



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOL. V

MAY, 1961

NO. 4

One bright and sunshiny day when there was a heavy overcast, I decided that the thing to do was to leave the Sports Car set and settle into that groove of uniformity---big car and little payments, etc.

To really be American, I decided that my choice must be one of the common three, something the (owners take no offense) common man, the Buy American Clan, would purchase, for identification purposes, if for no other reason.

Therefore, once upon a short sortie into the wilds of West Broad Street, I happened upon a local establishment which is in, I imagine, the business of new and some, somewhat used means of transportation, related to, I found out upon inquire, the automotive field.

I noticed with (how could I help it!) aura the twirling gadgets, glaring lights, and the tempting little signs, \$1.00 down, your head tomorrow, etc. (a little different from the back door of European -- or the front door for that matter) (So-American), but then again, this is my new home.

A tear crept, but, oh, so slowly into--but, no, I held back! Stand up and fight. I did -- coward --- I am.

And fight I did, with a nerve of steel (melted), I took an extra tug at me seat belt; gave a loving caress to my bent roll bar and snapped the chin strap of my Bell 501 TXYZ "Shorty" Continental Type Helmet w/ the Flip-up (tinted, of course) bubble shield and made the majestic entrance, muffler sounding like a string of fire crackers in a gas main.

With a jaunty air, I unwound my legs and various extremities from the gear shift, bonnet buttons, hood latches, sundry rally gear, boxes of tools, last week's lunch, and a few half filled bottles of cognac, (all cognac is brandy, but all brandy is not cognac) - 'tis true: I arose from my semi-prone position and stood up. Simple as all that!

As I assumed a very forbidding pose, a slight smirk crossed my face, I emphatically slapped my Grand-prix type driving gloves in my palm and walked very, very slowly toward the shining tower.

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

With glaring eyes, I surveyed the situation and observed the little men retreating into their steel and glass cubicles. So forbidding, was I.

With a stamp of my soft leather (Italian) Racing Boot, (I could only afford one) I turned and decided that this was not for me --

Later * (much)

As I drove back from the wilds of West Broad I wound the old girl up to fifteen hundred and passed a sharp looking "TF". I was elated until I realized that he was going in the other direction. More frustrations, but then again I was home. "Hail Carocciaola."

The EDITOR regrets the use of the above material, however, when contributions to this excellent publication are at a premium one must resort to one's own feeble efforts.

This month, Ladies Chatter About:

JUDY BAYLOR -- Judy has been a member of VMSC since 1957 and was the first member of the female sex to be "allowed" to join VMSC. She has been an active member for the past five years and is a member of the 1961 Board of Directors.

Judy has always been a "Porsche Pusher," having brought her first one back with her from Germany. She became the proud owner of a brand new super Porsche just three weeks ago.

Besides being a sports car driver, rallyist and past VMSC secretary, Judy has other hobbies. She still takes an active part in ballet dancing in the Richmond area and dabbles in ceramics and oil painting. In addition to all of this, Judy manages to hold down a full time job as private secretary to the president of Experiment, Inc.

We ladies salute you, Judy, for being our VMSC Pioneer!

Mary Jenks

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VIRGINIA MOTOR SPORT CLUB
MONTHLY MEETING
APRIL 20, 1961

The regular monthly meeting of VMSC was held Thursday, April 20, 1961 in the Branch House, 2501 Monument Avenue. The meeting was called to order by the president at 7:45 p.m.

The president said that the meeting would not begin exactly at 7:30 as the members liked to socialize some before the meeting is formally called to order.

The Treasurer's report was read. As of April 20, the balance in bank was \$390.06.

Kent Johnson was recognized as the new Checkpoints editor.

The secretary has made up a list of the club members and their addresses. Copies are available for all club members.

John Kessler is collecting the glasses to be refired and said VMSC glasses can be taken to his office, 15 E. Cary St.

Jerry Chamberlain announced that he and his family were moving to Philadelphia in two weeks, as he has taken a job as Producer-Director with WCAU-TV, Philadelphia. Sara, naturally, had to relinquish her VMSC Asst.-Secretary job. We will miss them both a great deal.

Shirley Ward gave out the trophies, sterling silver cuff links, for the Ladies' Rally.

