

checkpoints



VIRGINIA MOTOR SPORT CLUB

Vol II No. 11

RICHMOND, VIRGINIA

September 1958

CALENDAR OF EVENTS

Sept 18	Meeting
Sept 20	Watkins Glen National Races
Sept 28	Fifth Point Gymkhana - details to be announced at meeting, Sept 18
Oct 5	VIR National Races, Danville
Oct 12	Concours, Gymkhana - details below
Oct 16	Meeting
Oct 18-19	Sixth Point Event- Old Dominion Rallye
Oct 26	Tobacco Festival
Oct 31	Halloween Rallye - F. Johnson, D. Davis, J. Chamberlain
Nov 9	To be announced
Nov 16	Seventh Point Event - Turkey Rallye, J. Crenshaw
Nov 20	Meeting
Dec 14	Eighth Point Event - Christmas Rallye

NEXT EVENTS

FIFTH POINT EVENT - GYMKHANA
September 28, 1958

Details of this event not firm at time of press, but will be announced at meeting on the 18th of September.

CONCOURS AND GYMKHANA
October 12, 1958

The time 2.00 P.M. at Village Shopping Center, Patterson Ave. and Three Chopt. Lots of fun, prizes, surprises in Sports, Classic and Antique categories. No gymkhana wheel changing and the concours is NOT a white glove check, just clean the car as you would normally; better if you want to win. Entry forms will be mailed out.

NEW

Rumors of a new production class H Standard sports car and a double overhead cam TR3. Not confirmed as yet. Here is more on professional racing - LIME ROCK, Conn., Sept 7 - George Constantine of Mass. won the U.S. Auto Club Road Division's inaugural race at Lime Rock Park. He drove a new Aston Martin 3.9 to an easy victory, leading all the way. Bruce Kessler of California, placed 2nd in a 3.5 Ferrari after a tight battle with Lloyd Ruby of Texas, who drove a Maserati-Corvette! Ruby is a leading midget car driver of the Southwest. Allan Markelson of New York placed 3rd overall and 1st in class in a Ferrari-TR. Vic Meinhardt of Long Island was 4th in a RS Porsche. Bill Rutan of Connecticut finished 5th in a Porsche Special. Bob Kuhn of Ohio, 6th in a 200 Maserati; Ray Saidel of New Hampshire 7th in a Jomar, the smallest car in the race; last of the finishers was Herb Swan of Ohio in a 3.0 Ferrari. Next professional racing, September 21, Marlboro, Maryland. Lots of fun.

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 and Davis Avenues, Richmond, Virginia. EDITOR - Ed Wright, STAFF ASSISTANTS - Marvin Donger, John Kessler, Bill Harding, Ed Remick, Judy Baylor, Caroline Crenshaw. Deadline for material - 10th of each month. All letters addressed to 3806 Dover Road.

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For our Editorial this month we thought the following appropriate:

THE CLUB CLIQUE

Rumor has it that your club is run by a clique. Careful investigation shows that this is really true. Furthermore, you will find that the clique is composed of faithful members who are present at every meeting, who do all the work, who give willingly of their time, energy and efforts, and who sincerely believe that the more one puts into his affiliation with the club, the more he will get out of it.

There is no question that the enthusiasm, responsibility, and efforts of these members is of inestimable value to the club. And it is suggested, therefore, that you JOIN THE CLIQUE! It is not a very difficult thing to do; in fact, it is very easy. Begin by attending meetings regularly, take a lively interest in the club's activities, accept responsibility in its floor work and on committees. Before you realize it, you will become a member of the clique, and you would be surprised to know how anxious they are to have you.

DON'T CRITICIZE THE CLIQUE, JOIN IT!

(Lifted from THE CORVETTE COURIER - KNOCK OFF NOTES - TORQUE OF THE TOWN - THE REVS in order of theft)

- - - -

The club has available through Bruce Woodson, Jewelers, 914 East Main Street, MI 4-8747, pins and stuff with club emblem.

Jackie Carmine, EL 9-1851, has the club decals for your new car.

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CLUTCH CHATTER

SEEN AROUND--Der world traveler mit der smiling countenance, Charlie Larus, who has recently returned from touring le continent de Europe the past few months --- Keith Gallant and his recently acquired 4.5 (ton) Dinosaur named Eldorado. Attracted much unwanted attention on Broad Street one evening---One gentleman with a moustache who has lost his razor altogether. Kay is tickled to death, occasionally---Ed Wright has his Renault running, finally.

