



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOL. V

No. 3

LADIES' RALLY

On March 19th, twenty-two cars started out from the Azalea Shopping Center to attempt the Ladies Rally. As was expected every disagreeable gimmick in the book was tried, such as, questions, questions, and then pictures. Of course no one knew when the picture instructions started and as a result the navigator felt as though the pictures had been glued to his eyeballs by the time they showed up. The speeds were just great. I think that they were determined by a new method, that is, the average speed is equal to the depth of the deepest chuck hole along the route. (That's measured in centimeters). Very few average speeds were under 40 MPH. Most of them were higher.

The rally route headed north up 301 to Caroline County. After hitting every other chuck hole the route turned toward Spotsylvania County and here is where the trouble started. We were to turn left at some mail boxes supported between two trees and then the next instruction was to go left at the "T". The first "T" encountered was that of route 617 (which we were on) and the Matt River. After wading across and finding the water up to my-----it was decided not to try it since the water level was above all spark plugs and half way up on the fuel injector. However one blue TR (13) decided that if you were not supposed to go through the water the ladies would have run you down the road, so press on they did. SEE COVER LAST ISSUE. When the rear of the car floated, the vehicle lost its traction and stopped right in the middle with the water just level with the windshield brackets. The driver was later heard to say, "I don't know how long this rally was supposed to be but I can tell you how deep it was."

If while driving on Sunday afternoon you just happen to pass Hanover, Penola, The Matt River (with no bridge) Snell, Spotsylvania, Wilderness, Carmel Church, Ashland and TOM TOMS, you were on the Ladies' Rally.

Stewart Jenks

Ladies' Rally

- | | |
|----------------------|--------------------------|
| 1. Carmine-Jenks | 6. Windmuller-Smith |
| 2. Thornton-Cobb | 7. Seay-Applewhite |
| 3. Wilson-Berl | 8. Henkle-Bress |
| 4. Kessler-Patterson | 9. Williamson-Williamson |
| 5. Musgrove-Marble | 10. Gross-Winer |

Checkpoints is published monthly by the Virginia Motor Sports Club, mailed free to paid members. Subscription rates to nonmembers, \$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 - Kent B. Johnson, Jr. Deadline for material 25th of each month. All letters should be addressed to 1100 Beverly Drive, Richmond, Virginia

Letter to the Club

It is with pleasure that we announce the appointment of Kent Johnson and Ed Cobb as Co-Editors of our monthly bulletin, "Checkpoints".

Both Kent and Ed are known to Club members as ardent rallyists and enthusiastic supporters of the V.M.S.C.

It is not an easy job to collect and assemble the material used in each issue, and only those who have helped with this in the past can realize that their efforts, however diligent, sometime go without praise, and occasionally even receive unjust criticism.

Tom and Nanci Vaughan, who have produced many an excellent issue, have recently taken on a number of other duties. As a result, they have been able to devote less time to their "Checkpoints" work, and have found it necessary to resign.

The Club wishes to thank the Vaughans for a job-well-done in the past!

We also wish much success to Kent and Ed in the future, and shall be looking forward to receiving our copies of our favorite publication!

Very truly yours,

Charles D. Larus, IV.
President, V.M.S.C.

Editors' Note: Ed accepted the editorship of Checkpoints in conjunction with me, however, because business was sending him out of town for two or more months, he thought it best to withdraw for the duration of his absence. I hope that he will be back soon. Help!

Points to Ponder

Ponder, ponder, ponder, (think). That's what I have been trying to do regarding a task which has been brought to my attention. I was trying to think of a nice way, a clever way, to say that:

Dues are past due.

1 May is the deadline. There will be no extensions after this date. (I didn't say it-----he did.) It's only 41.6 cents per month. That's less than two large drafts. (draught). I have heard of deficit spending ---- but this takes the cake. The year is half over. Send or bring, by air mail or sports car, your check to:

MARY JENKS
5706 PARK AVE.
RICHMOND 26, VA.

I would like to thank the many people who have sent in material and who have given so willingly of their time (namely me) to make the past and future issues of Checkpoints a reality.

