

checkpoints

VIRGINIA MOTOR SPORT CLUB



VOL II No. 8

RICHMOND, VIRGINIA

APRIL, 1958

Election Results

The following is a list of those who got "sucked in" to lead this bunch of pilgrims for the coming year. Our heartiest congratulations!

President	-	Robert Walker
Vice President	-	Ken Payne
2nd Vice President	-	George Patteson
Secretary	-	Caroline Crenshaw
Asst. Secretary	-	Judy Baylor
Treasurer	-	Bob Cook

SEBRING - "THE SIGN OF THE FLYING BLACK HORSE"

By Jack Lewis and Family

Three people in two bucket seats and four suitcases, two garment bags, much camera equipment, tool box (large), fire extinguisher, thermos, beach towels and many other assorted items zipped into a 1600 Porsche coupe can become a bit weary after 2524 miles, but Sebring this year was worth every dislocated hip bone encountered from 3908 Cary Street Road to 124 Glenwood Avenue, Sebring, Florida.

After a six-day tour of Jacksonville, Tampa and St. Petersburg, we arrived about 7:00 p.m. Thursday evening at our abode for the next three days, the Erdman Home, Sebring. Earlier arrivals, Bill Turner and Ed Totty had already departed for a few short laps around a nearby bar. By the time we were ready to leave in search of sustenance, the wandering VMSC'ers had returned. After much debate, Bill found our host's spyder (monkey that is) more interesting than Totty and the Lewises. Bill lost though - he was elected pit steward to baby sit with the younger Lewis and the balance of our crew dug out for the Grand Prix Ball! Imagine our pleasure to walk right in on Lin Winslow propping Ted Remick up at the table and saying, "Your head aches, what about mine after last night on the train?" Tommy Elliott was sympathetic to the plight though; he drank another toast. "Where's everybody?" some fool asked. "Oh, George is around"; and sure enough he was, around every unattached female in the crowd. Our new Vice President must have represented us well though - we never saw him again! As a matter of fact, we still haven't seen him. And Donn Munson invited us all over for a drink and promptly proceeded to corner one George had missed.

By Friday morning, everything was fine - or at least everybody was sober. Of course, the only reason for the Powells and the Crenshaws falling in this category

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was due to their landlord - a retired minister! And speaking of the Crenshaws, after a mad shopping tour and playing con man with the local merchants (I wanted a Sebring poster; got it, too) whom should we encounter on Main Street, Sebring, but Joe and Caroline and Bill and Barbara Welsh. Bill was in the Jag pits, as it later developed, to help push them in the infield. After passing a few brilliant remarks among ourselves, to impress the local people you know, it was off to the airport for the Antique Car Parade. There we found more lost souls, Happy Batchellor sitting on a hay bale debating as to whether he would drive to St. Petersburg or not. I kept trying to tell him the races were at Sebring. Never saw Hap again either. Right in the midst of the antique car antics, whom should we spy climbing the fence, or at least thinking about it, but Lorraine and Wendell Powell. Up to now, all VMSC'ers were present or accounted for except Ken Payne and Les Baggett. We found Ken two days later in Silver Springs; seems as though he went swimming. Les took a left turn on Patterson Avenue and never got out of Richmond's city limits.

Race day dawned with sun shining and a warm balmy day. A mad 6:30 a.m. dash to Howard Johnsons to beat the crowd enabled us to join what I am sure is the biggest rush the restaurant ever had. The Totty station wagon and the Porsche managed to find terrific parking places in a highly restricted area on the last turn, along with a dozen other stragglers and then proceeded to play hide and seek with the local gendarmes for the rest of the day.

The LeMans start was sensational; a Jag was actually out front for a very short while. As a matter of fact, the Jags went out of the race like VMSC'ers at a beer party at Mike's Grill. The Aston-Martins faired little better, and the shame of it all, Porsche failed to take the index of performance. Corvettes were there, at \$800.00 per car for tires, except #3 that lost wheels instead of tires. And "Gentleman Jim Kimberly" was anything but a gentleman when his Maserati dropped a transmission. Such language! Seven Ferraris fell by the way-side, but six finished including the two factory cars first and second. The only Virginia entry, Fred Fuller and Tony Briggs of Charlottesville in the AC Bristol finished 16th over-all and 4th in class. Austin Healey cars took the team award and deTomaso's Osca the Index of Performance.

Sounds of Sebring, something that to us becomes more memorable every year. Wonderful fellowship, good bourbon, beautiful weather, top sports car racing and George? Anybody seen George?

P. S. They've already started planning for next year - March 14 is the day!

SCCA NATIONALS !!!