The Hard Luck Trophy was given by John Kessler to Sonny Wells for his memorable "trip into the drink." John showed color slides of said trip before presenting the trophy.

Ed Cobb showed a relief map that he had gotten of the Danville area which is available at the U. S. Map Service for any area.

There being no further business, the meeting was adjourned and three interesting movies were shown.

Mary Jenks, Secretary

VMSC POINT STANDING through the rally of April 23, 1961

<u>Place</u>	<u>Name</u>	<u>POINTS</u>
1st	George Patteson	2950
2nd	Shirley Ward	2800
3rd	John Thornton	2700
4th	Margie Thornton	2250
5th	Sam Carmine	2150
6th	Bob Henkle	2050
7th	Ed Cobb	1950
8th	John Kessler	1850
9th	Stuart Jenks	1400
	Porter Seay	1400
11th	Tom Vaughan	1350
12th	Charlie Larus	1200
13th	Suzanne Kessler	1150
14th	Jackie Carmine	1100
	Nanci Vaughan	1100
16th	Tucker Smith	1000
17th	Ann Seay	950
18th	Cassel Adamson	850
	Jean Davis	850
	Berle Wilson	850

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Letters to the Editor

A point about our point system (to make a pun) which has long been a sore spot with me is the amount of credit or points given to the OD's who lay out a Rally for participation by the club.

I believe the present method of awarding points to our club members for this work and effort needs review. I am here to give one member's view --- mine.

I might say if you have never laid out a rally you can consider yourself exempt from participation in this discussion as you can not appreciate the amount of time and effort which goes into preparing a rally.

A route must be decided on and laid out, then it must be run to measure it, and then rerun to correct the measure, and then re run and run again.

Instructions must be written and checked, average speeds decided and checked by running the route.

All this checking and running of the route takes time and costs more in wear and tear on the car, tires; plus gasoline, oil, etc...

Instructions must be written, typed and printed, helpers gotten, etc...

I say for performing all this work a man should receive more than the 600 points now given to each of the OD's for a rally.

I say it should be at least a 1000 to 1500. (1000 for a four hour event and 1500 for an all day event).

Also the same amount of credit is not due an OD for laying out and running a gymkhana as is received for a rally.

Any one should be able to conceive, organize, layout and run a gymkhana in eight hours time with time out for lunch!

The same thing should be true of a Hare & Hounds event.

So maybe the OD's for these events should get 600 points each for their efforts.

But not as much as given for a rally-----the work is not the same!

Now for the helpers. Should they receive 400 points for just helping as is the custom now?

For gymkhanas I say no!

For rallies this seems like a fair adjustment if the preceding points of 1000 and 1500 are given the OD's.

What do you think.

Ed Cobb

Editor's Note:

Letters on the above subject will be accepted for publication.

ENDING ECHOES

"It was hard to read those mailboxes at 70 M.P.H.!"

"Telephone poles have numbers?"

"We wondered why the CHECKPOINT was on the wrong side of the road."

"You mean the route didn't go through Hopewell?"

"There was another Mark Monroe sign further down 60!"

"We made up 8 minutes on the second leg!"

"Was that bird trying to build a nest in Henkles' grille?"

Question: "Where were you when your corrected odo reading was 48 miles?"

Answer: "Lost."

Porter Seay

<p style="text-align: center;">TRANSPORT</p> <p>Series II Sunbeam Alpine</p> <p style="text-align: center;">1600cc on Display at our</p> <p style="text-align: center;">Show Room Now</p> <p>1200 North Boulevard EL 9-5751</p>	<p>We specialize in the total maintenance of all make Autos. Body and fender repair. Custom painting-----Stop by for free Estimate</p> <p style="text-align: center;">MOOERS MOTOR CAR CO. 1114 N. Boulevard EL 5-2873</p>
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SULPHUR AND MOLASSES RALLY

Results -- Run April 23, 1961

1. Patteson - Ward
2. Thornton - Thornton
3. Adamson - Montague
4. Henkle - Peavy
5. Kessler - Hudson
6. Vaughan - Vaughan
7. Brown - Brown
8. Carmine - Jett
9. Wileusky - Cobb
10. Larus - Smith
11. Jenks - Jenks
12. Gooding - Parrott
13. Crumpton - Dietsch
14. Parker - Baker
15. Foreman - Foreman

Four others did not finish:

- Morrissey - Sarvay
- Marble - Marble
- Musgrove - Watson
- Rothgeb - Chenault

NOT ALL OF THE HOT ONES COME FROM MODENA

It is well known among sports car enthusiasts that the addition and or removal of certain essential pieces and or types of equipment, improves the performance on a percentage basis relative to the original top speed of the car involved. As an example, for those new to the sports car game, we will use a car with an original top speed of say 100 MPH and therefore come up with something like this.

