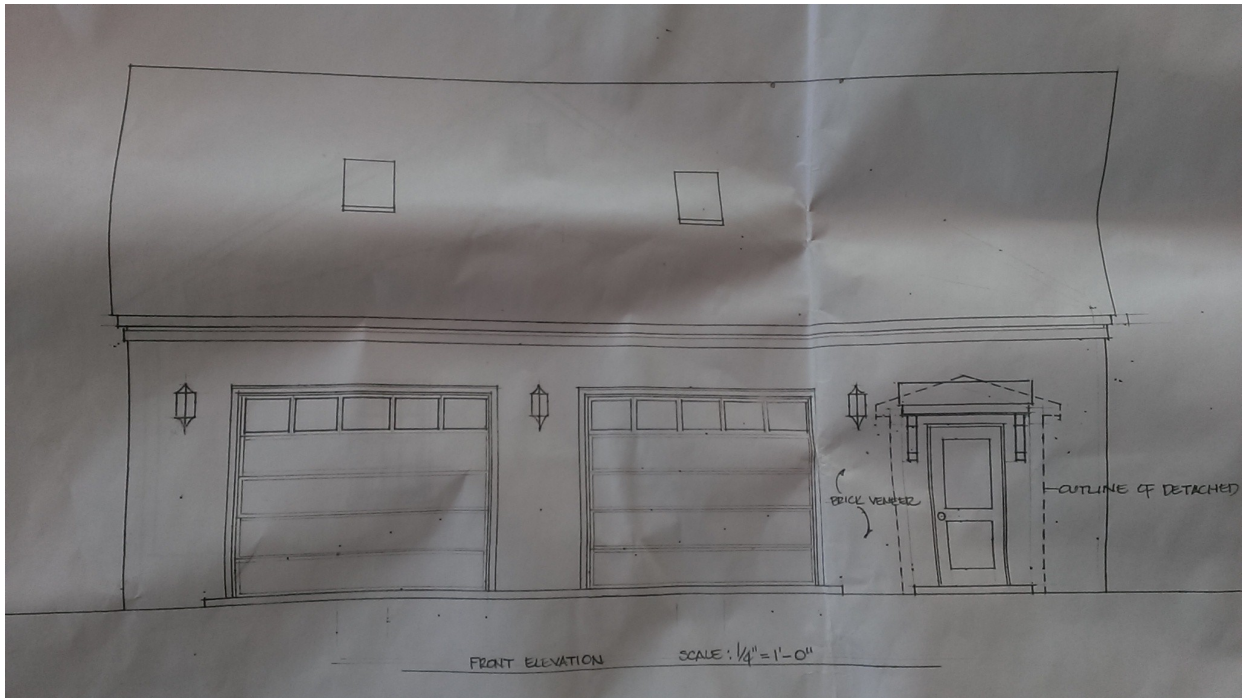


CheckPoints



The Official Newsletter of the
Virginia Motor Sport Club
Since 1950

February 2018



'The Garage Issue'

This Issue includes:

Schedule, elected positions, banquet, awards,
garage articles, and more.

2018 BOARD AND BOARD/CLUB MEETINGS

2018 Board Officers

PRESIDENT	Audie Chenery
1ST Vice President	Jeff Chenery
2nd Vice President	Baird Stokes
Treasurer	Justin Loehlein
Secretary	Charlie Passut
Asst. Secretary	Dana Cole
Past President	Jeff Chenery

2018 Committee-persons

Competition Committee	Jeff Chenery
Membership	Justin Loehlein
Timing & Scoring	Joseph Banks
Novice Coordinator	Audie Chenery
Statistics	Curt Kiser
Trophy Chair	Bud Murray
Webmaster	Engelbert Muelhaupt
Registrar:	Jeff Chenery
Newsletter Editor:	Curt Kiser
Merchandising:	Audie Chenery
Social Media:	Brittany Carr

BOARD MEETINGS

The Board meets on the **1st Thursday** of each month to discuss competition rule changes, club business, rules, schedules, etc.

Of course any club member is welcomed to attend these meetings.

