



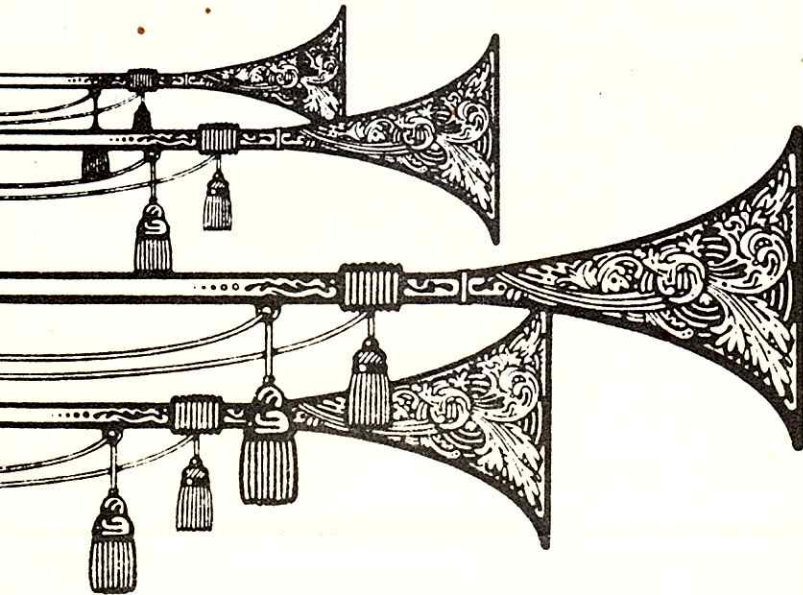
Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME XVI

NUMBER 3

MARCH 1971



ANNOUNCING...

March 18th -- Thursday Night - VMSC - Regular monthly meeting at the Branch House, Monument and Davis Avenues, at 8:00 PM. If they arrive in time, there will be 2 movies. If not, a slide show by Bob Purgason and others. Social hour afterwards at Richie's, across Monument Ave from the Branch House at 706 N. Robinson Street.

March 20th -- Saturday - FIA - 12 Hours of Sebring.

March 21st -- Sunday - VMSC - The "Azalea 8 Hour" Rally. Starts at the Westland Shopping Center, W. Broad St., with check-in at 8:00 AM, first car off at 9:01 AM. Approx 200 mile event, ending in Fredericksburg, Va. Prior registration ONLY. \$10.00 per car, includes banquet dinner at finish. Contact Bob Purgason, 233-9129, or Chuck Edwards, 355-0932.

March 27th & 28th -- Sat. & Sun. - SCCA - Drivers School at Summit Point Speedway, Summit Point, W. Va.

March 27th & 28th -- Sat & Sun. - WRC - The Bob Ridges Memorial Rally. Fast wide open event, from Harper's Ferry, W. Va. Contact Wilt Greenwood, 282-1493.

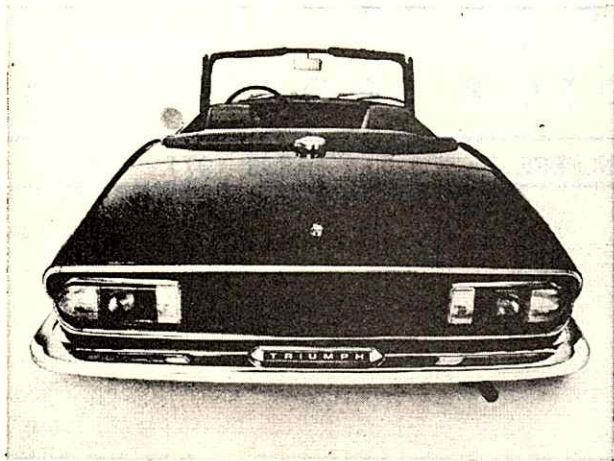
April 3rd -- Saturday - VMSC - Autocross at Jarrell's Truck Plaza, on I-95, at Doswell, Va. OD Mike Castelberry. First car off at 10:00 AM.

