



Checkpoints

VIRGINIA MOTOR SPORT CLUB

Volume X

April 1966

Number 4

APR 8
~~MAR 31~~

rallye

"Ladies Rallye"

Time: 1:30 P.M. Date: April 24, 1966

Place: Azalea Brook-Hill Shopping Center

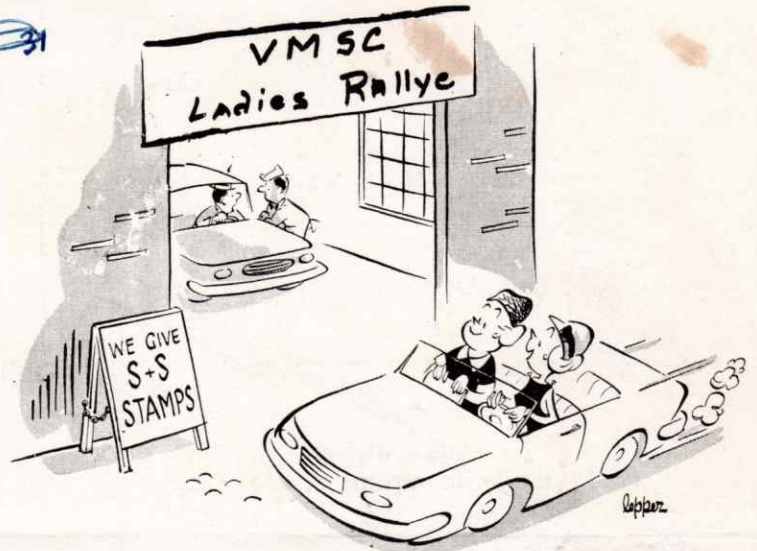
No Driver's Meeting

No Dirt

No tricky questions

Short and Easy!

O.D.'s - Jackie Whitehead & Ann Greenwood



I hear we get a whole book full, if we really stump the men!

AUTOCROSS

Registration: 11 A. M.

Sunday, May 1, 1966

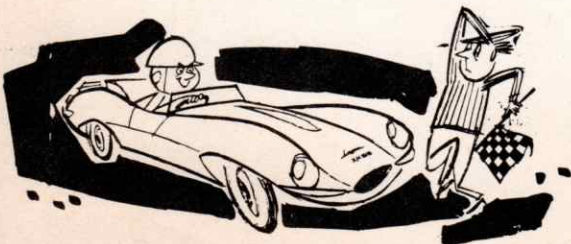
Start: 12 Noon

Place: Ellerson Go-Cart Track

O.D.'s - Bill Dixon & Bill Whitehead

Fee: \$2.00- Members, \$3.00- Non-Members
\$1.00- For Cross Creekers

Trophies: 1st, 2nd, 3rd in each class
and 1st Over All. (Providing
there are 6 cars in each class.)



Coming Events

April:

21st - VMSC Meeting

24th - VMSC Ladies Rallye

May:

1st - VMSC Autocross

7th & 8th - Marlboro Drivers
School

15th - Volvo Event

19th - VMSC Meeting

22nd - VMSC Rallye

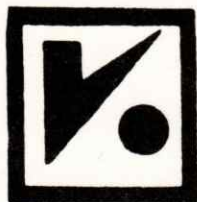
22nd - Saab Rallye

28th & 29th - Marlboro 500

29th - PMSC Autocross



CHECKPOINTS is published monthly by the Virginia Motor Sport Club, Inc., mailed free to paid members. Subscription rates to non-members, \$1.50 per year. Meetings are held every third Thursday at 8 P. M. at the Branch House, Monument and Davis Avenues, Richmond, Virginia. EDITORS- Dick and Caryl Hatch; PRESIDENT - Bill Dixon, 5906 Hampstead Avenue, Richmond, Virginia. Phone: 282-4936. Deadline for material --- 5th of each month. All letters addressed to 2340 Hampstead Avenue, Apt. # 4.



ALLEY



Howdy! The cry heard around Richmond these days is when is it going to stay warm enough to keep the top down. Some more hardy fans have been doing this bundled up to and beyond the ears, but I'll wait spring is bound to come.

What is this we hear about Kendall, getting an Air-conditioned Corvair Monza convertible? He's also been to Nassau recently, are you checking this out for the big tour in December?

There are two potential club members in our area now. Congratulations are in order to Martha and Wray for their new little boy Michael Stuart Bragg, and to George and Shirley for their new little girl Anne Walker Patteson.