CLUB MEETINGS

The Club meetings are **changing BACK TO THE 3RD Thursday of each month** to disseminate changes, business, and other important information to the members. It's a great way to meet and hang out with other members and have some social time while we're at it.

Time/dates/places will be sent to the email roster so **please make sure that you are on that list** and get the emails that Audie sends out.



Are you ready to take name tags to the next level?



"FROM THE DESK OF THE PRESIDENT"



Tune'em, align'em, wash'em and mark your calendars because the first race is just around the corner. Believe it or not, we are starting our *11th year at RIR*. We have been very fortunate to have 2 great venues (VMP) to race on as some clubs struggled to maintain 1 venue. They just don't make parking lots like they used to.

I want to thank last years board, committee chairs, and the people who help set up in the morning and help put our toys away in the afternoon. Clubs like VMSC are only as good as their volunteers and that makes us a mighty fine organization.

We donated \$1000.00 to MCV's "Children's Hospital" in 2017. We collected money at the November race, included that race's profits and rounded it up. It's a great cause and has hit home in our VMSC family in previous years.

We have three new VMSC family members to welcome.

RIVER SONG INSKEEP - born November 21st, 2017 to Paul and Mindy Inskeep. Cute as a button and Paul will have his hands full when she starts dating. Just saying.

JEFFERY HOLLOWAY, Jr. - who is about 3 weeks old. Jeffery and his wife will call him "Jeb".

JAMES CARR, Jr. - was born last week on February 7th to James and Brittany Carr.

Look out HONDA.

It seems to me like we may be growing our own Junior Karting team. We'll have to wait and see.

I'm looking forward to seeing you all on the playground this year. As always, if you have any questions please don't hesitate to get in touch with me or anyone on the board. Here's to a great 2018 season and be safe out there.

See you all in "**THE PITS**".

Audie Chenery, President VMSC

"LETTER FROM THE EDITOR"

Having moved here in 2016 I must say that I've have really enjoyed the VMSC club, the events, and most of all the people. It is a diverse group of driving and car enthusiast where we encourage, have fun with, and will help each other. A very grassroots club indeed.

And in keeping it grassroots, I thought some articles of an interesting topic would be fun to do. Yes, I am talking about our 'garages'. It is a very personal thing to each of us. The setup of the space, the tools, capability of work, etc.

So with that, here are some bits about some of the latest garage builds that have occurred in the last year or so. I hope you find the information helpful and fun to read.

Many of you go to the website, www.vmsc.org, and I encourage you to keep doing that since the information there is more timely and up to date.

By the way, last year the Board decided to digitize all of the old VMSC scrapbooks. These digital .pdf files are available in a link on our website. It is a hoot to look through them and spot some of the 'Old Timers' when they were younger.

The newsletters can offer more with some help from YOU! Please feel free to send me corrections, etc., but more importantly ARTICLES and PICTURES written and taken by you. We are a grass-root club and your involvement keeps it that way.

Again, if you have suggestions for the newsletters please feel free to contact me about it. I am always looking for ideas to make it better.

This issue has been late for several months, and I apologize. I will endeavor to publish more often and include autocross event results.

See you on the walk through,

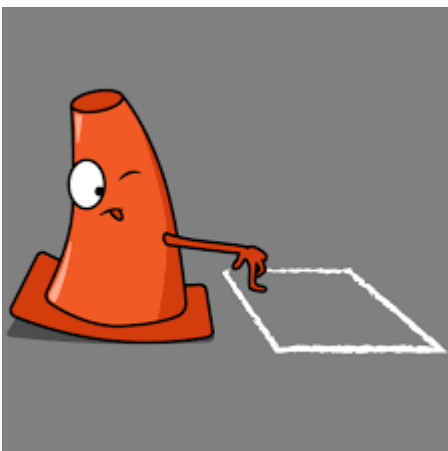
Curt Kiser

Newsletter Editor

Send email to: bmw4curt@verizon.net

2018 Autocross Calendar

<u>Date</u>	<u>Type</u>	<u>Location</u>
March 24	Practice	RIR
March 25	Autocross # 1	RIR
April 14	School	RIR
April 15	Autocross # 2	RIR
May 26	Practice	RIR
May 27	Autocross # 3	RIR
June 16	Practice	RIR
June 17	Autocross # 4	RIR
July 8	Autocross # 5	RIR
August 5	Autocross # 6	RIR
September 15	Practice	RIR
September 16	Autocross # 7	RIR
October 13	Practice	RIR
October 14	Autocross # 8	RIR
November 17	Tire Rack Street Survival	RIR
November 18	Autocross # 9	RIR





Autocross on-line sign-up changes!



