



Checkpoints

VIRGINIA MOTOR SPORT CLUB

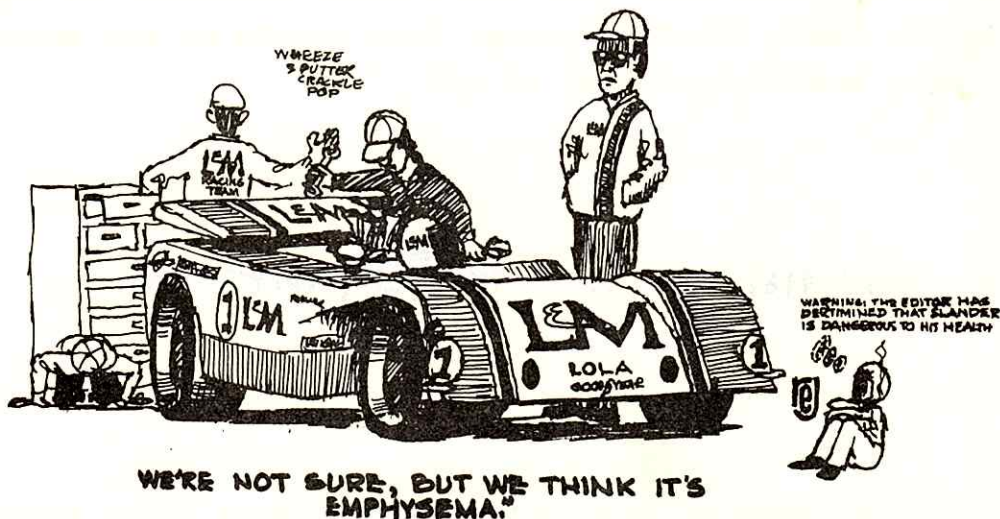
VOLUME VII

NUMBER 2

FEBRUARY 1972

ANNOUNCING:

- FEBRUARY 17 8:00 p.m., VMSC regular monthly meeting. Once again in the back room of the Hickory Hearth Restaurant, Holiday Inn North. Social hour after meeting, refreshments available.
- FEBRUARY 20 VMSC Mind-Bender Rally, O.D.'d by Doug Taylor. TSD with priorities, starts at Parham Plaza at Parham and Quicccasin Roads. FCO 10:01. \$3.00 for members of any club, \$4.50 for nonmembers. Pre-registration preferred, but you can wait until the day of the event.
- MARCH 16 8:00 p.m., VMSC monthly meeting, Holiday Inn North.
- MARCH 25 Sebring
- MARCH 26 VMSC 8th Annual Azalea 8-Hour Rally. See enclosed flyer.



MUTTERINGS

Profuse apologies. Last month we inadvertently left out the workers on the "Prime Time" Rally. This will probably be the only time this year that names are mentioned in this column without caustic remarks. So make the most of it, people!

John Bergeron, John and Kathy Chehaske, Chuck and Kathleen Edwards, Dick Hager, Dick Hatch, Dick Jones, Doug and Linda Markham, Peggy Martin*, Jim and Letitia Maye, Doug Taylor, Miles Turner, Anne Williams*, Reggie Williams, Peter and Libby Wilson*.

*These people are not VMSC members and so deserve a double thanks

I trust everyone noticed that in the '71 AARC. a lowly SAAB finished eighth in its class; and that in its class, in the words of Autoweek, "the best Porsche could do was seventh." Take that, Fast Freddy!

During the last six weeks or so, a number of members have had items stolen from their garages or car trunks. There is a good deal of discussion as to whether or not this rash of pilferage is wholly coincidental, but either way, it might behoove everyone to take care and lock up.

Wilt Greenwood requests that whoever borrowed his Stevens please return it. He's not mad, but he just can't sleep as well at night without it.

This month, Gene Atkinson is belatedly resuming his Crankshaft Journal technical column. For the first article, we are reprinting a combination of a couple of his articles on winter car care. If you think of anything that you would like to have him do a column on, contact him at 1629 Ellerson Dr., Mechanicsville VA 20311 or get in touch with me and I'll pass it along.

