



ANNUAL MEETING ELECTS OFFICERS, DISCUSSES RACE CAR

VMSC held its annual meeting Thursday, March 21st, at the First and Merchants Bank, Robinson and Broad. Over 60 attended this meeting, which, after election of officers, turned into a discussion of a Club-sponsored race car.

Jack Lewis was re-elected President for 1957 with Bob Walker as Executive Vice President. A new office was established, that of Vice President in Charge of Activities, with Madison McClintic elected to fill the post. Caroline Crenshaw and Charles

Armstrong continue as Secretary and Treasurer, respectively. Your new Editor of CHECKPOINTS is John Kessler.

As previously mentioned, the pros and cons of VMSC buying a race car were discussed. This was turned over to a committee for further study.

At the close of the meeting, Les Baggett and Wade Norton took over for their "Too Poor for Sebring" Rallye.

BRANNER & KESSLER WIN "TOO-POOR-FOR-SEBRING" RALLYE

Wade Norton and Les Baggett came up with the ingenious idea on March 21st of giving the participants not one, but TWO rallye courses. The only hitch was determining which one was the right one.

Seems like nearly all of the 12 cars eventually chose the proper course, but it took so much time to figure it out that no one managed to keep pace with the average speeds.

It was a real jolly rallye with some very tricky roads (right, Tom?). A mobile canteen was on hand at the finish line to serve coffee and hot dogs. As a matter of fact even the canteen got lost and stumbled by accident across the first checkpoint.

Suzanne Branner and John Kessler were triumphant in the Triumph, followed in this order:

- 2nd - Walker and Weaver
- 3rd - T. Pendleton and Cook
- 4th - Trevvett and Whitehurst

- 5th - Addison and Johnston
- 6th - Fine and Harding
- 7th - Tignor and Lewis
- 8th - Bowers and Bowers
- 9th - E. Pendleton & B. Pendleton
- 10th - Hopkins and Bain
- 11th - Rennie and Rennie (DNF)
- 12th - Johnson and Johnson (DNF)

CHESAPEAKE TROPHY RALLYE

On April 13th fourteen members of VMSC will depart Glen Burnie for the Third Annual Chesapeake Trophy Rallye in hopes that VMSC will capture some of MSCA's hardware.

Remick and Kessler, Fine and Harding, and Lewis and Tignor will make up one team. Walker and Norton, Payne and Batcheller, and Gallant and Rennie make up the second.

Ed Jett and Neil Rogers are running as an individual entry.

VMSC will foot one-half the entry fee for the teams.

CHECKPOINTS is published monthly by the Virginia Motor Sport Club, mailed free to paid members. Subscription rates to non-members, \$1.50 per year. Communications and articles should be addressed to: John Kessler, 10A West Grace St., Richmond, Va. Next meeting will be held April 18th, 7:30 p.m., First & Merchants Bank, Robinson & Broad, unless otherwise announced.

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CLUTCH CHATTER

Race News at Marlboro

Bill Harding found that Pirellis have a limit of adhesion at Marlboro practice. Welcome to the "Spin-out Club".

McClintic looking like something out of a box of breakfast cereal, mustache, glasses, goggles and helmet - easy to assemble.

Allen Fine Alias "Von", ladling his soup spoon around the track in a very competent manner.

Ed Wright, with no tires, relegated to the pits with his Healey patch on Sears coveralls last seen disappearing under a Jag. Pull your rank?

Marvin Donger standing around all bundled up looking like an ad for Michelin Tires.

SEEN AROUND - Ed Remick has gone under cover - with a new Porsche Coupe - TCH-TCH - Getting soft!

The Tom Rennies have a new addition to the family - Nan Walton, 7.1 Stock Production Model. Congratulations, Tom!

YOUR TIRE & WHEEL HEADQUARTERS

SPECIAL PRICES TO CLUB MEMBERS

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EGG HEAD RALLYE

The Jaguar Owners of Virginia made their debut on TV with films taken at the Egghead Rally on March 10th. It was a beautiful day, and few noticed the man with the camera, but word got around later - at 7 p.m. Monday on the news. Jags and even more non-Jags (18 in all) were seen on TV receiving their instructions from Fan Cox and zipping around the corner from the starting point at Pine Camp Hospital. This was the first event sponsored by this recently formed marque club with Ken Payne as President. The rally was hatched by Neil Rogers with some brooding by Mike Smiley also. It was navigation all the way, with distances in Kilometers for one leg and in seconds for another; some eggheads must have squared a bit with the rapid changes of average speed with each type of road surface assigned a different one. (Neil forgot to make it in knots.) Rumor at first had it that there would be a 1000 point penalty for answering any questions. Two of the first three places were taken by non-Jags: 1st were Ham and Cavedo, who received a compression gauge, and a spotlight; 3rd was taken by Lee and Tyce, receiving gapping tools. At least the Jag honor was upheld by Norton and Clark in the red XK140 - for 2nd place they each received a set of ignition wrenches. The prize for "Dead Last But Finished", a pair of Polaroid Sunglasses, went to French and Parker in a Renault.