The following is a letter from that unforgettable O.D., that put on a really good Rallye with no Mickey Mouse questions.

I would like to first thank all of the members of V.M.S.C. and other clubs for supporting the "Azalea 8 Hour" and making it a resounding success by their presence as entrants. One of the "prophets of doom" in the club bet my co-O.D. that we'd loose money but much to my delight we didn't. My only complaint was the fact that a slice of pickled tomato cost me a dollar.

I would also like to take this opportunity to thank the people who helped us out this rally on. Gene Atkinson and Ken Parker were indispensible they checked the rally route and instructions for us. In addition Gene and Doris Belcher ran the sweep car and Ken was control steward on check point # 9.

John Kessler on checkpoint # 1 and # 5, Mac McClintic on checkpoint # 2 and # 6, Len Wells on checkpoint # 3 and # 7, and Bill Bernard on checkpoint # 4 and # 8 did an excellent job along with their respective crews.

Jerry and Amy Cavedo did a great role as entertainment co-chairmen. Last, but not least I'd like to express my sincere appreciation to Wiltshire Greenwood. Wiltshire put in one "H _ _" of a lot of hours on this rally should take most of the credit for what I'll call a job well done. I'll take the blame for the mistakes.

At the end of this letter you'll find a tabulation of the evaluation forms which the contestants filled out. These seem to warrant a few comments, so I'LL take them in order.

Letter continued:

1. INSTRUCTIONS: 21 out of 22 forms said that the instructions were clear. The one dissenting vote rated them incomprehensible, this car saw only one check point all day and he maxxed that one.
2. ROUTES: 18 rated them good and 5 accentable. One contestant said they were too rough on the car and also dangerous. I used dirt roads because I like them. They are no harder on cars than any other roads. The person who said they were dangerous must have been trying to maintain an average speed of 90 mph.
3. SPEEDS: 15 said the speeds were appropriate, 6 said they were too high and 5 said they were too low. If anyone had careully examined the roads and the checkpoint locations, he would have agreed with the speeds.
4. CHECKPOINTS: This was the "bone of contention" of the whole event. The checkpoint locations were excellent, in spite of one dissenting opinion as was their operation. The only weak point was checkpoint # 5. All except one car took the wrong route at this point (the one car that went right was a Barracuda). The cars were timed as they passed the pylon, whether they were on the wrong route or the right.

I have only one more thing to add. My wife's evaluation form gave us a perfect score. Her only comment was after the route evaluations "It was 'Right Dirty' ".

Thanks,

Al

P.S. Cecil the checkpoint was on 600.



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2nd AZALEA 8-HOUR RALLYE RESULTS

PLACE	DRIVER	NAVIGATOR	CAR	1	2	3	4	5	6	7	8	9	TOTAL
1	C. Wright	B. Dixon	TR-4	5	3	96	6	300	300	2	1	2	715
2	B. Daley	H. Grundy	Volvo	47	69	35	20	300	300	18	23	1	813
3	G. Winfree	P. Lonie	TR-4	11	40	12	11	300	300	107	55	17	853
4	G. E. Gullette	T. Gullette	Sprite	21	14	91	97	300	300	28	28	2	831
5	J. Cavedo	B. Cavedo	Healey	56	100	36	14	300	300	3	75	2	886
6	V. Lorenzen	F. Lorenzen	Rover	18	4	238	92	300	300	30	53	15	1050
7	A. Greenwood	B. Whitehead	Porsche	300	3	153	12	300	300	5	1	1	1078
8	B. Kennedy	G. Howe	Sunbeam	42	48	9	38	600	300	10	60	3	1116
9	N. Chehaske	J. Chehaske	Midget	110	14	5	2	600	300	17	94	8	1150
10	J. Ruble Sr.	J. Ruble, Jr.	Mustang	16	28	26	4	300	600	300	3	0	1277
11	R. Sanderson	P. Lively	SAAB	9	16	69	58	600	300	39	136	7	1284
12	R. Parham	T. Gullette, Jr.	Mustang	59	4	17	84	600	300	68	182	9	1323
13	S. Slate	P. Slate	Barracuda	300	51	1	10	300	300	300	96	4	1362
14	B. Seifer	C. Foreman	Barracuda	33	156	300	121	300	300	26	122	13	1371
15	D. Wheeling	D. Drake	Barracuda	106	140	300	94	300	300	1	135	24	1400
16	D. Hatch	C. Hatch	VM-Ghia	120	30	104	31	300	600	300	1	9	1495
17	M. Turner	R. Turner	Volvo	31	151	300	300	300	300	109	92	9	1592
18	P. Ellington	P. Gullette	Corvair	186	43	300	107	300	300	51	300	44	1631
19	J. Honey	P. Honey	Barracuda	300	66	300	42	300	300	300	69	16	1693
20	T. White	R. Jenkins	TR-4	300	300	235	0	600	300	5	85	3	1878
21	K. Hickman	C. Edwards	TR-4	69	63	32	2	300	600	600	300	16	1982
22	V. Carr	P. Omohundra	Barracuda	238	102	300	38	300	600	600	300	5	2483
23	C. Moore	D. Hawley	Ford	52	49	57	54	300	300	600	600	600	2612
24	J. Olsen	E. Rose	Porsche	5	4	50	163	300	600	600	600	600	2922
25	C. Echols	R. Courtney	Barracuda	300	600	600	600	300	300	128	131	17	2976
26	P. Isbell	J. Smith	Healey	20	74	300	25	300	600	600	600	600	3119
27	J. Bergeron	J. Bergeron	Tr-4	77	147	7	250	600	600	600	600	600	3481
28	M. Bergeron	C. Bothwell	Sunbeam	220	300	300	191	300	600	600	600	600	3711
29	J. Dameron	S. Smith	Barracuda	600	600	600	600	300	600	600	600	600	5100

