



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME VII

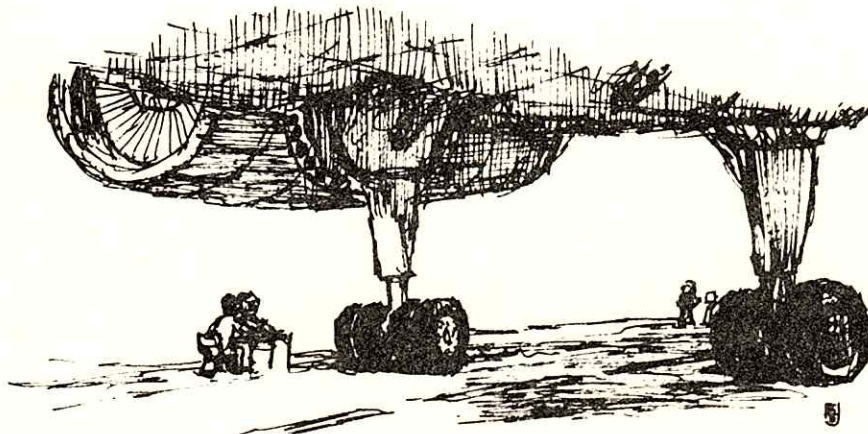
NUMBER 4

APRIL 1972

CURRENT* EVENTS

- APRIL 20 VMSC monthly meeting, 8:00 p.m., back room of the Hickory Hearth Restaurant at Holiday Inn North. Yes, Virginia (Motor Sport Club), there is an Indoor Activities Chairman, and he has come up with not one but TWO films for the meeting! The first, produced by Datsun, covers the 1970 ARRC (or maybe it's the '71 ARRC, it's hard to tell) and will be presented by the local Datsun Customer Relations man. The second is about the 1970 Continental Championships, produced by L&M (of cigarettes and Lolas and sealing wax . . .).
- APRIL 22 SCCA (DC) "Rat's Revenge" Rally. TSD, approximately 65 miles. Reg. 11 a.m. FCO 12 noon. Starts S&W Cafeteria, Executive Blvd., Old Georgetown Rd., Rockville MD. O.D. Kurt Raisley, 301-869-6157. \$3.50.
- APRIL 23 VMSC "Tyro 72" Rally. TSD approximately 100 miles. Starts at A&P, Rt. 360 and Laburnum Ave. Reg. 9:30 a.m., FCO 10:01. \$3.00/members any club, \$4.50/non-members. O.D.'s David Glenn and Bill Edwards (703-266-2642).
- MAY 7 VMSC "The Lay of the Land" Ladies Rally. Starts at Eastgate Mall Shopping Center, Nine Mile Rd. and Laburnum Ave. Reg. 12:00 noon, FCO 1:01. \$3.00/members any club, \$4.50/non-members. O.D.'s Beth Beverage (703-358-7445) and Barbara Greenwood (703-282-1493). Male entrants only. If you need a driver or navigator, call either of the O.D.'s.
- MAY 27/28 VMSC Autocross at Pungo (tentative).

*This is not a misprint, it was put in to appease a small but vocal group of raisin freaks.



VMSC Rally Report: The Azalea 8-Hour

The 8th annual Azalea 8-Hour Rally did indeed have a little bit of everything, including some things that even the O.D.'s didn't know about. I won't go into details about the typo in the morning leg and the dead-end Rt. 602 which resulted in a wholesale throw-out of all the morning checkpoints except 1 and 6. The Outdoor Activities Chairman promises that from now on all final checkouts will be made with the final copy of both generals and route instructions, so that we will not have this problem again.

It should now be obvious to all the contestants that Lewis likes signs and Bill prefers specials, but both legs were well-organized with some good traps. You can always tell which trap the O.D. considers to be the best on the rally, because that's the one where he's waiting to watch you fall into it. Both legs demanded strict attention to the specials and the order in which they were to be executed, since you could go on executing them for quite a while in some places before you found out you'd been off course for ten minutes.

