

checkpoints



VIRGINIA MOTOR SPORT CLUB

VOL II No. 9

RICHMOND, VIRGINIA

July 1958

CALENDAR OF EVENTS

- July 17 Meeting - BRANCH HOUSE, Monument Avenue at Davis Avenue
20 Point Rallye #3 - Fourth Annual Pathfinder - R. Walker, J. Lewis
27 Gymkhana - McClintic, E. Wright
Aug 2 Amoco Rallye - Yorktown - D. Gunn
10 ---to be announced---
17 Point Rallye #4 - Third Annual Historical - L. Winslow, G. Patteson
21 Meeting
24 Fun Rallye and Picnic - F. Norton, J. Finnegan
Aug 30-Sept 1 Labor Day Weekend
Sept 28 Point Rallye #5 - Gymkhana - E. Remick, B. Harding, A. Fine
Nov 8-9 Point Event #6 - Old Dominion Rallye - Peninsula Club
Nov 23 Point Rallye #7 - Turkey Rallye
Dec 14 Point Rallye #8 - Christmas Rallye

RALLIES

Fourth Annual Chesapeake Trophy Rallye

Four VMSC cars lined up with about 70 other entrants for the start of this year's Chesapeake Trophy Rallye. Had they known what lay ahead, they might well have followed the example of the other two VMSC entries and stayed at home.

As promised, the rallye was of the hairy variety and to ensure that the navigator was kept as busy as the driver, the first day's run of about 300 miles included 57 speed changes.

The fun really started on the second day: A misprinted route number scattered the rallye cars far and wide over the countryside and the organizers spent several hectic hours rounding everybody up. Most cars eventually reached the first checkpoint where they were restarted about two hours late. This mishap threw the whole rallye out of gear, particularly towards the end of the day when most competitors met the crowds leaving Marlboro races.

Finally, the organizers decided to throw out the whole of the second day, counting only the first day's scores.

VMSC placings were:

	Penalty	Overall	Class
W. Norton/Clark	792	5	2 (over 1600)
Gordon/Gordon	3156	33	20 (under 1600)
J. Finnegan/F. Norton	7239	49	15 (over 1600)
D. Finnegan/Gallant	9829	54	20 (over 1600)

CHECKPOINTS is published monthly by the Virginia Motor Sport Club, mailed free to paid members. Subscription rates to non-members, \$1.50 per year. Meetings are held every third Thursday at 7:30 p.m. at the BRANCH HOUSE, Monument Avenue at Davis Avenue, Richmond, Virginia.

COWPOKE RALLYE - MAY 10

- 1 B. Pendleton & A. Cook
- 2 Mr. & Mrs. Jerry Powell
- 3 J. Finnegan & W. Fitch
- 4 M. Thornton & J. Thornton
- 5 Bev West & Judy Baylor
- 6 K. Gallant & D. Finnegan
- 7 M. Clark & F. Norton
- 8 Junie Bradshaw & F. Rawlinson
- 9 Mr. and Mrs. Wendell Reeve
- 10 Bill Cato & Randy Neal

Navigation Contest: Joe Crenshaw
 Dirtiest Car: M. Clark
 Loudest Car: K. Gallant
 Cleanest Car: Junie Bradshaw

SECOND LOCO RALLYE - MAY 25

The first 1958 points rallye started simply enough. Just a matter of calculating distances and times between speed changes. At the first checkpoint at Louisa new instructions were issued which informed us that answers must be provided to questions that would not be asked until the third leg. Much irrelevant information was collected. Having not believed a perfectly correct instruction about turning onto a private road, everyone arrived late at the second checkpoint and received question sheets and Pepsi-Cola.

The third leg back to Louisa was uneventful, the silence broken only by the fretful mutterings of the navigator attempting to guess the answers to 18 out of 20 questions. Back at Louisa everyone was told to retrace the route to the start at Hanover Wayside, without instructions. This led to understandable confusion and chaos!

