



Checkpoints

VIRGINIA MOTOR SPORT CLUB

Volume VIII

MAY 1964

Number 5

GYMKHANA



MIRROR-CAL MART GYMKHANA (ouch!)

Sunday

June 7, 1964

1 p.m.

Miracle Mart
(Williamsburg Rd.)

Here is a chance to prove that your Sprite or VW or DAF can out-drag a Sting Ray or Cobra or what-have-you. You just might do it!

Members and invited guests...

JUNE 7	Gymkhana (VMSC)
14	Rally (PMSC)
18	Regular meeting (VMSC)
21	Marlboro Six-Hour (SCCA)
28	Rally (VMSC) (tentative)

JULY 5	Rally (Corvair)
12	Gymkhana (PMSC)
16	Regular meeting followed by Hare 'n Hounds (VMSC)

Coming Events

CHECKPOINTS is published monthly by the Virginia Motor Sport Club, Inc., mailed free to paid members. Subscription rates to non-members, \$1.50 per year. Meetings are held every third Thursday at 8 p.m. at the Branch House, Monument and Davis Avenues, Richmond, Virginia. EDITORS--George and Shirley Patteson; PRESIDENT--Kendall Parker, 6319 Three Chopt Road, Richmond, Virginia. Phone: AT 8-1854. Deadline for material---5th of each month. All letters addressed to 5506 Queensbury Rd.



ALLEY



- It has been "leaked" to Checkpoints that the Old Dominion Rally upcoming September 18 and 19 will cover some mileage on the Colonial Parkway! We thought we heard O.D.'s Ruble and Smith say the Blue Ridge Parkway!

- President Ken Parker has announced appointment of Al Smith to the Board of Directors. Maybe now we'll find out which parkway!

- All of you poor people don't be intimidated by all those rich people who can take the longer Nassau tour this year. You can bring back just as much liquor as they can. Just get your deposit in to the Seaboard tour office.

- Congratulations are in order again this month for the Kesslers. In April it was BMW; in May, it is J.R.K., a boy at last.....Buy the pictures!

- Marque clubs have a tough time. After five years, the administration of the Richmond Region Porsche Club of America has passed to the Tidewater area. Lots of luck.

- Checkpoints, always adhering to its rigid publication schedule, hopes you enjoyed Gene Atkinson's Dulles airport rally which you would have heard about on time but....!

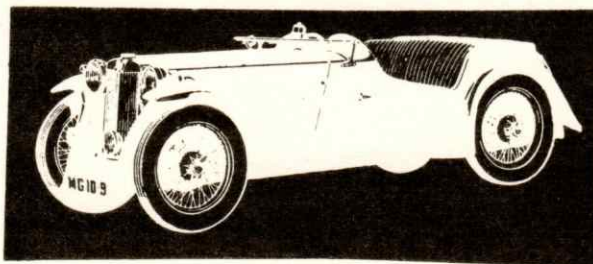
- VMSC'ers and otherwise found a "home in Indiana" on Memorial Day. Come to the next meeting to get the "TRUTH" about Indianapolis.

- Elsewhere in Checkpoints is a letter from a former VMSC'er Len Wells now stationed in Germany. We thought the letter was too good to keep!

NEW *Members*

A. Hart Grundy, Jr.

8707 Weldon Drive



Point Standings

1	Porter Seay	3200	19	Bob Kwass	2050
2	John Ruble	3150	10	Lauretta Dixon	1750
	Al Smith	3150		Dick Hatch	1750
3	Bill Whitehead	3000	11	Wiltshire Greenwood	1700
4	Cecil Wright	2700	12	Kathleen Hickman	1250
5	Milford Brinton	2650		George Patteson	1250
	Leo Fallstrom	2650	13	John Kessler	1200
6	Gene Atkinson	2400		Wray Bragg	1200
7	Doris Belcher	2200	14	Bill Dixon	1100
8	Caryl Haug	2150	15	Francis Jarrelle	1100
9	Edith Wright	2050		Berle Wilson	1100

Saturday morning early, real early with the sun shining brightly, we left the starting point at 8:02. Beautiful scenery in the morning leg for Cecil who was driving; the same for Edith who drove on the afternoon leg. All the navigator could see was those 38, or was it 83 speed changes. Something new was added---a Phantom Car we were to pass and turn left. Edith said we must be wrong since we can't take 45 miles to pass that car! So corrections were made and the third turn left was the right road with a checkpoint (10 minutes late).

A working rally all the way with very interesting road describes this one. It looks like it takes an all-day rally to reach new roads for the club.

Why were we first? There was a keg at the end, not to mention the party, dinner, and lots of fun.

It looks like John and Al will O.D. a very fine event for the Old Dominion Rally. Let's all offer to help these two!