Ted for the picture on the cover of our last issue. Sonny for going in the drink which made the picture possible. The American College Dictionary. Stewart for the story (Stewart, next time write with the other foot). Ed Cobb for his able assistance----absent. He has been in Elkton for the past three weeks. Keep it coming. It will all go in. I am not saying what. Thanks again.

SEBRING

Run 24 March 1961

As everyone knows by now the big Sebring race is over. The results are somewhat changed from last year with Ferrari taking the first five places over all. Porsche came next winning first in class, then another Porsche, Ferrari, Porsche, Ferrari, Corvette, and another Ferrari.

In the short race--four hours---Abarth took first and second with the Sprite filling in from there through sixth place.

In looking over the list of Retirements it can be said that Maserati must have had some bad luck with only one out of six finishing the race. True, it came in first in class but it seems that you almost had to finish in the top three in some class.

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To add to the general state of mass confusion, the point standing as of and including the Ladies' Rally is entered by the powers that be for your consideration.

1. George Patteson	1900	11. Susanne Kessler	1100
2. Sam Carmine	1800	12. Charlie Larus	1050
3. John Thornton	1750	13. Tucker Smith	900
4. Shirley Ward	1750	14. Berl Wilson	850
5. Ed Cobb	1700	15. Tom Vaughan	800
6. Bob Henkle	1350	16. Harold Applewhite	750
7. Stewart Jenks	1300	17. Porter Seay	750
8. Marge Thornton	1300	18. Mary Jenks	700
9. John Kessler	1200	19. John Musgrove	700
10. Jackie Carmine	1100	20. Judy Baylor	650
		21. Carey Marble	650

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OLD APPLICATIONS LOOK TO NEW !!!

State briefly your reasons for desiring to become a member of VMSC-----
---- "Relaxation!", stated Sam Carmine on his application for membership into the club.

Mo Clark's reason---to see the movies while Ed Cobb's was just plain---interest!
Desire to commune with Aficionados (?) was Leonard Schwab's purpose. Paul Melvin's reason perhaps is one of the noblest. He bought a sports car in order to join VMSC.

Old applications in the file revealed Donn Hale Munson's purpose in 1957, "I suffer from a form of dementia known as sportscaritis, and as a result like to associate with fellow sufferers!"

"If you don't know why, how do I?" was Bob Mayo's reason as stated in an old application.

Probably Bill Pettit's goal is one which sums up most people's reasons ---" I like the size, shape and driving enjoyment of a sports car!"

Applications also can be very revealing pieces of "blackmail". Bill Brown admitted another interest besides sports cars-----namely motorboats as he is a member of the American Power Boat Association and the Tidewater

Motor Boat and Racing Association. Dave Davis lived up to the fact, that he belongs to the Aircraft Owners and Pilots Association. Carroll Toeffer belongs to the Richmond Ski Club, Ski Club of Washington, D. C., U. S. Eastern American Ski Association, National Ski Association of America and the U. S. Olympic Association. (With all these clubs, guess golfing is fun!) Porter Seay is a member of the Virginia Society of Ornithology; Janie Mahoney has membership in the Charleston Light Opera Guild, Richmond Musical Association, Kanawha Ski Club and West Virginia Sports Car Club.

Bill Pettit, a sports car enthusiast, expresses his fondness for the fast machines through his membership in the Antique Automobile Club of America (Richmond Region-National Capital Region, Waynesboro, Staunton Region) Veteran Motor Car Club of America, Horseless Carriage Club of America, Auburn-Cord-Duesenberg Club, Rolls-Royce Owner's Club of America, Classic Car Club of America (Chesapeake Region).

Applications of Allen Fine, John Kessler, and Doug Rucker uncovers a new kind of Alphabet. Allen lists SCCA, PCA, RAC, BARC, and Beta Theta Pi. John has SCCA, VMSC, PSCS, TSOA, RAC, BARC, AAA, SCOC, and the Art Directors' Club of Richmond (How did this one get in?) to his credit. Questions ought to be raised about Doug's "associations" --- ACD, CCCA, SCCA, AAA, and AACA.

