

HISTORY OF THE VIRGINIA MOTOR SPORT CLUB, INC.

The Virginia Motor Sport Club was formed in the fall of 1950 in Charlottesville, Virginia. Mark Condon of Harper Motors in that city is credited with starting the club and was its first President. Most of the membership was made up of students from the University of Virginia. This gave us a fair size club during the school year, but mighty few during the summer.

The club was first known as the Virginia Sports Car Club. The name was changed about the first of 1951 to Virginia Motor Sport Club. This change was made because many felt the name indicated that owning a sports car was a prerequisite to becoming a member. Back in those days we had quite a few enthusiastic members who drove Detroit iron.

In 1951 Mark Condon still headed the club in Charlottesville, and Jim Henderson of Transport Sales was the Richmond representative. The Richmond contingent now numbered some 25 members. By the end of 1951, most of the interest centered around the Richmond area, and we elected Allen Fine as our President for 1952.

During 1952 a number of sports cars made their way into Virginia, and at the October 1952 meeting, we elected Bill Claflin of Warrenton, Virginia, to be our President for 1953. Many sports car owners attended this meeting and asked that several of the cities be represented. The club was divided into four areas, namely, Warrenton, Richmond, Roanoke, and Norfolk, each headed and represented by an area chairman.

Reports rendered at the annual (October) meeting in 1953, showed that the Richmond area had the largest number of members and had scheduled the most activities. This prompted us to return the club headquarters to Richmond, and Joe Crenshaw was elected President for 1954. During 1954 the club was incorporated, and no longer divided into areas. By 1954 we had grown to approximately 80 members.

In 1955 "Happy" Batcheller was elected President. Activities and membership continued to grow slowly, but steadily.

The membership voted in Jack Lewis as our President in 1956 and again in 1957. Under his direction the club grew by leaps and bounds. The membership numbers over 150. During 1956 we started the monthly publication known as CHECKPOINTS, which is read and enjoyed by many in this country and overseas.

In 1958 we elected our first foreign born President. He is Robert Walker of London, England. We now change officers with the turn of the year. John Kessler of Richmond, Virginia, accepted office 3 January 1959.

Monthly meetings are held on each third Thursday with entertainment provided. Rallies, etc., are scheduled at least once each month.

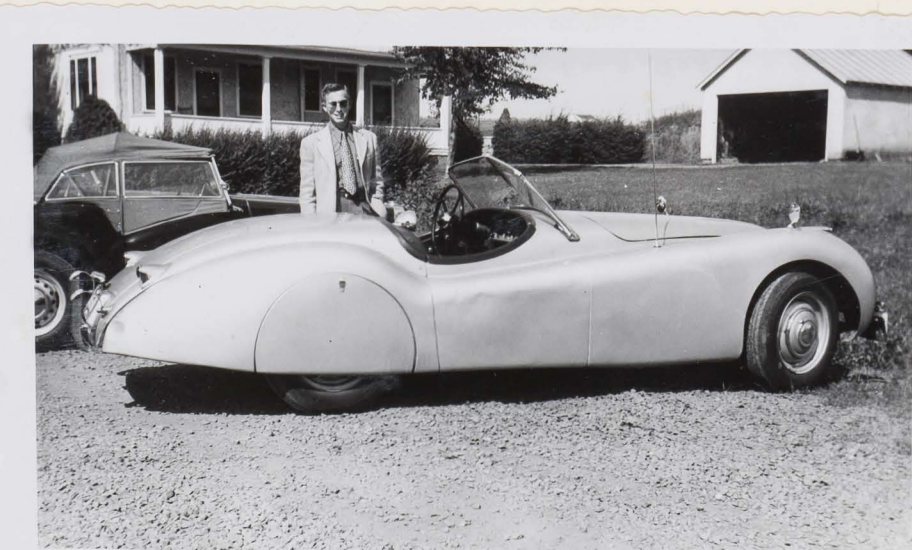
This brings V.M.S.C. up to date.

January 1959

September 1951

Blue Ridge Rallye

WARRENTON, VA.



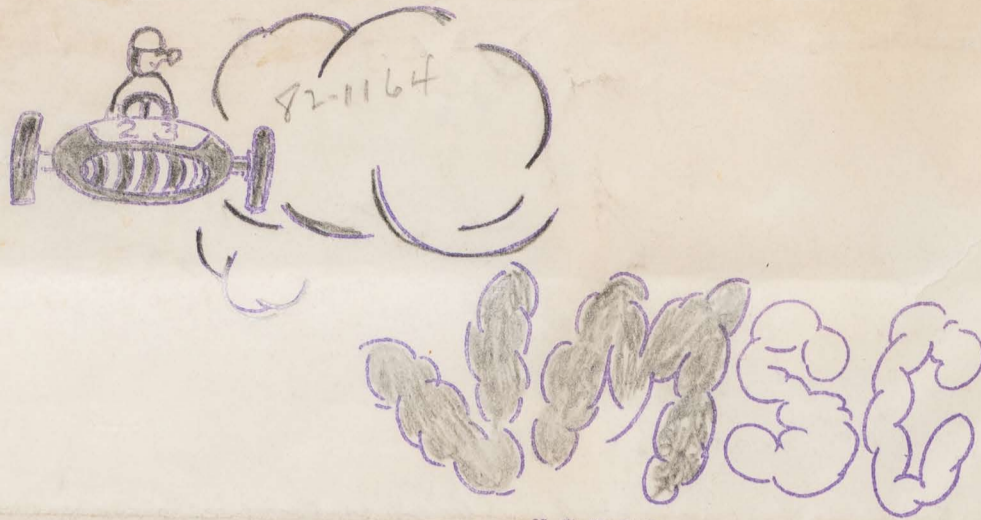
FALL 1951 - RICHMOND AND JAMES RIVER RALLYE



DECEMBER 1951



1952



NEWSLETTER

December 30, 1952

*** This is just a note to let everyone know that the club is still moving in the right direction and to bring you a few items of interest.

*** Dues for 1953 will be due and payable as of January 1, 1953 and anyone overburdened by excess cash can let his \$2.00 come forward to the treasurer, John S. Wylie, 819 E. 45th Street, Richmond, Virginia. Checks should be made payable to the Virginia Motor Sport Club.

*** We are still seeking a nicer, brighter, finer, and shinier (probably more costly, too) club emblem for members vehicles. Any member who would not be tempted to invest \$3.00 or \$4.00 for each of these new badges may protest now to the secretary, so that a general opinion may be gathered before we become too involved.

*** We have received a nice note from Bill Claflin who is enjoying the Utopian occupation of quality automotive serviceman in Warrenton. Members should locate "Preventative Maintenance Service" for better acquaintance and superior mechanical fixings.

*** Jerry Powell (Richmond power-boat competitor for long years) has started on a 2.5 liter special. Austin A-40 frame, hot V-8 60 engine, and an Atlas Fibreglass body - looks like a Cisitalia coupe.

