



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME XV NUMBER 3 March, 1969

EVENTS CALENDAR

MARCH 23***"ANNUAL AZALEA EIGHT HOUR", Greenwood and Chehaske. See attached flyer.

MARCH 29 & 30***PMSC "Luray Spring Rallye"
Entry fee-\$22.50 includes lodging at all-new motel at Luray Caverns, plus dinner and breakfast for 2 team members. Begins 1:00 pm Saturday in Richmond, and depart Luray 1:00 pm on Sunday. Very easy TSD designed for novices and fun-seekers. Call Jerry Cavado or Gene Atkinson for details.

APRIL 13***Rally by Walter & Nancy Witschey entitled "SIMPLE PILOTING RULES INVOLVING NO GUESSWORK (THE SPRING RALLY)" Westland Shopping Center-Parham Rd. & Broad St. Registration 12:30 First Car Off 1:00 Straightforward TSD. Ends at the Witschey's in Goochland. NOTE: This Rally is prior to the April Meeting.

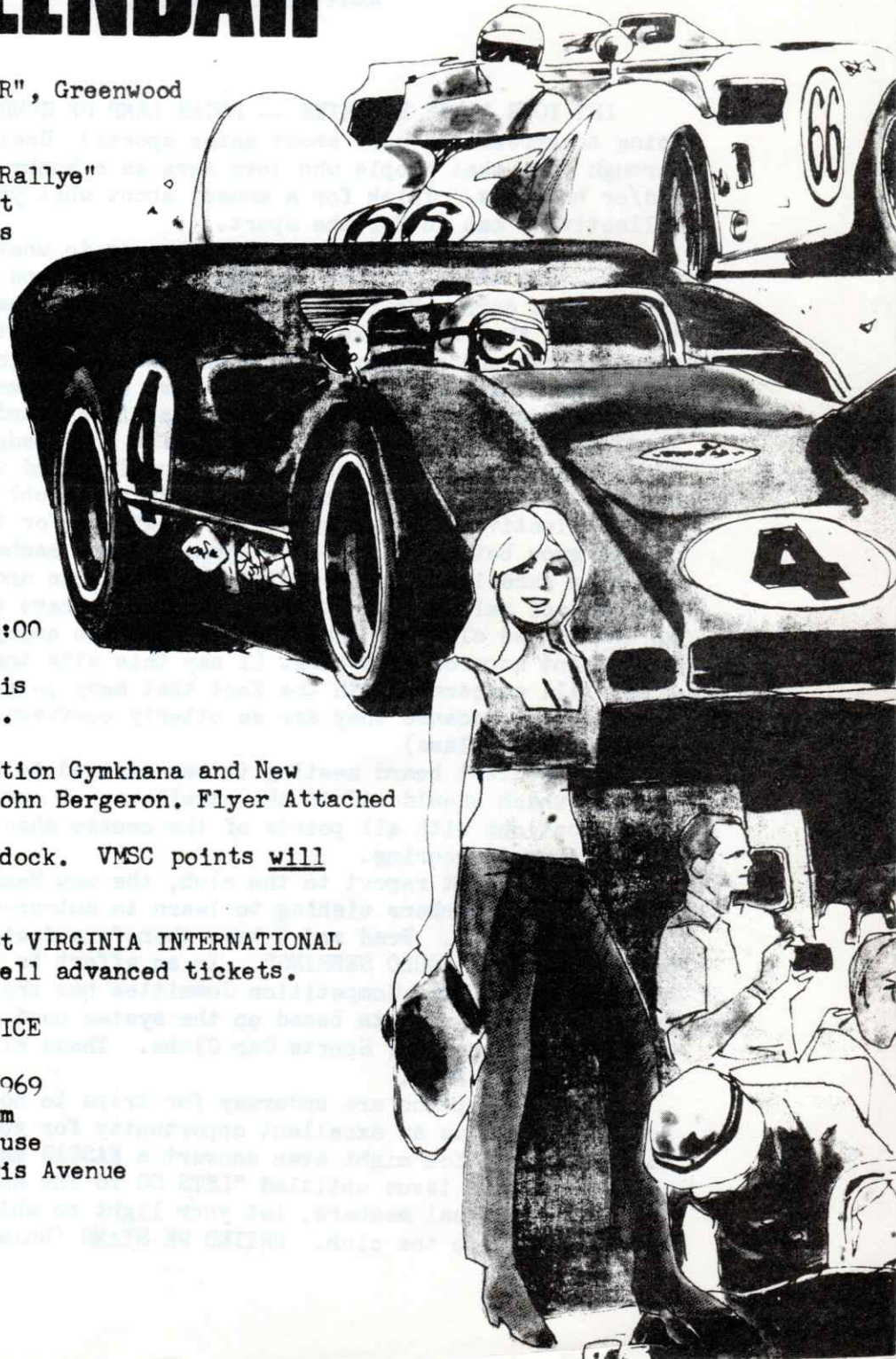
APRIL 19*** "SOLO SEBRING" Combination Gymkhana and New Driver's School. Brad Peaseley & John Bergeron. Flyer Attached

