



Checkpoints

VIRGINIA MOTOR SPORT CLUB

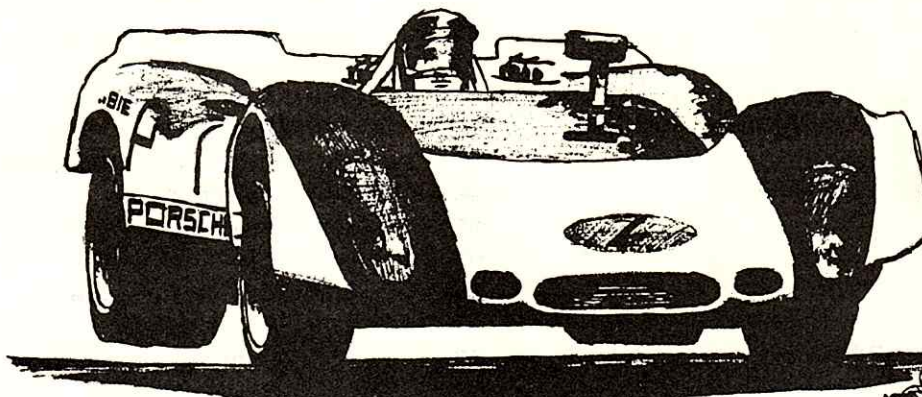
VOLUME XVII

NUMBER 1

JANUARY 1972

COMING ATTRACTIONS

- JANUARY 20 THURSDAY - Regular monthly meeting, 8:00. NEW LOCATION (again). This time (and hopefully for the rest of the year) in the back room of the Hickory Hearth Restaurant at Holiday Inn North on Brook Road. Please use side entrance to restaurant. Refreshments available after the meeting.
- JANUARY 29-30 Washington D.C. Rally Seminar on Saturday and second in the Winter Rally Series on Sunday. See Mike Castleberry for further information.
- FEBRUARY 5-6 DAYTONA.
- FEBRUARY 13 SUNDAY - Third in WRC series.
- FEBRUARY 17 THURSDAY - Regular monthly meeting, 8:00 p.m.
- FEBRUARY 20 SUNDAY - VMSC - TSD rally with priorities OD'd by Doug Taylor. Details at February meeting.