The afternoon saw a lot of us screeching up to intersections and sitting there mumbling "six and six and five are seventeen, turn left," and "turn right when your route ends," and all the others. Spice was added by the directive to choose the instruction with the lowest priority if two applicable instructions directed the same action, but the one with the highest priority if they directed different actions. We came up to an intersection which required careful figuring to pick the right instruction. Triumphantly we set off - in the wrong direction, and only realized it a good ways later. We went rushing back, very much aware that we were about to be screwed by the cumulative scoring. If we missed a control we'd be scored at the next one reached on the total time from the last control we'd made. Which means if you are very late to one control, you could go through two or three more, making up time, and get a miss on all of them no matter what your time between checkpoints actually was. Which we did. However, by zooming to the transit zone and restarting, we got back into it and had a perfectly lovely time with the stick map portion. Then with our good spirits restored, we drove off into the sunset (unfortunately for the driver) to the Squire House.

Our regrets that so much of the rally had to be thrown out, and a pox on cumulative scoring, but there were some good SAAB roads (without snow), and the basic concept of the rally was quite good. I think it was worth the blisters on my hands.

Kathi McCall for David (who's writing all the other articles) and myself.

Checkpoints is the monthly publication of Virginia Motor Sport Club, Inc. It is mailed free to members; subscriptions to non-members are \$1.50 yearly. President, John T. Chehaske, 7504 Woodley Road, Richmond VA. Editors, David and Kathi McCall. Send all contributions to 3427 Stuart Ave Richmond VA, 23221, or call 353-7184. Deadline for material is the first of each month.

THE 8TH ANNUAL AZALEA 8-HOUR RALLY

PLACE		DRIVER/NAVIGATOR	CAR	MORNING					AFTERNOON					TOTAL	
O/A	CL			1	6	9	10	11	12	13	14	15	16		17
1	1E	Chehaske/Chehaske	Javelin	39	12	1	60	3	5	31	1	15	8	2	177
2	2E	Hoelzel/Hoelzel	914	27	49	174	49	213	81	2	1	5	5	4	610
3	1U	James/James	914	20	93	82	121	96	33	233	15	61	198	405	1357
4	2U	Myers/Myers*	240Z	1200	1200	128	16	252	159	0	96	3	28	38	3120
5	3E	Greenwood/Greenwood	914-6	1	26	3	367	2	1200	1200	1200	600	55	304	4958
6	3U	Hatcher/Dinkel*	240-Z	3	1200	71	438	600	1200	321	27	17	1200	600	5677
7	4U	Zalis/DeBardleben	240-Z	1200	1200	1200	1200	906	134	261	11	24	7	62	5705
8	5U	Ezell/Hooks*	Volvo	24	13	4	41	28	56	1200	1200	1200	1200	1200	6166
9	6U	Westbrook/Westbrook	Fiat	33	18	109	21	17	7	1200	1200	1200	1200	1200	6205
10	7U 1N	McCall/McCall	SAAB	36	25	1200	1200	1200	1200	1200	122	34	81	47	6345
11	8U	Kurowski/Fielder	510	1200	1200	60	12	1200	1200	243	52	8	1	1200	6376
12	9U 2N	Martin/Williams	914	444	1200	425	257	1200	1200	1200	236	97	134	2	6395
13	10U	Powell/Dickinson	Z-28	31	24	1200	1200	1200	1200	1200	218	22	117	12	6424
14	11U 3N	Koontz/Koontz	Camaro	66	600	117	50	1200	1200	1200	600	77	259	1200	6569
15	4E	Farr/Farr*	240Z	12	63	114	70	343	121	1200	1200	1200	1200	1200	6723
16	5E	Morrisett/Morrisett	911	215	93	1200	1200	1200	1200	1200	263	86	236	219	7112
17	12U	Shafer/Hatcher*	Rambler	22	346	550	89	1200	1200	1200	1200	1200	1200	1200	9407
18	6E	Sharp/Sharp*	Renault	0	24	1200	127	1200	1200	1200	1200	1200	1200	1200	9757
19	13U 4N	Hambright/Hambright	Peugeot	1200	1200	241	109	16	1200	1200	1200	1200	1200	1200	9960
20	14U	Muller/Stevnowski*	Fiat	1200	1200	8	5	1200	1200	1200	1200	1200	1200	1200	10813
21	15U	Buck/Buck	Audi	70	600	1200	1200	1200	1200	1200	1200	1200	1200	1200	11470
22	16U	Carlisle/Carlisle	Sonett	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	13200