April 15th - Thursday Night - VMSC - Regular monthly meeting at the Branch House

April 18th - Sunday - VMSC - Rally OD^{ed} by Wilto and Barbara Greenwood. A 100 mile event. All Priority Rally!.

April 22, 23, 24, & 25 -- Auto Show at the Arena. More info next issue.

In the SCCA National Championships last year, the Mark III Spitfire took first, second and third in its class.



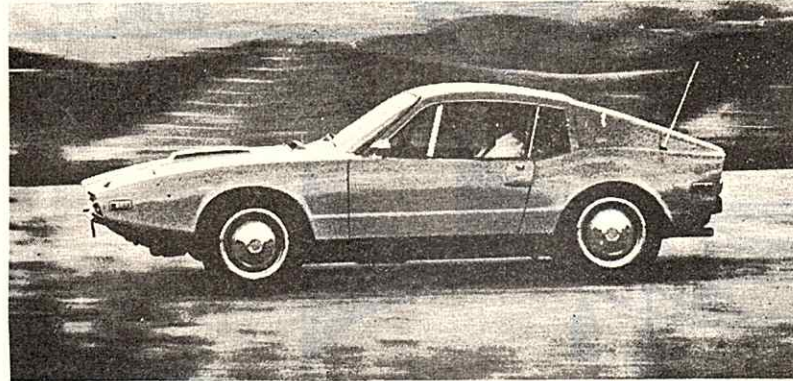
Triumph Spitfire



E. G. BRADLEY, INC.
621 West Main Street
648 - 7255

Saab

Sonett III



PRONOUNCE IT SO-NETT

BOULEVARD IMPORT

1010 N. BOULEVARD

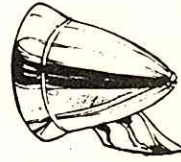
Below are the officers and board members for 1971

President	Brad Peaseley	288-7943
Executive V-P	Dick Hatch	282-7820
Second V-P	John Chehaske	282-9115
Treasurer	Bob Purgason	233-9129
Secretary	Lisa Rose	272-8570
Ass't Sec'y	Barbara Greenwood	282-1493
Checkpoints Editors	Len & Toni Wells	231-3656

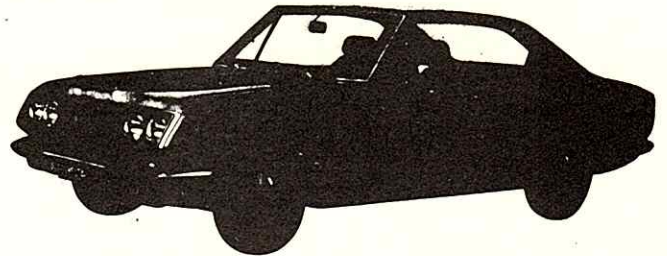
CHECKPOINTS is published monthly by the Virginia Motor Sport Club, Inc. and is mailed free to members. Subscriptions to non-members are \$1.50 per year. PRESIDENT - Brad Peaseley, 514 Cedarbrooke Lane, Richmond, Va 23229 - Phone 288-7943. EDITORS - Len and Toni Wells. Send all contributions for publication to 3042 Culver Road, Richmond, Va 23224, or call 231-3656. Deadline for material is the first of each month.

FOR SALE: 1969 Austin Healy Sprite
18,000 miles. Excellent
condition. For \$1600.00
Call 358-7445

1967 XKE 2+2
37,000 miles, needs clutch.
Best offer. Call 994-2270



Toyota



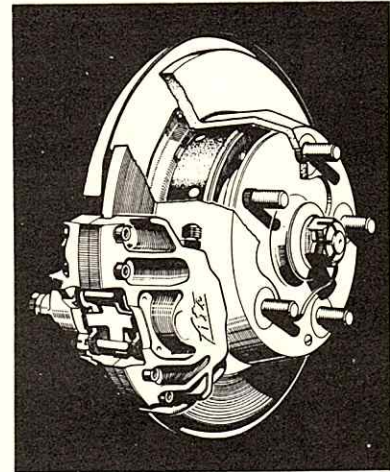
Toyota Corona Mark II Hardtop

DAVID R. McGEORGE

Fiat 124 Sport Spider



MOOERS MOTOR CAR
CO., INC.
1114 N. BOULEVARD DIAL EL 5-2873



STOP

FOOLING AROUND !!

