



Checkpoints

VIRGINIA MOTOR SPORT CLUB

Volume VI

November 1962

Number 10

BIG MEETING

NOMINATIONS! PANEL! BUSINESS! SOCIAL! The regular monthly meeting Thursday will have them all! Just come to the Branch House on Monument Ave. at 7:30. There will be something for everyone.

NOMINATIONS of new officers will be held. George Patteson, chairman of the nomination committee, will present the committee's slate to the membership. Election of officers will take place at the December meeting.

PANEL members will answer questions from the floor as part of the evening's program. Topics covering races, rallies, gymkhanas, technical information, and the social aspects of the Club. "Stump the Experts" will be the theme of the program.

Usual **BUSINESS** will be conducted. Halloween Rally trophies will be awarded, and inside "poop" given on the two upcoming rallies. Bill Harding, as usual, will be on hand to make a motion that the secretary--oops--secretary's minutes be dispensed with.

The regular **SOCIAL** hour will ensue after the meeting at the usual place. Need we say more!

Point Standings

(through Halloween Rally)

1	Ed Cobb	12500	12	Kendall Parker	3850
2	George Patteson	7900	13	Edith Wright	3600
3	Shirley Patteson	7450	14	Marge Thornton	3250
4	John Kessler	6200	15	Bill Brown	3200
5	Kent Johnson	5400	16	John Ruble	3150
6	Bill Whitehead	5150		Sam Carmine	3150
7	John Musgrove	4750	17	Sam Perry	3100
	Cecil Wright	4750	18	Bob Buchanan	3050
8	Charlie Larus	4550	19	Jack Powell	2850
9	Bob Kwass	4450	20	Wray Bragg	2800
	Al Smith	4450		Suzanne Kessler	2800
10	John Thornton	4100		Porter Seay	2800
11	Paul Gandy	4050	21	Don Wiseman	2750

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. EDITORS--George and Shirley Patteson; STAFF ASSISTANTS--John Kessler, Ted Remick Deadline for material--5th of each month. All letters addressed to 4106 Cary St. Rd., Apartment 5.

VMSC *Calendar of Events*

November 15-----Meeting at the Branch House
November 18-----Reflection Rally
December 9-----Noel Rally
December 20-----Meeting at the Branch House
January 5-----Annual New Year's Banquet



From the Driver's Seat

While Roger Penske at the dinner meeting last month impressed the male members of VMSC with his racing knowledge and experiences, the tall, dark, and very appealing race driver just impressed the ladies.

Penske covered in a one-hour-plus talk a multitude of automotive subjects with a not-too-much time to spare for answering questions.

If the girls had been listening, however, instead of looking, they might have picked up "tid-bits" about Penske's relatively easy start in racing---his first car being an MG.

Also the distaff members might have heard that Penske considers Dan Gurney to be the most versatile race driver, racing stock cars, sports cars, and Indianapolis machines.

He pointed out that stock cars on a track get local backing while sports cars usually do not. He said, "Don't be afraid to approach a local dealer," to help racing expenses.

Also to help make expenses, Penske said that a sports car club could sponsor a big event to bring in sufficient funds.

Laughingly, he pointed out that he had driven in the past rear engined cars (Porsche Spyder), but he switched to a front engined machine "to have a radiator to put the Telar in."

The girls might have heard him say that preparation of a car is the "Big Thing" in racing. His opinion about Formula Jrs. racing with "big" cars was a negative one. Formula 2's, however, could be included in the larger classification. He did not advocate racing in closed-wheel cars with open-wheel racers.

"Danville is a real racing course; it's too bad its location couldn't be around Richmond or Washington, D. C.," he said.

Concerning rallies, he pointed out that a Rose Tree Sports Car Club event, an all nighter in Philadelphia, "was worse than any race he had ever run.

The ladies did not ask questions; they were still looking. But-----Penske did answer someone's question about seat belts with a positive "They're musts!" in highway driving but optional in racing. He gave the example of a Formula Jr. where a seat belt might hinder someone's escape from a wrecked car, since the body of the car itself offers no protection.

A helpful hint on how to pick up two seconds in a race proved a humorous touch. The kind of tires (PLUG--Dunlop Green Spots) and a light car are the answers. As far as picking up 12 minutes in a rally, he had no suggestion.