A BIG heads up for a change in the way that we sign-up for VMSC autocrosses.

In the past we have been using MyAutoEvents.com for signing up for our events but new for 2018 we will be switching to www.MOTORSPORTREG.COM for logging in and signing up for VMSC autocross events.

Many of you may already have an account with MOTORSPORTREG.COM so this will not be any trouble at all. Anyone who has signed up for membership on myautoevents.com need not worry. Joe Banks will make sure your membership and number are transferred to new site.

For those who will need to create an account with MOTORSPORTREG.COM, it really isn't that much of a problem to get started. They make it as painless as possible so hang in there and get started soon so you will be able to sign-up for the 24 March practice and the 25 March autocross.

If you do have any trouble getting started please feel free to contact Audie or Jeff Chenery, or myself to get some technical assistance.



The Editor...

CLUB MEETINGS

Third Thursday of every month meet at the following restaurants:

15 February @ G-Force

15 March @ Cap Ale House Midlothian

19 April @ Cap Ale House Midlothian

Look for emails from Audie Chenery for future locations.

6:30—7:30PM Dinner (Dutch)

7:30pm Meeting Starts



2017 BRR-VMSC Challenge result



We had a wonderful year autocrossing in 2017. Many of you have improved where others have made a quantum leap in honing your driving skills.

On October 29th we had the annual BRR-VMSC Challenge autocross and VMSC came out on top again this year. Thank you to all that drove your 'butts off' on that important day of driving challenge, here is your trophy!

The Editor...





2016 Year Awards Banquet



The 2016 annual Awards Banquet was again held at Maggiano's Little Italy Restaurant. This venue has become a favorite for the facilities and the great food. Thank you Dana Cole for all the hard work that you do for setting up our banquets.

We had a slide show going during dinner that highlighted the archive pictures from the old VMSC club 'Checkpoints' newsletters. Previously the Board decided to digitize all of the old VMSC scrapbooks. These digital files are available in a link on our website. It is a real hoot to look through them and spot some of the 'Old Timers' when they were younger...and their cars.



Gunny Harrison — VMSC 2016 Over-All Club Champion

Our 2015-16 club President, Jeff Chenery, gave us a report on the 2016 club events and for the upcoming 2017 calendar. He graciously performed the awards duties since our new Commander-In-Chief, Audie Chenery, was not able to attend the banquet.

A good number of door prizes are always a hit, including the new 'Camaro jacket'. It seems that Kate McGregor had some luck claiming 3 prizes.

Unfortunately some of the statistics for the 2016 awards had some hidden errors and were quickly corrected soon after the banquet date. The affected awards were corrected and given to their rightful recipients. Having taken over the statistician duties for 2017 I can tell you that it doesn't take very much to miss an entry that can make a difference. A lot of diligence is required and I work hard to ensure the accuracy on your behalf.

The Editor...



All of the awards to be presented



We had to give Jeff SOMETHING other than a gavel for all of his hard work for the last 2 years. This cone represents a **2 year penalty**.



Gunny Harrison and Chris Cann receive their VMSC club Life Membership certificates and status.



Bud Murray was awarded the Wilton Cup for outstanding service to the club.



Eight former club Presidents.



Kevin Chaplin wins the Nissan award 3 times in a row. With that he is also award a Jefferson Cup for a 3-peat.



The better side of Bud Murray that we rarely get to see.



Little Sweetheart runs in the DOG classification. I'm thinking that she is Stock and not modified !!!