JOIN V.M.S.C. !

THE MINI MASSACRE

By Len & Toni Wells

PLACE OVER	CLASS	PLACE CLASS	DRIVER/NAVIGATOR	CAR MAKE	CHECKPOINT ERROR					TOTAL ERROR
					#1	#2	#3	#4	#5	
1	E	1	Brad Peaseley/Bill Whitehead	Porsche	28	1	79	1	6	115
2	U	1	Neale Dickinson/Chris Blot	Porsche	19	77	10	116	101	323
3	U	2	Bookie Westbrook/Kitty Westbrook	Fiat	5	6	184	31	128	354
4	U	3	Chris Young/Tom Blot	Corvair	10	35	158	43	130	376
5	E	2	Kathleen Edwards/Chuck Edwards	Datsun	86	3	300	11	4	404
6	U	4	*Glenn/Edwards	Triumph	24	30	238	130	43	465
7	U	5	Myers/Myers	Pinto	253	86	56	166	42	603
8	U	6	John Bergeron/Reggie Williams	VW	75	67	300	171	68	681
9	E	3	John Chehaske/Kathy Chehaske	Porsche	6	156	#360	136	56	714
10	U	7	Mike Castleberry/Beth Beverage	Saab	600	0	80	36	13	729
11	U	8	Lewis Parsley/Scott Powell	Chevy Z28	300	160	115	226	34	835
12	E	4	Dick Hatch/Caryl Hatch	Porsche	26	278	600	0	42	946
13	U	9	@*Cone/Johnson	Sunbeam	300	28	600	0	600	1528
14	U	10	Jones/Woodard	Camaro	300	77	233	600	600	1810
15	U	11	Roy Small/Sally Martin	Saab	300	138	184	600	600	1822
16	U	12	Kelly/Kelly	Fiat	600	0	600	600	600	2400
16	U	12	*Mitchum/Taylor	Peugeot	600	0	600	600	600	2400
18	E	5	Bob Purgason/Joanie Purgason	Audi	18	600	600	600	600	2418
19	E	6	Doug Taylor/Jordon	Alfa	23	600	600	600	600	2423
20	U	14	Mason/Niedermayer	Challenger	64	600	600	600	600	2464
21	U	15	Don Vipperman/Enochs	Corvette	300	600	600	600	600	2700
22	E	7	Hoelzel/Hoelzel	Porsche	600	600	600	600	600	3000
22	U	16	*Inman/Inman	Mustang	600	600	600	600	600	3000

* denotes non-VMSC member

OD's - Len & Toni Wells

HELPERS & CHECKOUT - Wilto Greenwood, Barbara Greenwood, Lisa Rose, Fred Rose, Bruce James, Harriett James, Brenda Turner, Ed Buck, Judy Dickinson, Larry Freas.

@ denotes winner of Novice Award.

denotes 60 points for creeping within sight of a control.

VIRGINIA MOTOR SPORT CLUB INC.

Speed Event Regulations

March 11, 1971

1.0 Purpose

The purpose of the Speed Event Regulations is to establish a uniform method of placing cars in competitive classes for all speed events sanctioned by the Virginia Motor Sport Club, Inc.

2.0 Scope

These Speed Event Regulations will be used for all speed events directly sponsored by VMSC, both for the awarding of trophies and the awarding of VMSC Competition Points. Further, the class system herein will be used for the awarding of VMSC Competition Points in speed events directly sponsored by other organizations if such events are declared VMSC point events by the Board of Directors.