*** For benefit of non-SCCA members - the early December newsletter showed larger cars (Allard, Cunningham, XK120C, Ferrari) speeds at Turner A. F. Base, Albany, Ga. races to be phenomenal. With tailwinds, the cars were often clocked above 150 MPH!

*** Member R. Montgomerie-Charrington of "Wolf's Crag" received notice in "Autosport" of his last season's driving in A.J.B. cars - whereupon, we now figure this club to be of ARCA and BRDC calibre. Also hear that A.J.B. (horizontally opposed, air-cooled, Formula 2) is readying a motor for Keift (successful 500 cc car builders) to use in big car European races.

*** Did you know that Captain Clark, whose article appeared in "Speed Age" is one of our members, and is working on the possibility of an event at the Richmond Q. M. Depot. Also, Frank Rennie (brother of new member, Allan Rennie) has worked with the good captain, and between them, they are no mean picture takers.

*** Porsche has now reduced price under \$3,500.

*** Laystall (large English machine works) has pilot model of new, light alloy-large valve head for all post-war M. G.'s. Performance up 20% with no other modifications - no production or price yet.

*** Understand Bill Holland has been reinstated by AAA -

*** News from your area will be very helpful - can't promise any answer, but it will keep others posted. And if you have a car or otherwise for sale, let it be known - we'll be glad to make notice in this letter - no charge, of course.

*** We are trying to get an event set up for Richmond area - to place as soon as possible after 1/1/53.

*** Anyone desiring applications for signing up new members, just write and ask -

*** Anyone visiting Hampton should slip in and see the Rolls and Bentleys usually on display at Imperial (distributers).

*** Have heard of chrome plating and engine balancing being done in Norfolk and Arlington areas - can any club member furnish details? We'll publish them for benefit of all.

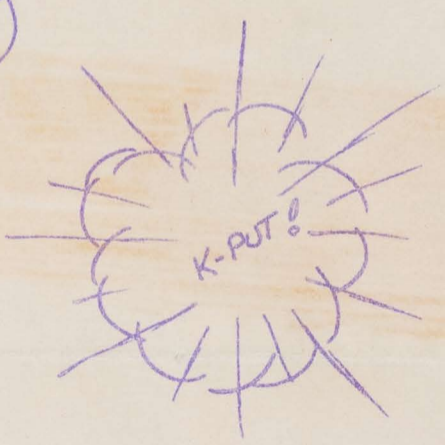
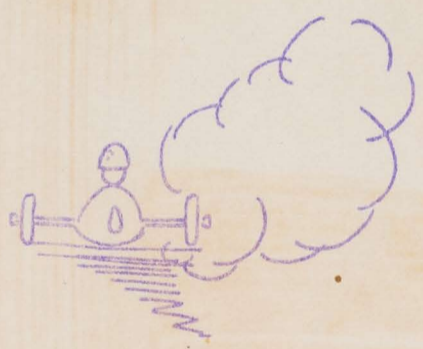
*** Insurance costs for auto liability go up in most areas in this state on January 1, 1953 - new and probably increased rates on fire, theft, and collision coverages will follow -

*** Anyone interested in used foreign, classic, or antique cars will find best listings in Sunday New York Times (back part of sports section).

*** Will you please volunteer as activities committee in your area and try to get events rolling or do you gotta be appointed? Let us know any possibilities that your city, town, or county may provide.

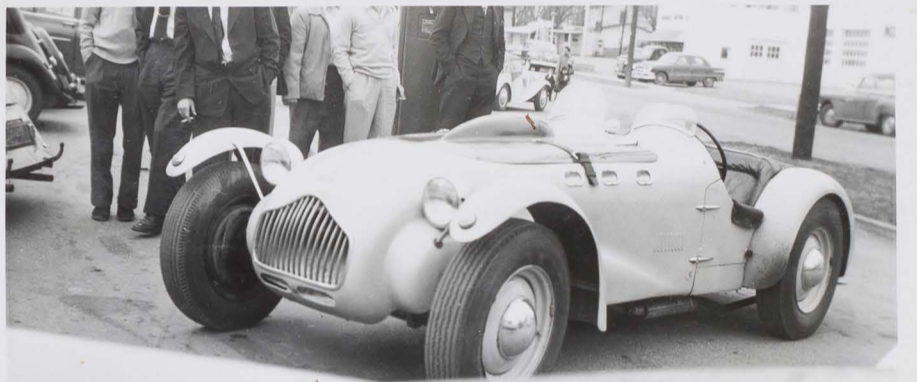
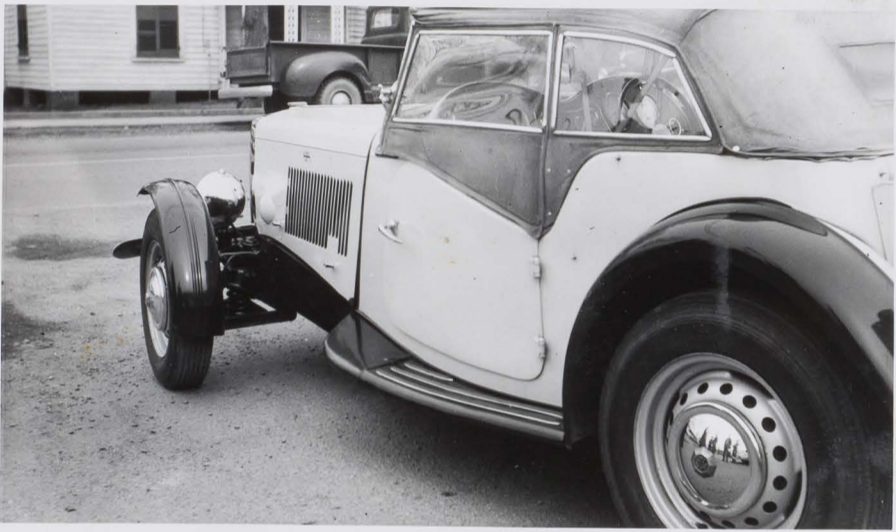
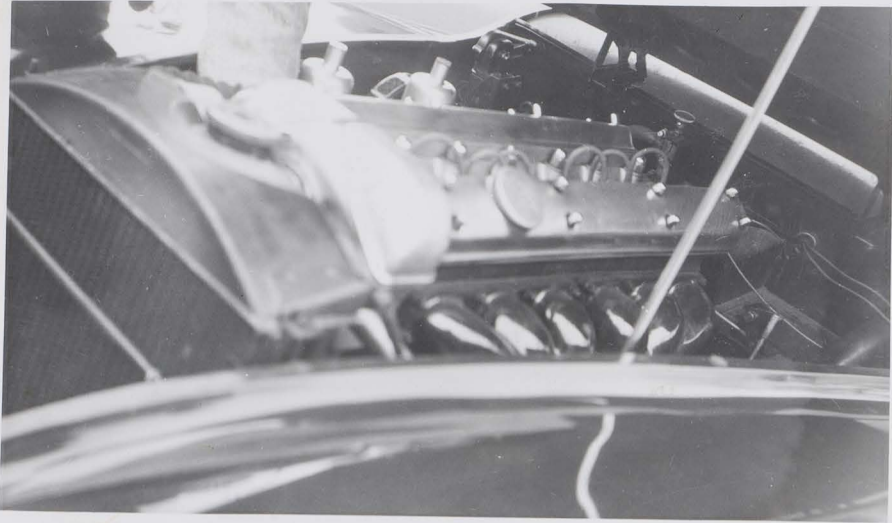
*** How many would like to see Mark Congdon announce another big Blue Ridge Rally, or something similar, in the spring. It would be a good idea to get plans underway because the last one (when the Baltimore and Washington people descended) was a real pip and took much planning.