1971 VMSC FINAL POINT STANDINGS

1.	12,850	Brad Peaseley	53.	1,550	Bill Lyell
2.	11,900	Bill Whitehead	54.	1,500	Bill Dixon
3.	10,900	Mike Castleberry	55.	1,450	Dave Preston
4.	10,800	Barbara Greenwood	55.	1,450	Brenda Turner
5.	10,450	Wilt Greenwood	57.	1,400	Neal Thompson
6.	9,650	Beth Beverage	58.	1,300	Janet Rowe
7.	9,600	John Chehaske	58.	1,300	Henry Wheeler
8.	9,050	Bruce James	60.	1,250	Richard Pitini
9.	8,950	Chris Young	60.	1,250	Judy Stacy
10.	8,900	Len Wells	62.	1,200	Richard Byrd
11.	8,050	Kathy Chehaske	62.	1,200	Jackie Whitehead
12.	7,150	Scott Powell	64.	1,150	Judy Kelly
13.	7,100	Fred Rose	65.	1,050	Maylon Pearman
14.	6,550	Dick Hager	66.	950	Hart Grundy
14.	6,550	Bookie Westbrook	66.	950	Danna Preston
16.	6,450	John Bergeron	68.	900	Jim Maye
16.	6,450	Chuck Edwards	69.	800	Doug Markham
18.	6,200	Chuck Hoelzel	69.	800	Linda Markham
19.	6,150	Dave McCall	69.	800	John Ruble
20.	6,000	Reggie Williams	69.	800	Billy Stewart
21.	5,550	Toni Wells	73.	700	George Field
22.	5,500	George Winfree	73.	700	Jim Poindexter
23.	5,050	Harriet James	73.	700	Walter Witschey
24.	5,000	Kitty Westbrook	76.	600	Linda Enochs
25.	4,900	Bill Britton	77.	550	Brenda Myers
26.	4,700	Lewis Parsley	77.	550	Don Vipperman
27.	4,500	Neale Dickinson	79.	500	Janice Bergeron
28.	4,400	Pat Kelly	79.	500	L. A. Shell
29.	4,250	Bob Purgason	79.	500	Karin Wheeler
30.	4,150	Dick Jones	82.	450	Jim Chandler
30.	4,150	Leroy Small	82.	450	Larry Freas
32.	4,100	Kathleen Edwards	82.	450	Dick Gentry
32.	4,100	Charlotte Hoelzel	82.	450	Letitia Maye
34.	4,050	Dick Hatch	82.	450	Jim Stansbury
35.	4,000	Lisa Rose	82.	450	Bruce Uram
36.	3,700	Peyton Carr	88.	400	Gene Atkinson
37.	3,650	Kathi McCall	88.	400	Gloria Cooper
38.	3,500	Doug Taylor	88.	400	Tom Torrence
38.	3,500	Nancy Winfree	91.	350	Hap Batcheller
40.	3,450	Judy Dickinson	91.	350	Bobby Trexler
41.	3,300	Caryl Hatch	93.	300	Jim Boylan
42.	3,100	Joanna Purgason	94.	250	Ron Daniel
43.	3,050	Ed Buck	94.	250	Fred DeBardleben
44.	2,950	Charles Richards	96.	200	Janet Rowe
45.	2,550	Miles Turner	97.	150	Tom Blot
46.	2,400	David Glenn	97.	150	Jim Chenery
47.	2,200	Wayne Myers	97.	150	Frank Leveque
48.	2,050	Steve Morrissett	97.	150	Bob Mason
49.	1,900	Bill Edwards	97.	150	Sondra Jo Thomas
50.	1,700	Randy Carlisle	97.	150	Wayne Turner
51.	1,600	Mildred Carlisle	103.	100	Chris Blot
51.	1,600	Carter Peaseley	103.	100	Joan Daniel

103. 100 Rafael DeEcheamdia
 103. 100 Eileen Dreelin
 103. 100 Fred Haskins
 103. 100 Herbert Hicks
 103. 100 Larry Kotler
 103. 100 Gloria Leveque
 103. 100 Shirley Mason
 103. 100 Cecil Wright
 103. 100 Edith Wright
 114. 50 Linda Chenery
 114. 50 Elaine DeEcheamdia
 114. 50 Laretta Dixon
 114. 50 Maurice Duke
 114. 50 Marge Hambright
 114. 50 George Jenkins
 114. 50 Marie Jenkins
 114. 50 Bill Lee
 114. 50 Robert Mangum
 114. 50 Barbara Perry
 114. 50 Sam Perry
 114. 50 Jim Rawles
 114. 50 Don Rowland
 114. 50 Dickie Sanderson
 114. 50 Janet Smith
 114. 50 Al Smith
 114. 50 Tricia Thompson
 114. 50 Nancy Witschey

UNEQUIPPED RALLY CHAMPIONSHIP

1. 7700 Scott Powell
 2. 7600 Chris Young
 3. 7000 Mike Castleberry
 4. 6300 Beth Beverage
 5. 6100 Bruce James
 6. 5300 Bookie Westbrook
 7. 5100 Kitty Westbrook
 8. 4900 Peyton Carr
 9. 4800 Neale Dickinson
 10. 4800 Harriet James
 11. 4500 Lewis Parsley
 11. 4500 George Winfree
 13. 3900 Bill Britton
 13. 3900 Len Wells
 13. 3900 Toni Wells
 16. 3500 Nancy Winfree
 17. 3400 Pat Kelly
 18. 3300 Ed Buck
 18. 3300 Judy Dickinson

MARQUE AWARDS

BMC -- Richard Hager
 BMW -- Lisa Rose
 DATSUN -- Len Wells
 PORSCHE -- Brad Peaseley
 SAAB -- Mike Castleberry
 TRIUMPH -- John Bergeron
 VOLKSWAGEN -- Bill Britton
 AUDI -- Bob Purgason
 FIAT -- Bookie Westbrook

