

EVENTS CALENDAR

January 16 (Saturday) - VMSC (Richmond)... "Fourteenth Annual Awards Banquet", to be held this year at Nielsen's 3N Restaurant, one block off Staples Mill Road on Thalbro. 6:00 PM - Cocktails (provided by local car dealers), 7:00 PM - Dinner, 8:00 PM - Presentation of Awards, 9:00 to 12:00 Midnight - Dancing, with music by the Royals. Cost is \$12 per couple. Tear off reservation blank and mail (with check) to Bill or George by Wednesday, January 13, 1971.

January 21 (Thursday) - VMSC (Richmond)... Regular meeting at the Branch House, Monument and Davis Avenues.

January 23 (Saturday) - VMSC (Richmond)... "The New Year's Prospectus Rally", OD'ed by Bruce and Harriet James. The event will start from River Road Shopping Center, with registration at 11:00 AM and first car off at 12:01 PM. Cost is \$3.00 for members of any recognized car club, \$4.50 for mavericks. Bruce describes it as a comparatively simple TSD rally of about 115 miles. Pre-register with the James' at 282-8505 before January 21. (Note that this is a Saturday rally.)

January 24 (Sunday) - VMSC joins the Junior Center of the Valentine Museum in featuring "Motor Sports". VMSC is representing the sport of rallying. Hours are roughly 1:00 to 5:00 PM.

VMSC FOURTEENTH ANNUAL AWARDS BANQUET

I will be unable to attend.

I will attend. Enclosed is a check in the amount of _____
for _____ reservation(s).

Signed _____

Phone _____

Reservations and checks must be submitted by Wednesday, January 13, to:

Bill Dixon
2408 Essex Rd.
Richmond, Va. 23228
262-6485

George Winfree
10503 Covent Rd.
Richmond, Va. 23229
282-7479

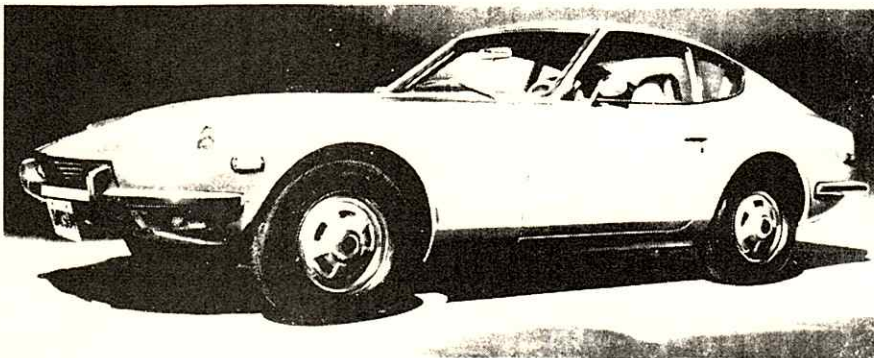
CHECKPOINTS is published monthly by the Virginia Motor Sport Club, Inc., and is mailed free to members. Subscriptions to non-members are \$1.50 per year. PRESIDENT - George Winfree, 10503 Covent Road, Richmond 23229, Phone 282-7479. EDITORS - Wiltshire and Barbara Greenwood. Send all contributions for publication to 5620 Indigo Rd., Richmond 23230, or telephone 282-1493. Deadline for material is the first of each month.

EDITORIAL

Well, the December rally has come and gone and your editors have exited the annual point championship in their characteristic blaze of excrement. Results have of course not been announced (they're being saved for the Awards Banquet) but four consecutive misses (not just maxes) lead us to believe that we were probably bested by a car or two. Regardless of the fact that we personally got severely hosed, it was a quality event; certainly the most difficult of the competitive year and definitely one of the best. Mike Castleberry and Beth Beverage deserve copious kudos.