2016 Championship Results and Awards

VMSC 2016 Overall Champions

Place	Name	Points
1	Robert Harrison	8554
2	Joseph Banks	8365
3	James Carr	7925
4	Christopher Cann	7882
5	Ricardo De Moraes	7737
6	Bud Murray	7151
7	Mindy Inskeep	7147
8	Audie Chenery	7082
9	Paul Inskeep	6872
10	Sam Banks	6791
11	Ben Lawes	6637
12	Dana Cole	6634
13	Elizabeth Kiser	6624
14	Gene Cooley	6613
15	Brian Wells	6602
16	William Corwin	6590
17	Michael Francis	6499
18	Engelbert Muelhaupt	6498
19	Bernard Cooley	6496

Speed Points

<u>Street</u>		
Place	Name	Points
1	Robert Harrison	6654
2	James Carr	6525
3	Christopher Salzman	6106
4	Aaron Shifflett	5790
5	John Harmon	5693
<u>Street Prepared</u>		
Place	Name	Points
1	Joseph Banks	6765
2	Christopher Cann	6682
3	Ricardo de Moraes	6537
4	Brian Wells	6302
5	Sam Banks	6091
<u>Prepared/Modified</u>		
Place	Name	Points
1	Ben Lawes	5637
2	Bernard Cooley	5496
3	Engelbert Muelhaupt	5398
4	Paul Inskeep	5272
5	Daniel Brown	5261

Marque Trophies

	Name	Points
BMW	Mindy Inskeep	7540
Chevrolet	Christopher Cann	8323
Ford	John Corbin	3055
Honda/Acura	Mike Dover	7146
Hyundai	Christopher Salzman	6106
Mazda	Joseph Banks	8525

Marque Trophies

	Name	Points
Nissan	Kevin Chaplin	4686
Fiat/Volvo	Bernard Cooley	6179
Porsche	Engelbert Muelhaupt	6010
VW	Collin Fish	2056
Toyota	John Peddy	5158

Special Service Trophy's:

Roger Garrett Corvette Trophy - *Robert Harrison*

In Memory of Roger Garrett, who passed away in May of 2014 at the age of 66.

Wilton Cup - *Bud Murray*

John Wilton was a long time member of VMSC who drove a Formula Ford and lost his life racing at Summit Point in 1993. Bill and Sheila Hunter started the cup in his memory to be presented to the club member who provided outstanding service and embodied what the club stands for.

Build it and they will come!

When Beth and I bought our house in May of 2016 it was in mind to build a 'proper' garage for our toys. After we bought our house we were pretty excited about the project, and then it happened. We had a surprise HOA that we didn't know about that had restrictions and covenants about a detached garage. With some negotiations we did gain approval to build as long as it was attached (with a breezeway or portico). It caused a delay of several months that we were not too happy about but we pushed ahead.

They started work just after Thanksgiving with the massive job of tree removal and ground prep. Our prime builder is pretty good to work with and Mike and I have developed a darn good relationship because he knows what we want, why we want it, and how to accomplish it.

There were many decisions to make like where to place the electrical stuff and preliminary items like power for where a lift could go. Cable, plumbing/drainage, doors, etc. were fairly well thought out and the construction took off with good pace and selections of good materials. We did plan ahead for a future lift so the flooring was a solid 6 inch pour with all the good fiddly bits (rebar, insulation, etc.) installed to make it solid for future use.

Surprisingly, many of our friends and family got excited as *we were* about the project. The question would always come up.... "**when will it be done**"? I have intentionally not applied pressure to the builder to finish because we want it done right the first time.



Meantime, the Porsche 997, and two BMW M3's, had been in storage and patiently waiting for their new home. It was KILLING us to not be able to work on them. NUTS!

At a point close to completion of the interior I painted and stained the rafters of the loft. It took me a while, and was painful, but it "classed the place up". Having a storage loft was very important to us.

It was exciting for us when all was done and could move our 'garage stuff' from storage into the garage and set up according to a floor plan that we devised. What was awesome was my ability to work on the cars again. Knowing that my tools were available caused joy to come back into my spirit. Beth's M3 was the first to be worked on so it would be ready for the upcoming autocross season. The use of my QuickJacks made everything so much easier since we have not selected a permanent lift yet. The decision for a 2-post or 4-post lift will come soon. We have received various opinions and both have their strong points and weaknesses.