3.0 Course Layout

- 3.1 The original course surface shall contain no holes, loose areas, gratings, oily spots, or other dangerous features.
- 3.2 The course shall be roped off or otherwise isolated from spectators in a safe manner, with spectators not being allowed nearer than 50 feet from the centerline of the course.
- 3.3 Hazards near the course proper shall be no nearer than 25 feet from the course centerline. These hazards include light poles, traffic islands, and other immovable objects.
- 3.4 Safe entrance to and exit from the course shall be provided. A stop gate is recommended on parking lots; however, when a stop gate is used it shall be far enough from the start-finish line that the cars can stop without locking the wheels. The OD responsible at the event shall check to see that the stop gate is far enough from the start-finish line.
- 3.5 The course layout shall be posted on a map or chart in a clear manner.
- 3.6 The position of each pylon shall be marked on all paved course surfaces with chalk, crayon or some similar substance. The marking shall follow the outline of the base of the pylon as closely as possible to facilitate checking for penalties.
- 3.7 No pylon gates shall be narrower than 10 feet, measured from the closest distance between the pylons. Caution should be exercised to prevent placing offset gates, or a gate offset to the natural path of the car, such that narrow cars are provided a substantial advantage by having a superior line of travel.
- 3.8 Turns of 180 degrees or more shall have a minimum specified (by pylons) inner radius of 20 feet.
- 3.9 RECOMMENDATION - On any event using a practice lap just preceding the timed lap, there should be a turn just downcourse from the start-finish line such that cars must brake very soon after the start-finish line.

This is to eliminate any advantage an entrant might get by avoiding gates or knocking down pylons at the end of the practice lap in order to cross the finish line at a higher speed. On an event of this type (such as a tralom) no pylon or off-course penalties may be assessed an entrant for pylons hit or off-course maneuvers while on a practice lap.

- 3.10 RECOMMENDATION - Course layout should be open enough to allow good competition between large and small cars, but not so fast that weight-power is primary. Course following should not be so difficult as to constitute a significant element in the autocross.
- 3.11 If a course requires a car to go thru any gate more than once per lap, course marshals shall use extra pylons to replace any knocked down before the car makes its second pass thru the gate.
- 3.12 The course's speed shall be regulated by its configuration for entrant and spectator safety, taking into account the area on which the event is held.

4.0 Event Administration

- 4.1 Entrants shall have at least two separate timed runs. All entrants shall have the same number of runs, practice and timed, except in the case of a runoff to break a tie, or in the case of a rerun due to a timing system failure. Contestants whose runs are stopped, slowed, or impaired thru no fault of their own which are not the result from mechanical failures of their cars, shall be given reruns only if they are on course up to this point.
- 4.2 Time ties shall be settled on the basis of the other run of the tied cars; only if still tied will a runoff be used.
- 4.3 Walkthrus, drivethrus or practice laps shall be provided at the discretion of the OD.
- 4.4 The OD or his appointed representative shall precheck the autocross course, to insure its adherence to the standards set forth in these regulations. The precheck shall not be run at competitive speed. If the prechecker intends to compete in the event, then he may not precheck in the car in which he intends to compete, or in any car which would compete in the same class.
- 4.5 Ten car heats are recommended for all VMSC Autocrosses.
- 4.6 Results are to be mailed to all non-VMSC members within two days of the event.
- 4.7 A penalty of two seconds shall be added to the run time of an entrant for each pylon knocked down, carried away or displaced

totally outside of its marked position. No penalty is assessed if the pylon is upright and has some portion of the base within the marked area. However, course workers are to replace any moved pylon to the center of its marked position before the next pass of a car. A car is to be considered to be on course at a pylon if the pylon is hit (i.e., hit sufficiently to make it a penalty) regardless of the position of the car or the direction or angle from which the pylon was hit.

- 4.8 An entrant shall be DNF'd if he is off course or if he fails to stop at a required stop gate end-pylon. The criteria of whether this pylon is down shall be based on the criteria of paragraph # 4.7, as judged upon the position and posture of the end pylon following initial cessation of forward motion, (i.e., backing up will not be allowed to right a downed pylon). The car may be touching and leaning the pylon, without penalty, so long as the pylon still meets paragraph # 4.7.
- 4.9 Exhaust suppression is required at VMSC autocrosses where noise could prove to be a nuisance. All VMSC events will require exhaust suppression, unless otherwise publicized.
- 4.10 "Fun Runs" or other use of the course and facilities under VMSC sanction, shall be conducted to the required standards of safety used at the VMSC autocross.
- 4.11 Both the car number and its entry class shall be clearly displayed on all entered cars.