About his future plans for racing, the Alcoa sales engineer said he hopes to enter the first Puerto Rico Grand Prix this month and the Nassau Speed Week events. Some European courses also may be on tap next year.

He feels that the BRM engine in a race is good if it gets factory attention; otherwise, it does not usually make a favorable impression at the races.

Speaking of "favorable impressions", Penske did make one on all VMSC members--male and female--even though no one laughed at his opening joke about the brick--you know, the one the poodle showed up with!

NOEL RALLY
(December 9)

STARTS: Beverly Hills
Shopping Center
at 12:30.

NOTE: First 15 cars
will receive
dash plaques.

O.D.'s: Al Smith and
John Ruble



Q & A

We've got the Q-uestion.

Do you have the A-nswer
to
this one:

"How heavy in ounces
is the Jett Trophy,
the symbol of VMSC's
point championship?"
(HINT: it measures
28½ inches of wood
and metal from top
to bottom.)

Put your answer on a
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the Noel Rally.

(Last issue's
winner:
Ed Inabinet
with 847 c.c.)

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SIDELIGHTS

on the
EIGHTH OLD DOMINION RALLY.....

This year's Old Dominion Rally was a well conceived and interesting rally to participate in.

Six cars entered from VMSC and six cars from the MG Car Club in D.C. ran the event. The remaining 18 cars, to total 30, came from the Norfolk area.

The rally this year was started from Richmond and Newport News. The two-way start was a good feature which should be incorporated into future rallies of this type. Hats off to Ken Gartrell and the Andiamo sports car club for thinking of this.

(Ken, by the way, is noted for organizing interesting and difficult-type rallies. Actually he tells us that he has patterned his rallies after ones he has participated in in Canada, England and Europe. Ken and his wife are from England, and reminds us of an old VMSC'er by the name of Bob Walker who was also from England.)

This year's rally covered approximately 500 miles in two days, October 13 and 14. The first day's run went thru Hopewell, down route 10 to Surry, then on to Emporia and to a motel which served as rally headquarters. The remainder of the first day was run around southeastern Virginia.

Much to our surprise the second day, the rally went to Mechanicsville for lunch. From there the route traveled the Tidewater area, crossing the York River at West Point and ending in Williamsburg.

In the general instructions of the rally a note to the effect that anything unusual along the rally route (such as fallen tree, etc.) would have to be dealt with by the individual.

This instruction proved later a help because the first obstacle on the second day's run was a washed-out bridge. Some rallyists went around by other roads; others quit; and one of the VMSC cars went across the washed-out bridge anyway. (Only half of it was missing.)

Will or luck would have it; only four cars out of the 30 finished this leg in the allotted time. Three of them were VMSC cars. (Cobb, Thornton, and Wright)

The results for the rally do not show this fact--the second-place team from VMSC was beaten by the first-place team by only two points!

Joy and Ed Cobb

"OLD RESULTS"

Rally	VMSC	
1	1	Cobb - Cobb*
2	2	Thornton-Thornton*
11	3	Wright - Wright
14	4	Whitehead-Whitehead
20	5	Smith - Ruble*
	DNF	Worcester - Sanderson
		*Denotes SECOND-PLACE TEAM






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HALLOWEEN RALLY

As I look back on VMSC rallies in general and particularly the Halloween Rally--I say Halloween Rally because my first rally was the "spook one" --as I remember now, we finished last. In fact, we finished so "last" that by the time we got to the end, no one else was! (there)

Part of this rally, by the way, was along the same route (north and east of Richmond) as an old one run by Ted Remick, only this time in reverse. (South and west directions were also covered Halloween night.)

Reverse or forward, we (Joy and I) enjoyed this one by Bill Whitehead and Ed Inabinet. (Lest I forget the spooks in the woods--Ted Remick, Charlie Larus and Mac McClintic who is sporting a poisoned-ivy face! Oops, that's a rash statement!)

This rally, for those who do not know, was the O.D.'s very first and it was conducted without error. We congratulate you both!

P.S. "Mac" was in the bushes while "caroni" was in the pumpkin.