Build it and they will come!...continued.

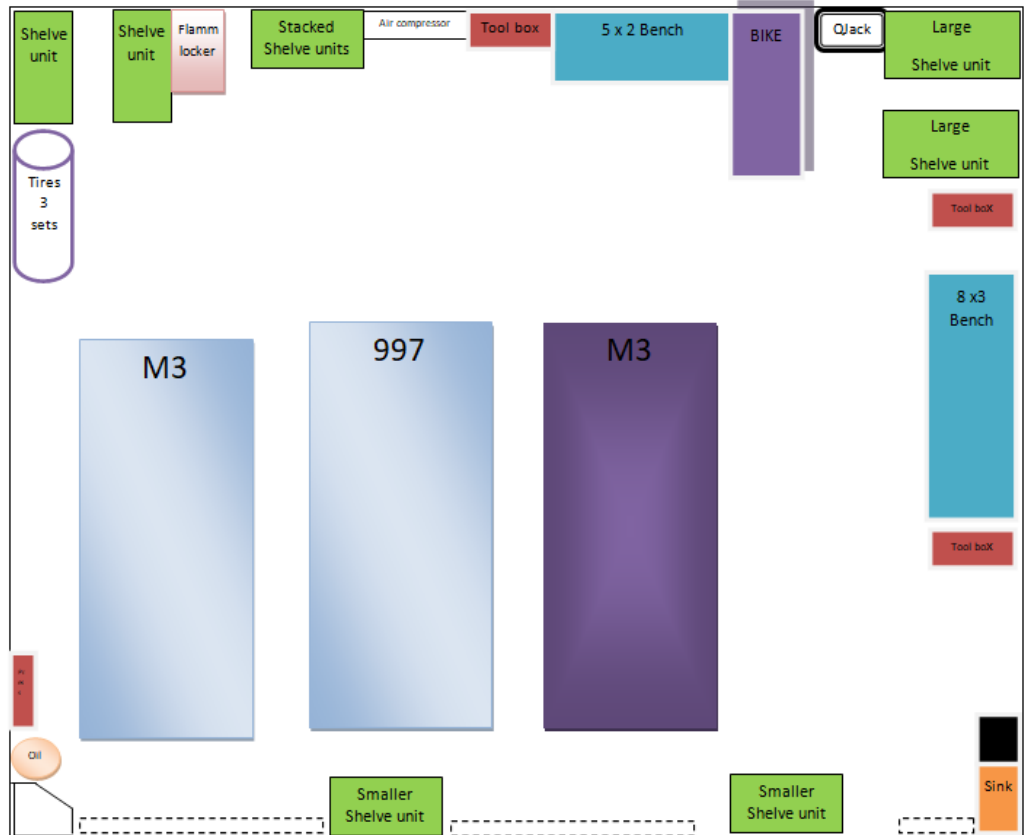
We also got to a point where our personal touch could be applied. Banners, artwork, shop lights, stuff like that went up in all the right places to make it OURS. It is important to note that the garage is NOT a man-cave but OUR cave since Beth likes to work on cars as much as I do.

So here is the layout that we tweaked so everything fits nicely and with function. We still have a lot of work to do for consolidation of our stuff, an on-going project. The loft is great for storage, sure glad we included it in the plans.

It is a total luxury to have the heating & A/C unit built-in with the hot & cold weather. Not very much sweating while working on the cars and other projects these days.

We are extremely grateful to be able to build this garage as we saw fit. After all, you probably only get 'new garage' once in a lifetime.

Article author,
Curt Kiser



Justin built it and they came!