*** We hope that yours was a merry Christmas and that the New Year will be a happy one!!



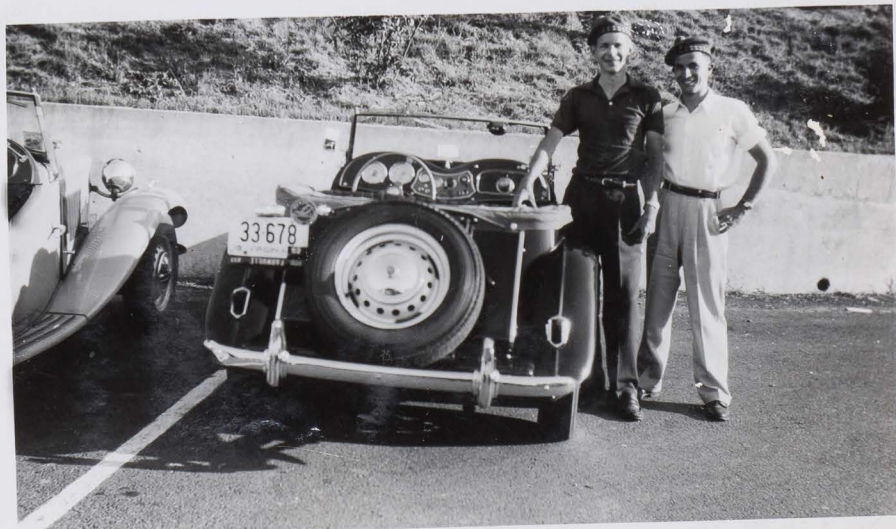
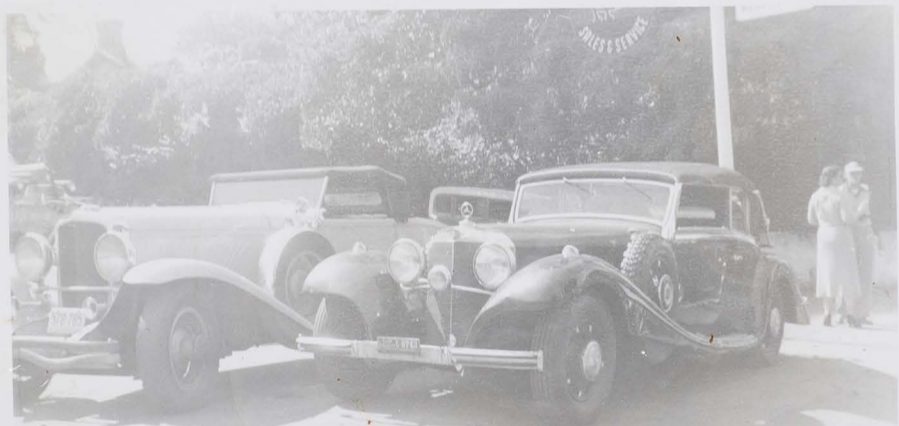
P. S. We are very sorry to hear that Captain Clark has recently been ill - this will of course postpone the event at Bellwood (Richmond Q. M. Depot); however, we are certain that our motives are pure and unselfish when we say that we hope the captain will have a speedy recovery.

WINTER 1952 ~ BILL PETTIT'S PLACE ~ LOUISA, VA.



SPRING 1952

CHARLOTTEVILLE



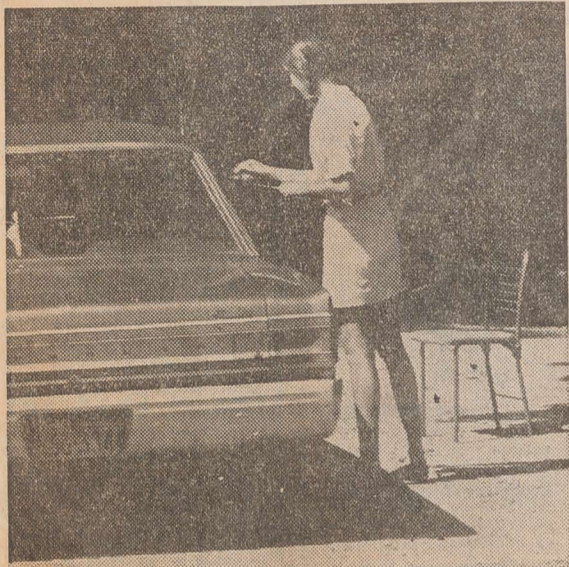
Play Generals Fric

Rallying: You Don't Know Way, but You Must Be On Time



A control point along a back-country road typical of those used in the Berkshire rally. A control point consists of three units, two of which are shown here. The first unit is the timing line, background, where a rally worker, using a walkie talkie or even a whistle, signals at the

instant a rally car crosses the timing line. The crossing time is recorded at the timing table, foreground, about 50 yards up the road. The rally car stops at the timing table to turn in slips for the leg just completed and to pick up new slips for the next leg of the rally.



At the third control point section, about 50 yards from the timing table, the car is timed out to start the next leg.



A crew checking their route instructions, which are usually distributed about 15 minutes before the car is due to start. This gives driver and navigator a little time to make plans.

Photographs by Philip Lehdorff

Precise Navigation Is Required From Unfamiliar Clues

By JOHN S. RADOSTA
Special to The New York Times

WEST SPRINGFIELD, Mass. —During the running of a big-league rally the rallymaster, who has spent six months or more setting it up, stands around at one of the control points or at the lunch break, haggard from loss of sleep, unshaven and wearing a worried mien. If he has done a good job—instructions that are challenging but fair, interesting back roads, beautiful countryside — the competitors compliment him the way dinner guests congratulate their host:

"Great rally, Nick . . . Very smooth. . . Just perfect! . . . You're a fink, but we love you . . . Neat exercise."

It happened to Nick Storrs, a young auto buff who teaches French and mathematics in Fitchburg, Mass. Storrs won no money or trophies. His only reward was praise from most of the 64 two-member crews who had "run" the Berkshire National Rally from here last Saturday and Sunday.

The rally coursed 490 miles through some of the loveliest scenery of Massachusetts, Connecticut, New York and Vermont in fine weather. It was one of a series of "nationals" and "divisionals" counting for points toward the 1968 rally championship of the Sports Car Club of America. This one was organized by the New England Region of the S. C. C. A.

Most of the competitors came from the Northeast, though there were several from the Middle West and South.

