



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 15

NUMBER 11

NOVEMBER, 1970

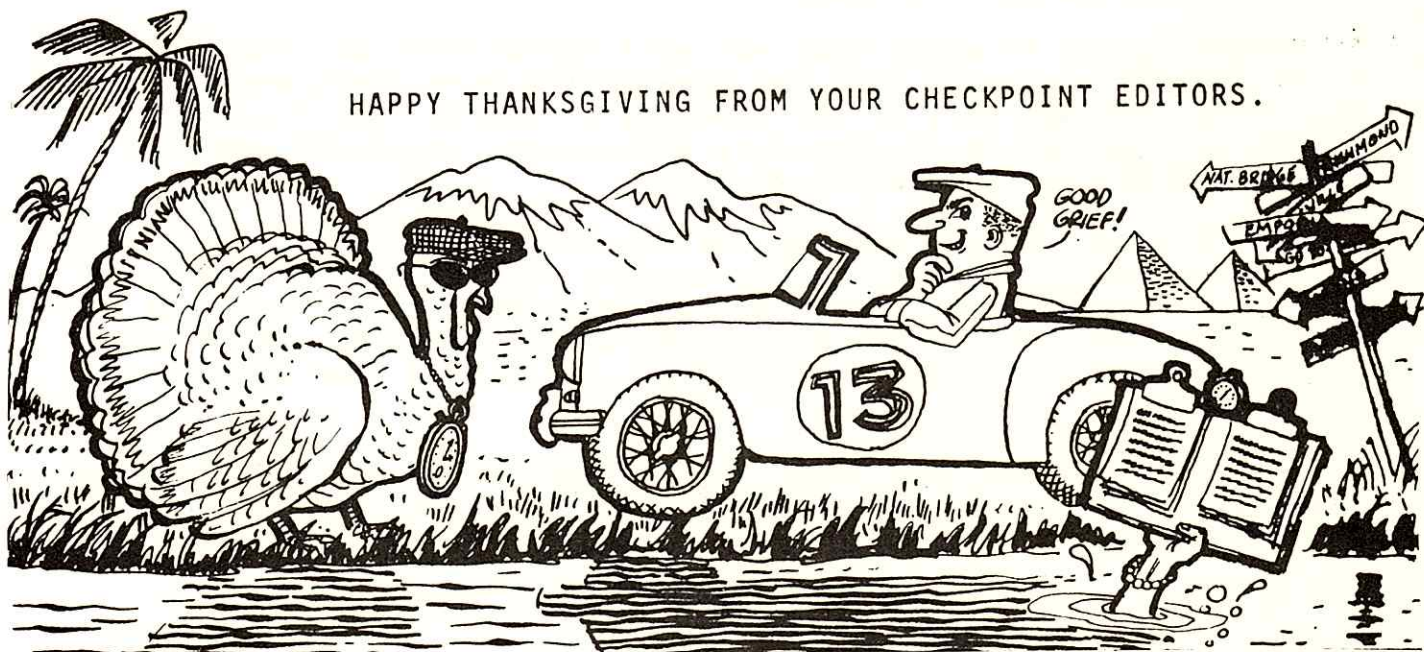
EVENTS CALENDAR

November 22 (Sunday) - VMSC (Richmond)...The DIBY November Rally, OD'ed by Dick Hatch and Billy Dixon. The event will start from the Cross Roads Shopping Center at Staples Mill Road and Marshall Street, with registration at 12:00 noon and first car off at 1:01 PM. Cost will be \$3.00 for members of any recognised sports car club, \$4.00 for mavericks. Bill describes it as a straightforward TSD event of about two and a half hours, simple but with adequate opportunity to get off course.

December 13 (Sunday) - VMSC (Richmond)...The Dénouement Rally, put together by Mike Castleberry, who doesn't know what the name means, and Beth Beverage. For pre-registration and advance information, call Mike at 649-9583. Starts from Miller and Rhoads in Southside Plaza, registration at 12:00 noon, first car off at 1:01 PM. \$3.00/\$4.50. OD's promise straightforward TSD with tough course following, highly appropriate for the last event in the points championship. All controls will be open, but OET's will not be posted.

January 15 (Saturday) - VMSC (Richmond)...Annual Awards Banquet. More next month.

HAPPY THANKSGIVING FROM YOUR CHECKPOINT EDITORS.



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.

EDITORIAL

A small issue this month, even though it's been a good while since the last one. Reasons include the dearth of events; the lateness of results on those events we did have, and the natural laziness of the editors. Both events held since last issue were sponsored by other clubs, with VMSC giving competition points to our members. The first, AMSC's Old Dominion Rally, was long, relatively clean, and, as Mark Miner said in the Stopwatch, obviously represented a lot of effort on the part of the OD's. The second, PMSC's dirt autocross at Green's Raceway in Disputanta, is described later by Bill Whitehead, but it should be noted that the editors thought it an absolute blast and the best track we've had access to since Ellerson.