When we were making up the events calendar, we decided to go ahead and put in the weekends that VMSC isn't doing anything, so that you, the competitor, could schedule out of town events on the same calendar. Now, wasn't that nice of us?

SUBSCRIBE TO..... THE  STOPWATCHER

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.

1972 EVENTS CALENDER

FEBRUARY

- 5,6 6th, WRC Winter Rally Series #2
12,13 13th, WRC Winter Rally Series #3
19,20 20th, VMSC Mind-Bender Rally, O.D. Doug Taylor
26,27

MARCH

- 4,5
11,12
18,19
25,26 25th, Manufacturers Championship, Sebring Fla. 26th, 8th Azalea
8-Hour Rally, O.D.'s Bill Britton & Lewis Parsley

APRIL

- 1,2
8,9
15,16 15th VMSC Diminutive Daytona Autocross at Jarrell's. O.D.'s
Mike Castleberry & Dick Hager
22,23 23rd, VMSC Rally, O.D.'s Bill Edwards & David Glenn
29,30

MAY

- 6,7 7th, VMSC Ladies Rally, O.D.'s Beth Beverage & Barbara Greenwood
13,14
20,21
27,28 VMSC Autocross at Pungo (tentative)

JUNE

- 3,4
10,11
17,18 18th, Trans-Am, Watkins Glen, N.Y.
24,25 25th, VMSC Field Trials

JULY

- 1,2
8,9 8th, VMSC Autocross at Jarrell's, O.D. Dick Jones
15,16

22,23 22nd, Manufacturers Championship, Watkins Glen, N.Y. 22nd, VMSC
Night Rally, O.D.'s Ed Buck & Judy Dickenson. 23rd, Can-Am,
Watkins Glen, N.Y.

29,30

AUGUST

5,6

12,13

19,20 20th, Trans-Am, Summit Point, W. Va.

26,27 27th, VMSC Picnic Rally, O.D.'s Barbara & Wilt Greenwood

SEPTEMBER

2,3

9,10 9th, VMSC Autocross at Jarrell's, O.D. Fred Rose

16,17 17th, VMSC Rally, O.D.'s David & Kathi McCall

23,24

Sep. 30, Oct.1

OCTOBER

7,8 7/8, VMSC Old Dominion Rally. Rallymaster, Mike Castleberry; leg
O.D.'s, Chuck Hoelzel, Bruce James, Doug Taylor, Bookie Westbrook

14,15

21,22 21st, VMSC Autocross, Green's Raceway (tentative)

28,29

NOVEMBER

4,5

11,12

18,19 19th, VMSC Rally, O.D.'s, John & Kathy Chehaske

25,26

DECEMBER

2,3

9,10 10th VMSC Rally, O.D.'s Brad Peaseley & Bill Whitehead

16,17

23,24

30,31

RALLY!



PRE-REGISTRATION FORM
 8th ANNUAL AZALEA 8-HOUR
 RALLYE
 MARCH 26, 1972

DRIVER

Name _____
 Address _____
 City _____ State _____ Zip _____ Phone _____

NAVIGATOR

Name _____
 Address _____
 City _____ State _____ Zip _____ Phone _____

CAR

Make _____ Model & Year _____
 Body Style _____ License No. _____
 Registered Owner-Name & Address _____

CLASS EQUIPPED : UNEQUIPPED : NOVICE

CLUB AFFILIATION

Driver _____ Navigator _____

SIGNATURES

DRIVER _____

NAVIGATOR _____

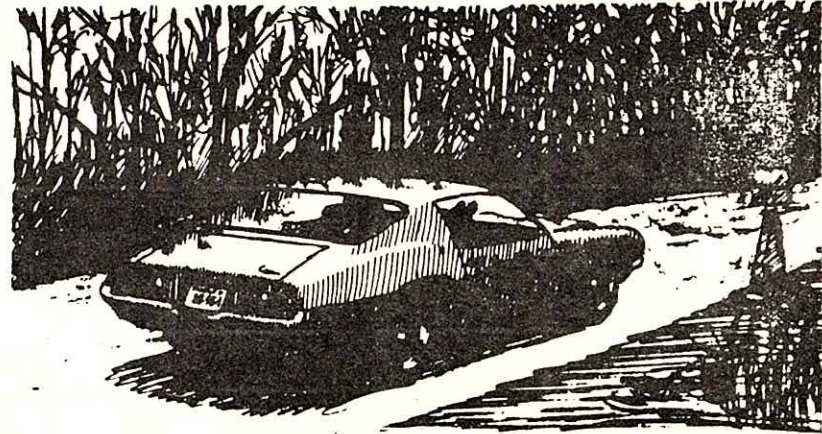


PRESENTS THE 8th ANNUAL

AZALEA

...a 200 mile TSD event with
 a little bit of everything in it...