NOTE: Checkpoints #5 and #6 were thrown out because of improper timing on #5. Contestants were given 300 penalty points for showing at each of these checkpoints; 600 for missing them. Your O.D.'s

2ND AZALEA 8-HOUR RALLYE

Getting up at six A.M. is not exactly my cup of tea, but to arise at that hour for an eight hour rallye is beyond reason.

So it was that Cecil and I began the Azalea Eight Hour with at least that strike against us and considering the names of the O.D.'s, we felt assured that not one hour would elapse before we would be lost beyond recovery. This proved to be our first pleasant surprise. By break time in the morning, on a challenging and interesting rallye route, we hadn't been lost once.

The morning speeds were terrific, why, we even got up to 120mph at one point! However, it wasn't long before we found the speed justified on hairpin curves paved mostly with dust. By lunch time we were ready to stretch and had no problem smelling out the places not to eat. We felt we had done well up to that point but constantly reminded ourselves who the O.D.s were so we didn't get overly excited, besides, Daily and Grundy, Tom Gullette, Ed Lorenzen, Bill Whitehead and quite a few others had come through.

Well! The afternoon, to say the least, was interesting. I had always thought that contestants became lost at random points along a rallye route. This certainly wasn't so at "Fairmount" and at checkpoint number five which was a classic. Needless to say my driver and I thought we had blown the entire rallye on number five.

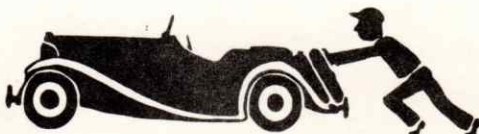
It was with a big sigh of relief that we passed through checkpoint eight. Liesurely, I computed our error and did a bit of tiding up. About two miles later we agreed it might be a good idea if we tried to run on time a bit more. By the time I had reset everything and had the first reading we were at about three miles and then "bang", checkpoint nine at exactly three and one half miles!

Bill Dixon, for
Cecil Wright and myself.

P.S. Of course, we thought it a
fine rallye!

POINT STANDINGS THROUGH THE AZALEA 8-HOUR

1. Bill Dixon	3000	11. Goerge Winfree	2100
2. Ann Greenwood	2900	12. Gene Atkinson	2000
Wiltshire Greenwood	2900	Doris Belcher	2000
Bill Whitehead	2900	Lauretta Dixon	2000
5. Al Smith	2900	15. Chuck Edwards	1850
6. Jackie Whitehead	2600	Bill Peabody	1850
7. Hart Grundy	2500	17. Bill Daley	1800
8. Sandra Peabody	2300	18. Kathleen Hickman	1750
9. John Chehaske	2250	19. Bill Thomas	1700
Nona Chehaske	2250	20. Caryl Hatch	1650



GYMKHANA RESULTS

First Overall - Jack Mungo - Innocenti

Sedans over 1500cc

1. F. Jarrelle - Volvo
2. R. Laughon - Corsair
3. P. Seay - Mustang
4. D. Cully - Alfa
5. M. McClure - Volvo
6. R. Pickerall - Mustang
7. R. Samuels - Mustang
8. R. Marks - Mustang