A few remarks on other events:

The Rebel Yell was an apparent success - most comments were good. The circuitous courses laid out by Brad Peaseley and Hart Grundy were almost universally praised by the contestants, and the control crews from Richmond, headed up by Mike Castleberry and Len Wells, did at least as good a job as the D.C. veterans at handling the unfamiliar Quik-Score system. The male half of the editorial team, who was also the rallymaster of the Yell, would like to take this opportunity to sincerely thank all those that helped on this event.

Although we did not personally attend SCCA-ODR's "Return to Pungo", we understand that it was excellent. VMSC hot shoe Bill Whitehead reports a fast, well-run event. Bill may lack objectivity, though - we understand he won his class.

Another event in which VMSC was well-represented was PCA-FSR's "Fall Frolic" weekend. Dick and Caryl Hatch were first overall in the rally that was part of the schedule of events, Cecil and Edith Wright were second in the Concours d'Elegance, and Cecil came out second overall for the entire weekend.

VMSC's annual Dinner Meeting, held this year at Neilsen's 3N, was, as usual, great. The talk by Tex Hopkins was interesting and well-delivered, the food was good, the cost was low and the booze was plentiful. Most of the group wound up at the editorial manse afterwards for the traditional drunken orgy, and a good time was had by all (I think).

Watch these pages next month for information on the Annual Awards Banquet. This is the high point of the VMSC social year, so plan not to miss it.

VMSC RESULTS: P.O.R. FIELD TRIALS
November 1, 1970

DRIVER	CAR	CLASS	TIME
Bill Whitehead	911S Porsche	A	1:02.20
Wilt Greenwood	911 Porsche	A	1:02.90
John Chehaske	911T Porsche	A	1:03.15
Brad Peaseley	912 Porsche	A	1:03.35
Mike Castleberry	911 Porsche	A	1:04.10
Charles Richards	356C Porsche	B	1:04.50
Reggie Williams	Corvette	A	1:06.40
Bill Lyell	VW	S/A	1:08.00
Dan Myers	VW	S/A	1:09.40
Bob Kennedy	Sprite	B	1:11.40

Since there were not enough cars to make two VMSC classes for points, all points were awarded based on one class.

VMSC O.D. - John Chehaske

VMSC MEMBERS VISIT DISPUTANTA

A group of VMSC members traveled to Green's Raceway near Disputanta on November 1, 1970 for an exciting guts fling around the quarter mile dirt oval race track. When we arrived we found the track to be in excellent shape despite the heavy rain the day before; in fact, the dampness eliminated the problem of dust.

We were allowed as many practice runs as we wanted which proved to be a big help on the timed runs later. We were also allowed fun runs at the end of the event.

There were no pylons to worry about, just trees, stumps, telephone poles and high banks. Those of us who missed these did fairly well; the others drew a DNF.

The out-of-the-way location was nice and so was the friendly track owner. Most of us enjoyed the event and are looking forward to running the course again.

Bill Whitehead

P.S. The sight of all that dirt brought tears of joy to the eyes of the King William kid and inspired him to one of the fastest times of the day.

SUBSCRIBE TO..... THE



STOPWATCHER

THE REBEL YELL

A good rally is hard to put together; an excellent rally is a nearly impossible task. The recent running of SCCA's Rebel Yell Divisional Rally rallymastered by Wilt Greenwood and course marshalled by Hart Grundy and Brad Peaseley was an excellent rally. The rally was straightforward and required no high level mathematics to complete. The emphasis was, as it should be, on course following and it was immediately obvious that the organizers had drawn upon all their imagination to make it a challenging and well laid out event. The use of Special Instructions which caused route changes without the use of a numbered instruction was a rewarding technique when properly executed by the contestants, and the proper placement of controls to prevent extensive off-course excursions cannot receive excessive plaudits. Speeds were fast, adding to the excitement of the well-chosen roads, and the overnight and rest stops were thoughtfully selected. Control operation was almost flawless and Quik-Score is always a delight. Landmarks were easily found - not the postage stamp size variety which are merely replacements for good rally logic (local rallymasters please take note) - adding to the enjoyment of the event.

All of the parts of an excellent rally were there and they were excellently put together. Result: An excellent rally. Congratulations to the tumultuous trio.

Chuck Edwards

Press on Regardless
or, How to Rally

by Ive Ben There

Chapter II

Course Following:

In Chapter I we said that a rally is primarily course following and for that reason we will examine the methods of course following in detail.

Route Numbers:

Rallies in the Eastern United States and, in particular, rallies in Virginia, make use of three digit numbered secondary highways. An example of a three digit numbered secondary highway is county route 653 in Chesterfield County, Virginia. Route 653 can in no way be considered an arterial highway and serves merely for local traffic. Route 653 is a typical rally route.

Since rally routes will use a number, or street name in some cases, it is vitally important to know what route you are on at all times. At the start of the rally and at each route change write down the number of the route you are on. For simplicity, most rallyists write the route number on the route instruction sheet beside the instruction which placed the rallyist on that route. Route signs are occasionally unavailable at the point where the route change was made and in this case, it is important to ascertain the route number as soon as possible and practical.