The November Rally, the DiBy, was also well worth running, being O.D.'ed by long-time veterans Dick Hatch and Billy Dixon. I suppose as accidental victors it falls to us to comment on the event, but so much time has now elapsed that we've forgotten some of the goodies. About all we can remember is that Bill and Dick made good use of concurrent route situations, featured a really hairy confidence leg up I-95, and did a decent job of quality control. The only major problem with an otherwise excellent event was poor mileage measurement, apparently occasioned by Bill's unfortunate tendency to buy his tires by mail from J.C. Whitney. This caused many of the rallyists to stop and debate long and loud at a mileage turn, and gave rise to an appreciable error at the control just around the corner. This situation was, however, adjudicated to the satisfaction of all concerned (almost) by the protest committee, so it caused no real problems. Another minor ambiguity at Hanover Court House resulted in the discard of Checkpoint #4 by the O.D.'s, but there was still enough left of the rally to provide good competition. All in all, we enjoyed it.

As those of you who have followed the lifesblood of your beloved club through these pages undoubtedly know, this issue is the last to be assembled at the Wart. Your new editors will be Len and Toni Wells, residing at present at 3042 Culver Road, 23224. Contributions for next month's issue should be sent to them, or you can call them at 231,3656. We've enjoyed our tenure as editors; we hope the same has been true of you, the reader. See you at the Awards Banquet.



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

BOULEVARD IMPORT

1010 N. BOULEVARD

PHONE 353-6666

RESULTS: RESULTS: THE DIBY RALLY
November 22, 1970

PLACE OVER.	CLASS	PLACE CLASS	DRIVER/NAVIGATOR	CAR	CHECKPOINTS					TOTAL ERROR
					1	2	3	4	5	
1	E	1	Wilt Greenwood/Barbara Greenwood	Porsche	6	4*	3		2	15
2	E	2	John Chehaske/Kathy Chehaske	Porsche	6	9*	11		11	37
3	E	3	Kathleen Edwards/Chuck Edwards	Datsun	10	12*	18		9	49
4	U	1	George Winfree/Nancy Winfree	VW	32	1	16		3	52
5	E	4	Tom Bolt/Chris Young	VW	6	4	32		17	59
6	E	5	Lewis Parsley/Bill Britton	Corvair	88	4	40		28	160
7	U	2	Wayne Myers/Bill Lyell	VW	28	13	296		2	339
8	U	3	Judy Dickinson/Ed Buck	Porsche	33	6	600		19	658
9	E	6	Joan Purgason/Bob Purgason	BMW	600	16	45		16	677
10	E	7	Carter Peaseley/Brad Peaseley	Porsche	3	1	600		600	1204
11	U	4	Mike Castleberry/Beth Beverage	Saab	9	600	600		8	1217
**12	U	5	Nishan Topiian/Malcolm Howard	Camaro	65	600	600		13	1278
13	U	6	Burce James/Pat Kelly	Fiat	40	86	600		600	1326
14	E	8	John Jordan/Doug Taylor	VW	0	600	600		600	1800
15	U	7	David Herndon/Karen Herndon	Volvo	38	600	600		600	1838
16	E	9	Scott Powell/Peyton Carb	Camaro	48	600	600		600	1848
**17	U	8	Jim Jinkins/Owen Hughes	Lancia	53	600	600		600	1853
**18	U	9	Dean Wyatt/Rick Wyatt	BMW	175	600	600		600	1975
19	E	10	Bookie Westbrook/Kitty Westbrook	Mini	600	410	600		600	2210

Checkpoint #4 was discarded by the O.D.'s.

**Non VMSC car.

*Equal average of scores on other 3 controls.

OD'S - Bill Dixon, Dick Hatch and Caryl Hatch.

HELPERS - Neale Dickinson, Laurette Dixon, Larry Freas, Dick Gentry, John Ruble, Bill Whitehead, and Reggie Williams.

NEW MEMBERS

Edward F. Buck
8701 Pellington Place, #6
Richmond, Virginia 23229
270-2662

Linda D. Enochs
2914 Dellrose Avenue
Richmond, Virginia 23223
266-1771

Press on Regardless;
or, How to Rally

by Ive Ben There

Chapter III

Course Following (continued):

Landmarks and Execution Points:

A landmark is an object which identifies the execution point of a rally instruction. Since there are often a number of roads which would otherwise satisfy a rally instruction, it is necessary to identify the intended road in an unmistakable manner. Therefore, once the location of the landmark becomes known to the contestant, the location of the execution point becomes academic. Since the first rule of rallying, as we pointed out in earlier paragraphs, was Identify Your Route, the second rule is: Locate the landmark; identify the execution point.