I want to offer another garage report, this time from Justin Loehlein about HIS garage. I asked him to send me a blurb on what he wanted, and built, for his garage. He sent the following with some minor edits from me.:

He wanted it to serve a few different purposes:

- parking/storage for 3-5 cars
- large amount of parts storage
- wood shop

Primarily, he wanted enough workshop space for one major project while still being able to do regular maintenance on his other cars

He also wanted a few key things inside the garage:

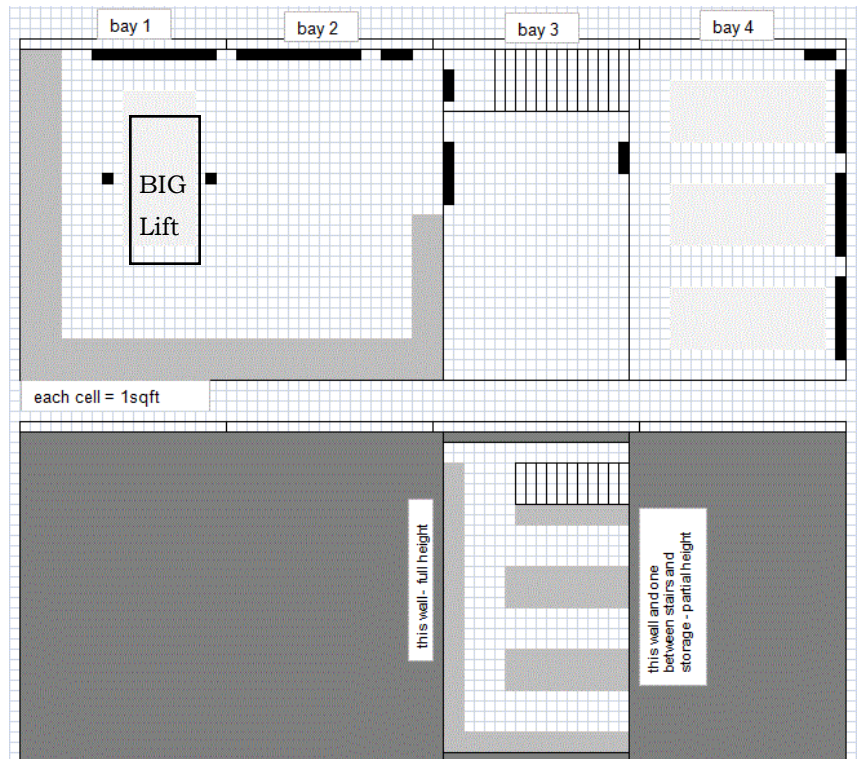
- 2-post lift (it can fit trucks)
- large air compressor
- tools mounted on the walls (so he can see and remember that he has them)
- lots of workbench space
- Heat and A/C, primarily for the workshop portion

There were a few design considerations he had to have in mind:

- limited to 3,000 sq.ft. by the county
- minimum 3:12 roof pitch

Justin also wanted to be able to get any car out without having to move another car (i.e. no 2-deep parking).

He laid out different sizes of garages on a small grid in Excel (see ExcelFloorplan.gif) and marked off where cars, workbenches, shelves, and large equipment like the lift would be. He then went through about a half-dozen designs before settling on a 32'x80'x16' building. The 32' width let him fit 3 cars side-by-side and with the workshop facing the other way (32' deep), would give him plenty of room to work around the station wagon or the truck, or squeeze two cars into one bay if he needed to. The metal buildings have 20' spacing between the columns, so keeping length a multiple of 20' is most efficient. 16' height gave him plenty of room for a lift as well as the ability to build a loft for parts storage, plus and a full divider wall so that he could focus on only heating/cooling the workshop half of the garage.



Justin built it and they came...continued

As the garage was coming together, he did have to make a few more decisions:

- 5" thick slab with a floor drain in the workshop
- copper air lines plumbed in a loop around the workshop
- Air and electrical reels on the ceiling
- 2-gang outlet boxes every 4-6ft, placed 52" above the floor to allow for workbenches or sheets of plywood to be placed anywhere without obstructing them

Once he moved in, he started building workbenches and shelving. Justin totally lucked out and picked up about a dozen banks of parts bins from a Radio Shack stores that was going out of business and used them for small parts storage. It was well worth the time spent figuring out how to organize all of the tools and get them onto the walls. When we paneled the walls in the workshop, we used 3/4" plywood so I would just mount stuff wherever I wanted without worrying about structure, especially since there are no wall studs.

Over time, and with just about any project, he continued to refine the spaces, mostly adding shelving, reconfiguring a room to make a paint booth (lucky dog). He still wants to fit a sand blast cabinet, parts washer, and oven in there and then to finally set up a good wood shop. Justin says "I'll get around to that once the Cobra is done..."