SPEED CHAMPIONSHIP

1. 4900 Fred Rose
 2. 4400 Len Wells
 3. 4300 Dick Hager
 4. 4100 Mike Castleberry
 5. 4000 Dave McCall
 5. 4000 Brad Peaseley
 7. 3900 Barbara Greenwood
 8. 3800 John Bergeron
 9. 3700 Bill Whitehead
 9. 3700 John Chehaske
 10. 3600 Beth Beverage

EQUIPPED RALLY CHAMPIONSHIP

1. 8200 Brad Peaseley
 2. 7700 Bill Whitehead
 3. 7400 Barbara Greenwood
 3. 7400 Wilt Greenwood
 5. 6900 John Chehaske
 6. 6700 Kathy Chehaske
 7. 6300 Bob Purgason
 8. 6000 Chuck Edwards
 9. 5500 Joanna Purgason
 10. 5400 Doug Taylor
 11. 5200 Kathleen Edwards
 12. 4800 Chuck Hoelzel
 13. 4700 Dick Hatch
 14. 4300 Caryl Hatch
 15. 4200 Charlotte Hoelzel

SUBSCRIBE TO..... THE STOPWATCHER



Each month in Checkpoints the editors will publish articles dealing with topics of general interest.

This month we are proud to present the first in a series of five articles. We came by these in a rather odd fashion. A Troll on an outboard roller skate (with roll cage and six-point seat belts) scooted up and handed a package to us. Inside were these articles, written in runes (which we as Tolkien scholars were easily able to translate). They were signed with the name "Michaeldave" which is obviously a pseudonym, but of whom we are unable to determine. The articles are entitled "How to set up an Autocross-winning two-stroke SAAB." This month we present part one:

Obtaining the SAAB

Finding a SAAB suitable for setting up to go autocrossing is much more difficult than one would think. SAABs being quite heavy normally, it is necessary to seek out one that is just in the proper state of decomposition underneath. If you can pull up the floor mats and just barely see the glimmer of a trouble light lying beneath the car, then the rust has progressed just far enough. If you cannot find a car that has quite reached this perfect state, then the one you do get can be hurried along by frequent douses of salt water. Do not under any circumstances purchase a car that is too far along; it would have a tendency to sag when you get in.

As to specific models, the '60-'61 93 is the best for your purposes, because of the shorter wheelbase, but the '61-'64 96 models are quite good and much easier to find.

Even after you have found a good specimen in the right condition, however, the problem is just beginning. You are going to have to persuade the owner to sell it to you. SAAB owners being, by and large, a quite honorable lot, he will not be willing to sell it to you as a car. After all, if it was any good it wouldn't have been sitting out in his back yard for three years. You will therefore have to convince him that you want it as a speaker cabinet for your component system, or possibly a planter for a formal oriental garden.

He will by now be sure that you are nuts, but probably harmless, so he will give the car to you for just towing it away. All that is left is the task of breaking the news to your wife. I will not attempt to give any advice on this particular problem, as there are some things that every man must face alone.

Next month, Part Two: "Modifying the SAAB engine"