Baby Sitters Are Provided

nometers, odometers that measure to the hundredths of a mile, radios for minute-by-minute time signals.

There are two objectives in a rally: to stay on course (usually the driver's job) and to maintain the specified schedule (the navigator's job). What makes the schedule so difficult is holding the average speeds stipulated from one point to another. They change in the instructions with disconcerting frequency.

Instructions Are Terse

The rallyists run legs of varying length from one control point to another. The function of control points — there were 32 of them in the Berkshire—is to record the rallyists' time on each leg. Their sites are almost never given in advance. You come around a bend and there are three or four control-point workers sitting at a bridge table in the shade of a tree.

You must reach this unannounced control point in exactly the "official" time specified for that leg. You are penalized one point for each 1-100 of a minute you are early or late, or 100 points a minute up to 5 minutes.

For errors between 5 and 20 minutes the penalty is 500 points. Beyond 20 minutes (or failing to check in at all) the penalty is 1,000. This is called "maxing" a control. It usually happens after you've strayed off the course and lost time finding it again.

The stylized route instructions are terse and depend heavily on previously defined abbreviations, such as "CAST 27"—change average speed to 27.

Clues for turns and speed changes may be landmarks, buildings and the like, but most frequently they come from signs beside or near the road. The signs may be high or low, left or right, but they must be sufficiently large and reasonably positioned to be

Literal-Mindedness Is an Asset in Finding Way

developments, pizza palaces —anything.

The rallymaster may quote a short message in toto but more often he extracts a significant word or two from a sign and capitalizes the selection. For example, from "Fresh eggs sold here" Storrs wrote, "Turn right at EGGS."

Fourteen of the 64 teams "blew" Instruction 54 of the Saturday-morning section, which said: "Left at second opportunity after STOP AHEAD." As often happens, the rallyists preconditioned their minds on a familiar diamond-shape, black-on-yellow sign that says only "stop ahead."

Setback For Champions

But the sign Storrs quoted was rectangular, black on white, with a longer message: "School bus stop ahead." The erring crews saw that sign without reacting properly. They turned left at some other sign and lost minutes getting back on course.

One such team was Roger and Kathryn Bohl of Holmdel, N. J., the 1967 national champions. For them the 500-point penalty was worse than Arnold Palmer's scoring 10 on a par-4 hole.

Rallying is based on decimal measurements. Miles are divided into hundredths. Minutes are divided not into seconds, but in hundredths. Thus "20 hun" means 20-100 of a minute. Rallyists, clocks and watches are calibrated in hundredths.

On the leg that followed lunch that hot Saturday afternoon, Storrs slipped in "pause .50 hun at CANAAN 6."

No less than 48 of the 64 crews were caught napping.

What they muffed was the decimal point. It really made the time 50-100 of 1-100 of a minute. That works out to 1-200 of a minute, or less than 1/4 of a second.

To the driver who recognized the trap the "pause" was insignificant, and he kept moving. But the 48 teams who sat there for 30 seconds built up a penalty of 50 points (at the rate of 100 points a minute).

Another exercise is counting correctly, as in the sequence of instructions: CAST 50 at the first DO NOT PASS; (28) DO NOT PASS at the second DO NOT PASS.

Study in Care

Simple instructions must remain simple, unless experienced, carries over into the next one. In effect, once you complete an instruction you must obliterate it from your mind and take up the next instruction—as an entity.

The inattentive rallyist changes average speed to 50 miles an hour at a sign that says "do not pass." And at the next such sign he slows down to 42.

Wrong! He must complete Instruction 27, which is a change of speed. Then he must consider Instruction 28 as another instruction, a unit in itself. What Instruction 28 tells him is to look for two "do not pass" signs and to change average speed at the second of those two signs.

So, although Instruction 28 refers to the "second" DO NOT PASS, the car has gone by three such signs (one in Instruction 27 and two in Instruction 28).

An error here, of course, throws off the average speed, and the car reaches the control point late.

Words used occasionally used to trap a contestant, as in "CAST 44 at the second MAIN ROAD."

An unwary team goes looking for two main roads. But

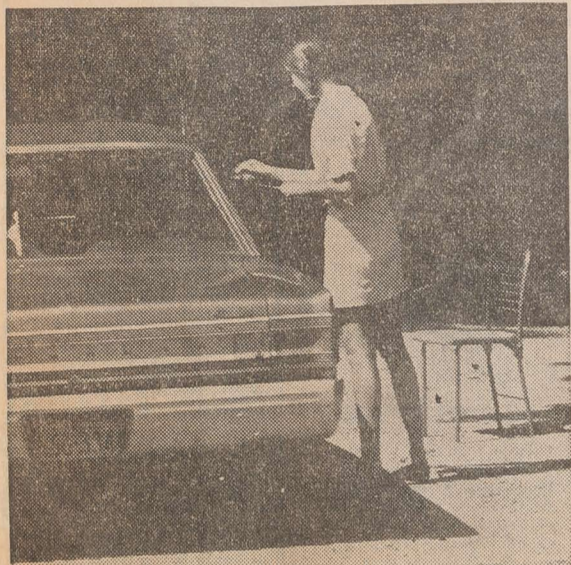
by-MG.

Play Generals Fric

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A crew checking their route instructions, which are usually distributed about 15 minutes before the car is due to start. This gives driver and navigator a little time to make plans.

Photographs by Philip Lehnardt

On the road the rally was a bit folksy. Most contestants know one another from previous rallies. Twenty-five of the 64 crews were married couples.

Rallying is a sort of tour requiring precise navigation from unfamiliar clues given you only a few minutes before the start. Its enthusiasts describe it as "over the river and through the woods to Grandmother's house when you don't know the way and you don't know when you're expected, but you must be there on time."

The philosophy of a good rallymaster is to run a contest among the entrants, not a battle of wits between himself and the rallyists. Clues may be laconic or cryptic. They contain traps for the unwary because that's what rallying is all about.

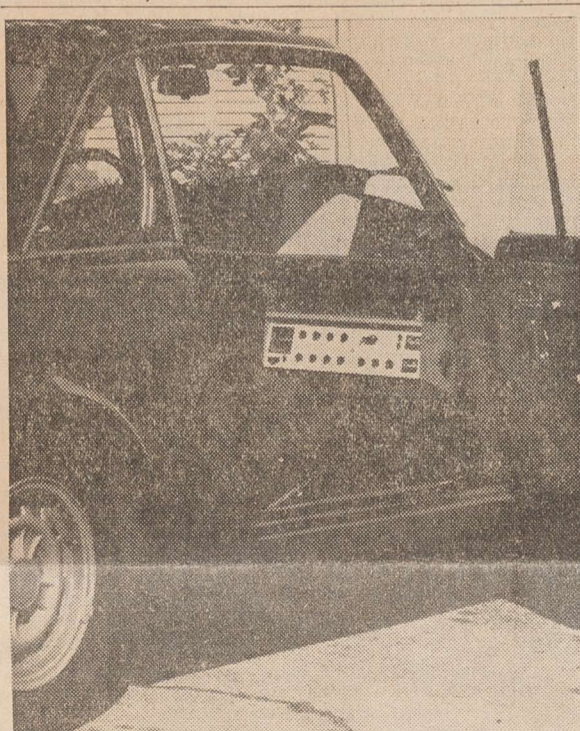
But the good rallymaster writes instructions that are fair.