Congratulations to Mary Byrd and Jack Lewis on winning the Concours d'Elegance at the 1958 Porsche Parade in June at Binghamton, New York.

Wedding bells for Helen Binford and Dorsey Sydnor. Best wishes from VMSC.

Suzanne and John Kessler's TR has found a new home. Also on the premises is an apartment for its owners.

We hope that Jack Finnegan will soon be out of the hospital and back at the wheel of his Healey.

HISTORICAL RALLYE - August 17

by Marvin Donger

The Historical Rallye started off at Southside Plaza. At this time I was feeling rather apprehensive because this was the first rally I had been on for about a year (Reasons? Ask Ed Wright) and had forgotten what a hectic and thankless job navigating can be at times! However, the O.D.'s, George Patteson and Stuart Jenks, had laid out a clear and interesting rally, so no one should have been lost. We were - several times! It is easy if you try hard enough! The route wound through Chesterfield and Henrico Counties, and we had a spin on the Richmond-Petersburg Turnpike. Nobody told us that the clock at Main Street Station was four minutes fast until the end of the rally! The O.D.'s must have had a good time picking out the dishonest ones in the club!

After scattering a few dogs and pickaninnies in the vicinity of Church Hill, and a few quick turns on the cobbled path in Chimborazo Park, we headed back into the country roads to look for Gaines Mill historical markers. These markers seemed to go on for miles but we eventually came out at Mechanicsville and back into Richmond. The rally ended at the home of Mary and Stuart Jenks - we almost didn't make it because Ed couldn't locate Park Avenue, and I was not going to tell him! Everyone was happy to have finished the rally when they saw the wonderful array of food prepared by Mary Jenks to finish up a very enjoyable afternoon.

Used Foreign Cars - from Mooers

MK VIII	Jaguar Sedan Executive Car Dark Blue	4695.00	'56	MG "A" Roadster - Wire Wheels Green - Red Leather	1795.00
'57	Jaguar XK 140 MC Roadster Black - Red Leather	2995.00	'56	Austin Healey "LeMans" Roadster Blue - Blue Leather	2195.00
'58	MG "A" Roadster Black- Red Leather	2395.00	'56	Austin Healey Deluxe Roadster Green - Black Leather	2095.00
'57	Corvette with Stick Shift Red - Red Leather	2695.00	'55	English Ford "Zephyr" Sedan Lt. Grey - Red Leather	1095.00
'57	Mercedes-Benz 190 Sedan Silver Grey-Red Leather	2995.00	'54	Austin A40 Sedan Tan - Tan Leather	695.00
'54	Jaguar XK 120 M Roadster Black-Grey Leather	2095.00	'57	Hillman Minx Conv. Lt. Green - Green Leather	1895.00
'57	Borgward Touring - Sport Beige - Tan Leather	1995.00	'54	Morris Minor Conv. Reconditioned stem to stern	795.00
'56	Riley "Pathfinder" Sedan Dk Grey - Red Leather	2095.00	'51	MG "TD" Roadster Black - Green Leather	895.00
'53	MG "TD" Mark 11 Roadster Red - Tan Leather	1395.00	MOOERS MOTOR CAR COMPANY 1114-18 North Boulevard <u>ELgin</u> 5-2873		

A university held entrance exams for a group of former GI's. One question was "Name two ancient sports". A sergeant came up with an answer that passed him. He wrote "Anthony and Cleopatra".

GRAMPA BUCKETBUTT'S BANALITIES #1

Once upon a time, there was a man who bought himself a sports car. He adored it. Every day he would drive it to work, sitting up very straight, and holding his head still, but peeking out of the corners of his eyes to see if anyone were watching. He would park it very carefully in such a place that no one could bump it. Then he would cover it up with one of those plastic covers. After work he would drive it home, sitting very rigid and almost holding his breath in the rush hour traffic. When he got home, he would wash it off. After supper he would take his wife along while he went to the dealer's or a friend's place where he would talk sports cars till very late. That is to say, he and the other guys would talk cars while his wife just sat and looked smokier and smokier, especially after this had been going on for three or four months. Finally, she decided that she had had it and divorced him. He missed her, like at breakfast and supper, and those cold nights; also, there wasn't anyone to hand him his tools when he worked on the car. However, the worst thing of all was that she had departed along with her vacuum cleaner! Horrors! You just CAN'T use a BRUSH! Something just HAD to be done about that. He joined a sports car club. Then after awhile, he wanted to go on a rallye. Now, he didn't have a wife to navigate for him and his buddy did; so he asked the rallye officer to find a navigator for him. He did. She was 22, pretty, intelligent, and SHE DROVE AN MG! Only, she was engaged. Before he could shoot himself, she introduced him to her roommate who had a station wagon, was also pretty, intelligent, single, and INTERESTED in sports cars. She liked him; so, after a few acid tests of mutual compatibility; i.e., rallyes, they got married and for all I know, are still washing that damn sports car.