5.0 Entrants

- 5.1 A person may enter each VMSC autocross only once for VMSC points or trophies. He must make both of his point runs in the same car before he makes any other runs.
- 5.2 Only the driver shall be in a car while it is on the course for competitive runs unless a navigator is required by the OD.
- 5.3 Seatbelts must be properly worn while on the course.
- 5.4 Snell approved crash helmets shall be worn while on the course. Loaner helmets will be available to drivers not having helmets.
- 5.5 Anyone driving unsafely in the pit, grid, or parking areas, or on public or private access roads near the event, shall be disqualified.
- 5.6 Each car must be properly classified by the entrant, getting help from the technical inspector if needed. He must also fill out completely the check list of modifications on the registration form.

- 5.7 It is recommended that rollbars be installed, especially in open cars.
- 5.8 The only allowable fuels are pump gasoline or diesel fuel.
- 5.9 If an entrant is not ready to start a run at the time or in the numerical position he is required to in accordance with the stipulated gridding procedure for the event, and he has not obtained the permission of the OD for an out-of-turn run, he shall be disqualified for that run. The minimum time between an entrant's timed runs shall be five minutes.
- 5.10 Each entrant's best regularly timed run in each event counts.

6.0 Technical Inspection

- 6.1 All cars must be inspected prior to their running the course and must comply with the following:
- a. NO hubcaps, wheel covers, beauty rings, loose items, wheel "spinner knobs."
 - b. Wheels must be safely attached. Lug hole taper and wheel chamfer must match; wheel must have full bearing area against the drum or hub; all lugs must be attached.
 - c. Tires must be in good condition; no splits in sidewall or tread; no cord showing; no studded tires.
 - d. Minimum tire pressure: under 3000 lbs. - 25 psi; over 3000 lbs. - 35 psi, unless otherwise proven sufficient, for example, formula cars. Tubes recommended.
 - e. Seatbelts properly installed - hardware secure and tight.
 - f. Safe, positive throttle return and linkage.
 - g. No excessive fuel, oil or water or brake fluid leaks. Check with the engine running.
 - h. No broken or missing spokes in wire wheels or cracks in disc wheels.
 - i. Straight line stop test. Tires need not be skidded.
 - j. Passenger seatbacks tied or held down.
 - k. Open cars without rollbars: no shoulder harness, 3-point belts with integral diagonal shoulder strap allowed but not recommended.
 - l. Swing-axle cars are recommended to have negative camber and camber compensators on rear wheels.
 - m. If exhaust suppression is required, each entrant must provide a quiet exhaust system. The criterion is not what the system consists of but is the sound level. Any car deemed by the OD to be excessively loud shall not compete, regardless of the type of exhaust system installed.
 - n. Wheel bearings, suspension, shocks must be in safe operating condition.

7.0 Class System

- 7.1 The class system is based on a schedule of "stock" classes and one of "modified" classes. So far as is possible the cars are classed on the basis of past performance and on the expected potential performance.
- 7.2 Each competing car must meet the following requirements: a) at least 70 inch wheelbase, b) four road wheels of at least 10 inch diameter, c) room for at least two seats, side by side, of average adult size (except formula cars), d) fenders which cover at least one-half of

each tire's surface, as viewed from above (except Formula cars),
e) a body enclosing at least one-half of the chassis, as viewed from above.