Results:

- | | |
|-----------------------------|----------------------------|
| 1 W. Norton & S. Clarke | 8 J. Kessler & S. Kessler |
| 2 M. Thornton & J. Thornton | 9 B. West & Hathaway |
| 3 B. Cook & A. Cook | 10 S. Jenks & M. Jenks |
| 4 R. Walker & K. Weaver | 11 M. Clark & J. Baylor |
| 5 L. Winslow & A. Fine | 12 Payne & W. Wells |
| 6 G. Patteson & Ward | 13 Fitch & Dickerson |
| 7 T. Enright & F. Enright | 14 Applewhite & Applewhite |
| | 15 Ed Wright |

FUN RALLYE - JUNE 15

A well planned rallye, O.D.'d by Robert Walker and George Patteson, started from Willow Lawn at 1:00 p.m. on a Sunday that was blessed by warm sunshine all a.m. and cool, real cool rain and clouds all p.m.

Of 16 starting cars, all but two reached Bear Creek Park in Cumberland County for a finish that was a bit different than had been intended. The fire in the outdoor

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fireplace was used for thawing shivering drivers and navigators as much, if not more, than for cooking. In fact, there were a few who welcomed the heat found under the hood of the bevy of Corvettes.

Young Sam Carmine was the only soul brave ?? enough to try a dip in the lake and he returned a nice shade of blue. Call it Fun Rallye, Muscular Dystrophy, or what have you, to me it was and will always be the very much enjoyed "Goose Pimple" rallye.

Results:

- | | |
|--------------------------|----------------------|
| 1 Jenks & Jenks | 9 West & Singleton |
| 2 Cook & Cook | 10 Welch & Welch |
| 3 Lewis & Lewis | 11 Enright & Lowe |
| 4 K. Gallant & F. Norton | 12 Hamlett & Lippy |
| 5 Harding & Harding | 13 Baylor & Crenshaw |
| 6 Thornton & Thornton | 14 Sledd & Tilghman |
| 7 Carmine & Carmine | A. Fine |
| 8 Armstrong & Armstrong | Winslow & Gunn |

SECOND POINT RALLYE - JUNE 29

The second point rallye, on June 29, was a pure navigation event, with only eleven cars competing. Where were you pure navigators? The directions were clear, with mileages given, and the average speeds were very reasonable. Time was cumulative and checked to the second. (What O.D. was intercepted by the state police on the way to a checkpoint?) The big trophy was carried off by H. E. and M. Thomas from Washington, using a Mark II computer in their Porsche. The rallye ended with supper and plenty of beer at the Clarks'.

Results:

- | | |
|----------------------------------|-----------------------------------|
| 1 Bev West & Bill Singleton | 6 Len Winslow & Dick Gunn |
| 2 Ed Jett & Sandy Long | 7 Bill Cato & Tommy Enright |
| 3 Ann Cook & Bob Cook | 8 Doug Rucker & Margaret Rucker |
| 4 Mary Jenks & Stuart Jenks | 9 Doris Finnegan & Frances Norton |
| 5 Marge Thornton & John Thornton | 10 H. M. Kirby & D. Kirby |

CLUTCH CHATTER-----

VMSC, although always happy to welcome new members, nevertheless is sad at the loss of old and faithful ones. Tom and Beulah Pendleton have left our midst and are now living in Savannah, Georgia, where Tom is head of AAA (not AA) in that fair city. Word from the Pendletons is that Savannah has two car clubs, one for the rallyist and one for the racer, and that a track was in the process of construction for all the budding Fangios. Who knows, we might hear that Tom will be entering that red hot Healey at Sebring next March. P.S. They both send their regards to all the VMSCers.

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LES SIX HEURES, MARLBORO, MARYLAND

4 p.m. was H Hour as this was to be the beginning of the SCCA Washington regions annual six hour endurance race, and the Richmond Berkeley team consisting of Ronnie Owen, owner and driver, and Bill Harding, co-driver, had for a couple of nights before the race, planned every little detail as to preparation of car, pit signals, and all the necessary paraphernalia that goes with racing.

So 4 p.m. arrived and the car was pushed to its starting position as last car on the grid for the Le Mans type start. Ronnie Owen was to be first driver and was instructed to take it easy on the start, as most of the cars would be away first due to their better acceleration. This proved wrong, as Ronnie slowly trotted to his car, got in, started up, and was away, ahead of two or three of the other cars.

Lap times started to work down from a steady two:forty to a two:twenty-five, then down to two: twenty, where driver and crew decided this was the happy lap time, and the Berkeley with Ronnie at the wheel settled down to a steady race with one hour and forty minutes of driving to do.