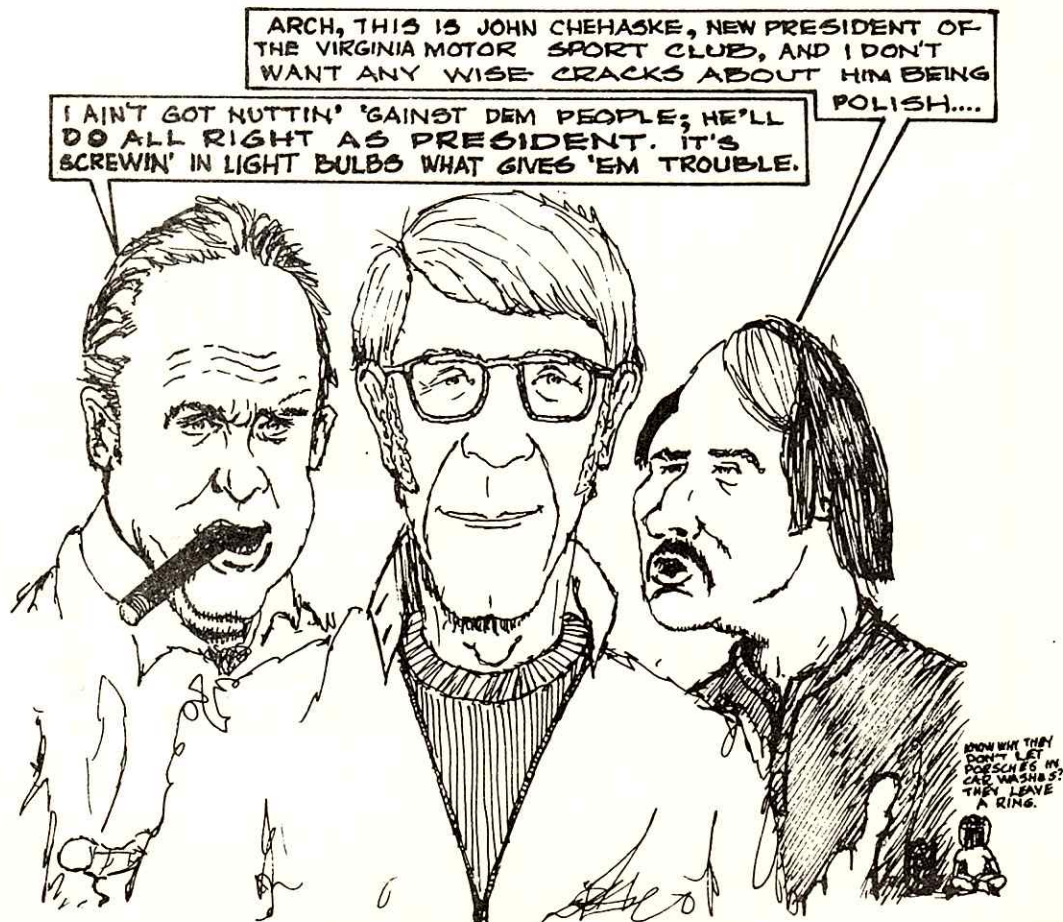
Checkpoints is the monthly publication of Virginia Motor Sport Club, Inc. It is mailed free to members; subscriptions to non-members are \$1.50 yearly. President, John T. Chehaske, 7504 Woodley Road, Richmond, VA. Editors, David and Kathi McCall. Send all contributions to 3910 Stuart Ave., Richmond, VA 23221, or call 353-7184. Deadline for material is the first of each month.

1972 OFFICERS

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THE PRIME TIME RALLY December 19, 1971