**8-HOUR
 RALLYE**



detach and return with check

O. D.'s: Lewis Parsley & Bill Britton

PRE-CHECK: Mike Castleberry

START: A & P parking lot at corner
 of US 360 and Laburnum Avenue,
 North of I-64 on US 360, Richmond.

ENDS: Ashland, Virginia

PRE-REGISTRATION ONLY, from March 1st
 to March 22nd. Generals will be
 mailed upon receipt of entry fee.
 Entries receive lowest number a-
 vailable upon receipt.

COST: \$12.00 per car; includes a din-
 ner consisting of chopped sirloin,
 2 vegetables, appetizers and coffee
 or tea. Beer available but not in-
 cluded in cost. Registration after
 March 22nd, \$15.00. Make checks
 payable to VMSC, and mail to:

LEWIS PARSLEY
 5793 DARTMOUTH DRIVE
 RICHMOND, VIRGINIA 23226

CLASSES:

EQUIPPED: Hunderdths reading or
 reversible odometer, electro-
 nic computing equipment, mech-
 anical calculators or other
 similar equipment used.

UNEQUIPPED: not using any of the
 above.

NOVICE: neither driver nor navi-
 gator having won a trophy in
 any rallye with any club.

TROPHIES:

1st, 2nd, and 3rd equipped.
 1st, 2nd, and 3rd unequipped.
 Best novice not placed.
 Best morning leg (not placed).
 Best afternoon leg (not placed).
 Dash plaques to all entrants.

TIME: all entrants must check in by
 7:45 AM, March 26th. FCO @ 8:01AM

FOR FURTHER INFORMATION CALL:
 LEWIS PARSLEY.....(703)285-4301
 BILL BRITTON.....(703)358-8025

MARCH 26

CRANKSHAFT JOURNAL

The wintry blasts of late have produced a plague of distressed pedestrians (formerly drivers) whose vehicle failed to start because of a myriad of reasons. Primary complaints center around "flat" batteries and inoperative chokes, and in many cases inspection reveals loose generator belts or brackets, maladjusted Voltage Regulators, or loose and corroded starter cables or battery terminals.

The heavy amperage drain of cranking a cold engine will exhaust a battery which is not clean, properly filled, and properly charged by the dynamo (generator).

Belts should have about $\frac{1}{2}$ inch deflection in a 6 inch span, and a spare belt should always be carried. In addition all electrical connections should be clean and tight to insure efficient voltage travel to the ignition and starter. Cigar lighter and clock leads should be checked for shortage, as constant drain on the battery will create business for V. T. C.

Oil should be changed to 20W to help the cranking speed, and choke cables should be firmly connected.

Leave the clutch out and the transmission in neutral during cranking, as the flywheel and clutch will revolve as a unit, assisting the starter. (This is mandatory on big Healeys and Jaguars.)

Remember that point gap, plug gaps, valve settings, and timing of the engine must all be correct, if you want to ride during winter months, and all of the above are inexpensive minor adjustments which should be checked regularly.

Certain operational difficulties related to cold weather automotive transportation are surable by the use of premium grade fuel; owner's handbooks notwithstanding.

Many high-compression engines require year-round use of 100 octane fuel, but several companies advertise regular gasoline as adequate for their machinery, with no mention of rust, ice, varnish, and other debris which are extant in the average fuel tank. The current smog-control devices found on many engines produce generous amounts of garbage and oil scum inside the manifolds & carburetors, and premium rated fuels are necessary because of their earlier combustion factors, in addition to their cleansing additives.