*Non-VMSC member

Best morning leg not placed: Barry and Gill Sharp

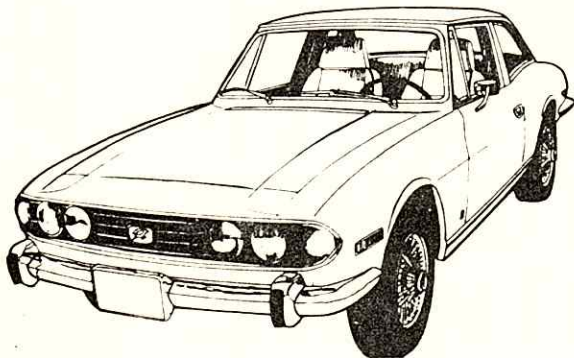
Best afternoon leg not placed: Marian Zalis and Fred DeBardleben

Checkers: Tom Blot, Beth Beverage, Mike Castleberry, Chris and Lillian Young

Workers: Dick Hatch, Tom Van Auken, Martha Moessinger, Reggie Williams, Bill Whitehead, Chuck and Kathleen Edwards (members); and Anne Jones, Bill Johnson, John and Fran Young, Bruce Cunningham, Ricky Andrews, Betty Johnson, Frances Bolling, Charles Binns (non-members).

Stag

A new kind
of Triumph.



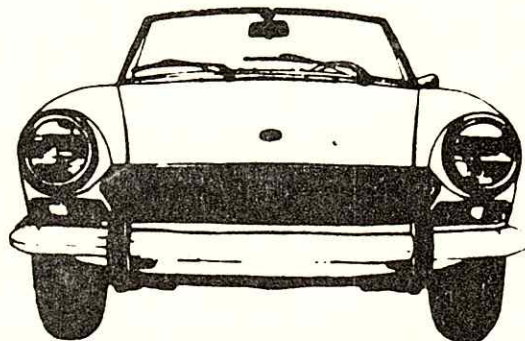
E.G. Bradley

621 West Main St.
Richmond, Virginia

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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Coming Events

The Tyro 72 rally scheduled for April 23 is indeed for everything that's new, and we hope to see a lot of new rallyists out. The experienced rally enthusiasts in the club can help make someone's first rally an enjoyable event. Give a novice the benefit of your experience, and lend a hand if the opportunity presents itself. (Especially if the opportunity involves a car with the navigator hidden behind a camera, because that'll be Bob Webb of Channel 12, filming the rally.) The rally will end at the familiar Hickory Hearth back room, where the pros can explain the traps to the novices while we're waiting for the scores to be posted. See you there!

CRANKSHAFT JOURNAL

The second article on OIL will be short, factual, and for some folks, informative.

The American Petroleum Institute and the Society of Automotive Engineers conduct never-ending tests on all products connected with lubrication of automobiles, and they also do a great deal of lobbying on the political scene to attempt to maintain high standards of practical values for the guy who buys the car and the oil which is necessary for survival of same. Their combined efforts give us nomenclatures like 10-W-40, SAE 30, etc., which indicate properties of the oil which you pour into your engine.

Multigrade oils have additives which make low and high temperature use permissible under almost any load situations. Straight grade oils are suitable for ONLY certain conditions and certain temperature ranges and therefore the SAE & API charts do not suggest these products for all-around use on any vehicle.

The imported autos and trucks have recently abandoned the old "30" weight oils in favor of the new SE classification, which really does handle any use of the engine from 10 to 40 type base requirements. This includes heat, friction, oxidation, dust, high rpm, and towing applications, up to and including racing engines using normal gasolines and caburetors, etc.

The additives which affect your driving expenses are known as:

Anti-Rust Agents	Detergents	Alkaline Additives
Oxidation Inhibitors	Anti-Wear	Viscosity Improvers

The new type SE Oils have all these, and therefore can cope with the many demands of the engine under any conditions. Of course, types SD and SC are all right for lesser uses, IF you pour in additional additives, commonly sold in small cans, etc.

We strongly suggest that you use 10-W-40 oil, type SE, in any engine operating on the Eastern Coast, except perhaps for the all-out race-car which has badly burnt, beaten or bandaged babbits. Otherwise, you're safe with the one previously described.

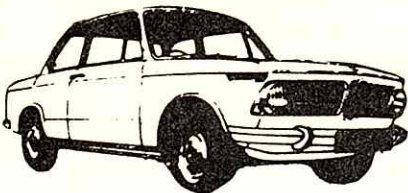
The addition of some very heavy products sold by some Italian persons can do No real good if you use 10-W-40, so save your coins in order to pay your VMSC dues.