- 7.3 Stock Classes: For the VMSC class system the term "Stock means the original equipment item or specification for the listed model of the car, with exceptions as stated below. If specific models are not listed then all normally available models are meant to be included. Examples of car models are the MK I, II and III for Sprites; SC, S, S-90 for Porsche; 80, 110, 140 for Corvair; 350, 375, 427 for Stingrays. Any of these models is considered to be "Stock" with the equipment that makes up the model. However, optional camshaft, carburetor, wheels, etc. available as separate optional items or as part of an optional package, are not considered to be stock.
- 7.3.1 To compete in the STOCK classes the car must be Stock in the following items and specifications: a) Compression, B) Valve lift and timing, c) Carburetion, d) Wheel diameter, width and offset. In addition, the car may not be equipped with any racing tires. Racing tires include tires designated as racing tires by the manufacturer. They include, but are not necessarily limited to, Goodyear "Blue Streak Sports Car Special" and "Stock Car Special", Firestone "Indy", "GP", and "170 T", "Sports Car 200" and stock car racing tires, and the Dunlop "Spots" and "Dots" lines of racing tires. Not included are Michelin, Pirelli, Semperit, Dunlop "SP" and "RS", and other sports tires. The casing determines whether or not the tire is a racing tire; any recap on a non-racing tire is still a non-racing tire; any recap on a racing tire is still a racing tire. Limited slip differentials are not allowed in classes B/S, C/S, D/S (except Corvair) and E/S. They are allowed in classes A/S and F/S. The engine must otherwise meet the SCCA requirements for production sportscars (e.g., a .046 overbore is allowable). The body must be stock, no panels missing; windshield and other glass may not be removed, nor may it be gutted. Minor customizing changes such as tail-lites or grill are allowable; otherwise it must meet the SCCA Production Car specifications.
- 7.3.2 The following items may be added, deleted or altered on cars competing in the STOCK classes: a) Exhaust system, b) Air Cleaners, c) Bumpers, d) Ignition systems, e) Springs, shocks, anti-sway bars and other suspension changes allowable by the SCCA Production Car rules, f) rollbars.
- 7.3.3 Equipment or specifications may be exchanged between different years or models of a car if: the years/models are in the same class, and if the item is stock on the year/model from which it is taken, and if the years/models have essentially the same body-chassis (wheel-base, track, suspension and weight). For example, the MGA 1500 and 1600 have the same body-chassis and run in the same class, hence stock items may be exchanged between them, likewise for TR 2, 3, 3 B; for all VW beetles; for all Mustangs; for the SC and S-90 Porsche; for the N, S and C Porsche coupes. If exchanged equipment makes the car into another stock car which competes in another class, the car will compete in that class. If the exchanged equipment is from a year/model having a different body-chassis, the equipment counts as modifications as per paragraph # 7.2.1. If the exchange would not be allowed under the SCCA Production Car Rules, the car must run in A/M class (e.g, a Corvette-powered Sprite, a Porsche-VW, a 1275 head on a 948 Sprite).

- 7.4 Modified Classes: Cars not meeting the requirements for the stock classes will run in the modified classes so long as they meet the requirements of the SCCA Production Car Rules. Cars which have modifications which would prevent them from running under these rules in production class racing will have to compete in Class A/M for VMSC events. Exceptions to this are the minor ones mentioned in paragraph #7.3.1 and the following which are allowable in VMSC Modified Class: a) Tires may protrude beyond the fender line; b) Fenders may be altered for the tire clearance; c) Any sort of interior gutting is allowed. Wheels may be altered by the amounts allowable by the SCCA Production Car Rules (i.e., stock diameter, 1 1/2 inches wider, 2 inches addition to track).
- 7.4.1 Cars built from a kit, unless also available as an assembled regular production model, will run in class A/M. Home-built or rebodied cars will compete also in class A/M. Upon appeal the owner of such a car may apply for a special classification if he can show that the car is not able to competitive in this class.
- 7.4.2 Entrants must declare at registration which modifications the car has. The registration forms will have a check list for the items of paragraph #7.3.1. Registration personnel are not to accept registration cards not filled out in full. It is the responsibility of the entrant to properly classify himself as to being stock or modified. VMSC technical inspectors will give any assistance necessary.
- 7.5 Formula Class: Single-seat open wheel cars complying with current and past rules and specifications of SCCA, USAC, FIA and other organizing bodies will compete in Formula Class, Class F.
- 7.6 Regular production cars not included in the class schedule will be classed by the OD and technical inspector as they appear. Either the owner of the car so classified or anyone in that class may ask for a review of placement by the VMSC Competition Committee. No fee need accompany the request. The VMSC Competition Committee will study the car's competitive position and arrive at a final determination.
- 8.0 Ladies Classes

There will be two ladies classes, Ladies A (L/A) and Ladies B (L/B). Ladies driving cars that would run Modified, Formula, A/S or B/S if driven by a man will run in L/A. Ladies driving cars that would run in C/S, D/S, E/S, F/S, G/S, H/S if driven by a man will run in L/B.