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Cumberland, Md. May 17 & 18
Marlboro, Md. April 19 & 20

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For Sale: (with great reluctance)
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IMPRESSIONS OF THE HORROR RALLYE

By Dr. Stanley J. Clark

Sixteen cars lined up for the start of "Walker's Bash", officially known as the "Horror Rallye". The first twenty miles or so were uneventful, but the first checkpoint proved somewhat elusive mainly because we ignored the first instruction on the sheet. Having finally found the thing, we were gratified to see that others had also goofed, among them Ed Jett and drinking-brother-in-law who finally came in backwards.

Checkpoints flashed into view far too frequently for the navigator's comfort, but things went reasonably well until the mailbox of R. R. Canady failed to materialize. We guessed the correct direction without too much loss of time, but others were less fortunate; the pink Jag spent hours searching and finally expressed its disgust at the whole affair by running out of gas. Thus fare drivers who try to outdo their navigators!

The next contretemps occurred in Battlefield Park. Lee Drive was sought the whole length of gravelly 636, in company with Pendleton & Cook and others, until the TR in a tantrum attacked a bank to the strains of crumpling fenders. All came right in the end and questions 1-6 were answered.

At the first pit stop we came upon John Kessler vainly trying to patch a split muffler with Scotch tape. Extrovertial beasts these Triumphs!

On to some nonsense about reading the instructions backwards or upsidedown or something, and then a little Indian. We would undoubtedly have seen the road opposite this sign the first time if some idiots in a green Jag hadn't obscured the view.

Things became a little hazy after this, but I distinctly remember a big tree with a sort of long narrow swamp leading off to the left. We agreed that even Harding and Walker couldn't expect us to drive through that; Lewis and Fine might because Porsches float. However, our faith in the goodness of human nature was vindicated when we found another big tree with a proper road attached.

Then there was the intersection with a kink in it and if only the fool driver had turned his fool head

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to the left he would have seen the checkpoint. Finally, the less said about the self-styled experts who can't tell a T from an intersection the better!

While all this and much more was going on, the Gordons worked their way remorselessly from checkpoint to checkpoint, Ingrid working and Hal cussing, to take first place. Congratulations to them and to Jett and drinking-brother-in-law who hit 11½ out of twelve checkpoints for second place.

A good rallye followed by an excellent breakfast (many thanks Mary Byrd) and now to the peace and tranquility of the SCCA nationals.

HORROR RALLYE RESULTS

- | | | | |
|---|-------------------------------|----|--------------------------------|
| 1 | Harold & Ingrid Gordon (D.C.) | 6 | G. Randolph & M. Deines |
| 2 | S. Long & Ed Jett | 7 | Sam & Jacque Carmine |
| 3 | Bill Welsh & Bozarth | 8 | John Kessler & Suzanne Branner |
| 4 | T. Pendleton & Bob Cook | 9 | Dick Gunn & J. Gunn |
| 5 | Stan Clark & Frances Norton | 10 | Doris Finnegan & Keith Gallant |

ALLEY RALLYE RESULTS

- | | | | |
|---|-------------------------------|----|----------------------------------|
| 1 | C. Larus & Bill Pettit | 6 | Bev West & Tom Rennie |
| 2 | Jack Lewis & Bob Walker | 7 | Charlie Armstrong & S. Armstrong |
| 3 | Stuart Jenks & Mary Jenks | 8 | A. Davis & Dave Davis |
| 4 | Stan Clark & Melita Clark | 9 | Len Winslow & George Patteson |
| 5 | Willard Fitch & Keith Gallant | 10 | Ed Jett & Trink Jett |

DNF E. Kitts & J. Johns
W. Reeve & M. Reeve
L. Baggett & T. Enright
Ken Payne & L. Davis

The following hotrod VMSCers through the grace of God and a little torque managed to steal class trophies at the drag races March 30th:

Charlie Larus MGA
Bill Clift TR 3
Bill Cato Porsche (He shifts when things float and jingle!)
Sam Carmine Corvette (He doesn't need to shift!)

Incidentally, in two times out, at two different official drag strips, Sam walked off with two class trophies.

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First and Third Sundays each month

SIX SPORTS CAR CLASSES

with a trophy for each!

Ed and Chuck Jett extend a personal invitation to all VMSCers to come down and participate.

HOW NOT TO DRAG...or...WHERE DID HE GO??

By J. Hotrod Kessler

Lesson No. 1: There shall be no gazing around at the starting line to see who is watching you. Flag can drop surprisingly fast...