"Route instructions are not intended to be ambiguous, confusing or misleading," Storrs wrote in his general instructions to the Berkshire National. "They have been intended to keep you on the official rally course, if adhered to exactly."

There's the rub—"if adhered to exactly." In a way, the rallyist has to brainwash himself of preconceptions and do only what the instructions say.

Some rallyists run "un-equipped" or "seat of the pants" but the most earnest ones spend hundreds of dollars, possibly thousands, on computers, calculators, chro-

read from a moving car. They erroneously read this as 50-100 of a minute, or 30 seconds, and that was how long they paused at that distance marker.



NAVIGATIONAL AID: The small computer under the dashboard is a key component of this Lancia Fulvia that Roger and Kathy Bohl used to win the 1967 national rally championship. Designed by Mr. Bohl and built by the Heuer Time Corporation, it measures distance traveled and adjusts for odometer error among other functions. Its odometer unit measures to within 0.001 mile (five feet).

Bell Lab News

That's not what the instruction says. It tells the driver to change average speed not at a certain main road, but at the second of two signs containing the words "main road."

These happened to be arrow signs several miles from the main road, so naturally an error there affected the average speed on that leg.

Many teams were undone by this sequence: (22) CAST 30 at SNYTOP for .75 mi, then CAST 35; (23) Left.

Most drivers changed speed properly, but they turned left (and went off course) before actually finishing Instruction 22. Only after completing that three-quarters of a mile at 30 miles an hour and changing to 35 miles an hour were they "free" to look for the left turn required in Instruction 23.

And then there are the percentage changes. The route instructions have you toddling along at, say, 34 miles an hour. At the twin mailboxes you are told to "increase speed by 10%." That increase is 3.4, raising the average speed to 37.4 miles an hour.

Farther along the road, after an intervening distraction or two, you pass a cemetery gate where you are instructed to "decrease speed by 10%." The instinct is to drop back to the original 34 miles an hour.

But no: The requirement is 10 per cent less than the 37.4 miles an hour, which works out to a new speed of 33.66.

And that, as they say in rallying, is rallying.

MG.

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1954

VIRGINIA MOTOR SPORT CLUB

NEWSLETTER

Welcome to the 1954 season. This promises to be a big year in our club. We are again resuming the publication of the VMSC Newsletter.

At the March meeting in Richmond, the following officers were elected:

- PresidentBill Claflin, Warrenton, Va.
- Vice PresidentJim Hibbard, Warrenton, Va.
- SecretaryClay Anderson, Warrenton, Va.
- TreasurerJohn Drake, Warrenton, Va.

It was also decided that the club divide into areas. These include Richmond, Warrenton, and Charlottesville. We hear that Bob Phillips is organizing down in Roanoke.

Starting with this publication we will have a section devoted to advertising. This will be a free service to all members. Let us know what you have to sell, beg or borrow. In order to make this Newsletter a success we must have news. Let us know what is happening throughout the various sections of the Old Dominion.

The Northern Virginia Section of VMSC will have their first Rally April 25th. The Warrenton Castleton Rally will start from Bill Claflin's at 11:00 A.M. and will end at Sycamore Hill for dinner. Everyone will receive a card on all the details later this month. The course has been run - Wow!

Don't miss this one



SPORTS CARS AND THEIR OWNERS LINE UP AT LOUISA FOR RUN OVER 60-MILE TRI-COUNTY RALLY COURSE [Rosenbaum Photo]

RICHMONDER TOPS *Dec. 21, 1954 - T.D.*
SPORTS CARS COMPETE

Special to The News Leader
 LOUISA, Dec. 21.—Twenty-three sports car owners put their Jaguars, Austin Healeys and MGs over a 60-mile course in Louisa, Orange and Spotsylvania Counties at a Virginia Motor Sport Club rally.

When points for maintaining an average speed of 33 to 35 miles an hour between check points and correct notations of landmarks observed along the route were added up, a 17-year-old Richmonder had top score for the day.

William Hunter Giles, Jr., of 2301 Kent St., driving his father's 1955 Volkswagen, had 394 points out of a possible 400.

Giles, a member of the Richmond Road Saints Club, will receive a trophy for his Sunday

performance, it was indicated today.

Merton J. Rosenbaum, Jr., of Richmond, who laid out the course for the rally, said points were deducted for speeds too fast or too slow during the rally.

Some points on the check list, which each driver's navigator filled out along the course, could be noted without stopping. Others required the driver to note some historical fact, such as the date a particular church was founded.

State police were at the event to assist, Rosenbaum said.

Purpose of the rally was to "promote use of sports cars in safe and sane driving."

Second place on Sunday went to Jack Lewis, who scored 392.1 points driving a Corvette, and in third was Allen Rennie, driving a Buick Century, with 391.6 points.



Line up Virginia Motor Sports Club Rally.

Sunday Nov 14th 1954

1955



14
48
12
168
12
756

V. M. S. C. Rally

1955-

Charlottesville, VA.



KAROLTON KLASP® - 9 x 12
KAROLTON ENVELOPE DIVISION
KIMBERLY-CLARK CORPORATION
WEST CARROLLTON, OHIO No. 90























HARPER MOTORS INC.
IMPORTED CARS

WILLYS

MG
MORRIS
RILEY
JAGUAR
HILLMAN
SUNBEAM
ROVER

1955



Enthusiast,

Do you prefer to finish off your weekends on a chaotic note?

Is your navigator back on speaking terms?

Do you enjoy motoring on "improved" roads?

Is your "deep mud cornering" technique getting rusty?

If your answer to any or all of the preceding questions is "yes", we suggest that you attend THE UNRULY RALLY sponsored by the Virginia Motor Sports Club...

Sunday, September 18, 1955

Time - 1:00 p. m.

Start and Finish - McGuire Circle, Richmond

1955

L I F E GOES TO
VIRGINIA MOTOR SPORT CLUB
RALLY

Sunday, June 19, 1955
Starting 1:30 P.M. EST

Beginning McGuire Circle
Intersection Rts. 360 & 161

A REAL LIVE LIFE PHOTOGRAPHER from LIFE magazine will be on hand to cover this rally, which will follow the route taken by General Lee to Appomattox.

Bring your Picnic Supper which will be at the end of the rally at Appomattox Courthouse National Historical Monument, the Surrender Grounds, just north of Appomattox on Route 24.

Members from outlying sections who cannot get to Richmond to run the rally should plan to meet with the GROUP at the Surrender Grounds and join us for the Picnic and Photographs, arriving about 4:30 P.M. EST or earlier if possible.

Trophies for individual winners will be awarded and Team competition is being arranged.