MORAL: If you lose your wife, don't fuss!
Join a club, with idiots like us!

Old Grampa has spoke.

Count Ludwig arrived in a CONSUL
Zorina his wife in a ZEPHYR
To complete the crew
A SQUIRE in an ANGLIA too,
And perfect was the prince in a PREFECT
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SIGN up for Chris Columbus' Mystery
Cruise. Write c/o Queen Isabella,
Barcelona.

Romeo come home, all is forgiven-Juliet.

Upon re-examination of the last issue,
and having had it called to our at-
tention, we find that the Marlboro
write-up appeared to be a direct slam
at Bob Bowers. This was not the case.
The Editor, in his translation of the
contributor's handwritten prose,
goofed. We're sorry.

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FUN RALLYE - August 24, 1958

by Mary Jenks

The rally of August 24 was a fun rallye - Mr. Webster says the word "fun" comes from a word meaning "befool", and many of us were "befooled" by this rally; especially by "Y's" and "T's", inebriated souls, and colored folks getting their Sunday religion.

The rally began innocently enough at Willow Lawn with the first car out at 2.00 P.M. However, one already began to have doubts when it became apparent that the rally sheets were not being given out until one minute to zero. Stuart got us off to a hilarious start by reading the word "poop" wrong.

Things were progressing well until it became apparent that our average on 301 should be 25.2. However, we put our faith in the O.D.'s and decided they wouldn't have a checkpoint before we got our correction, so we zoomed onward, our faith waning each mile as we passed Porsches, Dauphines, etc. maintaining their proper average (we found out later that all of the averages were not the same). When we arrived at Z 148 (who knows what that sign said?) there was no check, so some computing was done, some crackers were eaten, and away we went.

After passing the first checkpoint (Jack Finnegan was kept quite busy, for when he wasn't checking cars he was swatting mosquitoes) things really became interesting. Everytime we looked up we saw cars going and coming, take your pick, in all directions. (We did not know then that, at times, the "even" cars were following one route and the "odd" cars another route) Since we long ago decided not to be "shock" by anything during a rally, we "pressed on." Those who were able to get by the clutches of 639 and stay on 638 made it by Robert's checkpoint heading in the right direction. Robert had a busy afternoon trying to decide who went "what-a-way" and how many times.

A wreck on 301 made things even more interesting and reading speed limits signs seemed to be difficult for most everyone. It was here that Suzanne and John Kessler took a side trip to Ashland. Things came to a screaming close as each participant zoomed by Francis Norton's checkpoint, Hanover Station, at a high rate of speed. It took a few seconds for each car to realize that this was the point at which to stop. If it hadn't been for Marge, Bob Mayo would still be pushing onward. Depending upon your number, the total mileage was between 85 and 91 miles. (This is not to the tenth) Our friends in the "reddish-brown" Dauphine logged over 200 miles. "Where 'is' you been?!!"

Beer and food, at Hanover Wayside, topped off the afternoon. An excellent and enjoyable rally!!

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Parliament had brought out an Abarth filter - no feed back.

Cold weather, football games, and a brand NEW CHECKPOINTS will arrive in November! Pictures, cartoons and stuff! Watch for it.

4th Old Dominion Rallye - October 18-19 starts in Williamsburg and stays in Virginia. Entry fee is \$10.00 a car. Applications at meeting, Virginia Sports Cars, Transport Sales and Moorer's Motors

BERKSHIRE MOUNTAIN RALLYE - (National Event)

August 22, 23, 24

Writ by Ed Jett

Our arrival at the beautiful OAK 'N SPRUCE ski resort in the lovely Berkshire mountains at South Lee, Mass. was greeted with the usual cat-calls about rebels, and how much moonshine we brought along, and the usual directions to the nearest food and bar.

A nice dinner was enjoyed and Chuck and I had a very comfortable room in the girls' sections of the ski resort. Incidentally, if Trink reads this, there were no girls in this section, just a bunch of hard drivers and sour navigators. We found that 82 cars would be in the run, and Larry Reid and wife, Joan, had everything running like a rally timer.