<u>POSITION</u>	<u>CAR#</u>	<u>DRIVER/NAVIGATOR</u>	<u>CAR</u>	<u>CHECKPOINT SCORES</u>									<u>TOTAL</u>
				1	2	3	4	5	6	7	8	9	
1 (1E)	14	Ansell/Mulligan	Porsche 911	1	4	3	46	1	2	1	6	3	67
2 (2E)	9	Wagner/Wagner	Porsche 914	1	1	300	99	0	1	1	1	2	406
3 (3E)	3	Whitehead*Peaseley*	Porsche 911	0	300	23	36	45	2	7	0	28	441
4 (1U)	1	Powell*Dickinson*	Mustang	1	8	77	160	20	76	7	18	85	452
5 (4E)	22	Morrisett*/Seward	SAAB	6	23	300	96	39	51	31	36	6	588
6 (2U)	12	James*/Kurowski	Porsche 914	31	450	146	63	5	6	32	133	72	938
7 (3U)	16	Haggas/Cuerden	Toyota	15	300	450	25	59	221	60	3	3	1136
8 (4U)	17	McCall*/McCall*	SAAB	15	450	450	6	17	74	57	44	59	1172
9 (5U)	7	Castleberry*/Beverage*	Datsun 510	2	88	23	32	450	450	6	126	87	1264
10 (5E)	20	Greenwood*/Greenwood*	Porsche 914/6	1	450	177	300	9	136	15	10	189	1287
11 (6U)	5	Glenn*/Edwards*	GT6+	8	60	300	159	76	107	450	100	37	1297
12 (6E)	10	Vostreys/Grosbier	GT6+	1	450	64	45	4	60	178	7	10	1359
13 (7U)	15	Alchian/Vorenberg	Plymouth Duster	34	450	141	49	450	50	42	300	27	1543
14 (8U)	4	Zalis/DeBardleben*	Datsun 240Z	22	11	450	300	167	45	450	112	3	1560
15 (9U)	2	Blot*/Blot*	VW	23	450	450	169	7	450	11	50	135	1745
16 (10U)	18	Bradley/Bradley	Cougar	43	300	450	300	450	257	43	28	71	1942
17 (11U)	24	Britton*/Parsley*	VW	21	41	600	600	450	205	32	70	104	2123
18 (12U)	8	Schori/Schori	Toyota	48	190	450	37	300	600	600	450	102	2777
19 (13U)	21	Parrish/Andreassen	Porsche 914/6	450	600	600	600	600	300	37	94	300	3581
20 (14U)	13	Jameson/Jameson	Porsche 914	300	300	450	600	600	600	450	300	266	3866
21 (15U)	23	Buck*/Dickinson*	Audi	10	86	600	600	600	600	600	600	600	4296
22 (16U)	11	Moessinger/Davis	VW	600	600	450	600	600	600	600	450	600	5100
22 (16U)	19	Stacey*/Hooks	MGB	300	600	600	600	600	600	600	600	600	5100
24 (18U)	6	Rose*/Richards	BMW	600	450	600	600	600	600	600	600	600	5250

* VMSC member

DECEMBER AND JANUARY NEW MEMBERS

Tom and Chris Blot
3910-2 Cutshaw Ave., 23230
353-9170 1969 VW

Fred DeBardleben
5405 Whetstone Rd., 23234
271-1605 1971 Datsun 240Z

Maurice Duke
4716 W. Franklin St., 23226
353-9713 1971 Porsche 911T

Benny and Marge Hambright
Rt. 6 Box 241H, 23231
795-2896 1966 Peugeot

Bryant Mangum
10004-A Castile Rd.
282-7856 1963 Jaguar XKE

Alvin Alan Segal
4410-B Sprenkle Ln., 23228
262-5079 1971 Porsche 911T

C. John D'Amore
9205 -D Sir Walter Dr., 23229
270-7026 1967 Corvette

Don't forget that February 29 is the deadline for renewal of membership.

PRIME TIME RALLY REPORT

By VMSC tradition, the winning car on a rally writes an article for Checkpoints. For a little variety, we thought some losers might get in on the scene, just to show that a few off-course jaunts don't spoil the fun. It does seem reasonable that having taken all the carefully planned loops, the off-course cars have a better idea of some of the traps that the winner never sees. It takes a lot of time and planning by a good O.D. to set up such a rally, and Chuck really did a great job.

As far as I can recall (our mutilated route instructions aren't very helpful), the odometer check and first few instructions were fairly straightforward and simple, but already Chuck let you know he'd changed some VMSC general ideas, in that each instruction didn't necessarily cause a change in route. More important, the specials were available in the route instructions so you began to get an idea of the caliber event you were running.

Special #1: Route 662 does not exist. This simple rule provided us with our first opportunity to get off course, because Special #2 told us to get on a route ending in a prime number, and we were really quick picking up on that one. (Some programmer types we know but won't mention weren't aware that 2 is a prime number!)

There was a great loop around checkpoint #2 on Route 621 utilizing Special #2 - somehow I still don't quite understand exactly how we came through that right. Soon we routed off again for another 5 or 10 miles of nice scenery, but no rally route (this slip-up was caused by an alternating right and left special which I craftily marked wrong on the last occasion for using it). A three minute pause added at the drivers' meeting saved the day; we completely forgot about the pause but managed to roar into the checkpoint with only a 23 second error. It really did our hearts good about then to see Doc and Rita Wagner off course. Next was a confidence leg, which we also botched up.

Chuck's rally was a great event with a little bit of something for everybody to mess up on. There was enough variety in route instructions plus excellent utilization of specials to make this one of the best rallies we've run in a long time.