APRIL 20***PMSC AUTOCROSS at Puddledock. VMSC points will be given for this event.

APRIL 26 & 27*** SPRING NATIONALS at VIRGINIA INTERNATIONAL RACEWAY, Danville, Va. VMSC will sell advanced tickets.

MEETING NOTICE

March 20, 1969
8:00 pm
Branch House
Monument and Davis Avenue



CHECKPOINTS is published monthly by the Virginia Motor Sport Club, Inc., and mailed free to members. Subscriptions to non-members are \$1.50 per year. Meetings are held at 8:00 P.M. on the third Thursday of each month at the Branch House, Monument and Davis Avenues, Richmond, Virginia. PRESIDENT--Chuck Edwards, 3312 West Franklin Street, Richmond, Virginia 23221, telephone 355-0932. EDITOR--John H. Bergeron, 4814 Stuart Avenue, Richmond, Virginia, 23226, telephone 359-3847. Letters should be addressed to the Editor and received no later than the last day of the month prior to publication.

EDITORIALLY SPEAKING

LET YOUR LIGHT SO SHINE -- LUCAS LAMP OF COURSE. What are you doing to spread the word about motor sports? Does the public learn, through you, that people who love cars as a hobby are not all nuts and/or hoodlums. Think for a moment about what you singly and VMSC collectively can do for the Sport.

The answer lies within each member as to what he can do for motor sports. But think of that one man in ten perhaps who does not already hate sports cars. He has a Chevy wagon now but has been heard to say to friends that he'd like to get one of those little sports cars for a second car and a hobby. If he encounters you in traffic today, how will your "light shine". Will you give him a moment's courtesy with a friendly wave or will you pass him at five grand in second gear leaving him with a fleeting glimpse of a VMSC badge and a wisp of blue smoke--witness to the lead in your foot and the wearies in your engine. Will he someday be an asset to our club?

Collectively though we can do something for the sport in that each day we grow better equipped to appeal to new members. Our rallies have grown in excellence to the point that they can and do appeal to even the best of ralliests. At the same time we have successfully added an unequipped class so that the beginner can enjoy our rallies with some faint hope of finishing. (I say this with tongue in cheek since I am still concerned with the fact that many potential new enthusiasts never return because they are so utterly confused even though there is an unequipped class)

At the last board meeting it was decided to purchase eight walkie talkies which should aid in the excellence of our rallies and through communications with all points of the course should make our speed events much fairer in scoring.

In its first report to the club, the new Membership Sounding committee reported many members wishing to learn to autocross but not under the "heat of battle". Brad and I have therefore decided to hold a New Drivers School prior to "SOLO SEBRING". In an effort to provide a more equitable scoring system, the Competition Committee has proposed a Classification System for speed events based on the system used by the Metropolitan Washington Council of Sports Car Clubs. These classes will be used at the next event also.

Socially, plans are underway for trips to no less than three races and these provide an excellent opportunity for you to interest people in the sport. You might even convert a NASCAR man. For details see article in this issue entitled "LETS GO TO THE RACES".

