



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME V

AUGUST, 1961

NUMBER 7

BON HARBOR RALLY

Tom Geddy and I enjoyed fully the "Bon Harbor Rally" planned and executed by Charlie Larus and John Kessler. It ended, as you may have heard at a terrific place complete with swimming pool, picnic tables, umbrellas, outdoor fire place, boat dock with several very nice yachts tied up, wonderful view, log cabin inn, picturesque dance floor and bar inside, restaurant service available, not to mention some very nice pool side decorations.

What more could a rally have?

To make the day complete Charlie Larus' father made his yacht available to everyone on the rally and took us all on a short jaunt up the creek.

Sonny Wells (Car 13) had his usual problems with water. It seems he could not get across the last river on the rally route.

This was Charlie's first rally to lay out and he picked one of the best to learn with ----- John Kessler.

Anyone who misses a Kessler Rally in this club has missed one of the best rallies of the year; in any year.

Ed. Cobb

NEXT MEETING AUGUST 17 (Thursday) 7:30 P.M.

HARE AND HOUNDS RALLY LEAVING FROM THE BRANCH HOUSE AFTER MEETING. BRING YOUR SPOT LIGHT AND BEST GIRL (in that order) ----- THIS ONE SHOULD BE DIFFERENT ----- I SHOULD KNOW I AM RUNNING IT.

NOTE: THIS IS MY FIRST:

O.D. Kent Johnson

Checkpoints is published monthly by the Virginia Motor Sports 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 - Kent B. Johnson, Jr. Deadline for material 1st of each month. All letters should be addressed to 1100 Beverly Drive, Richmond, Virginia.

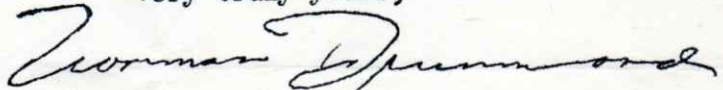
July 21, 1961

R. Edward Cobb
1100 Beverly Drive
Richmond, Virginia

Dear Mr. Cobb:

Does the Motor Sport Club expect to sponsor the "Nassau Speed Week Tour" this year? Several members of Southern W. Va. Region SCCA have expressed interest and I would appreciate your sending any information you can. My wife and I would definitely go and we would contact the membership to interest as many more as possible.

Very truly yours,



N. O. Drummond
1133 West Eleventh Street
Nitro, W. Va.

Answer: The Virginia Motor Sport Car Club does not expect to sponsor a trip to Nassau, however, a few members of the club will more than likely make the trip.

BOULEVARD IMPORT SERVICE

1218 N. Boulevard

Billy Steward; Alan Waldron; Irvin Sanderson

Specializing in tuning, service, and repair of all sports and foreign cars

All work may be put on our credit plan - Stop by and see us.

We have for sale a completely rebuilt M.G.A. New Red paint job, radio and heater, wire wheels - \$950.00.

* * * * *

A TRACK'S EYE VIEW OF THE RACING SEASON

By
Don Wiseman

For the first time in many years, it looks like SCCA Production racing is getting harrier than the modifieds. Any class is up for grabs. In HP, the Sprites and the Fiat Abarths are fighting it out, Ben Poster's Allemano Fiat having the edge over the rest of the competition. In GP, it's anybody's guess. Winners so far have been Alfa, Lotus and (horrors) Sprite. The D-B and MM Fiats have been placing well, and either or both is/are due for a win. FB's battle is between MGA and Porsche, although the 850 Fiat looks good and just may win one. EP is now being completely dominated by Mark Donahue's Elva Courier. However, the Morgans and, at last, the TR-3's, led by new Richmonder Ed Diehl, have been hot on the Elva's tail fins and should come through eventually. DP has been a toss up. Alfa, Porsche, Siata and Turner-Climax have been pushing each other all over the road. CP has been a constant duel between Daimler and A.C. Bristol. The high torque Daimler and the high revving Bristol each have a long season ahead. BP is a toss up between the Corvettes and Porsche Carreras. AB, if any run, is dominated by Ferrari, the Aston-Martins being mediocre (by comparison) in speed, handling and drivers.

The modifieds, with certain exceptions, go all one way. AM: Bocar, what else is there? BM: Probably a Scarab, although neither has run as yet. CM: Hard to say, although for sure a Chevy special. DM: Birdcage, what else? E&FM: Porsches. They've been here a long time. GM: Lola. HM: A big exception. Anybody could win. There's OSCA, Bandini-SAAB, Mercury Outboard Ferret, Quantum-SAAB, Lola-OSCA. F-Jr: The invincible Lotus XX has been "vined" several times by Elva and Gemini. In this class, there's a new car every minute.