(to be continued)

VMSC RESULTS: THE OLD DOMINION
October 24-25, 1970

OVERALL POSITION	DRIVER/NAVIGATOR	CLASS	TOTAL POINTS
1	Peaseley/Grundy	E	72
5	Purgason/Purgason	E	706
6	James/James	S	729
7	Edwards/Edwards	E	751
8	Greenwood/Greenwood	E	816
9	Chehaske/Chehaske	E	1035
10	Parsley/Young	E	1126
11	Winfrey/Castleberry	S	1337
13	Westbrook/Westbrook	E	1457
14	Myers/Lyell	S	1543
18	Taylor/Carr	E	2516



The 240Z Datsun does everything so well that it makes us wonder whether the other manufacturers are trying to put us on.

BOULEVARD IMPORT

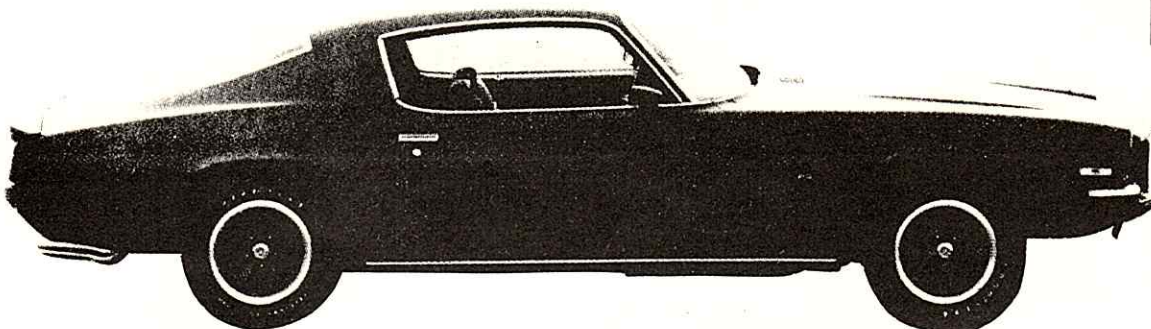
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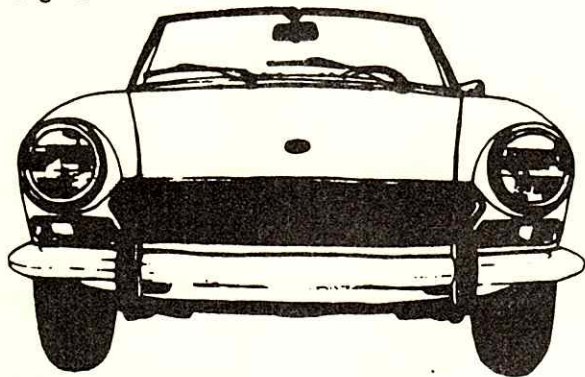
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Fiat 124 Sport Spider

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.

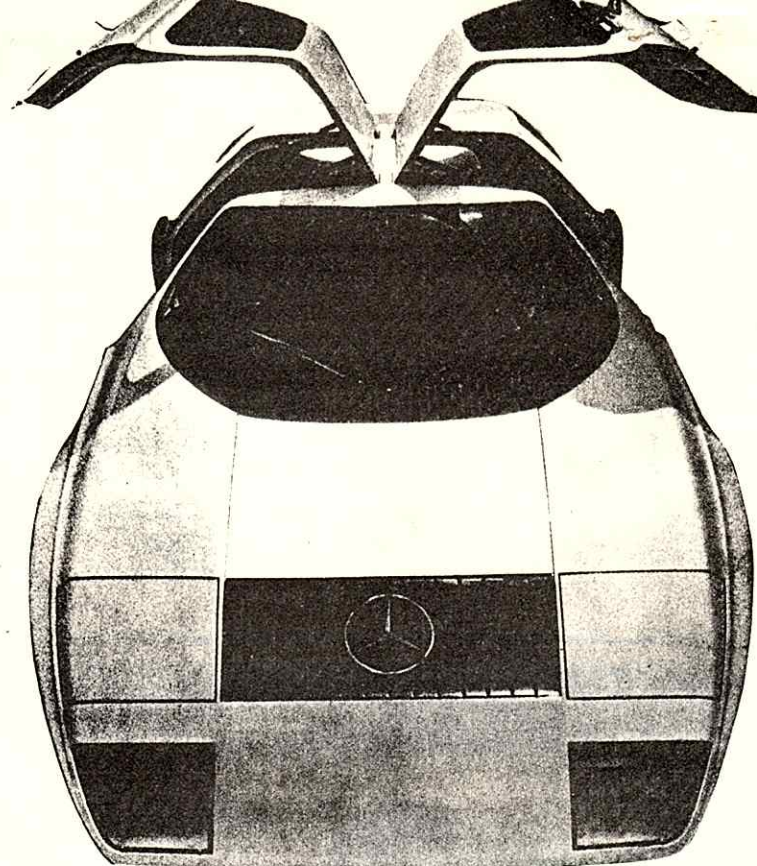
Fast rate of acceleration, top speed and power reserve flow from a high performance engine equipped with dual overhead cams. Fiat is one of the first manufacturers to employ a cogged timing belt driving two camshafts to operate engine valves, increasing horsepower and getting 6-cylinder smoothness from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



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