Since landmarks may take many forms only the more common landmarks will be discussed here.

1) Signs: Almost all rallies make use of signs visible from the rally route. Signs are often quoted in full, but they may also be quoted in part. That is, words will be quoted out of context. Normally, if signs are quoted in part, the General Instructions of the rally will point out how these are identified. In some cases, the letters "RIP" will be used to identify words taken out of context. "RIP" is generally known to mean "Reading In Part", and, when applied, forms an instruction thusly: R after RIP (sign reading in part) "Moose". You will note that only the word which is to be observed is quoted - the period at the end of the sentence is left outside the quotation marks in order that no confusion would exist. Had the period been enclosed within the quotation marks, then the rallyist must pass up landmarks which would not satisfy the requirements of the instruction, namely such words which appear without a period behind them. In the foregoing manner, and also by using words quoted in the singular when many signs of the same word in the plural appear along the rally route prior to the intended landmark, does the rallymaster trap the rallyist.

(To be continued.)

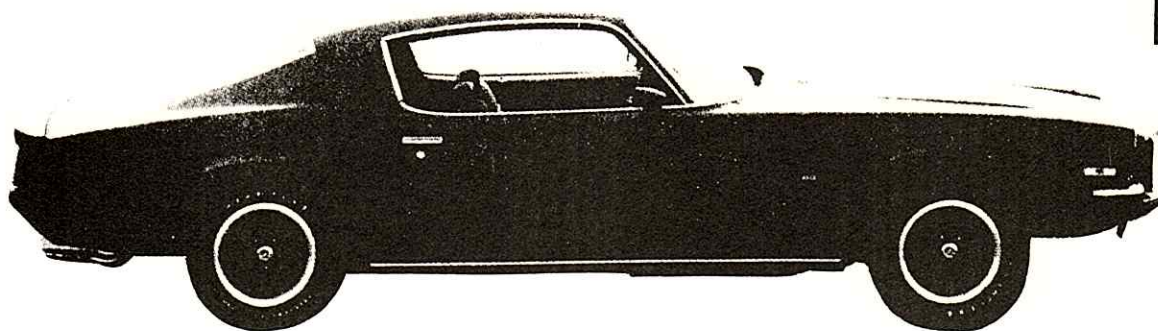


POINTS STANDINGS THROUGH NOVEMBER, 1970

TOP 30 OVERALL	POINTS
1 Brad Peaseley	13,250
2 Wilt Greenwood	12,850
3 John Chehaske	11,650
4 George Winfree	10,200
5 Bill Whitehead	10,100
6 Barbara Greenwood	9,350
7 Mike Castleberry	8,600
8 Kathy Chehaske	8,200
9 Bill Lyell	7,800
10 Bob Purgason	7,750
Hart Grundy	7,750
12 Chris Young	7,500
13 Lewis Parsley	7,450
14 Chuck Edwards	7,400
15 Bruce James	7,350
16 Kathleen Edwards	7,300
Nancy Winfree	7,300
18 Joanna Purgason	7,150
19 Dan Myers	6,200
20 Miles Turner	6,050
21 Dick Hatch	5,950
22 Beth Beverage	5,650
23 Reggie Williams	4,900
24 Caryl Hatch	4,350
25 Bill Britton	4,300
Judy Dickinson	4,300
Harriet James	4,300
28 Neale Dickinson	3,750
29 John Bergeron	3,650
30 Hank McIntyre	3,500