REMEMBER :-

Sunday, June 19, 1955
Start Rally - 1:30 P.M. EST - McGuire Circle
Intersection Rts. 360 & 161 - Gulf Station
(in South Richmond)

PLEASE TELL YOUR CLUB MEMBERS ABOUT THIS RALLY
(ALSO PROSPECTIVE MEMBERS)

Try to wear BRIGHT and/or PHOTOGENIC CLOTHES as LIFE plans to take shots in color as well as black and white.

Bring your Confederate or Yankee Civil War Regalia to help make this a picturesque event.

SERIOUSLY :- We wish all who can to attend as we wish to put on as good a show as possible, not only for your pleasure, but for LIFE. We feel that publicity in a national magazine of this caliber will be of great help for the cause of sport cars in general. Therefore, we urgently request your presence and participation.

VIRGINIA MOTOR SPORTS CLUB

Allan C. Rennie

Allan C. Rennie
Secretary

June 11, 1955



Mr. Rosenbaum gives the results of the rally at Appomattox Court House National Monument.



speed of 35, 37½, or 40 miles an hour, the drivers vied for first place in a competition based on the number of correct answers to the questionnaires and on the time taken to complete the trip.

First place winner was Jack Lewis, of Richmond, who was driving a Corvette. A plaque was presented to him at Appomattox by Miss Patsy Taylor, of Deltaville—our Miss Highway of 1955.

Merton Rosenbaum, of the Central Office traffic and planning division, was in charge of all arrangements for the rally.

Jack Lewis accepts the first-place award from Miss Patsy Taylor. Ailstock photos.

Virginia Highway Bulletin

JUNE 1955
MOTOR SPORTS CLUB HOLDS RALLY

Bill Olmstead, of Colonial Heights, and John Kessler, of Richmond, won first place awards in the first annual Pathfinder Rally sponsored yesterday by the Virginia Motor Sport Club. Olmstead, with Judy Baylor as navigator, finished first in the touring class ahead of Bill Harding and Ed Remmick, who finished second and third, respectively. Olmstead was driving a Volkswagen. Kessler, driving an MG, won the sport car class, finishing ahead of Tom Pendleton in an Austin Healy and Tom Clark in a Jaguar. Jim Wesson was Kessler's navigator. The rally covered a distance of 124.8 miles, 80 per cent of which was over secondary roads in Hanover, King William, King and Queen and Caroline Counties. There were 27 cars entered.

L I F E G O E S T O
V I R G I N I A M O T O R S P O R T C L U B
R A L L Y

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JUNE-1955
CONFEDERATES
TO
CORVETTES

The line of flashy sport cars that drew up at Appomattox Court House National Monument on the afternoon of June 26 gave no hint of the solemn ceremony that was held there ninety years before. The occasion, however, was not without historical significance. Only two weeks earlier, the signing of the route of Lee's retreat was completed. Markers had been erected at hallowed spots along the roads followed by the tattered remnants of the once-mighty Army of Northern Virginia. Visitors to

the scenes of the last Confederate stand would now have an accurate guide

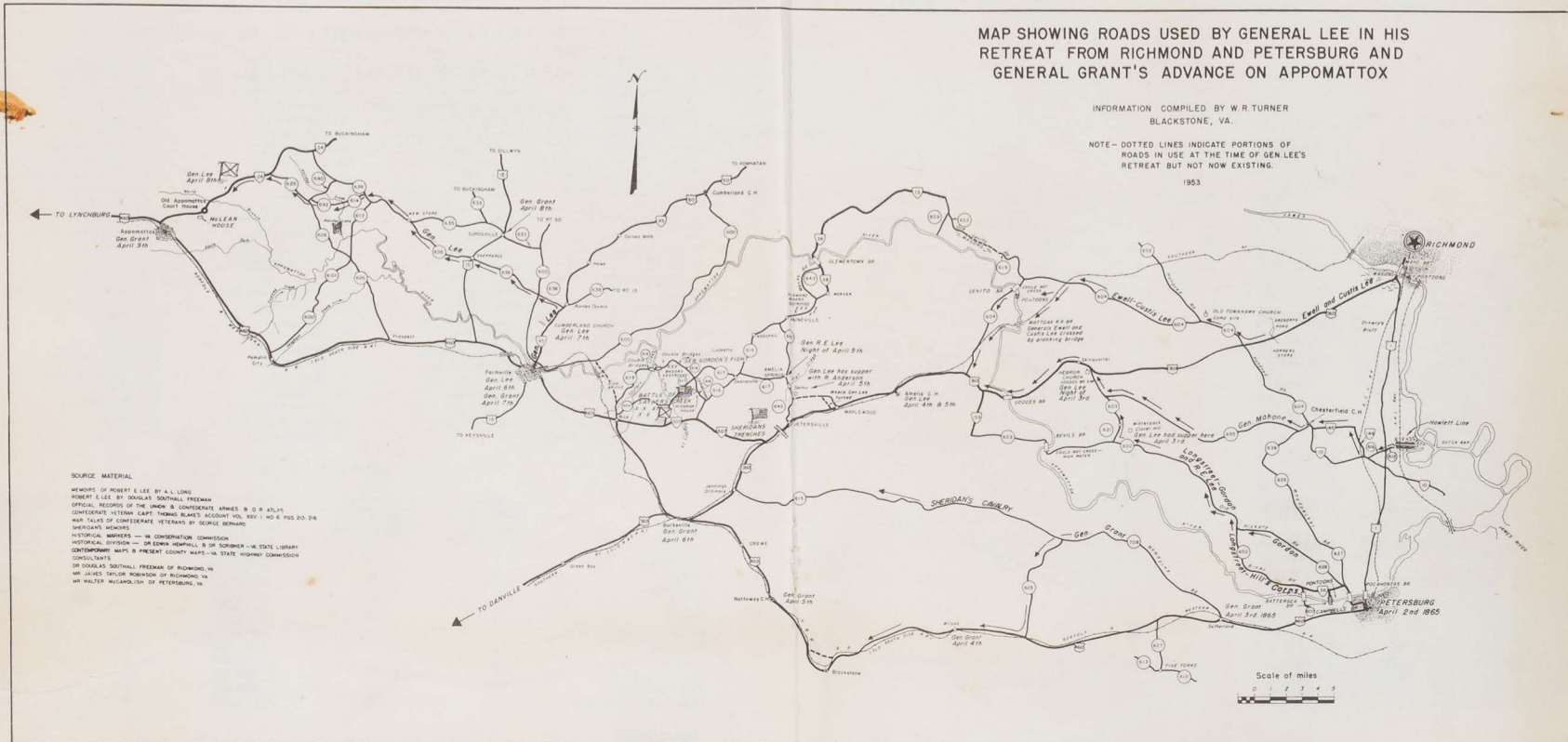
The sport cars, of various makes, were participating in a rally sponsored by the Virginia Motor Sport Club. Fifty-four cars set out from Richmond early in the afternoon with Appomattox as their destination. The drivers were required to make a record of the direction in which the historical markers pointed and to answer questions about the information on the signs. Maintaining an average

MAP SHOWING ROADS USED BY GENERAL LEE IN HIS RETREAT FROM RICHMOND AND PETERSBURG AND GENERAL GRANT'S ADVANCE ON APPOMATTOX

INFORMATION COMPILED BY W. R. TURNER
BLACKSTONE, VA.