As individual members, let your light so shine, and bring your fellow enthusiasts into the club. UNITED WE STAND (Unless that's unconstitutional)

CRANKSHAFT JOURNAL

The leakage of carbon monoxide fumes from exhaust systems into passenger cabs has long been a problem of design and maintenance. Only recently has much attention been given to perfecting the sealing of exhaust components, and this has resulted in quieter, safer operation of the family/sports vehicle.

Body welds and pinch-welds are now coming through in tighter fashion, and caulking of cracks has been improved on even american autos, especially the higher priced barges. The hazards of breathing engine fumes while riding in a closed car are great, so check your muffler, etc., by stopping the tailpipe with rags, or potatoes, or your canary, while listening for leaks in various connections.

Heat risers (dampers) on the manifolds usually leak first, but little repair is possible to these items. Road salt during bad weather will ruin the normal muffler from outside, so wash under your car with a strong pressure hose.

Loud exhaust systems sold as accessories do not always enhance performance, particularly on engines equipped with tuned exhausts, where scavenging of the manifold serves the same purpose as a minor supercharger. These systems should not be altered when replacements are needed, as a net loss of horsepower will result.

Studs on header pipes and manifolds should be tightened when normal servicing is done, after which hangers and clamps should be positioned and gaskets checked for burned spots or impact damage.

We find poetic justice in the demand by Sweden that U.S. cars be fitted with better exhaust systems prior to importation and sale in that country where snow and cold weather predominate.

"GENE" ATKINSON

"A DRIVERS RALLY"

Complete with snow shovel and high boots, we set out on Chuck and Kathleen's rally prepared for the worst after Saturday's storm. To our surprise the snow was melting and hence the roads themselves presented no problem, much to the driver's relief.

The rally route was quite interesting, requiring a keen concentration on the course itself as the routes used turned in many different ways. The scenery along the rally was especially beautiful with its fresh white coat.

Perhaps even more enjoyable than the prompt scoring by our O.D.'s was the suspense centering around the first three cars. Each of us knew it was close, but no one realized that first, second, and third would be separated by only one second each. Whenever three cars are that close, it's just luck as to who places where. I guess having car number one turned out to be lucky for us.

Thanks again to our O.D.'s for a most enjoyable rally.

Nancy and George Winfree

VMSC PRESENTS

THE '69 ANNUAL AZALEA 8-HOUR RALLY



O.D.'s: Wilt Greenwood and John Chehaske

Date: March 23, 1969

Time: Registration from 8:00 A.M., first car off at 9:01 A.M.

Place: The Ridge Shopping Center on Parham Road in Richmond. For out-of-towners, take I-95 to I-64 West, then take the Parham Road South exit from I-64. The shopping center is approximately 1.6 miles south of the exit, on your left.

Price: \$4.00 per car for members of any club who travel less than 50 miles to compete.
\$3.00 per car for members of any club who travel 50 or more miles to compete.
\$6.00 per car for contestants not belonging to any club.

Classes: Equipped and Unequipped. To qualify as unequipped, you must be competing with neither a hundredth-reading odometer nor any sort of cumulative calculating device.

Trophies: 1st, 2nd, and 3rd Overall
1st, 2nd, and 3rd Unequipped
Best A.M. Run
Best P.M. Run

This will be a straightforward, low-pressure T.S.D. event of about 250 miles. No priorities or overlapping instructions will be employed. The roads are good, the scenery is interesting and we hope the route will prove challenging. Come out and bring a friend.

"LETS GO TO THE RACES"

This year there will be several opportunities for VMSC members and friends to go to the races--from the local scene, to the not so local scene, to the way out scene. Be sure to reserve these weekends on your calendar and "make the scene".

APRIL 26 & 27, 1969 SPRING NATIONALS at VIRGINIA INTERNATIONAL RACEWAY. VMSC will order advanced tickets which will cover both days and camping privileges. These will be much cheaper than those purchased at the gate. If you have never been on a VIR weekend then you have really missed something. We will probably drive down in a caravan and if you plan to camp with the rest of us, remember that it really gets cold at night. Call Wilt Greenwood for details.