TOP 15 EQUIPPED	POINTS
1 Brad Peaseley	9,400
2 Wilt Greenwood	8,200
3 Barbara Greenwood	7,700
Hart Grundy	7,700
5 John Chehaske	7,500
6 Bob Purgason	7,200
7 Joanna Purgason	6,900
8 Kathy Chehaske	6,800
9 Lewis Parsley	6,100
10 Chris Young	5,700
11 Bill Whitehead	5,500
12 Chuck Edwards	5,400
Kathleen Edwards	5,400
14 Dick Hatch	5,300
15 Bill Britton	5,000

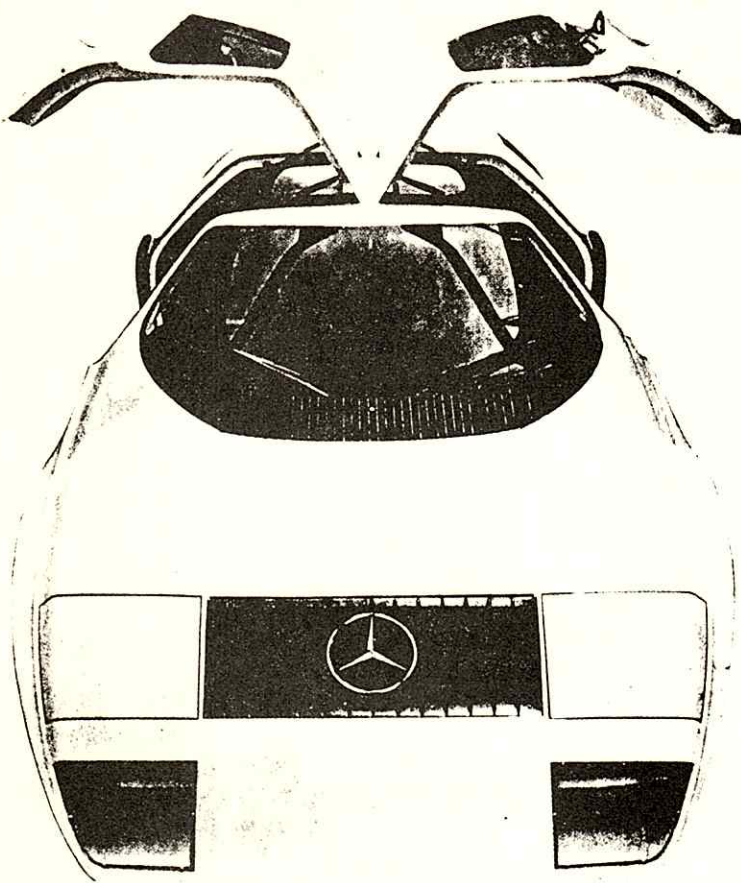
TOP 15 UNEQUIPPED	POINTS
1 Mike Castleberry	7,800
2 Bill Lyell	7,600
Dan Myers	7,600
4 Bruce James	7,300
George Winfree	7,300
6 Nancy Winfree	6,800
7 Beth Beverage	6,000
8 Harriet James	5,800
9 Miles Turner	4,100
10 Judy Dickinson	3,500
11 Len Wells	3,400
Toni Wells	3,400
13 Neale Dickinson	3,000
14 Reggie Williams	2,700
15 Nancy Witschey	2,600
Walt Witschey	2,600



EMRICK

EMRICK SQUARE
1801 CHAMBERLAYNE AV.





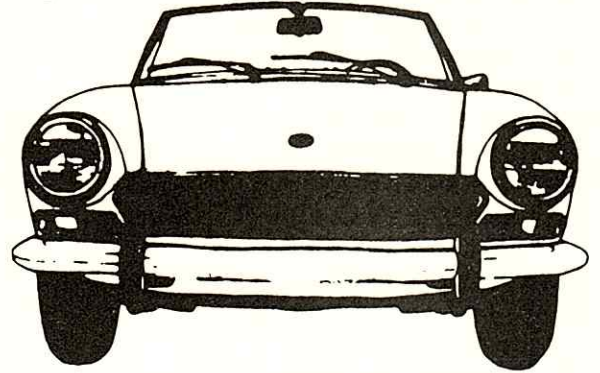
MERCEDES

DAVID R. McGEORGE

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

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