NOTE - DOTTED LINES INDICATE PORTIONS OF ROADS IN USE AT THE TIME OF GEN. LEE'S RETREAT BUT NOT NOW EXISTING.

1953



SOURCE MATERIAL
MEMOIRS OF ROBERT E. LEE BY A. L. LONG
ROBERT E. LEE BY DONALD SOOTHALL FREEMAN
OFFICIAL RECORDS OF THE ARMY & CONFEDERATE ARMY
CONFEDERATE HISTORY CAPT. THOMAS BLANCK ACCOUNT VOL. XXV, NO. 6 PAGES 233-248
WAR TALKS OF CONFEDERATE VETERANS BY SCHEFFEL BARNARD
SHERIDAN'S MEMOIRS
HISTORICAL MARKERS - IN CONSERVATION COMMISSION
HISTORICAL DIVISION - DR. EDWIN HENNING, 901 S. SPRINGER - IN STATE LIBRARY
CONFEDERATE ARMY & PRESENT COUNTY MAPS - IN STATE HISTORICAL COMMISSION
CONSULTANTS
DR. DONALD SOOTHALL FREEMAN OF RICHMOND, VA.
MR. JAMES TAYLOR ROBINSON OF RICHMOND, VA.
MR. WALTER HICKMAN, JR. OF PETERSBURG, VA.















E. ll re,

Oct - 31 - 1955




THE WITCH-WAY RALLY





AVERAGE SPEED 27.1 MPH.


WHAT IS YOUR ODOMETER READING? _____

PROCEED WEST ON PATTERSON. TURN  ON 157. AT  YOU KEEP STRAIGHT AHEAD ON QUIOCASIN ROAD. GO  AT Y ONTO RIDGE ROAD.  AT NEXT Y ON THREE CHOPT. AT  YOU GO RIGHT ON 157.  TOWARD RICHMOND AT FIRST  AND  TOWARD ROUTE 33. CONTINUE ON THIS ROUTE ACROSS 33. BEAR  AT . CROSS OVER  AND TURN  AT THE SIGN OF THE "FLYING RED HEARSE." SHARP  AT GREENWOOD ROAD. CROSS OVER OVERPASS. STRAIGHT AT .

HOW MANY GHOSTS HOVER OVER CEMETERY ON RIGHT WITH IRON FENCE?

TURN  AT . AT LAST WE FIND WE'RE WELCOME AT _____ METHODIST CHURCH.  TOWARD




ASHLAND AT WILLOW KNOLL. SHARP  AT 657. GARRETT _____ WILL HAUNT YOU AT GREENWOOD BAPTIST CHURCH.  ON 697. HOW MANY  ON LEFT? _____. STRAIGHT AHEAD AT "GOVERNOR" _____'S MAILBOX. SHARP  ON 671. CAUTION! CROSS 54. NOTE: The only female ghost on our tour lived at SCOTCHTOWN.



 WHOOOOO WAS SHE?? _____



THIS SHOULD REMIND YOU

OF _____ BAPTIST CHURCH! CONTINUE ON 671. WHOOOOO HAS HAUNTED MT OLIVET BAPTIST CHURCH SINCE AUG. 30, 1949? _____

 ON 668.  AT Y ON 683. RECORD ODOMETER AT  ON RIGHT _____ (YOU WON'T STAND A GHOST OF A CHANCE IF YOU DON'T !!!)


TURN  ON 658. AT 1.3 MILES BEYOND  - STOP!

PICK UP INSTRUCTIONS BEARING **YOUR NUMBER** FROM SMALL AREA

ON LEFT ENCLOSED BY UNPAINTED BOARD FENCE (CAUTION: STOP BEFORE OR AFTER SHARP CURVE!)

WITCH-WAY HOME?

ODOMETER _____ • YOUR AVERAGE SPEED IS 29.8 MPH.

PROCEED ON PRESENT COURSE TO T AND TURN . GO STRAIGHT WHEN "LONE OAK" APPEARS.


TOWARD BAPTIST CHURCH. NEW  IDENTIFIED BY WREATH, OPPOSITE BETHANY BAPTIST CHURCH, WAS LAID AWAY BY _____ FUNERAL HOME! GO STRAIGHT

AHEAD ON 610. TAYLOR'S CREEK WAS BUILT IN _____??


SHARP  ON 677.  AT T ON 611. SOON YOU



WILL BE HAUNTED BY WHAT PRESIDENT? _____.

(THIS IS A GRAVE PROBLEM!) WITH THIS SOLVED, CONTINUE ON



PRESENT ROUTE. GO  ON 673, AND  ON 624. NOW



KEEP YOUR EYES PEELED FOR  ON  SIDE OF ROAD.

 WHOOOOO IS 6 FEET UNDER IT? _____.

TURN  AT T AND  AT SIGN OF "FLYING RED HEARSE."

AT T TURN TOWARD CHARLOTTESVILLE. THEN  ON GAYTON RD.

AT  TURN  ONTO 157. CROSS 6 - GO STRAIGHT ON GASKINS ROAD. WHAT NUMBER SHOULD YOU DIAL TO RESERVE YOUR OWN HAUNTING GROUNDS ?? _____.

TURN  ON DERBYSHIRE. TURN  ON WEST RIVER DRIVE.

(... POORLY MARKED... JUST BEFORE ROW OF MAILBOXES...)



AND →

DRIVER _____ Club _____
Address _____

NAVIGATOR _____ Club _____
Address _____

CAR MAKE _____

A-11,325.

Chesapeake Trophy Comes to Richmond

The Chesapeake Trophy, big silver bowl, has come to Richmond. Given for the driver winning the sports car rally given annually by the Maryland Sports Car Association, the trophy was won over the week end by Richmonders Jack Lewis and John Kessler.

Lewis and Kessler covered a 600-mile course from Baltimore into West Virginia and back again, driving their Corvette. They left Baltimore Saturday morning and returned late Sunday afternoon; the course was figured on a perfect score. Lewis and Kessler covered the distance, most of it on secondary roads, with but 159 points charged against them. The next nearest car had 240.

This competition is in its sixth year.

Richmond Times-Dispatch, Wed., April 20, 1955

1955

July 24
2900
27

GRAVEYARD SHIFT RALLYE

SATURDAY NITE • APRIL 7th

MIDNITE til DAWN!

GUARANTEED
TO SEPARATE THE ENTHUSIASISTS FROM THE BOYS!

BEGINNING 11:30 P.M. AT
BYRD AIRPORT • RICHMOND

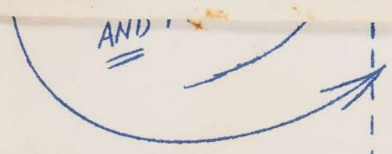
ENDING AT ? A.M. AT ? FOR BREAKFAST
(WILL END IN RICHMOND.)

