



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME XV NUMBER 10 OCTOBER, 1969

EVENTS CALENDAR

OCTOBER 26, 1969 Last Puddledock Autocross of the year. Put on by PMSC but VMSC points will be given to VMSC members. Petersburg has announced that there will be 50 dashplaques awarded to the first 50 entries.

NOVEMBER 1, 1969 ANNUAL VMSC DINNER MEETING featuring a guest speaker.
COCKTAILS AT 6:30 and after Dinner
DINNER AT 7:30 Half Grapefruit Ambrosia, Chicken Leg on Smithfield Ham, Broccoli Polonaise, Sweet Potatoes Imperial, Tossed Green Salad, and Tri-Color Sherbet Parfait

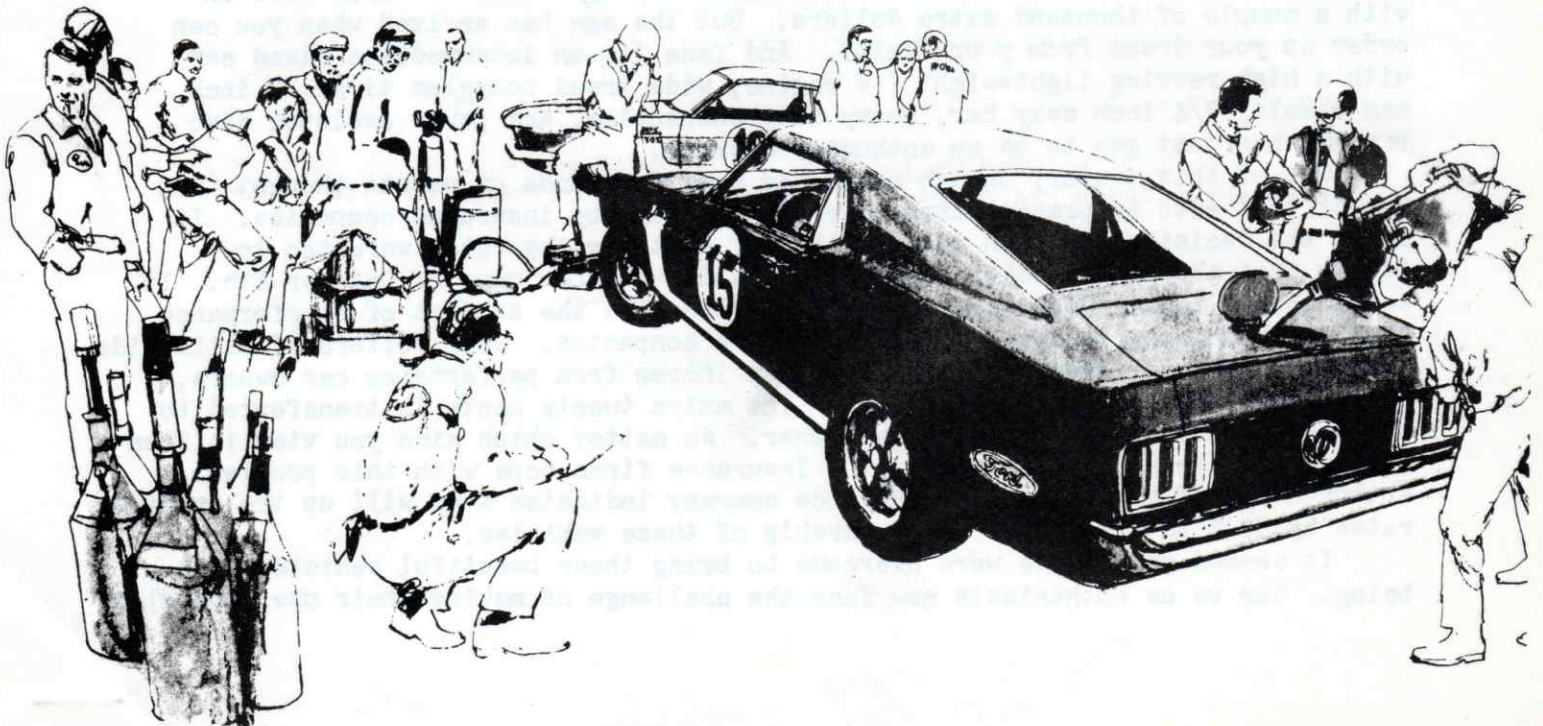
GUEST SPEAKER***DEWITT BOYD--Autocross Editor of the STOPWATCHER.
Learn the finer points of this growing aspect of VMSC activity.