Sedans under 1500cc

1. B. Thomas - VW
2. G. Atkinson - Cortina GT
3. B. Roland - MG 1100
4. B. Clark - Renault
5. D. Stewart - Saab
6. B. Stewart - Saab
7. D. Sanderson - Saab
8. B. Dixon - VW
9. J. LaPrade - Renault
10. S. Hoffman - MG 1100

Ladies

1. J. Mungo - Innocenti
2. S. Peabody - Healey
3. A. Greenwood - Porsche
4. N. Chehaske - MG Midget
5. K. Hickman - Tr-4
6. B. Hall - Volvo
7. F. Geissberger - Spitfire
8. J. Whitehead - Porsche

In Sedans under 1500cc the following did not take points: B. Dixon, B. Thomas and G. Atkinson.

Sports over 1500cc

1. G. Atkinson - Porsche
2. B. Whitehead - Porsche
3. J. Shanes - Alpine
4. B. Peabody - Healey
5. W. Greenwood - Porsche
6. C. Edwards - Tr-4
7. J. B. Smith - Tr-4
8. W. Gragham - Tr-4
9. M. Young - Tr-3

Sports under 1500cc

1. J. Mungo - Innocenti
2. B. Thomas - MG Midget
3. H. Geissberger - Spitfire
4. J. Chehaske - MG Midget
5. J. Enoch - Spitfire
6. B. Dixon - MG Midget
7. D. Jones - Sprite MK 1
8. A. Smith - Sprite
9. J. Carpenter - Spitfire

Note: Doris appreciates everyone's help.

Contestants who competed in more than one class received points only for that class in which they placed higher (in V.M.S.C.) In other classes in which they competed they were not considered for point purposes; contestants finishing lower were moved up one place.

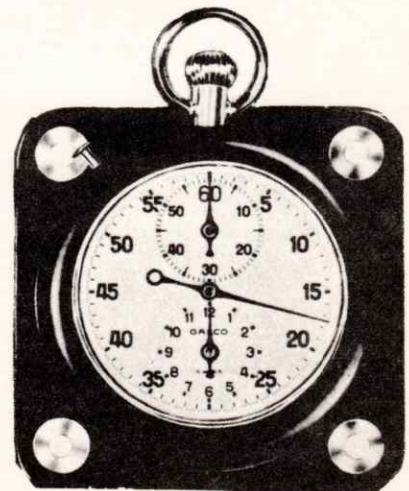
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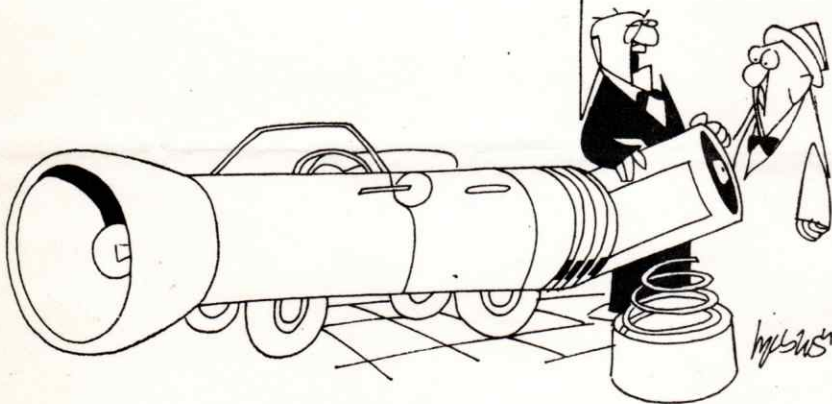
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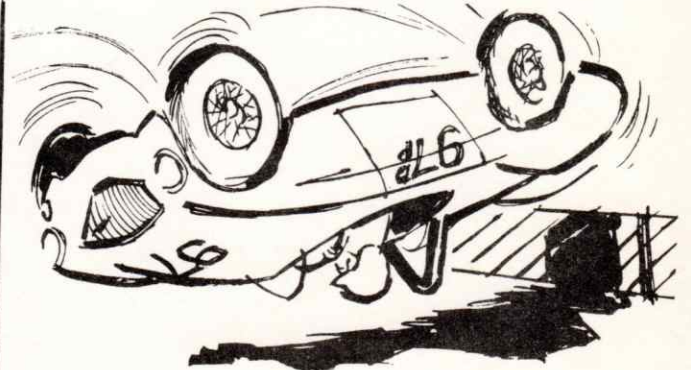
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