hawley		Corvaire 140	1:06.5	
	Dick Hatch	VMSC	Porsche 356C	1:08.0	
	Bruce James	VMSC	Opel Rallye	1:08.4	
	Wilt Greenwood	VMSC	Opel Rallye	1:08.5	
	Fred Haskins	VMSC	AH 3000	1:08.6	
	Tom Torrence	VMSC	Sprite 948	1:11.3	
	E/S	*Mark Dominey		Fiat 850	1:02.2
*Mike Castleberry		VMSC	VW 1580	1:04.0	
Bill Gillings			VW 1580	1:05.0	
Lewis Parsley		VMSC	Corvaire 110	1:06.0	
Ron Miller		PMSC	Fiat 124	1:06.7	
Dave Herndon		VMSC	Volvo 145S	1:07.0	
George Field		VMSC	Corvaire 110	1:08.0	
Pat Kelly		VMSC	Fiat 850	1:09.4	
F/S	*James Stansbury	VMSC	Firebird 400	1:07.1	
	Charlie Alligrant	PMSC	Mustang 289	1:08.6	
	Chris Young	VMSC	Caprice 427	1:11.6	
	Randy Day	ODAC	Rambler DLP	1:15.0	
A/M	*Fred Rose	VMSC	Porsche 911	58.8	
	Bill Whitehead	VMSC	Porsche 911S	59.4	
B/M	*Bob Williams	PSCC	Austin Cooper S	55.4	
	Wilt Greenwood	VMSC	Austin Cooper S	57.0	
	John Bergeron	VMSC	TR-4	1:00.0	
C/M	*Bob Kennedy	VMSC	Sprite 948	1:04.1	

VMSC POINT STANDINGS
as of September 1, 1970

TOP 25 OVERALL

1	Brad Peaseley	10,450
2	Wilt Greenwood	9,000
3	George Winfree	8,050
4	John Chehaske	7,650
5	Bill Whitehead	6,750
	Hart Grundy	6,750
7	Barbara Greenwood	6,400
8	Mike Castleberry	6,100
9	Miles Turner	5,900
10	Bruce James	5,850
11	Chris Young	5,750
	Nancy Winfree	5,750
13	Bill Lyell	5,600
14	Bob Purgason	5,400
15	Kathy Hammer	5,050
16	Joanie Purgason	5,000
	Lewis Parsley	5,000
18	Chuck Edwards	4,950
19	Kathleen Edwards	4,850
20	Dan Myers	4,800
21	Beth Beverage	4,750
22	Dick Hatch	4,250
23	Judy Dickinson	3,600
24	Harriet James	3,400
25	Caryl Hatch	3,250

SPEED CHAMPIONSHIP

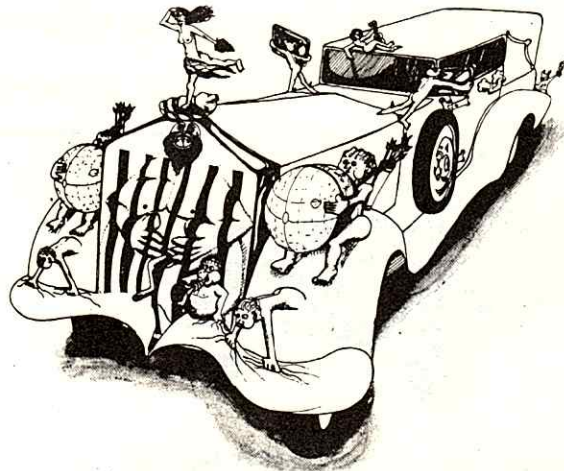
1	Wilt Greenwood	3,800
2	Brad Peaseley	3,200
3	Bill Whitehead	3,100
4	John Chehaske	2,700
5	Chris Young	2,500
	Bill Lyell	2,500
7	Bruce James	2,300
8	Mike Castleberry	2,200
	Miles Turner	2,200
10	George Winfree	1,900
11	Dan Myers	1,800
	Lewis Parsley	1,800
13	Chuck Edwards	1,700
	Barbara Greenwood	1,700
	John Bergeron	1,700

EQUIPPED CHAMPIONSHIP

1	Brad Peaseley	7,100
2	Hart Grundy	6,700
3	Wilt Greenwood	5,700
4	Barbara Greenwood	5,200
5	Bob Purgason	5,100
6	John Chehaske	5,000
7	Joanie Purgason	4,800
8	Lewis Parsley	4,400
9	Kathy Hammer	4,300
	Dick Hatch	4,300
11	Bill Whitehead	4,200
12	Chris Young	4,100
13	Bill Britton	3,800
14	Chuck Edwards	3,400
	Kathleen Edwards	3,400

UNEQUIPPED CHAMPIONSHIP

1	Mike Castleberry	5,400
2	Bruce James	5,300
3	Bill Lyell	5,000
	Dan Myers	5,000
5	Nancy Winfree	4,800
6	Beth Beverage	4,500
7	Harriet James	4,400
	George Winfree	4,400
9	Miles Turner	4,100
10	Toni Wells	3,200
11	Len Wells	2,800
	Caryl Hatch	2,800
13	Nancy Witschey	2,600
	Walter Witschey	2,600
15	Reggie Williams	2,300



D/M	*David Vogeeler	PMSC	850 Mini	1:03.0
	Ray Fraser	PMSC	850 Mini	1:04.0
	Thomas Butler	PMSC	850 Mini	1:09.0
L/M	*Mazie Williams	PSCC	Austin Cooper S	59.4

* denotes Trophy Winner.

Those cars that were driven twice by the same driver were moved up one class on their second run.

OD's - Bob Purgason and Mike Castleberry.