The next morning, Friday, we were required to start ourselves, under the cold eyes of Perry Field, who starts at Lime Rock. Very British fellow, even outdoes Robert Walker in the accent and moustache department. However, he has never been out of Connecticut. Our car #32, was off in a cloud of mist, rainwater and ice cold weather. Speeds were low, roads excellent and check point control wonderful. At each checkpoint we were required to cross a line, time taken and given two minutes, exactly 120 seconds, to clear the check point, after checking in. All scores were kept by each contestant, who was given the exact time which it should have taken to the check point and all calculations were subject to 100 points penalty if there happened to be an error in arithmetic.

We tied in with our team mates during the lunch break, which was a transit zone of 55 miles with a time limit of 2 hours 32 minutes. Our team had undergone some revision since Wade Norton and Stan Clark were unable to make it at the last minute. We were given box lunches for the first day and it was really good. Half chicken, ham sandwiches, brownies, bananas and oranges.

During the afternoon, more of the same type morning driving, through mountains, around lakes, with the trickiest of check points. Every now and then a check point would be 3 miles from the last one, then 45 miles and around a curve or over a bridge, under a hill, and bang, there they were with the clocks. It should be mentioned that Chris Curtis and Dick Smith, the leading rallyist, made the impossible error of mis-reading the clock and wound up 27th for the first day.

The second day, the early rising was continued and we were off for the morning run, MOUNTAIN LEG, with the rally to bring us back to the Hotel. On this run, we thought we had this won with a 16 second error in 8 check points, but managed to lose to Bill Baldwin who had a 15 second error. Right close we thought.

At the lunch break, we had a wonderful steak fry on the hotel lawn and a two hour break prior to the final leg of the rally. The rally ended in a large victory dinner and much to the horror of everyone, the winners were driving a large locomotive known as a Chrysler Imperial sedan. Further, they lost third gear when the rally started and ran the entire thing with first and second. Believe me, it sounded like Sebring with the hollywood mufflers winding up on the highways. However, unlike Virginia police, the New England Gendarmes like to hear it.

How did the Jetts do? Well, we were right bad. 10th overall, second in class, second for the factory trophy. We had the rally in hand until the last check point, where we managed to amass 30 points by being that many seconds late. However, Chuck and I are making some changes in our Veeco-root and Curta and really mean to make a showing in the Appalachian, despite all of the rally masters who will show up.

MARLBORO MASSACRE

by Fred Johnson

Sunday, September 7, was a perfect day for the SCCA Regional races at Marlboro, A large number of VMSC's were on hand to cheer our local heroes.

Tommy Elliott took an 8th overall in the first race of the day for novices against a very large field of 27 cars. A mighty good show for a Porsche normal.

The MG race was a real thrill "Mighty No" Clark fighting tooth and nail with Duncan Black for 2nd overall. Mo in his Italian racing red MG led Black for four laps before the latter's hotter machine and greater experience were able to squeeze by and hold on to 2nd for the remainder of the race.

The E Production go saw Madison McClintic bring his TR home 4th in a field of 10 cars. More than holding his own in the corners, Mac was beaten on the straights by the "super stock" TRs and Bristols.

In a later race for D and E Production, Mac took a 9th overall. This race was highlighted by a tremendous duel between Dick Thompson in the Sebring Healey and an Ace Bristol. The lead changed hands five times on the last lap alone before Dr. Dick dirt tracked his way into the lead in the Oval and took 1st by one car length. A terrific battle!

The Porsche pushers had a field day with five (count them) Carreras present. MGA Cappiello eased Gene Hobbs for first in this race but Hobbs got his revenge in a later race while posting best time of the day with a lap of 1.48 sec.

The Corvette race was run in a downpour. They started with the green flag and lasted until the checker fell. This race marked the debut of the "double stick" MG which due to its higher torque and horsepower walked away with the race in the wet.

Other interesting cars present were the La Mans 750 Osca replete with headrest and tail fins. This car is identical to the 1958 index winner of LaRosch Radix. Also shown was Duncan Black's Mark 9 Lotus sporting of all things a Ferrari-TR engine. Apparently, this was the first time out for this beast as he spent most of his time "tippy toeing" around the circuit getting the feel of things.

All in all it was a very close and interesting slate of races and those of you who were unable to attend missed some of the best racing in this area for sometime.

Don't forget - pro racing will be making its debut at Marlboro on September 21.

This space reserved in memory of those whose cars car paid for.

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