Mike and Beth

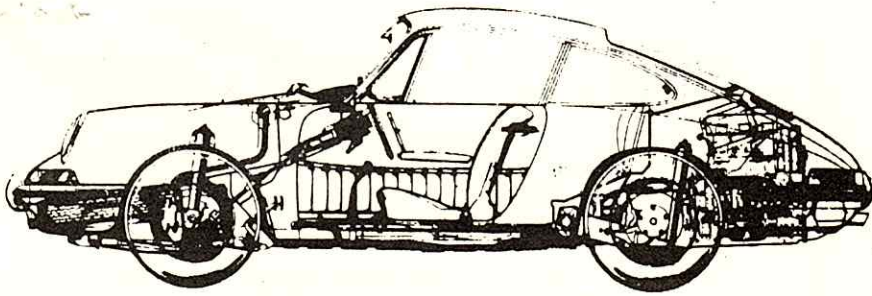
MUTTERINGS

By now, you all thought that for once you had escaped having to read one of those dismal January editorials, spouting about what is wrong with the club and the editors' brilliant solutions. Wrong!

I would like to talk about something very close to home. One of the things the Checkpoints editors get as part of their equipment is a file box containing all the Checkpoints ever published. Being rather gung-ho about my new job, I diligently looked through the greater part of these and immediately was taken down a peg or two. It seems that almost every one of my brilliant new ideas on how to write Checkpoints as it has never been written before has been used at least once. It was disheartening to discover that other editors have also been brilliant and imaginative. I investigated further, and found a pattern, however. Most of the editors started out extremely well, but as the year went on, the paper lost much of its freshness. An editor has only so much brilliance and imagination; beyond that he must use other people's work. If an editor is forced to do all of his own writing just to fill the paper, then the articles become either trite or just plain non-existent. When Dick started cartooning for Checkpoints, everyone said "He's great, we've needed someone like that for a long time." I know that there are other people in this club who could add a lot to the paper if they would just make the effort. So if I ask you to write something for Checkpoints, it's not because I'm trying to get out of working; I have to work harder the more material I get. So if anyone out there has a secret desire to work me to death, now's your chance.



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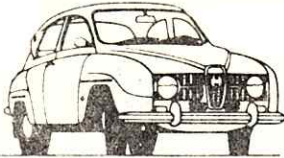
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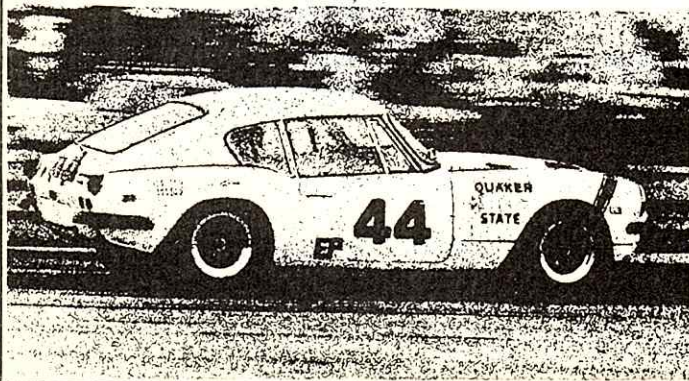
(Maybe it's the big six-cylinder engine. Or the rack and pinion steering. Or any of a number of things.)

Could be, a car that does this well for drivers on a track could do well for you on the street.

At any rate, it's easily worth a trip to our showrooms to find out.



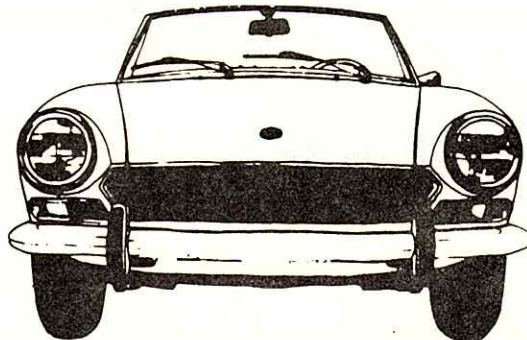
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