Gene Atkinson

THIS MAY BE YOUR LAST COPY OF CHECKPOINTS

If you don't hurry up and send in your address card. We are preparing a new mailing list and membership directory, and we must have your card by April 24 in order to put you on the list and to order an Addressograph plate for you. Last year's list is hopelessly outdated especially with regard to telephone numbers. How can we get you to work an event if we can't phone you? How can we tell you what you've won if you have to leave the rally party early? So please send in your card. Or bring it to the meeting. Or even call the editors at 353-7184. But do it by the 24th!

BMW 2002 Tii. Quicker than schnell.



McKIMMIE 605 W. BROAD ST
PHONE 644-2696

Out of Town Report - the BRM

The fifth annual Bob Ridges Memorial Rally, sponsored by the Washington Rally Club, was held on April 8-9 out of Fredericksburg. This rally commemorates a late SCCA National Rally Secretary and well-known figure in rallying. Three teams from VMSC competed - the Chehaskes, the Greenwoods and a strange team composed of Mike Castleberry, myself and a new computer. Rallymaster Bill Gronning presented an event of excellent quality with every trap failsafed. There were a lot of failsafes, because there were a lot of traps. As one contestant noted, "Every sentence in the generals was a trap, especially the one that told you not to let the generals worry you." None of our cars brought home a trophy, though the majority opinion was that the rally was tricky but clean, and completely unlike the usual VMSC rally.