WILLIAM BYRD MOTOR HOTEL PRICE is \$5 per person including 2 cocktails.
(Price for non-drinkers is \$3.50)

PLEASE call Henry Wheeler at AT8-7045 immediately for reservations.

NOVEMBER 8, 1969 HALLOWEEN HALLUCINATIONS rally by Judy and Neale Dickinson. Enjoyable gimmick rally with registration at 6:30 at River Rd. Shopping Center, River Road and Rt 147. First car off at 7:00. BYOL party afterwards. Per the Dickinsons, "Bring one of everything, a flashlight, and a good luck charm". No costumes since we had to postpone til after Halloween for this one.

NOVEMBER 23, 1969 Rally by Miles Turner and Mike Castleberry. Details to follow. Early indications are that any damage done to vehicles on this event will be repaired free of charge at Turner's Body Shop with parts donated from an abandoned TR-3.



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

OUT OF VICTORY--DEFEAT. All indications seemed to point out that 1970 would be a banner year for us "car nuts". Most of us can remember back in the 50's when the Government wanted to de-emphasize the performance image of cars. In fact if I remember correctly that was the time when you couldn't even find the horsepower rating of your new Detroit Iron. That's when everyone began to refer to engines by their cubic inch displacement instead of horsepower.

But as the new cigaret ad quips "We've come a long way, baby". The performance image is very much with us. I could search for awhile for the words to explain why I feel that 1970 is the year when what we have long hoped for has occurred to American cars. Just to be different though I'll try to point out what I'm speaking of just by quoting to you headlines for American cars from the November issue of CAR AND DRIVER.

"CYCLONE GT the streeter that looks like a racing car." "1970 BUICK- Introducing automobiles to light your fire". "PLYMOUTH the little car that could. The Rapid Transit System." "1970 CHEVELLE SS 396, In ten seconds, your resistance will self-destruct. Under that lean and hungry look is a lean and agile suspension... wide oval treads, 7" wide mag type wheels, and power disk brakes." "NEW CYCLONE SPOILER--You'd better bring along a drag chute." "70 BOSS 302--SON OF TRANS-AM, Two Trans-Am Championships for Mustang taught us how to set up Boss 302." And finally "1970 Pontiac GTO--THE HUMBLER. The quick way out of the little leagues."

You get the point. So for years we have worshipped the idea of such a selection of performance cars. Wasn't so long ago that if you wanted one of these cars you got a stripped down version and practically rebuilt it from scratch with a couple of thousand extra dollars. But the age has arrived when you can order up your dream from your dealer. And face it--an intermediate sized car with a high revving lightweight V-8 engine, wide tread polyglas tires, 7 inch mag wheels, 3/4 inch sway bar, heavy duty suspension, and power assisted disc brakes, has just got to be an enthusiasts dream.

Out of this victory though comes sad word for those of us who thought (and hoped) that auto insurance rates were set too high by insurance companies. It seems the decision has been reached that if anything the rates were too low. Add to that the real shocker fresh from the Six O'clock news of October 8th. It seems that a Senate Committee on the 8th approached the subject of "performance cars" with representatives of auto insurance companies. Dean Jeffors of Nationwide indicated that for every dollar of premium income from performance car owners, his company pays out \$1.20 in claims. The extra twenty cents is transferred to the unfortunate non-performance car owner. No matter which side you view it from this doesn't seem fair. How will the Insurance firms cope with this problem? Arthur Mertz of another large insurance company indicates they will up the premium rates by 50 % to discourage the ownership of these vehicles.