JULY 12 & 13, 1969 WATKINS GLEN VMSC will charter a 37 passenger bus to leave Richmond Friday evening and return to Richmond late Sunday night. The bus will carry all the camping equipment we wish to take. Price for the bus will be around \$15 and if we fill it we can refund \$3.00 per person. On Saturday the 12th will be the International Championship of Makes for Sports Prototypes, Sports, and Grand Touring Cars. On Sunday the 13th will be the SCCA Canadian-American Challenge Cup race. It is seldom that you can see two great races in one weekend. For further details call Billy Dixon.

OCTOBER 30 thru NOVEMBER 5 CHARTERED DC-8 TO THE MEXICAN GRAND PRIX Flight from Richmond to Mexico City on Thursday Oct 30 and returning from Mexico City to Richmond on Wednesday Nov 5, with appropriate meals and drinks aloft. Sharing double room with bath at METROPOL HOTEL in Mexico City for 6 nights (no meals). Transfers from airport to hotel and vice versa on scenic cruiser buses --also transportation to and from the AUTODROMO (race track) on race day, Sunday, Nov. 2. Total price per person for this great trip is \$210 including tips and hotel service charge. Be sure to get your reservations in early. For details call Billy Dixon.

A DRIVER'S RALLY
March 2, 1969

Finishing Position	Driver/Navigator	Checkpoints					Tot
		1	2	3	4	5	
1	Nancy Winfree/George Winfree	0	27	1	4	1	33
2	Wilt Greenwood/John Chehaske	4	11	10	6	3	34
3	Bill Whitehead/Hart Grundy	2	28	1	4	0	35
4	* Neale Dickinson/Judy Dickinson	11	96	77	27	300	511
5	** Dick Hatch/Caryl Hatch	57	16	300	294	2	667
6	*** Len Wells/Toni Wells	0	84	70	232	287	673
7	Frank Kauffman/Stewart Smith	6	144	125	104	300	679
8	Miles Turner/Mike Castleberry	7	28	300	49	300	684
9	Bob Freeman/Chris Young	5	89	300	300	0	694
10	Ed Mason/Ethel Mason	139	300	300	600	600	1939
11	John Bergeron/Reggie Williams	30	600	600	600	143	1973

*First Unequipped **Second Unequipped ***Third Unequipped
Total cars: 11. Total equipped: 4. Total unequipped: 7.



"SOLO" SEBRING

"SOLO" SEBRING"

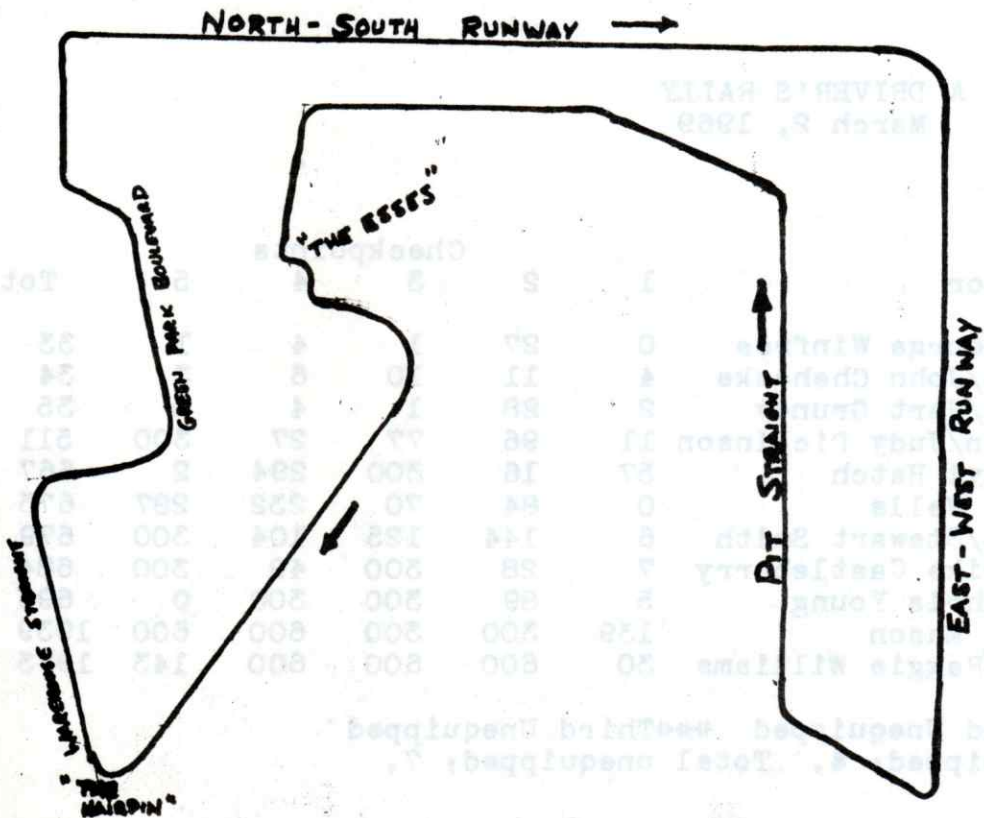
COMBINATION GYMKHANA & NEW DRIVERS' SCHOOL