Points will be awarded to the ladies in accordance with their position in class using the Index of Performance. This index will be determined for each lady by dividing her best time into the average of the best times of all the VMSC points winning cars of the men's class her car would run in if driven by a man. If it becomes necessary to homologate the ladies

classes with the men's classes for the purpose of points, then points will be awarded on the basis of raw time. Ladies may elect to compete in the men's classes. If so, their points will be awarded on the basis of raw time.

9.0 Trophies

There will be no homologation of classes for trophy purposes. Trophies will be awarded on the basis of one (1) trophy per every four (4) cars or any fraction thereof in each class. For example:

1 thru 4 cars-----1 trophy
5 thru 8 cars-----2 trophies

A maximum of 5 trophies may be awarded to any one class.

10.0 VMSC Competition Points

If a class has fewer than 5 entries it shall be combined with another class for VMSC points purposes only as follows:

H/S -->	G/S	G/S -->	F/S	F/S -->	E/S	E/S -->	D/S
D/S -->	C/S	C/S -->	B/S	B/S -->	A/S	A/S -->	D/M
D/M -->	C/M	C/M -->	B/M	B/M -->	A/M	A/M -->	F
F -->	A/M	A/M -->	B/M	B/M -->	C/M	C/M -->	D/M
D/M -->	A/S	A/S -->	B/S	B/S -->	C/S	C/S -->	D/S
D/S -->	E/S	E/S -->	F/S	F/S -->	G/S	G/S -->	H/S
L/B -->	L/A	L/A -->	H/S				

11.0 Changes

Changes to these regulations must be approved by the Board of Directors. Any emergency classifications decisions necessary at an event shall be reviewed by the VMSC Competition Committee and a report filed at the next regularly scheduled meeting of the Board of Directors, at which time a permanent decision for future events will be made.

VMSC AUTOCROSS CLASSES

S T O C K C L A S S E S

Class A/S (lim. slip)

Porsche 911 (all), 914-6
Porsche Carrera (5 1/2" rims)
Lotus Elan, Europa, 7, Super 7
Cobra 289

Class B/S (lim.slip)

Corvette (all)
AMX (thru 1970)
XKE (7" rims)
Sunbeam Tiger (6" rims)
Datsun 240-Z (5 1/2" rims)
Lotus Elan + 2
Morgan + 8
Italia

Class C/S

Sprite
Midget 1275
Porsche 912
Porsche Speedster, SC, S-90
Porsche 914-4 (5 1/2" rims)
GT 6, GT 6 +, Spitfire 1296
Mini 1275
NSU TT, TTS over 70 HP
Saab Sonett (all)

Class D/S

Sprite
Midget 1100
Spitfire 1147
TR 4, 4A, 250, 6
MGB
Mini 1100
Datsun 2000
Alfa 1600, 1750 Sportscars
Opel GT

Class E/S

Sprite
Midget 950
TR 2, 3, 3A, 3B
MGA, MGC
Datsun 1500, 1600
Austin Healey (except Sprite)
Sunbeam Alpine

Class E/S (cont.)