The eggheads are bare for Neil Rogers for an enjoyable afternoon.

COMPETITION ANYONE?

Writ by Wright

Each year the SCCA conducts a driver's school for those who wish to obtain competition licenses. It is one of several mandatory requirements for novice drivers.

The school starts with a "black-board" session conducted by a senior driver, which consists of learning the rules of the road, flag symbols, etc. The novice must then pass a physical exam, proof of which is required before practice session. In this section, practice is held at Marlboro Raceway off U.S. 301. The novices present their papers and cars to the committee and are assigned an instructor after the cars pass technical inspection. During the first part of the practice, the instructors take the novices around for a few fast laps at which time the novice discovers that there is no brake pedal on the right side of the car. Then the novices go around with the instructors who make suggestions, correct faults, and ponder the advisability of ejection seats. After a few laps, the students are turned loose for one-half hour while the instructors observe.

After the novice has logged a total of 5 hours solo time and has served as a flagman, he may then put in an application for a temporary license to enable him to enter the novice races. Upon approval of the Contest Board after the novice has participated in one or more races, he is issued a competition license and may then go destroy his tires with the "Big Boys".

A lot of trouble, but the only safe way to turn people loose on a fast track. Even for those who never get their competition license, there is the thrill of fast driving with no road hazards and of being instructed by some of the top drivers in the country.

CLASSIC CAR PARADE

A caravan of classic cars will leave Baltimore Saturday, April 6th at 8 a.m., according to a spokesman for the Potomac Chesapeake Region of the Classic Car Club of America, bound for Washington, Richmond and Williamsburg, where a concours d'elegance will be held the following day at 11 a.m.

For those who wish to line up along the wayside and admire these classic autos, the schedule is as follows:

Lv Baltimore 8 a.m. Saturday, April 6th.

Lv Washington 11 a.m.

Ar Richmond between 2 and 4 p.m. for lunch at the Clover Room.

Lv Clover Room 4 p.m. for Williamsburg where dinner meeting will be held.

Sunday, April 7th, 11 a.m., Concours D'Elegance at the William and Mary College, Williamsburg.

Among the Richmonders participating will be VMSCers Edwin Rucker in his Bugatti, and Bill Pettit who will act as Parade Leader through Richmond. Jack Wyatt, also of Richmond will drive his Packard 12 Town Car.

CLASSIFIED...

Send your Ad to CHECKPOINTS along with 50¢ for first 25 words. Add 5¢ for each word over 25.

57 HILLMAN MINX Sedan - Two Tone Grey LIKE NEW - 5000 mi. - \$1000 cash and assume payments. Call 3-2337 between 5 and 7:30 - Tom Elliott.

PEN AND INK SKETCHES of your favorite sports cars! 8x10 prints suitable for framing. Decorate your den with MG-TC, TD, TF and A, 300 SL, Porsche Coupe, D-Jag, Ferrari, XK-140, AH100S, TR-3 and VW. Complete set of 12, \$5.00; any four, \$2.00. No C.O.D.'s. Ed Wood, 8310 Hood Drive, Richmond.

CAUTION

Be sure brain is engaged before putting mouth in gear!

BITS & PIECES

Wheel Balancing - Goodwin's back of Red's Auto Painting, Ellen Road, \$2.00/wheel balanced on car dynamically.

For Wire Spokes - 1/4" open end wrench or Bonney brake wrench through Richmond Auto Parts.

Stevens Rally Computer - \$8.50. Robert Walker has them for cheaper (\$7.00).

These handy items can be obtained at Redmond Lumber:

Fire Extinguishers - One quart Carbon Tet w/bracket \$5.00 (few left).

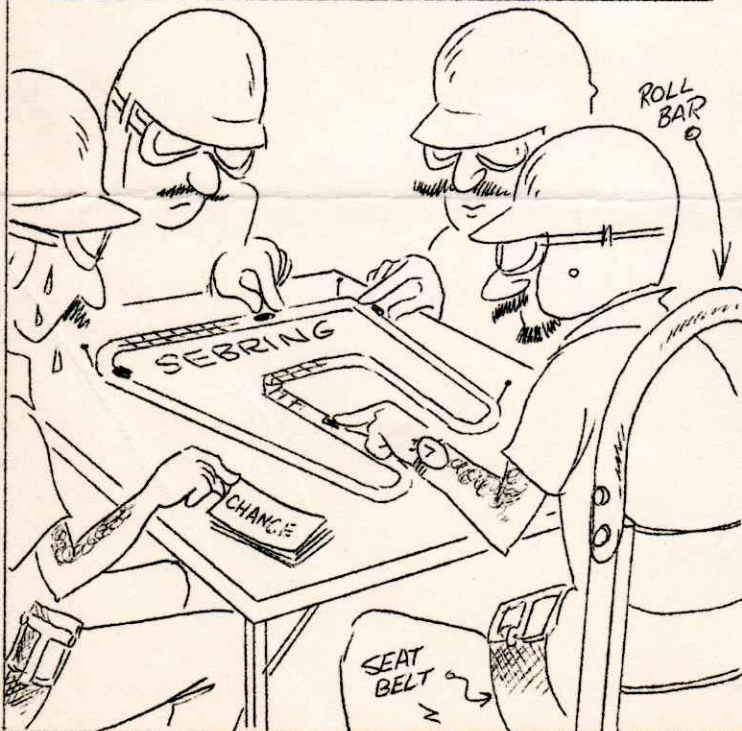
Aircraft Bucket Seats - \$12.50.