Ed Cobb

"SPOOK RESULTS"

- 1 Cobb - Cobb
- 2 Gandy - Campbell
- 3 Patteson - Patteson
- 4 Perry - Perry
- 5 Carmine - C. Carmine
- 6 Smith - Smith
- 7 Wray - Pettit
- 8 Hatch - Haug
- 9 Weeks - Tomlinson
- 10 O'Neil - Spicer
- 11 E. Wright - McLaughlin
- 12 Pierson - Graham
- 13 Brinton - Brinton

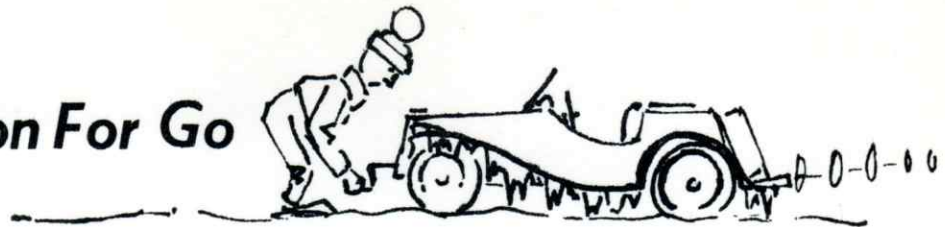
GREAT PUMPKINS RETURN

As sure as the Halloween Rally comes each year, two out-of-town haunters are sure to arrive. Bill Pettit and his brother Gayle Wray haven't missed a "spook rally" in seven years.

In case you haven't been able to recognize them by their car, since the Plymouths change from year to year--this time into a red "bebadged" TR-4--you might have remembered seeing the two dark berets which have become trademarks.



Prescription For Go



The cold morning practice of starting the engine and going back inside the house while leaving the choke on for extended periods is smiled upon by: spark plug manufacturers, Transport, Mooers, Hawthorne and other repair shops; also, gas companies and last, but not least, car thieves.

So much for that. No need to dwell upon high rpm with cold oil that can't squeeze into the crevices. Here lies a trap, the oil pressure gauge. We (who have them) know that when an engine is cold, the pressure will be higher than normal, BUT we fall into the fallacious logic of "normal pressure equals warm oil". Tain't so. Allow an extra few minutes after normal pressure has obtained.

Ever been in really cold country and turned on the heater fan, then tried to leap out the window when the banshee let loose? I still have scars. All the noise signifies is that the fan-shaft need a lighter oil.

Another trap we are prone to fall into is "warm engine equals all is well". Nope. Springs, shocks, universals, transmission, axles, differential, motor mounts, wheels, tires (tyres), steering linkage, brakes and even the speedometer and tachometer shafts need to be warmed up. When metal is cold, it fatigues more readily than when it is warm. This is why cars that are driven rapidly over rough roads shortly after starting soon have sick springs, cracked tyres (tires) and other assorted ills manifesting themselves in fractured metal of one kind or another.

The moral is, play it cool in cold weather, dodge the ditch when springs are cold, don't crash the corners with cold tires (tyres) and brakes, and don't kick the tyres (tires)---your toes get cold too.

Ed Wright

QUICK! Before it's too late....
We still have some of those precious

Triumph *TR-3's*

TRAN-SPORT

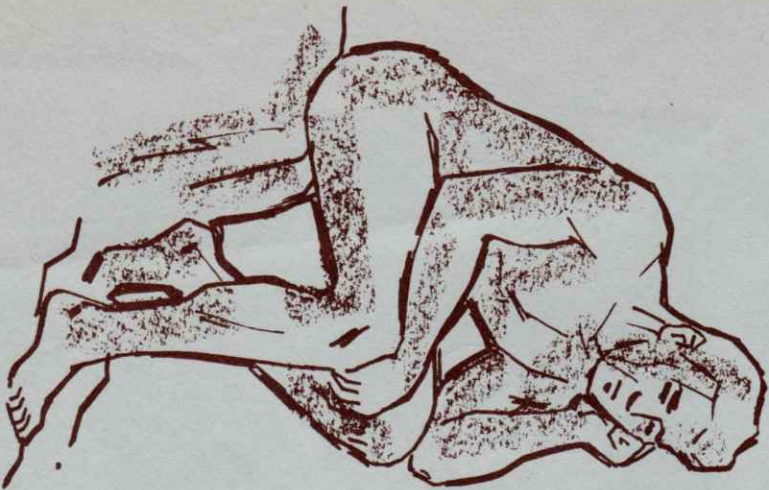
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