David McCall

A Checkpoints Personality Profile

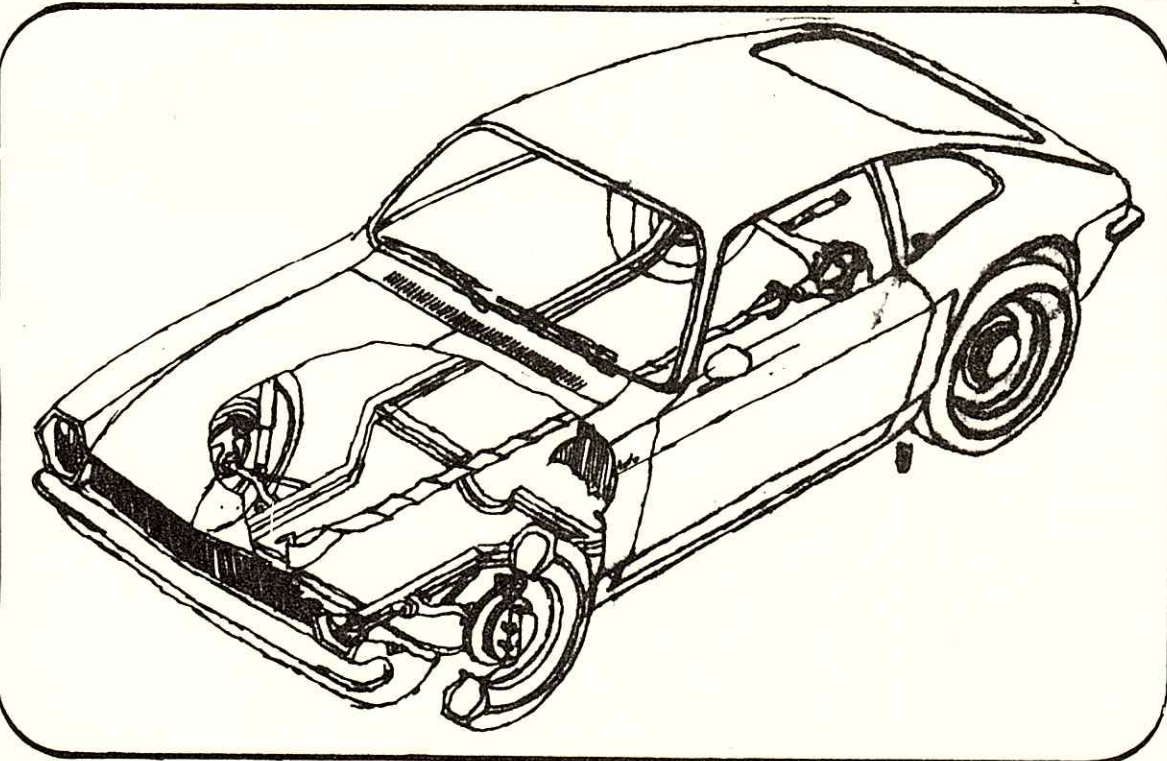


THE NASH Metropolitan of 1953. The 1956 Studebaker Teraplane Convertible. The 1958 $\frac{1}{2}$ Desoto Grand Tourismo Oblongato. The 1961 Jeep Fastback Sporte Coupe. All of these bring back memories of the classic days of car design and the man responsible for the all, Earnest Fortescue-Bordevski. Born in Poland in 1913, Earnie was abandoned by his parents as they fled the clutches of sprawling Nazi Tyranny in 1947, two years after the war was over. The next three years saw a variety of jobs come and go. First, there was a job with the Warsaw Department of Sanition, which gave him invaluable experience for his next position as a funereal director and part-time casket designer for Blileski's in Gdansk, which

was a prime factor in his recieving a position as chief engineer for the Polish Motor Verks in Cracow. By 1950, Earnie had had it up to here (gesture) with the puppet government, so he and several design consultants decided to escape the clutches of sprawling Communist Tyranny and made a daring dash across the border.....into Russia. His cohorts caught and himself saved only by an excellent impersonation of of the bottom of a ditch, He drained into the Black Sea and was rescued by a scow bound for Detroit. American Motors hired him immediately and he worked there until 1953, when they fired him immediately after designing the Metropolitan, which had originally started out as Nash's answer to the Cadillac. Undaunted, the plucky pollack proceeded to procure positions with Studebaker, Chrysler and Jeep; then as a director of The Motor City Funeral Home, where he is employed today. But it has been a part-time job with Goodyear which has brought him to his latest triumph.

Taking a standard Pinto body, Earnie has turned his exterior design expertise to the mechanical workings and developed the first totally pollution-free automobile, run by a giant rubber band (see cut-away below). Power is limited only by the ability of the owner to turn the inboard crank. We tried to talk with Earnie from his hospital bed where he is to undergo surgery for a massive hernia, but his doctor thought that perhaps he wasn't up to it and Earnie wasn't feelin' so hot himself. But hopefully, we will be able to have a complete road test in a future issue. At present, Goodyear is hard at work trying to get the kinks out of the car, which is at presently called the Fortescue-Bordevskimobile. One of the kinks is obviously the name, and another might be the pinion clutch assembly, which holds the forward end of the rubber band fixed after it is wound up. It is rumored that a

malfunction in this assembly caused Earnie's injuries, along with his forgetting to turn loose of the crank as it uncoiled. At any rate, Earnest Fortescue-Bordevski has earned a place for himself as "...the scourge of symmetry and a thorn in the side of aerodynamics...."



Part IV: Lowering the Center of Gravity

The final step in autocross preparing a two-stroke SAAB is to lower the center of gravity so that it is not quite so prone to falling over on its side. The first move in this process is to get rid of everything not absolutely necessary to the operation of the car; toss out the wiper motor, the horns, the headlights, the spare tire, the rear belly pan and that colony of spiders that nested inside while you were doing all the rest of the setting-up. Gut the interior, including seat runners and dash board. Now bolt in an aluminum lawn chair for the driver's seat and fabricate a dash out of balsa wood and tin foil. The only instrument necessary is a combination tach and temperature gauge (surely Smith's makes one).

Now that the car is properly lightened, you must get the center of gravity down where it belongs. This is a two-part procedure. First, you require the aid of a cooperative magnetic crane operator in a scrap yard. Take the car to the yard, roll it carefully up on its top and get the crane guy to pick it up by the belly pan and drop it a couple of times on its roof. Second, build a fire in the back yard and melt large quantities of lead in a cauldron borrowed from the neighborhood witch. Pour the molten metal into the bottom of the car to a depth of about eight inches. (By the way, this is an excellent opportunity to get rid of any bodies you may have lying around, such as those of persons who kept asking when were you going to finish that funny little car of yours that has been sitting around for nine months gathering mold.)

If you have followed the instructions in these articles closely, you will now have a SAAB capable of beating any walk-through time achieved at an autocross.