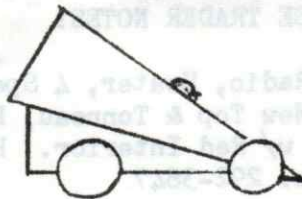
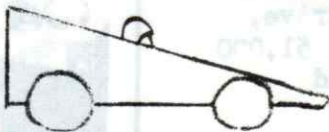
It seemed great odds were overcome to bring these beautiful vehicles into being. Can we as enthusiasts now face the challenge of making their use feasible?

FALL NATIONALS VIRGINIA INTERNATIONAL RACEWAY

If you missed the Fall Nationals at VIR then you really missed a nice weekend. I suppose there are a lot of factors which go together to make up a great race weekend at Danville. Well they all fell together nicely on September 27 & 28. The weather has a lot to do with it and the weather was just right. Sunny enough for a last touch of sunburn but cool enough to be comfortable. There has to be a decent entry to make a weekend worthwhile and this was the best field we've seen in some time. Lotsa cars and all good ones. And for your leacherous old editor there have to be an abundance of beautiful girls striking in both their beauty and dress. I've never seen a better field in this category either. As if the female spectators weren't enough, there was lovely Joy Wray as Queen of the track. Imagine a parade lap in a bikini that defies description and on the back of a Porsche Targa. Thank the heavens for Reggie's movie camera for I shall relive this moment many times.

Oh yes, there was racing too. The big gun was Johnny Gunn (I didn't intend to Pun Mr Gun) in his beautiful Lola Chevy who set a course record with comparative ease. My memory is a little fuzzy, but I believe the track record was 2:08 and the winged Indy type car with 302 Chevy mill hit 2:03 in practice. Unfortunately he had to use the wrong tires on race day and only set the record at 2:07. This was still fast enough for over 220 MPH at the end of the back straight.

Perhaps the most interesting car there was a wedge shaped Porsche experimental car. On the straights the upsweeping angle of the wedge was low, probably less than 30 degrees. The back end of the wedge body, however was mounted with convertible top motors so that going into a curve the back of the body lifted up pivoting on the front and increased the angle of the wedge to approx. 45 degrees for braking. I know this defies description, but in the sketches below you can see the principle. Note the driver's head as the body of the car rises around him.



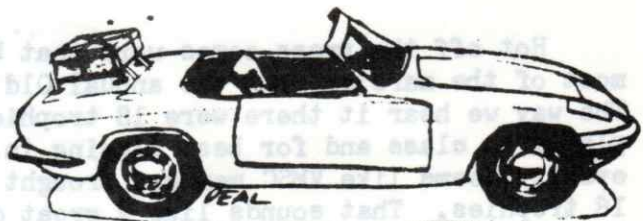
Lately it seems that there is a small but hearty group of VMSC'ers who go to Danville for each National. I'd sure like to encourage more of you to come out next time though because I know of no other better place to combine all the elements of a good race weekend. Try it, you won't be sorry. Who knows, QUEEN JOY may even smile at you. And I just know she's Raquel Welch's little sister.

TURNER BODY SHOP

3 West Belt Blvd
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"SPECIALIZING IN THE MOTORIST

WHO IS HARD TO PLEASE."