BRING SPOTLIGHT • FLASHLIGHT • NAVIGATOR • JUG OF COFFEE

E. REMICK - R. MOORE
Rallye Chairmen



(H. Batcheller & T. Pendleton responsible for this one!)



AND →

DRIVER _____ Club _____
 Address _____
 NAVIGATOR _____ Club _____
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 CAR MAKE _____

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1955


TO BEYOND THE... HOW THE BOARD...
TO BEYOND THE... HOW THE BOARD...
TO BEYOND THE... HOW THE BOARD...

EXHIBITED BY...
EXHIBITED BY...
EXHIBITED BY...

BY...
BY...
BY...

BY...
BY...
BY...

BY...
BY...
BY...



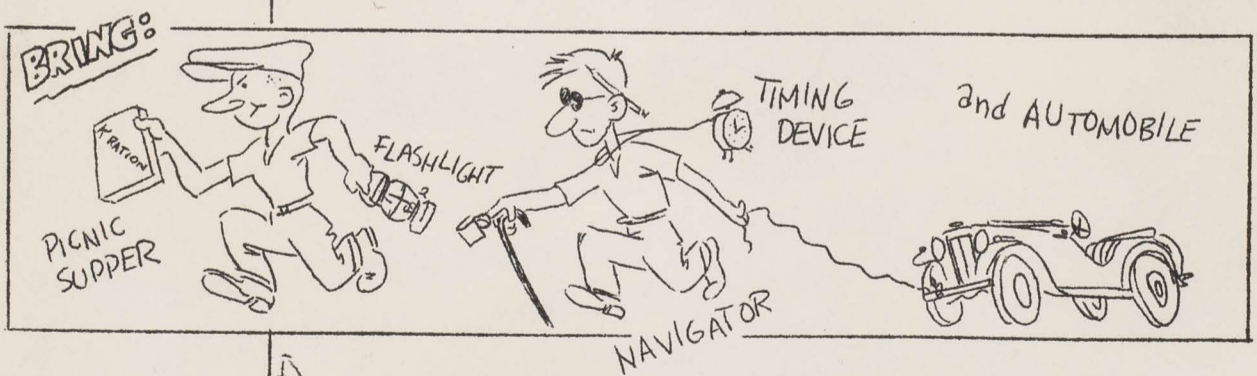
VIRGINIA MOTOR SPORT CLUB
invites you on its
SECOND ANNUAL HISTORICAL RALLYE...
"THE THREE-IN-ONE RALLYE"

THIS SATURDAY
MAY 26th 2 P.M.

STARTING at PATTERSON and RIDGE ROAD, Richmond

Three separate legs...

- ONE BASED on FINDING your WAY...
- ONE BASED on HISTORY (Remember Lee's Retreat?)...
- ONE BASED on AVERAGE SPEED...



PICNIC TO BE HELD DURING RALLYE...

SEE YOU THERE!

(H. Batcheller & T. Pendleton responsible for this one!)

AND

DRIVER _____ Club _____
Address _____
NAVIGATOR _____ Club _____
Address _____
CAR MAKE _____

A-11,325.

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TIE A STRING AROUND YOUR SPORTS CAR

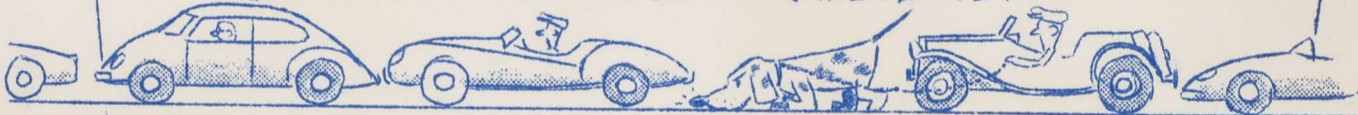
AS A CASUAL REMINDER...

THAT IT SOON WILL BE TIME FOR

OUR **SECOND BIG PATHFINDER!**



MAKE THIS THE BIGGEST RALLYE YET



AND DON'T FORGET THE DATE...

THERE'S A PICNIC, TOO,

SO LET'S GET SET

TO RUN ON

JULY 8!



BEGINNING 1 P.M., SUNDAY, JULY 8... ON WEST SIDE OF CLOVER ROOM ... 4118 W. BROAD ST. ... RICHMOND. ENDING AT GROUND SQUIRREL WAYSIDE FOR PICNIC!

MAIL YOUR ENTRY TODAY!

\$3.00 per car INCLUDES ENTRY FEE AND PICNIC!

SECOND ANNUAL PATHFINDER RALLYE

ENTRY BLANK

Virginia Motor Sport Club
10-A West Grace Street
Richmond 20, Virginia

Enclosed find check (or money order) for \$3.00 for the PATHFINDER RALLYE and PICNIC.

DRIVER _____
Address _____ Club _____

NAVIGATOR _____
Address _____ Club _____

CAR MAKE _____

A-11,325

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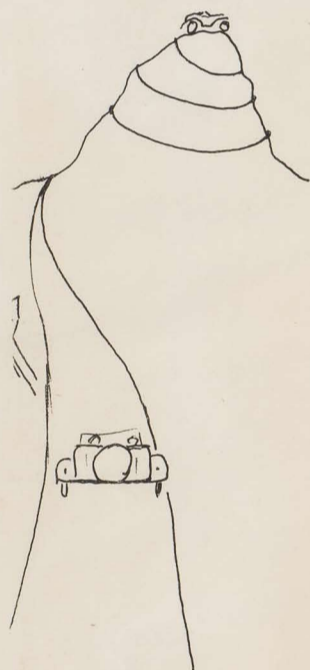
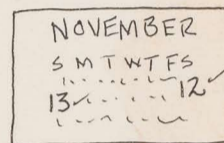
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
Richmond Times-Dispatch, Wed., April 20, 1955



Nov. 1955 Old Dominion Rallye



Working in concert (no, Heathcliff, there's no music) the Virginia Motor Sport Club, the Tidewater Sport Car Club and the Peninsula Sport Car Club laid out the first annual Old Dominion Rallye.

Starting at Westpoint, Virginia (no cadets either, Heathcliff) at 1100 A. M., Saturday morning, November 12th, you'll wend your way West (Greeley helped to lay this out) to . Censored

Saturday night deluxe motel accommodations will be reserved for you -- a private dining room will be yours for wining, dining and dancing (B.Y.O.L.).

Sunday morning bright and (ugh) early a Rallye breakfast ... and on your way.

Sunday afternoon you'll finish the run in the vicinity of Richmond (theoretically, at least).

Sound good? Well, come on then -- join us.



This is a cup -
Not the rear view
of a driver who
has blown his top

Six Trophies - 1st Driver - 1st NAVIGATOR
2nd Driver - 2nd NAVIGATOR
3rd Driver - 3rd NAVIGATOR
Plates to 4th & 5th