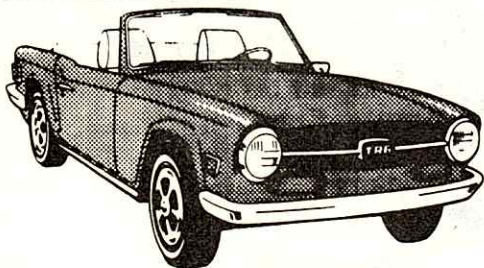
Helpers - Beth Beverage, Bill Dixon, Chuck Edwards, Kathleen Edwards, George Field, Barbara Greenwood, Wilt Greenwood, Dick Hatch, Bruce James, Pat Kelly, Bill Lyell, Lewis Parsley, Joanie Purgason, Lisa Rose, Jim Stansbury, Doug Taylor, Tom Torrence, and Bill Whitehead.

VMSC RESULTS: CAVALIER SQUARE AUTOCROSS
August 16, 1970

SPORTS CLASS	PLACE	DRIVER	CAR	BEST TIME
	1	Brad Peaseley	Porsche 912	1:23.2
	2	Wilt Greenwood	Porsche 911	1:27.0
	3	Bill Whitehead	Porsche 356SC	1:27.1
	4	John Chehaske	Porsche 911	1:29.2
	5	Gene Atkinson	Morgan	1:31.7
	6	Charles Richards	Porsche 356C	1:32.3
	7	Fred Rose	Porsche 911	1:32.9
	8	Gene Atkinson	AH 3000	1:33.0
	9	Bob Kennedy	Sprite 998	1:35.1
	10	Richard Hager	MGB	1:36.2
SEDAN CLASS	1	Bruce James	Opel Rallye	1:32.7
	2	Chris Young	Corvair	1:40.1
	3	Mike Castleberry	Corvair	1:40.9
	4	George Field	Corvair	1:51.9
	5	Lewis Parsley	Corvair	1:53.0

VMSC OD - Mike Castleberry

VMSC HELPER - Beth Beverage



the TR-6.

A sporty car may be almost a sports car. Almost, but not quite. The new Triumph TR-6 is the real thing. High torque six cylinder engine with a four-speed all-synchromesh gearbox to handle it. Independent rear suspension to straighten curves and smooth bumps.

Disc brakes up front, rack-and-pinion steering and wide-profile radial ply tires on mag-type wheels. All standard equipment. Why play make-believe? The TR-6 is the real thing...for the same money as the imitation. Maybe even less. Come in and see.

DAVID R. McGEORGE

Exclusive to "CHECKPOINTS"
All rights reserved by the author

Press on Regardless;
or, How to Rally

by Ive Ben There

Chapter I

When I first met sports cars they were already old hat to a lot of people. But sports cars are constantly changing and it is this newness, development, that keeps revitalizing interest in sports cars - or, for that matter, in automobiles in general.

With the groundswell of interest in sports, sporty, and personal cars people sought others who shared their interests for motoring in a lithe, responsive automobile. Tours were organized and caravans of cars were motored through scenic countrysides at a leisurely pace. Concours d'Elegance were staged with prizes going to the tidiest vintage and new entries. Autocrosses and gymkhanas, which are one-car-at-a-time speed trials, were developed to allow the enthusiast to test his prowess in a semi-racing situation. But the topic of this discussion is the most popular motor sport event of all - the rally.

A rally is a competitive motoring event requiring the entrants to traverse a pre-determined course over public roads while maintaining specified speeds.

All definitions need elaboration and the one foregoing is no exception. The rallyist does not normally know what his destination is until he arrives there. The Rallymaster, the one who stages the event, provides each car with route instructions. The instructions take the form of clues to be followed, for example, "(Take the first) Right after (a sign which reads) 'Grocery Store'." The words in parentheses are normally eliminated but the intent of the instruction is the same. In this way, the course is "pre-determined".

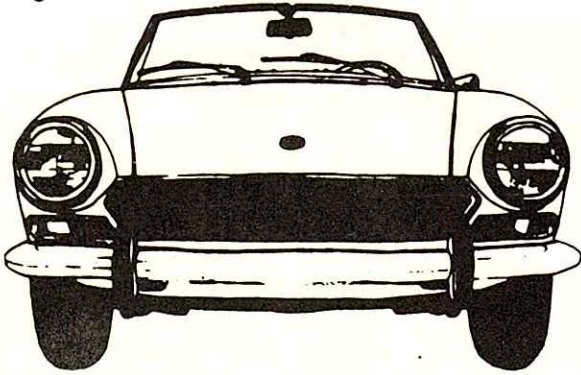
A rally is primarily course following since no one can win if they are not able to complete the rally in the way in which they were instructed by the Rallymaster. However, an additional factor is that of timing, or maintaining specified speeds, between the various spot checks set up by the Rallymaster. The Rallymaster has measured the distance between controls (spot checks) and has determined how long it should take to cover that distance at the prescribed speed. The car with the lowest error in driving that distance at the prescribed speed wins that control, and the car with the lowest total score from all controls wins the rally. Prescribed speeds are always lower than posted speed limits but high enough so that rally cars will not hold up traffic.

A rally can be likened to a bus running on schedule. Like the bus, the rally car must run specific roads and arrive at various points at specific times. How do you do this? Well, in Chapter II...

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

"Ride The First Month Free"

WITH



by

EMRICK



DEALERS LIC. #22

IMMEDIATE DELIVERY

ON ALL MODELS

Sales & Service

CALL

648-9051

PARTS

644-2371

EMRICK SQUARE

1801 CHAMBERLAYNE AV.

**USED CARS
& TRUCKS**

Used Cars

CALL

643-0893

Postmaster, Do Not Forward
Return to:
5620 Indigo Road
Richmond, Va. 23230