Lesson No. 2: After being beat off the mark, do not get excited in shifting gears. Terrible clashing noise of transmission may result.

Lesson No. 3: After arriving at the finish line several seconds and car lengths behind opponent, begin thinking up convincing excuses, like "I never saw him drop the flag..." or, "I knew those plugs wouldn't hold up..." But never, never admit you missed a shift!

These are but a few of the pointers we picked up after spending a very enjoyable afternoon at Eastern Dragway's new drag strip. The trial runs were held March 16th on the mile-long taxi strip at Petersburg Municipal Airport with about 700 persons on hand.

Ed and Chuck Jett have done a magnificent job of organizing and running the event. Things went off like clockwork as the cars were inspected, weighed-in and put through the 1/4 mile trial.

Among VMSCers roaring through the electric timers were Ken Payne, Lin Winslow, Happy Batcheller, and your reporter.

Races will be held there each Sunday at 1:30 p.m., open to all qualified drivers. It's an afternoon well spent to watch the hot rods, sports car and stocks race against the clock through the quarter-mile, either individually or in matched competition...as a matter of fact, it's a lot of fun to try it yourself!

Some of the hand-built hot rods reached average speeds over the 1/4th of over 104 m.p.h. from a standing start.

We're lucky to have a VMSC member like Ed Jett, who, as President of Eastern Dragways, Inc., is promoting such a worthy project.

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TOP 20 IN POINT STANDINGS

As of April 1st the following standings are on record:

1	Stan Clark	268	11	Allen Fine	159.5
2	Jack Lewis	244.5	12	Bob Cook	156
	Bob Walker	244.5	13	Antrim Gunn	147
3	Harold Gordon	232.5	14	Bill Welsh	137
4	Frances Norton	203	15	Bill Harding	129.5
5	Len Winslow	190.5	16	Tom Pendleton	121
6	Mary Byrd Lewis	183		Jacque Carmine	121
7	Wade Norton	179	17	George Patteson	117.5
8	Kay Weaver	178	18	Melita Clark	114
9	Ed Jett	174.5	19	Mary Jenks	105
10	Dick Gunn	167	20	Will Fitch	95

CLUTCH CHATTER

By Happy Batchelor

Here is some late poop from one of my English correspondents who is a "wheel" with one of the major auto manufacturing firms !

Watch for a new Healey this summer called the "Sprite". It will feature a 950 cc Austin A-35 engine "hotted" up with two carbs, head, etc.. Current announcement is being delayed due to chassis troubles.

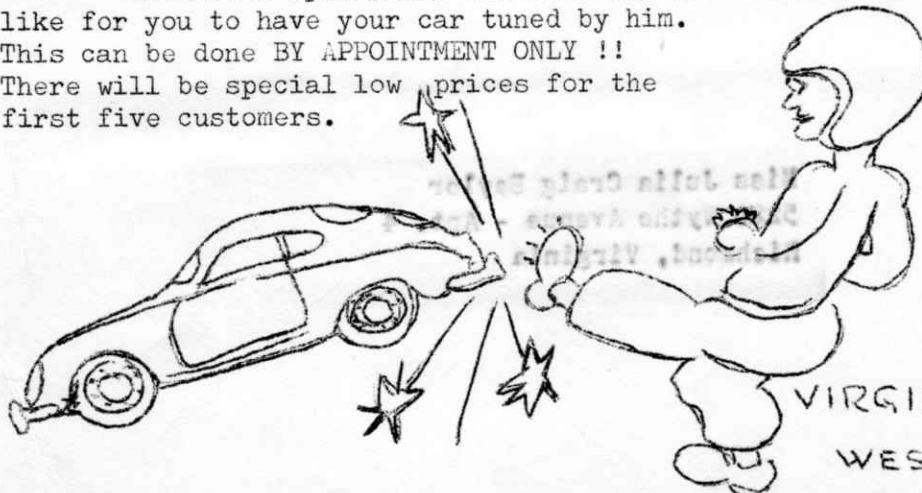
Sharing the new car spotlight will be a new MG !!! It will be called the MGB. This car will have the long awaited overhead cam engine as used at Bonneville-less supercharger. Body will be a facelifted MGA.

Jaguar will discontinue the convertible except on special order; however, a roadster with wind-up windows similar to those on the Alfa Romeo Spyder will be offered.

ARE YOU A "P.P"? (PORSCHE PUSHER)

IS YOUR PORSCHE PUNY ??? LET'S FACE IT... even the best cars get a little droopy after a time. If this is your situation, then we have the answer.

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We have already had a letter of recommendation from the first customer.

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