Daimler SP 250
Corvair 140 HP & up &/or lim. slip
Porsche 1600 N, S, C
Lotus Cortina
BMW 2002, 2000 TI, 1800 TI
NSU TT, 1200 C under 70 HP
Alfa sedans, 1300 Sportscars
Heishman GT
Morgan (other)
Vega 110 HP &/or 6" rims

Class F/S

Corvair 110 HP
Fiat 124 coupe
Fiat Spyder
BMW 1600
Datsun 510
Toyota Corona
Opel 1900 sedan
Capri 1600
Cortina GT
Vega (other)
MG T series
Saab 850 (GT, Spl., MC)
Pinto 2 liter &/or 5" rims

Class G/S

VW (all sedans)
Fiat 850
Fiat 124 sedan
Renault
Opel (other)
Volvo (all sedans)
Mini 850
Cortina (other)
Saab (other)
Corvair (other)
Maverick 6 cyl.
Austin America
Gremlin
Simca 1000, 1204
Triumph Herald
Audi

Class H/S

Sedans with 105" WB

VMSC AUTOCROSS CLASSES

M O D I F I E D C L A S S E S

Class A/M

Sports Racing, SCCA legal FV
Home & Kit-built cars
All A/S
Cobra 427

Class C/M

D/S Alfas, Alfa GTA
Opel GT
Sonett 3 cyl.
All E/S, F/S, G/S, H/S

Class B/M

All B/S
All C/S except Sonett 3 cyl.
All D/S except Alfa & Opel
VW platform Dune Buggy min. 79" WB, up
to 1600 int. mod. VW eng. behind rear
whls max two 32 mm carb throats any
exhaust, max 6 1/2" rims

Formula Class

Formula cars meeting para. #7.5

L A D I E S C L A S S E S

Class L/A

See para. #8.0

Class L/B

See para #8.0

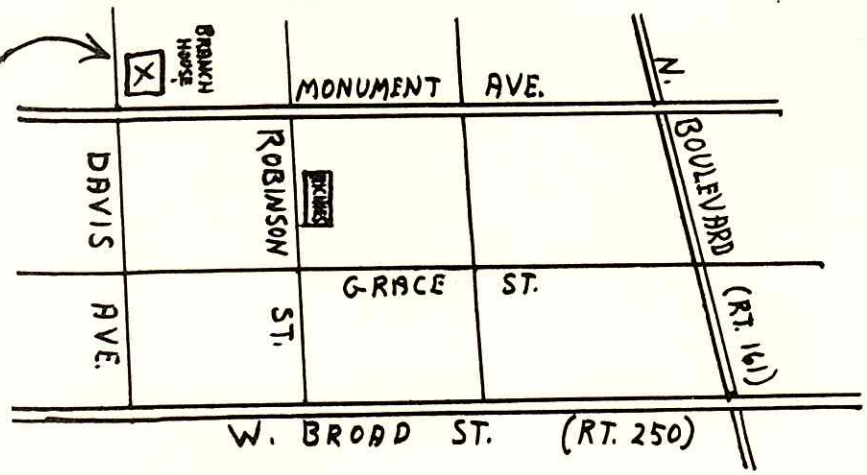
Effective March 11, 1971

V.M.S.C. MONTHLY MEETING

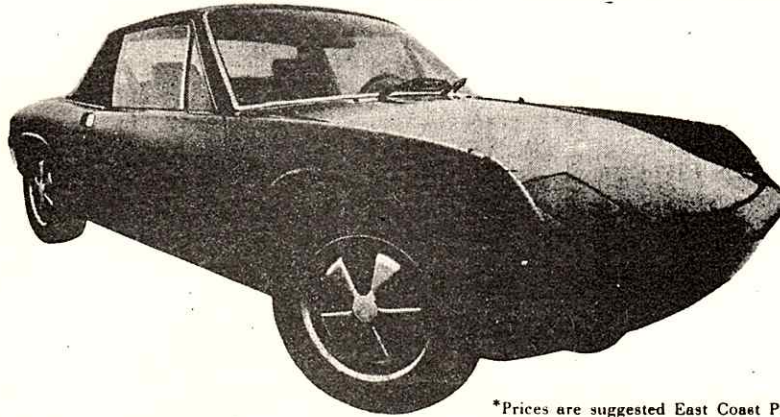
3RD THURSDAY - 8:00 PM

MARCH 18TH, 1971

VISITORS WELCOME!



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