Now, out on a limb and a few predictions for those who'd like to have an idea of what to buy to race.

Production Predictions

HP-Fiat Abarth Allemano 750- Just a little too much power and some handling for the rest of the boys.

GP-Alfa Normal- 1300c.c.'s and twin cams give this a decent edge over the rest of the field, most of which is pushrods under 1,000 c.c.'s. The Lotus is unbeatable on a short track, but any long straight knocks it out.

FP- MGA- Out on a limb here, but Ben Fowlke has a lot of points and the Porsches, although probably faster around the course, have been winning with different drivers up. MGA on consistent performance.

EP-Elva Courier- Unless Mark Donahue retires, he's got too many points already to be beaten. Watch for these cars to be moved up yet another class next year and still look good.

DP-Turner-Climax- A long shot, but 1100 Climax and low weight plus handling make it tough.

CP-Daimler- Duncan Black's been around a long time.

BP-Corvette- Although I'll be hated for this, so I must say. The 4.5 liters of torque and Bashability should be too much for the revs and superior handling of the Carreras 1.6.

EUROPEAN AUTOMOTIVE LTD. COMPLETE SERVICE On All FOREIGN CARS 1122 N. Boulevard EL 8-2343	DOMINION CHEVROLET White - 61 - 4 Speed 245 HP - Radio \$ 3,995. ----- Phone EL 5-5711 ----- Black - 58 - 3 Speed 230 HP \$ 2,595.
--	---

COMING EVENTS

August 17	Hare & Hounds	Kent Johnson
August 27	Gymkahana	Bragg & Dickerson
September 10	Field Trials	Sam Perry & Don Wiseman
September 24	Fall Rally	Hume Gooding & Bill Brown
October 15	Pathfinder Rally	Bill Petit & George Patteson
October 29	Halloween Rally	A. Fine & E. Remick
November 19	Turkey Day Rally	Dick & Antrim Gunn
December 17	Xmas Rally	John Thornton & Wendal Powell

VMSC Point Standings through July 20

1st - George Patteson	5400	10th - Tucker Smith	2500
2nd - Shirley Ward	5250	11th - Jackie Carmine	2200
3rd - John Thornton	3850	Suzanne Kessler	2200
4th - Margie Thornton	3400	13th - Bob Henkle	2150
5th - Sam Carmine	3350	John Musgrove	2150
6th - John Kessler	3100	15th - Harold Applewhite	1950
7th - Ed Cobb	3050	16th - Berle Wilson	1800
Charlie Larus	3050	17th - Evelyn Applewhite	1750
9th - Stuart Jenks	2750	Mary Jenks	1750
		19th - Alton Davis	1600
		Porter Seay	1600

FIELD TRIAL RESULTS

31 July 61

(See Picture Page)

O.D.'s ED COBB and TOM GEDDY

Under 1300 cc

1300 to 1600 cc

Over 1600 cc

Wells, L.	69.0	Fine	68.2	Johnson, K.	69.8
Vaughn	70.0	Larus	68.8	Kessler	70.0
Musgrove	71.0	*Reed	68.8	Carmine	71.2
*Walker	72.0	Brown, B.	71.0	*Corson	73.0
*Barden	72.5	*Griffin	72.0	Dickerson	74.0
*Wall	72.6	*Hamilton	73.6	Wells, S.	76.2
Wiseman D.	73.8	Morrissey	73.8	Hatch	77.3
Wiseman A.	75.3	Watson	78.0	*Coover	80.0

* Not VMSC Member

MOMENTS TO REMEMBER

The heroes of sports car races are not always the winners. Hansgen in his Birdcage at Danville and P. DaCosta and B. Mayberry in the Porsche Spider at Marlboro looked pretty good, but their moments of triumph could not have possibly equaled those of a few members of the racing circuit. Let me explain.

Corvette Number 13 at Danville was going at a pretty fast clip around Hogpen Corner, but also going around the same corner at a fairly fast pace was a red Frazer-Nash driven by a lesser known driver. Anyway, this car suddenly veered, the wheel came off the right front, and into the woods it went. The driver anticipating fire readied himself to jump when he saw sparks coming from the metal-to-pavement contact, but he didn't have to jump, and he pulled the car into the pits amid cheers from the crowd. After checking his car, he immediately started asking the spectators if they had taken pictures of the mishap. He was beaming from ear--glowing and gloating over his "spectacular" finish. Even after the Corvette had successfully completed the victory lap, our red Frazer-Nash friend was still running on about his accident. Naturally, his biggest moment came when he retrieved the wheel from the woods and came fearlessly back onto the track in front of the fans. This was his triumphant moment!