Showroom stock Sunbeam Alpine, top speed	100 MPH
Add roll bar, worth at least 50 %	equals 50 MPH
Straight pipe, go twice as fast 100%	" 100 MPH
Racing stripes, worth about 25%	" 25 MPH
Hub caps removed, if disc wheels 25%	" 25 MPH
Bumpers removed, at least 40%	" 40 MPH
Top removed, at home in garage 15%	" 15 MPH
Red line on tachometer turned to top 10%	" 10 MPH
Speedometer covered with tape or removed 10%	" 10 MPH
Tyres with the word racing appearing on same 25%	" 25 MPH
Derrington or other better than stock steering wheel 15%	" 15 MPH
Rim of said wheel taped for grip at speed 10%	" 10 MPH
Overdrive switch moved to advantageous location 10%	" 10 MPH
Stewart Warner tachometer 25%	" 25 MPH
Imported racing type mirrors 2 @ 5% each	" 10 MPH
Outline of former numbers 10%	" 10 MPH
Safety inspection stickers 5 @ 5% each	" 25 MPH
Small dents and or scrapes acquired in racing 3 @ 5% each	" 15 MPH

Tie down straps or hooks for bonnet 10% equals 10 MPH

Obscure emblem low on front fender to denote something special
inside, at least 25% " 25 MPH

ADJUSTED TOP SPEED 555 MPH Conversational Miles Per Hour.

From the above calculations it is quite obvious that you too can have a land speed record car. Impress your friends, make a few worthwhile changes today.

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GOOD NEWS

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CASTROL

May Meeting

Movies Castrol Film: "The 1000 KM Sports Car Race of Europe"
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COMING EVENTS

MAY

13-14

Cumberland SCCA "National" Races

18

VMSC Meeting

18-19-20

Virginia Reel Rally "National" SCCA

21

"Just Plain Rally" VMSC-OD Stuart Jenks

27-28

Bridgehampton SCCA "National" Race

30

T.V. Indianapolis "500" see your paper

JUNE

2-3 Drivers School SCCA
3-4 Six Hour Races Marlboro "Region" SCCA
11 Gymkahana "Closed" for VMSC Members only
OD's Len Wells and Bill Harding
15 VMSC Meeting
16-17-18 Mountain Lake Rally M.G. Car Club -- See Ed Cobb
and Hill Climb
17 T.V. Le Mans Auto Race (see your paper)
26-30 Porsche Parade, Mass. (see George Patteson)

SEAY, DAVIS SULFUR AND MOLASSES RALLY

"Why don't you let me drive? Maybe you can tell the difference between two roads a tenth of a mile apart."

"Not a chance. Just keep your eyes open for that rock quarry by a bridge."

"I haven't seen another car in a half-hour. Are you sure we're right?"

"No!"

But apparently we were since we were bestowed the "honor" of writing this article. The only question we failed to answer was which one---Seay or Davis--- was sulfur and which one was molasses?

Win, lose, or draw, this April 23 rally was one of the best and one of driest we've had!

George Patteson

Shirley Ward

Editor's Note:

The material for this month's paper as of the 5th of May consisted of two items. I passed the word. The word was help! Thanks to all of you for answering the call.

JUST PLAIN RALLY



- ▼ DATE — MAY 21, 1961
- ▼ STARTING POINT — MIRACLE MART
PARKING LOT
(STAPLES MILL ROAD - JUST NORTH OF BROAD)
- ▼ STARTING TIME — 1:00 PM (EDT)
EQUIPMENT NEEDED — USUAL RALLY
EQUIPMENT AND ANYTHING ELSE
YOU CAN THINK OF TO HELP
YOU WIN. (F.I.A. LICENSE NOT NEEDED)

O.D. - S. JENKS