Economy type engines with tiny carburetors really need the better gas because the venturi air velocity often produces ice in the throttle valve area, especially in the humid Virginia air. This also occurs in clear dry weather, and can become serious in higher elevations. An occasional can of Ether, Methanol, or Isopropanol added to the contents of the gas tank will help prevent freezing of water in the mixture, and will save electric fuel pump owners many dollars during below 32 degrees weather.

A good practice in caring for your car is to buy gasoline from high-volume stations, because the odds are less on receiving rubber particles, water, sand and metal flakes which are inherent in bulk petroleum products, especially in low gallonage distribution outlets.

Frequent attention to gas filters at the fuel pump, carburetor, or fuel line is also important, as these filters are only capable of absorbing so much silt before causing starvation, usually at higher RPM loads.

The slight additional cost of premium fuel is offset by more pleasurable use of your machine, plus preservation of tuneups and maintenance adjustments which will last longer -- thereby saving coins to help pay taxes!

On the subject of gas stations, frankly we have found that the volume "pump & save" type stations dispense good products with all the necessary additives and at attractive prices. It also appears that the "pump blend" fuels do not seem to be any different, regardless of the selection made by the operator. Never trade at any brand new station, but let your friends clean out the storage tanks before you begin your patronage.

Naturally, your own tank will accumulate junk and rust, which can be eliminated by flushing and sealing after the tank is removed from the car, normally at about five years or 50,000 miles, depending on use and activity.

GENE ATKINSON

FEBRUARY NEW MEMBERS

Norman and Janet Koontz
5801-A Willow Oaks Drive
Richmond VA 23225
68 Camaro 233-0428

Stanley J. Kurowski Jr.
127 S. Laurel St.
Richmond VA 23225
69 Camaro 649-2876

Ronald and Jodi Trimmer
9001 Patterson Ave. #136
Richmond VA 23229
69 MGB, 55 Porsche 288-6192

FOR SALE

2 Hello Incandescent Driving Lights with Brackets \$5.00 each.
David McCall, 353-7184.

2 B60x13 tires, 7" tread, less than 500 miles.
2 D70x13 tires, 6.8" tread, less than 750 miles. \$120.00 the set.
1 Lucas Square 8 Driving Light, 1 Fog Light, \$20.00 each.
Mike Castleberry, 272-1330.

Part II: Modifying the SAAB Engine

Now that your SAAB is properly ensconced in your garage, the fascinating task of autocross-preparing it can begin. Removing the engine is the very spirit of simplicity; the hard part is getting the hood off without denting either it or you.

With the hood off and the engine out, you find yourself face to face with three inches of greasy grimy crud coating the engine compartment. This is perfectly normal in a SAAB. A two-stroke carburetor leaks profusely, spraying oil all over the metal; this causes dirt to collect; another serving of oil, more dirt, and in no time there is a magnificent layer of gook all over the place. Don't sneer, this is the secret of SAAB's success in cold weather; the crud acts as an insulator, keeping the engine heat in and the cold out. In an autocross car, however, the weight is prohibitive and it's kind of messy, anyway. There are various methods of removing this sediment, ranging from shovel and toothbrush to burning it out. The shovel is safest, the torch simplest. By burning, you get rid of such extraneous items as the heater, the fuel pump, nonessential (and essential) wiring, and the rubber boots on the steering joints. This also has the effect of lightening the car. (Be careful, however, about burning in the area of the fuel line, lest you suddenly go to that great Marlboro in the sky.)