At Marlboro in the F. G. Production and H-Modified race, a Lotus-7 driven by Doug Diffenderfer and an Alfa driven by Bob Bowers were giving the fans one thrill after another---so much so that one would hardly be concerned with what was going on at the back of the race----but----at the back was a Len Wells Renault Special driven by one Madison McClintic. Mac who had never driven this car which in turn had never been raced before was doing a beautiful job of handling it. Yes, the Special was last, it was being lapped, but there was a smile on Mac's face every time he came around for he had everything under control. This was his moment of triumph!

Back at Danville, two other supreme moments stand out. Bob Grossman of the Ferrari California fame, was carrying on an over-the-fence conversation with two spectators. The spectators were questioning him very closely about sports cars (what else?) and about his preferences. Grossman gave his views on the Birdcage Maserati and the Ferrari Berlinetta and was particularly enjoying the attention. Grossman in the eyes of the two listeners, suddenly became the leading authority on races and cars. This was his moment!

Probably the greatest triumph of them all, however, was George's finally finding the PCA tent at Danville and a free beer!

Shirley Ward

MOOERS MOTOR CAR COMPANY

EL 5-2873

1961 Mercedes Benz 300 SL Rdstr.

Becker Mexico - Racing Tires - 1800 Mi.

Also on Display

Type E	Jaguar
SP 250	Daimler
1962	MG Mark II and Sprites

The regular monthly meeting of the Virginia Motor Sport Club was held Thursday, July 20, 1961 in the Branch House. The meeting was called to order by the president at 7:45 p.m.

The president reported that the Gymkhana situation is improving somewhat as there are now three places available for such use. Don Wiseman is putting on a private Gymkhana to help finance his trip to "Little Lemans." There will be trophies and points will be given to VMSC members.

The secretary read a letter from the Schwabs who are now living in California. They sent their best to all of the members and said they do not expect to ever find a club as fine as VMSC.

The president called attention to the weekly column in the Times Dispatch which covers sport car and VMSC events.

It was reported that Ed Griggs (the owner of the place where our first Field Trials was held) had been in an automobile accident and was in Richmond Memorial Hospital. The club voted to send him flowers.

John Kessler asked the president to please thank Mr. Larus, III, for letting the rally participants enjoy his boat (after the rally had ended.)

The president told the new members that the various rally terms used by VMSC, such as what is a T, are in the Competition Rules and copies are available for everyone.

Stuart Jenks, activities chairman, announced that the next Gymkhana is to be held August 27th.

Charlie presented Stuart and Mary Jenks, on behalf of the club, a lovely silver dish, as they are leaving for White Plains, New York. Stuart has taken a job with IBM.

Mary Jenks, Secretary

RESULTS OF SUMMER RALLY

O.D.'s John Kessler and Charlie Larus

- 1st - Ed Cobb & Tom Geddy
- 2nd - Al & Janet Smith
- 3rd - Harold & Evelyn Applewhite
- 4th - Bob Kwass & Pat Skinner
- 5th - (4th for VMSC) George Patteson & Shirley Ward
- 6th - (5th for VMSC) Jim Morrissey & Gloria Rodgers
- 7th - (6th for VMSC) Joyce Sarvay & Jay Buston
- 8th - Barney Rothwell & Mrs. Rothwell
- 9th - (7th for VMSC) Chuck Foreman & Doris Phillips
- 10th - (8th for VMSC) Terry Yarbrough & Mary Mercer
- 11th - Marshall Chapman & Buck Moncure
- 12th - Jim Worcester (No credit as he ran by himself)
- 13th - (9th for VMSC) Dick Hatch & Mazie Florance
- 14th - (10th for VMSC) Ted Remick & Laretta Marsh
- 15th - (11th for VMSC) Sonny Wells & Sarah Richardson.

JUG END JOTTINGS BY JUDY

Imagine driving through the beautiful Berkshire Mountain country and suddenly coming upon a large parking lot full of nothing but your favorite car--row after row of tiny, shiny Porsches! That was the Porsche panorama which greeted VMSCers Evelyn and Harold Applewhite, Shirley Ward, Geo. Patterson, and Judy Baylor on their arrival at the VI Porsche Parade held at Jug End Barn, South Egremont, Mass., from June 26-30.