As the time passed, Corvettes, Ferrari's, MGs, Porsches, Alfas all started coming into the pits for various and sundry reasons, of plugs fouling, overheating, and other fatal happenings to a highly tuned racing car.

We noticed that none of the Porsches or the Class II cars were lapping at the times we had put them down for, so we felt that what we had set out to do we were at least making a valiant effort to put it across. After one hour and forty minutes we pulled in Ronnie and he hopped out of the car, and ran round and checked the engine and refilled the car with three gallons of gas, and away went Bill Harding with a pit stop of one minute and twenty seconds, forty seconds better than we had planned.

Most of the time the pit crew and spare driver kept track on lap times of other cars just to make sure that their planning was still usable, and towards the end of Bill's stint at the wheel we had decided that, barring accidents and car failure, we were now in very good position to take the index of performance, which was our prime aim.

We called Bill in at the allotted time of two hours and forty minutes, and he said the car was running like a charm, so nothing was touched, only the gas tank again filled with about three and a half gallons of gas, and Ronnie jumped in behind the wheel to take the putt-putting little monster out again with all the big hairy machines that were still screaming around the two mile circuit.

We were sharing the honor of being the first Berkeleys to be raced in the six hour race at Marlboro with another Berkeley owned and raced by a young gentleman by the name of Gagnes, but unfortunately his race was dogged by bad luck, beginning with a broken driving chain at the start of the race, they gallantly replaced it and went out twenty minutes behind, and all during the race the car had to come in for various small but annoying faults that kept on losing them time.

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Eight o'clock arrived and on went the cars' headlights, and Ronnie with his little lightning bug kept on appearing regularly every two minutes and twenty seconds, and it was forgotten to be mentioned that the pit crew cut down their pit stop time from one minute and twenty seconds to one minute and eighteen seconds, which we still believe were the fastest pit stops carried out during this race for a change of drivers and refuel.

Finally the ten o'clock gun was sounded, and after the finishing lap, Ronnie let the little car roll up to the starting line to take its place beside the overall winner, a two litre OSCA, and it is interesting to note, that the OSCA was only thirty laps ahead of the Berkeley at the finish of the race.

After various handshakes, photographs, and radio interviews, our two drivers went to the infield to receive their just rewards, in the form of one large magnum of champagne, which was soon sunk by all and sundry of the team, then Ronnie and Bill went up to receive two beautiful silver trays, and as we made our way back to the car, there was great pandemonium, as they had forgotten to get their Index of Performance Trophy, and enormously large silver samovar, so Comrades Owen and Harding feeling full of the joys of motor racing, together with their very happy crew members made their way back to load up the little car, and then wend their weary way home to Richmond, happy in the thought that they had achieved what they had worked for.

BATCHELOR'S CORNER

With everyone in and out of the automotive field analyzing the current recession, especially concerning automobiles, it is interesting to note that Sir William Lyons, reporting to the annual stockholder's meeting, says that in 1957 Jaguar sales in the U.S. have increased 20 per cent; and in Canada by 10 per cent; also on the world market by 40 per cent. He reports that the most competitive market is Switzerland where the Jaguar sales are up fivefold. Consequently, Jaguar Car Ltd. is increasing its production by the addition of 80,000 sq. ft. of new plant floor space.

Along the same line, it is to be noted that other foreign manufacturers are equally optimistic about the U.S. market and are increasing their exports and sales staffs in this country. Volvo has erected a huge parts depot in New Jersey where they boast that they could assemble a considerable number of complete cars from their parts inventory.

While it was brought out mainly for the home market, BMC'S new Sprite would not have been introduced here if the manufacturer felt that "the game wasn't worth the candle". After all, BMC is England's largest car builder and they didn't get that way by being fools or gamblers.

Speaking of the Sprite, it's interesting to note that all reviews of it in both the American press and the foreign press praise the car's handling, road-worthiness, and engineering. The bad design may or may not be your dish, however. Incidentally, it appears that this car is a cinch winner in class racing--like Corvette there's nothing much else in that class of "Production" cars.

My neighbor was buffing his spotless sports car, while his wife looked on.

"You spend more time on that car," she teased, "than you do with me. Which do you think more of?" Without looking up or missing a lick, he commented dryly, "Depends on what time of day it is."

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