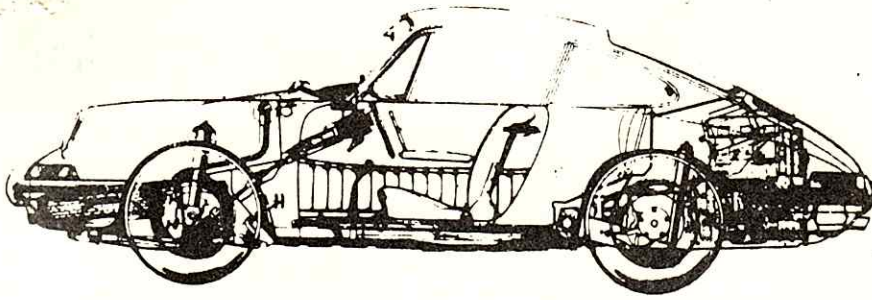
With the engine compartment properly cleaned, you are ready to start on the engine itself. Polishing the exhaust and intake manifolds is tedious but necessary. The head may be cut .060", any more than this and you'll use up a lot of spark plugs in a hurry. The intake ports may be cut 6mm in all directions except towards each other, the maximum cut towards the center being 3.5mm. Be very careful to chamfer the lower inside edge of each port; around 10,000 rpm it's easy to hang a ring. And please, wear a mask while grinding; SAABs get into the blood quite enough without going in through the lungs.

For the fuel system, put a 31mm venturi, 160 main jet, and 190 air correction jet in the carburetor. Also, be sure to adjust the float level properly, otherwise the engine might cut out about the same time as you're lifting the inside front wheel in a corner; in a front wheel drive car, this is not good. Almost any good fuel pump (good, not an SU) delivering around 4 gpm will do, the lightest one you can find being the best, of course.

Now that you've gotten the gas in, you must get the gases out. Well, you have already polished the exhaust manifold, so the next step is an extractor. One can be fashioned out of the stock muffler by removing the end opposite the inlet pipe and gutting it. Remove the outlet pipe also. Weld the end back on and with it a piece of 2 $\frac{1}{2}$ " exhaust pipe measuring exactly 6'2". At the nether end of the pipe bend it in a 30 degree angle towards the side of the car. The proper length and the bend are not so much for the purpose of scavenging the exhaust better so much as to get the proper ring-a-ding sound.

All of this is quite tedious however, and your SAAB will still be chronically underpowered. So the best idea might be to go out and buy a BRE prepared 240Z engine and use that, thereby solving all of your power problems forever.

Next month, Part III: The SAAB Suspension.



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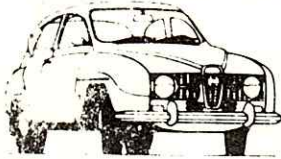
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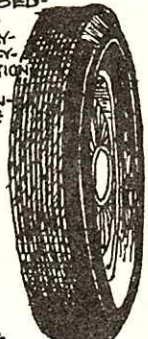
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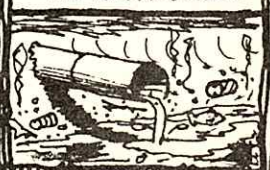
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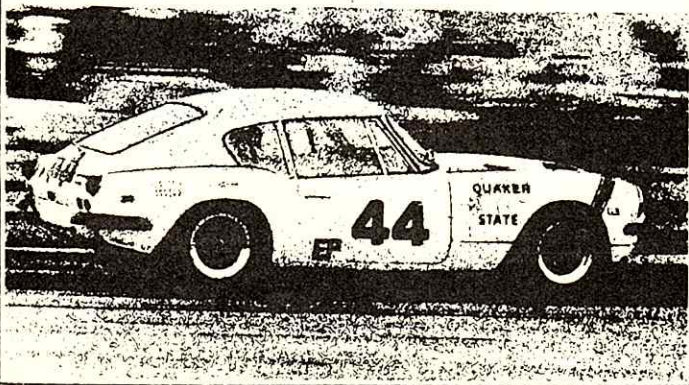
(Maybe it's the big six-cylinder engine. Or the rack and pinion steering. Or any of a number of things.)

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.



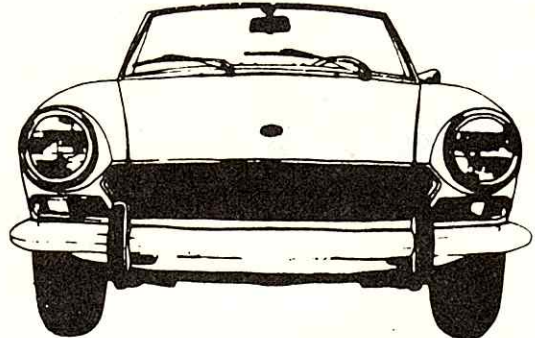
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Richmond, Virginia



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