JARRELL'S TRUCK PLAZA - SATURDAY APRIL 19, 1969

TAKE DOSWELL EXIT OFF INTERSTATE 95
A FEW MILES PAST ASHLAND

NEW PARTICIPANTS--This is your chance to learn the tricks of the trade from experienced gymkhanists. Come at 11:30 am for instructions and drive-thru of special course. Learn how its done & what its like-but the easy way, without the pressure of competition. Then put your new skills to work on the first event of 1969 "SOLO" SEBRING.

SEASONED VETERANS--This course will be set up in the shape of the famous track at Sebring, Florida. It will be a fast event with 250 to 300 foot straights and easy to follow race course style. Classes will be similar to those of Metropolitan Washington Council of Sports Car Clubs, as proposed for adoption by VMSC.



ENTRY FEES

\$3.00 Car Club Members

\$4.50 Non-Members

TIME

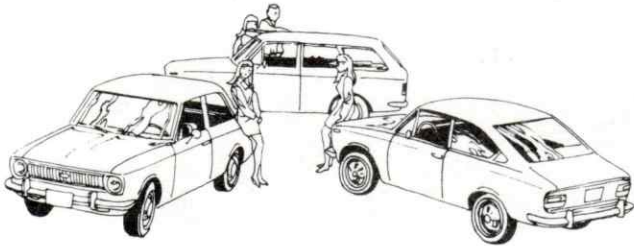
First Car Off--1:00 pm

FOR FURTHER DETAILS CALL:

John Bergeron 359-3847

Brad Peaseley 288-7943

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DAVID R. McGEORGE

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NEW MEMBERS

Rafael A. De Echeandia
600 Mc Dowell Rd.
Richmond, Va. 23225

Robert J. Coffey
5426 Grist Mill Drive
Richmond, Va.

Barbara B. White
7636 Village Dr. Apt B
Richmond, Va 23228

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exposure
thru-the-lens

**nikkormat
ft**



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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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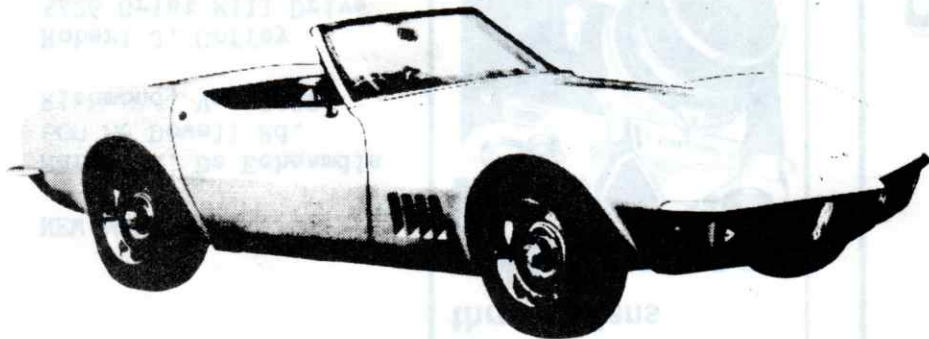


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