The Parade, sponsored annually by the Porsche Club of America, drew Porsche pushers from all over the country, the final count being 254 Porsches and about twice that many people. Eight representatives from Porsche of America Corp. and Porsche of Germany also attended.

Jug End Barn is a 1600-acre rustic sports resort, the most famous and unusual "barn" in America. The name is taken from the Dutch-German word for youth "jugend," which the early settlers gave to the nearby mountain. It has facilities for swimming, golf, fishing, horseback riding, and in the winter skiing.

The first event of the week was a Concours d'Elegance which, judging from the appearance of the cars, meant better than showroom condition. The time and effort which some of the owners put into readying their cars started months before the Parade. One couple admitted that they had taken their engine into their livingroom so that they could work on it. Several cars had quilted linings in the front and engine compartments. One car displayed handmade hooked rugs on the floor with the Porsche insignia. Still another had special pads which could be attached to the sides for protection in crowded parking lots. With this extensive preparation, it was astounding to see Mr. Herbert Dramm, Chief Service Engineer for Porsche of America, reach into some forgotten corner and with a grand flourish wipe a microscopic speck of grease on a white cloth.

On Tuesday a gymkhana was held at Lime Rock Race Course which was not far from Jug End. Cars had to pass technical inspection before entering. This was an all day affair, and lunch was served at the track by Jug End. The sections of the gymkhana were set up so that cars could proceed around the track.

Lime Rock Race Course is located in the quiet village of Lime Rock, Conn. The citizens control the activities at the track by law. Only certain days during the week are noisy days when the track can be used, and no races can be held on rainy days.

A driving school was held on Wednesday, again at Lime Rock. Because of the large number of cars, individual driving instruction was limited. However, each participant enjoyed several laps around the course enabling him to boast that he had driven at Lime Rock. The driving school was interrupted long enough for the actual parade of all the Porsches around the track, hence the name for this annual event.

The Berkshire Bounce Rally started at 7:30 a.m. on Thursday. Baron von Dumbkopf, who staged this event, preferred to remain anonymous after he heard the comments of the rallyists as, one by one, they fell by the wayside because of his cryptic directions. VMSCer's Shirley Ward and George Patteson were among the 40 out of 175 cars to follow the rally through to the finish. The rally ended for luncheon at colonial Wiggins Tavern in Northampton.

The Porsche factory representatives conducted technical sessions on Friday. They had on display a complete Porsche chassis and cross sections of the engine. The afternoon technical session was divided into three categories: for owners,

do-it-yourselfers, and real deep technical. Throughout the entire week the factory representatives were available to offer technical assistance and to test drive cars if anyone had a problem. Mechanics were on hand at a completely outfitted garage.

Each evening there was a cocktail party by the swimming pool with dancing later in the recreation hall. Quite a number of Porsche pushers gathered in Guilder Hollow Lounge to listen to the combo and talk over the day's events. There was a fashion show for the ladies on Friday. Highlight of Wednesday evening was a New England Clambake and beer party by the lake followed by square dancing. (VMSC has a most proficient square dancer among its members, although when questioned later about this hidden talent, he did not remember ever having done any square dancing.)

By this time all of the Porsche pushers who attended the VI Parade have probably reached their homes. The winding roads around Jug End Barn are quiet, and the cows in that beautiful dairy country are again at peace. The only complaint as a result of this Porsche invasion came from the cows--the gearing down at a certain curve in the road disturbed their milking routine.

Next year's Porsche Parade will be held in Monterey, Calif. Navigating as well as I did on this year's rally, by starting now I may reach Monterey in time.

V O L K S W A G E N	SEE THE
and your Authorized VW Dealer cordially Invite you to visit our all New VW Service & Sales facilities.	1961 Alfa Romeo
HAWTHORNE CORPORATION	at
1800 Dabney Road	TRANSPORT SALES SERVICE
Just North of Malvern & Broad	1200 N. Boulevard

This issue has the second photo page for Checkpoints this year; since the first photo page was so well received.

We intend to make it a practice to include a photo page with each issue in the future.

It is suggested that the O.D. of each event supply the photos of his event to the Checkpoint Editor by the 1st day of the month following his event.

He could either take the pictures himself, assign someone to take pictures or collect pictures from Members on the event.

Also, any Member having photos of interest to the club, i.e., races, club meetings, outside activities, etc. may submit them for publication. When enough photos are received a general interest page will be printed.