Drop Cords - Heavy duty 100 ft. New. \$2.95.

.30 Caliber Ammo. boxes 50¢.

Cold Weather Suits - Fleece lined, leather, pants and jacket. \$19.50 for jacket; approximately \$25.00 for suit.

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ED JETT to BUILD DRAG STRIP

VMSCers Edgar A. Jett, II, and his son, Edgar A. Jett, III, along with Lewis M. Walker, Petersburg businessman, are the founders of Colonial Heights' first drag strip.

The over-all cost of the strip is expected to reach \$50,000. The runway is to be laid over the old north-south runway of the now defunct Colonial Heights Airport.

Each car using the strip will be timed by an electrical device similar to radar units used by state police on the state's highways.

The cars will have 4,680 feet after the finish line in which to stop. All safety precautions will be taken to insure the safety of the drivers as well as the spectators.

"It will be the best track east of Kansas," Jett said, "and the only authorized one between New Jersey and North Carolina." Hot rod clubs, of which there are six in Richmond and one in Petersburg, will be allowed to make use of the track.

"In fact," he said, "any person who wants to try his cars---jalopy, family car or sports car---is invited, provided the car can pass the prerun inspection."

The drag strip, the construction of which will start immediately, will be 6,000 feet long.

FIRST MARLBORO RACE
(Tentative) April 28th

TOP 20... 1957 POINT STANDINGS

The following point standings were compiled through the "Too Poor For Sebring" Rallye of March 21st:

1.	(Tie) Fine	438.5
	Harding	438.5
2.	(Tie) Patteson	316
	Winslow	316
3.	A. Rennie	315.5
4.	T. Pendleton	299.5
5.	J. Lewis	287
6.	M. B. Tignor	280
7.	M. Mayo	258.5
8.	Kessler	240
9.	S. Branner	233
10.	B. Mayo	227.5
11.	J. Baylor	227
12.	K. Weaver	224.5
13.	R. Walker	220.5
14.	(Tie) Pettit	213
	Bob Cook	213
15.	K. Gallant	192.5
16.	M. McClintic	166.5

17.	F. Norton	163.5
18.	Boehling	160
19.	V. Harding	146
20.	(Tie) Les Baggett	140
	Gayle Wray	140

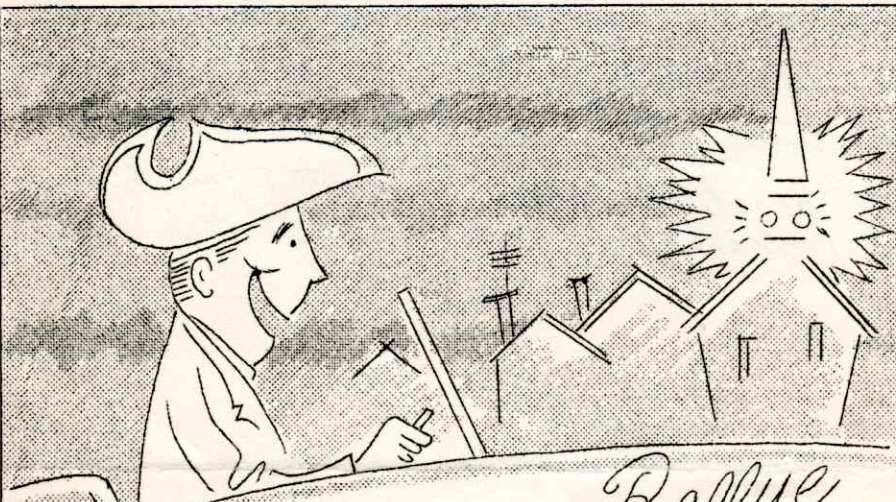
In order to participate in the 1957 Point Standings, each person must be a member in good standing of VMSC with dues paid in full.

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Paul Revere Rallye

APRIL 18, 1957
following meeting

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RALLYE

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MAY 11

STARTING TIME
AND PLACE TO
BE ANNOUNCED