Tommy Vaughan has the right idea about outside interests and memberships - Blue Cross-Blue Shield for him!

To explore the records further, the word "blown"? on the newer applications brought a few confusing answers. Wray Bragg said "in future". Bill Harding said "never" for the Rover and "not yet" for the Alfa. Janie Mahoney left a "?", and Judy Baylor just ignored the question. (Most applicants did, incidentally.)

Answers to other questions - Nancy Rucker stated that her age was a "state secret" and her occupation - "household executive". On Mo Clark's first application, his answer to married or single "in between (engaged)". Ann Cook (a member in '58) said that her age was Age-d.

Under "data of interest" on the old applications, Ed Jett ('56) said that he owned a Belangia Special, winner of Indianapolis in '51. Lt. Col. Micheal D. Isrin ('54) raced in road races and participated in hill climbs in Italy, and he claimed membership in "Scuderia Livorno" racing club in Leghorn, Italy.

With the arrival of the new application blanks, it is noted that more and more details are being called for. If the detail ever comes to the find Craig Pellouze gave on his first application - 1935 Ford Coupe, CAM, Triple "carbs"; hydraulic brakes ----, VMSC will lose its female members!

SHIRLEY WARD

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CONCOURSE D'ELEGANCE - INTERNATIONAL AUTOMOBILE SHOW - NEW YORK CITY, NEW YORK

March 31, 1961 - New York, New York

It was Friday, the 31st of March, the day before the grand opening of the International Automobile Show at the Coliseum in New York. Army orders placed me in the big city for three days, however, my return flight to Richmond early Saturday morning threatened to cancel all chances of seeing any portion of the "Show" and the Car and Driver sponsored Concourse d'Elegance. Three telephone calls to the busy editor of the magazine, Mr. Karl E. Ludvigsen, finally resulted in his patient "O.K." for me to visit the display on Friday afternoon. He made arrangements with the Burns Detective Agency guards at the 58th street entrance - who, by the way were not at any time moved by my previous pleadings - and notified Miss Pat Ryan at the C & D Concourse. Miss Ryan was very enthusiastic about the Concourse and personally showed me many of the autos on exhibit. The purpose of the exhibit was to acquaint the public with "different" vehicles and was not limited to sports cars or even current model production autos. There were some four classes involved with 6 or 7 entries each. The feature of the exhibit was the 1960 Grand Prix winner, the Birdcage Maserati (appeared on cover of recent issue of Car and Driver). Other sports vehicles included a newly designed Excalibur scheduled for its first race in New York in June. We'll probably be hearing more about this big car. The latest model Corvette Stingray and its companion, a modified, competition - equipped Corvette, an experimental (super duper Monza with larger engine, chrome wire wheels, 140 mph speedometer, etc.) Corvair, and other equally famous cars were all there. Naturally, all the cars - from the Rolls Royce through the Auburns, Cords, Chrysler Scimitars, the classic Lincoln Continental of the 40s, etc. were in excellent condition and would certainly prove to be interesting exhibits to the general public. Perhaps next year VMSC can select an unusual auto and prepare it for the big show. Sounds practical????

On the way down from the C & D Concourse on the 3rd floor, I had an opportunity to take a short look at other domestic and foreign car exhibits. Items which really caught the eye were the futuramic models by Ford and Simca, the new production Jaguar XKE displays, Peugeot 404, the Volvo P-1800 models, and the U. S. made special luxury and/or power plus Pontiac, Chevrolet, Chrysler and Oldsmobile convertibles. The Porsches, Healys, Sprites, MGs, Mercedes (to include the new 220SE hardtop coupe), Triumphs, Jaguars, Renaults, Volkswagens, etc. etc. etc., were there in abundance and in all colors. The show even included the new "jeep-styled" auto/boat aquacar which was quite a novelty.

My recommendation to all is that the best time to see an auto show is "Press Day" - the day before the exhibits open to the public - when the models look their best. Models, not cars, you fool!!!

JOHN MUSGROVE

* * * * *

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