For those of you that have been to Justin's 'man CAVERN', you've already dropped your jaws and recovered with the resounding "WELL DONE JUSTIN". He can get into, and out of, just about any repair/restoration project that you can imagine. Certainly a well thought out, configured and fitted garage and oh.....let us not ignore the wonderful outdoor storage space that he has for his projects/ parts cars (mostly Miata's).

Editors note:

Justin, the Cobra is done, time for the wood shop! Let me know if you'd like some help.

Article author,
Justin Loehlein

Engelbert's 'Ultimate' Garage

Of course most of these garages are only trying to keep up with the capability that Englebert Muehlhaupt built a few years ago. His garage configuration morphed into an addition that expanded his capability to perform the restorations that he had in mind. Here is what Englebert had to report on his garage:

The Airboxer Garage

The garage was build to become a workshop with a 2 post lift, high enough for sports cars. The ceiling is 10ft, the floor is 26 x 26. The intent was to have storage upstairs, so the shop area will not be cluttered with parts. Under the stairs I have storage for paint items, the oil drain bucket, etc. I added a high level storage row with sliding doors for equipment/material I don't need frequently, but want to have near the work area. Under that is a lower level storage row of wall cabinets for materials need to be handy in the shop area.

Everything that's on the floor has coasters so it can be moved around, except the workbench, which is heavy as hell. The workbench has a 8" Wilton vice which I bought to replace the old one that broke. (Curt asks: how does one break a vise?)

I build a 4 foot blasting cabinet from plywood, so I can bead blast suspension parts and whatever will fit in it. I started out with an old stove for powder coating, which is good for small pieces, then built a bigger one to do larger items. It can hold up to 4 ft long pieces for curing the powder.

The garage has 2 electric heaters and a fan, which are enough to keep you warm in the winter. This last summer I added AC, which makes it a bit more comfortable during the hot and humid Virginia summer days.

There is no fridge and TV in the garage, just a stereo to make some noise during my quiet work time. I have a small lathe so I can make some pieces if needed. The compressor is next door in an extended garage, so it is much more quiet while it's running. The air is supplied with the rapid air system.

Note from the Editor:

The capabilities of Engelbert's garage is pretty fantastic to say the least. What he didn't talk about was his 'parts room'. Porsche parts are tagged and shelved in a manner of German efficiency!

Engelbert's 'Ultimate' Garage...continued



Bud's Garage expansion

Bud Murray has had a dual purpose garage/woodshop but eventually ran out of room. So what do you do when that happens? EXPAND!

He would have completed the project earlier this year but had some trouble finding the right outfit to do his monolithic foundation concrete pour.

From Bud:

In the existing garage the Corvette was getting dusty and I was delaying important woodworking projects. So an addition to the shop HAD to happen. I didn't need anything extravagant, just a dust free area for the car so I drew up my plans and began to build. The area adjacent to the existing shop first had to be leveled to make room for the addition. My son dug the footings and finally found an outfit to do the specified monolithic concrete floor that I wanted. The remainder was built by myself over the next 4 weeks, walls roof, electrical, garage doors, etc.

One challenge was to tie the lean-to into the new roof so as to add more room for the tractor to live in.

So the NEXT project is to rearrange the woodshop since the car has it's own place. Now I don't have any excuses for all those delayed projects that have been building up.



Bud's Garage expansion...continued



Jeff & Audie begin construction

Jeff and Audie have been working out of their house garage or just plain outside. I guess with all of the garage builds in our club they got the bug to build their own garage. The enclosed garage is 24x40 with a big carport for "non race vehicles" and cooking out. You see how the regular cars are treated at their house. Hmmm. Jeff is looking forward to doing oil changes and working on the track cars inside this year.

The concrete pour happened around 15 January so it will be interesting to see how quickly the remainder goes up. The lumber and trusses were delivered February 12 and 13 so things should start to take shape or else we'll have the "Blizzard of 2018" with Audie's luck. During the severe cold weather it served as a wonderful ice skating rink and a great place for the Chenery's to practicing curling.