THE A.U.T.U.M.N. RALLYE

September 21, 1969

Place Overall	Place in Class	DRIVER	NAVIGATOR	CAR	ERROR
1	1E	Doc Wagner	Rita Wagner	Porsche	57
2	2E	Mark Miner	Brooke Miner	Lotus	408
3	3E	Cecil Wright	Billy Dixon	Porsche	801
4	1U	Judy Dickinson	Neale Dickinson	Porsche	961
5	2U	Mike Castleberry	Beth Beverage	Falcon	1305
6	3U	Miles Turner	Maylon Pearman	Mustang	1701
7	4U	Al Kent	Stuart Smith	Mustang	2092
8	5U	Bo Parks	Jim Rowe	Corvair	2146
9	4E	Lewis Parsley	Bill Britton	Corvair	2265
10	5E	Owen Valentine	Chris Young	Volvo	2432
11	6U	Randy Day	Thomas Drinkard	Rambler	2823
12	7U	Scott Graham	Richard Marks	Datsun	3131
13	8U	Mac Buhrman	John Luther	VW	3300
13	8U	Geof Keonig	Sam Carey	Mustang	3300
13	8U	A. J. Stone	H. Margolies	A-Healey	3300
13	8U	Woody Schafer	Marre Schafer	TR-4	3300
17	12U	Scott Powell	Peyton Carr	Camaro	3300
18	13U	John Johnson	Cheryl Johnson	TR-4A	3600

NEW MEMBERS---WE WELCOME YOU

Kathy Hammer	John C. Gardner	Beth Beverage
4114-C Townhouse Rd.	8003 Dommin Rd.	1516 Avondale Ave.
Richmond-23228	Richmond-23229	Richmond-23227
Phone 266-4576	Phone 288-7930	Phone 358-7445

HORSE TRADER NOTES:

1962 Healey 3000, Radio, Heater, 4 Speed, Elec. Overdrive, Wire Wheels, New Top & Tonneau, Plastic Hardtop, 51,000 miles. Black w/ Red Interior. Harris L. Umstead Blackstone, Va. 292-3847

1956 Healey 100-4 Red. Price Negotiable. Miles Turner 282-0767.

FIAT ABARTH 1000 BERLINA CORSA. Holds many track records. Only \$2,950. Also street version for only \$950. Will trade. No reasonable offer refused. Sam Perry, 509 E. Main St. Richmond, Va. Tel. 703-282-9078

OLD DOMINION RALLY

Hot off the press comes word that VMSC brought home most of the marbles from the annual Old Dominion Rally. The way we hear it there were 18 trophies presented for places in class and for best placing in each leg of the event. Seems like VMSC members brought home 16 of the 18 trophies. That sounds like a great day (correction two days) for our teams.

Congratulations to Chuck and Kathleen Edwards for their first overall showing. Also to John Chesaske and Kathy Hammer for second overall; and to George and Nancy Winfree for third overall.

New 35mm single-lens reflex by Nikon measures exposure thru-the-lens

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ft



New Nikkormat FT links the incomparable picture quality of Nikkor optics with the exposure accuracy of a unique thru-the-lens meter system. Offers a host of other premium camera features, too, including use of interchangeable Nikon F lenses and accessories.

Nikkormat FT price with 50mm Auto-Nikkor f2 lens...\$269.50.

Also see the new standard Nikkormat FS (without meter system) with Auto-Nikkor f2, priced at only...\$199.50

Come in and see it today.

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Richmond, Va 649-1249

ODE TO AN A.U.T.U.M.N. RALLYE as Seen From the Eyes of the Navigator of the Vehicle which Finished Third Overall, Third Equipped, and First in Club.

or

Why no member should send an illiterate editor a title-less rally article.

Finishing first in club on any rally is usually an accomplishment which most of us seek, boast of and take home with us. So what happens when you run hard and accumulate enough points for fifteenth place and still end up first in club? To hear Cecil talk of it you might say one is quietly boastful. For myself I'll take the points and shut-up!

It all began to fall apart while running car number and exactly on time three quarters of the way through the first leg. As we approached a long grade we noticed two figures wildly waving from the top. When we arrived George and Nancy looked rather despondant and as though they had been making mud cakes in very red clay. The clay was in abundance from toes to knees. George's Porche was some 50 yards ahead axle deep in that very red clay and the road ahead as far as we could see was totally impassable.