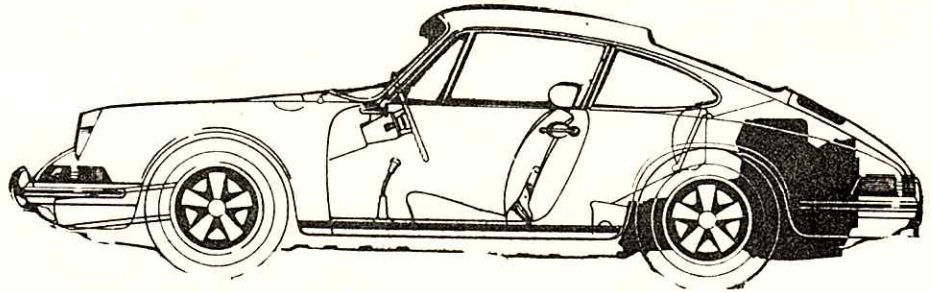
Next month: The WHOOOLE THING

CAVALIER

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PORSCHE 911S

Bad News Department

We learned from the Washington region of SCCA that the physical plant of Summit Point Raceway has been sold at auction. This took place in Charles Town, W. Va., on April 7, due to foreclosure by the bank holding the original loan. The original owner now has one third of the track and the paving contractor has the rest. It is rumored that the bank has a hold on the track for four months, which would mean that no events would be run in the near future. The final outcome of the situation would seem to depend on the relationship between the two owners.

Pickup with a racy background.



We entered the Datsun Pickup in the grueling Mexican 1000 to show how tough America's No. 1 selling small truck really is. What makes durability in a truck? Things like overhead cam engine, torsion bar front suspension and 4-speed stick. All-steel 6-foot load bed with tie-down hooks. Long-lasting, full-vinyl interior. 6-ply rated whitewalls, 5 including spare. All included at no extra cost. Datsun Pickup. It sure beats whatever's second.

BOULEVARD IMPORT

1010 N. BOULEVARD

PHONE 353-6666

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Now in Stock - \$19.95

The Editors are looking for an Austin-Healey Sprite Mk I or II in at least fair condition. If you see one, please let us know.

FOR SALE: By Bob Tullius' Group 44, Inc., two F/P Spitfires. Buyer's choice of John Kelly's '71 NeDiv championship winning QUAKER STATE Spitfire or one of two replicas - one white, one red. \$5700.00, serious inquiries only: Bob Tullius
Group 44, Inc.
1113 Gordon Road
Falls Church VA 22046
703-532-4410

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STOPWATCHER

Lost and Found

Brenda Turner wore a light blue London Fog raincoat to the last meeting, and she wore a light blue raincoat home, too - but not the same one. If your raincoat has been looking different since the March meeting, why not bring it to the April meeting and trade back?

New Members

Robert E. and Gail Fultz
7602-C Wister Village Drive
Richmond VA 23228

'70 Renault
'64 VW Beetle
282-3575

Out Of Town Coming Events

May 13-14 SCCA Closed Regional at VIR. This is a closed event so no spectating; in order to get in you must be on a crew or be a worker. If you would like to flag for this race or the next one on August 26 & 27, please see Tom Van Auken.

May 28 Second autocross in the "Valley Autocross Series" sponsored by the Shenandale Sports Car Club. Other events in the series will be on June 11, July 2, August 6 and September 3, all held at Ames Parking Lot on Rt. 250 just west of Waynesboro. Awards Autocross for series awards October 22; trophies awarded after each event. MWCSCC Classes. \$4.00. O.D. Don Halbach, 703-433-1959 pre-reg. and info.

HELP US TELL
THE STORY OF
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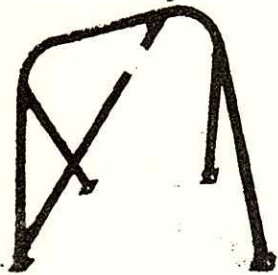
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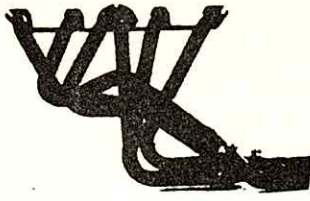
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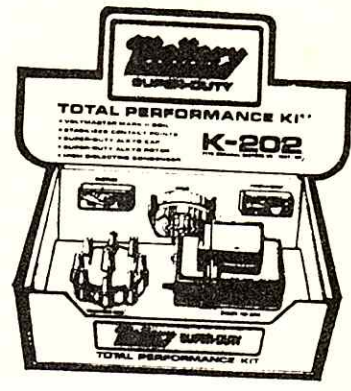
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