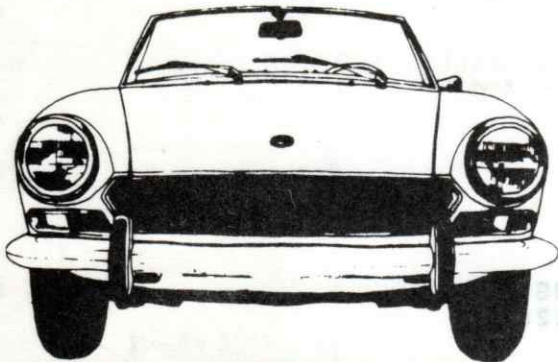
After retrieving the Porsche, George directed us to the first check point for a restart and we proceeded to outlast fifteen other teams in what was really a very challenging total rally. Equipment navigators and near sighted drivers were adaquately overworked.

Bill Dixon

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

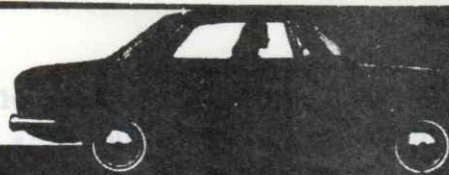
DIAL EL 5-2873



SAAB is out of the ordinary because it has front-wheel drive. Because SAAB has front-wheel drive it doesn't push you around the way other small cars do. It pulls you around corners. Around curves. And around other drivers' mistakes. SAAB's ability to straighten things out gives you incredible control and traction in any weather and on any surface. (If you think driving conditions are tough in America, think of what they are like in Sweden where SAAB is built.) And should skids occur, particularly on wet or icy pavements, the front-wheel drive SAAB will follow its front wheels and straighten out as soon as you take your foot off the gas.

SAAB

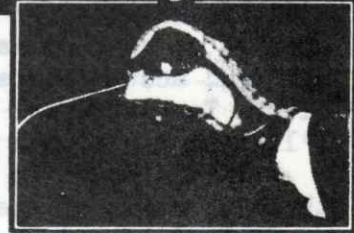
You can drive it like a big car



TOYOTA CORONA

One more thing Toyota gives you is go!

90 hp never felt so good. 0-to-60 in 16 seconds. Tops 90 mph. A car built for performance, the sporty Corona zips ahead of the pack, and still delivers 25 miles or more per gallon. Good for the ego. Great for the pocket! A solid 4-on-the-floor... or an optional easy going fully automatic transmission. Test drive the Toyota Corona today, [redacted] It's America's lowest priced 2-door hardtop. And that's going some!



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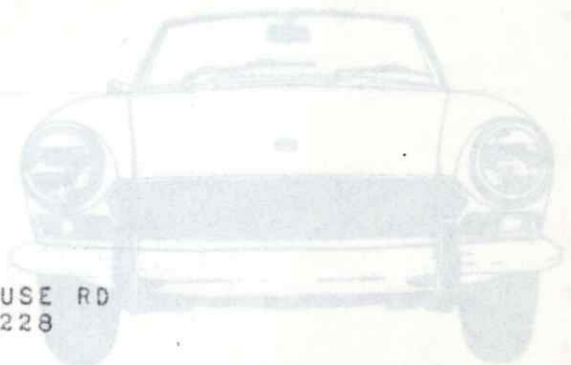
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SAAB is out of the ordinary because it doesn't just drive. Because SAAB has front-wheel drive it doesn't just go around the way other cars do. It goes the way you intend. Around corners. Around curves. And around other drivers' mistakes. SAAB's ability to straighten things out gives you incredible control and traction in any weather and on any surface. (If you think driving conditions are tough in America, think of what they are like in Sweden where SAAB is built.) And should kids occur, particularly on wet or icy pavements, the front-wheel drive SAAB will follow its front straighten out as soon as you take your foot

KATHY HAMMER
4114 - C TOWNHOUSE RD
RICHMOND VA 23228



MOORE'S

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You can drive it like a big car