Edith and Cecil Wright

AZALEA RESULTS

- 1 Wright - Wright
- 2 Seay - Whitehead
- 3 Greenwood - Greenwood
- 4 Hatch - Hickman
- 5 Dixon - Dixon
- 6 Haug - McDonald
- 7 Edwards - Lonie
- 8 Fallstrom - Brinton

Best morning leg:

Dixon - Dixon

Best afternoon leg:

Fallstrom - Brinton

Best Novice:

Greenwood - Greenwood

PORSCHE
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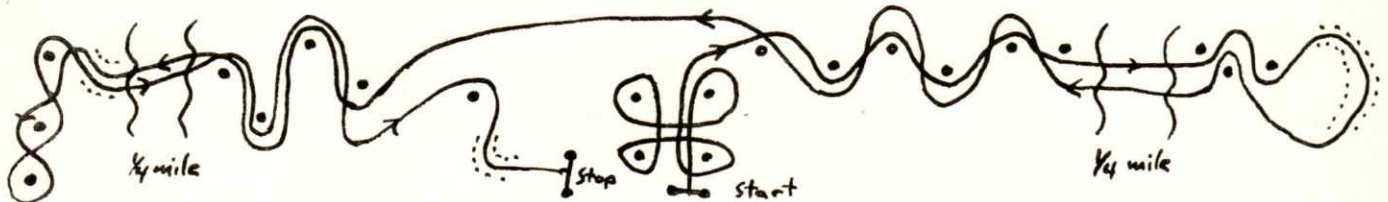
Europe Report

Sun. 15 Mar.
3:00 P.M.

Dear Bill:

I've been taking your advice and going and seeing. Last Sunday a Buddy here and myself went to Wurtzburg to a Gymkhana. He has a '63 MG Midget and I took the "White Elephant." He has done a little work on the engine and I can only pull him 4-5 MPH on top end.

Anyhow, we went by the back roads (about 120 mi.) in the early Sunday (left 7 A.M.) morning on a clear cold day. The course was on an airstrip and the club said it was a "fast" course. Below gives you a general idea.



It was an all concrete runway. The slow sections were 10-15 MPH in 1st gear, and the fast part to the left was 80-85 MPH in my car, 90-95 in a Porsche 1600 'S' and the lone Corvette entered was doing over 100 MPH!! The next one they say is going to be a "real fast" one!!! I'm installing a drag chute now in readiness for it!!

The classes were divided into "GT" & "Touring." Sports cars are GT and sedans are touring. I ran against NSU's VW's Borgwards's and a BMW sedan. The BMW coupes were GT. I won 1st overall in touring and brought home a nice silver cup. V.M.S.C. strikes again! The NSU that was second was only 2 second slower than me - 3.41.4 to my 3.39.0! That also gives you an indication as to how long the course was. FTD was 3.18.0 by a Porsche 1600. The Corvette turned 3.36.0 I think. There were part Germans and part GI's entered and the NSU I beat was a German.

After the presentation of awards and supper and a couple of beers, we left Wurtzburg at 9:15 P.M. & came back by autobahn (the long way) through Frankfurt and down here. We were running 85-100 and better all the way, and including a gas stop in Frankfurt, from downtown Wurtzburg, 5 miles to the autobahn, to here, and 3 miles to the barracks, it took 1 hr. 45 mins - or in other words, we averaged 78 MPH plus! If you take off 5 mins. for the gas stop, it figures to 82 MPH plus!! That's about equivalent to going from your garage to Marlboro in 1 hr. 20 mins!

This weekend I decided to go to the auto show in Geneva. It runs 12 - 22 March and it is the only show until late October, and that one is in London. It is 145 mi. from here to Basel on the border, all by autobahn. We left, (myself and another car not from the office), at 5:55 p.m. Friday and at 8:20 we were at Customs. That's fast too, but I haven't figured it out yet. The road in Switzerland was good two-lane most of the way, but torn up by a lot of construction along the way. It was foggy also which didn't help any.

From Basel to Geneva is 150 miles roughly (I didn't measure it) and we got there about midnight. On the way down I followed and was followed by a Citeron DS 19 for quite a ways; we were a pretty even match except with his "X's" he could outcorner me. This was at 60 - 90 MPH over winding roads at night, in the fog sometimes!

At a stoplite in a little town we, Citeron and I, pulled up behind an Alfa 1600 Guilla "TI" Super with 3 adults and a kid in it. So then it was three of us. An American in a Corvair with one passenger, a DS-19 with just the Swiss driver, and the ALfa, Swiss also.

This is the only way to travel long distances at nite. Find someone to race - it makes the miles fly by. We hit a section of dirt road where they were re-surfacing and promptly lost the "19." He just left us. I was showing 85 plus, the Alfa was leaving me, and the Citeron was gone - never saw him again.

More Europe

The Alfa was much faster, pickup and top end than me, but the little towns and traffic held him down until we hit a super highway at Lausanne, which went 60 miles or so to Geneva. On this I ran flat out for 5 miles or so and the Alfa was still going away slowly, so I gave up and cruised at 85-90 to Geneva.

As Geneva, and most of Switzerland that we went through, is French and my French is almost nil, we had a language barrier. The show is downtown in a two-story Exhibition Building, and the industrial stuff was on a 6 - 7 acre park-like place outside.

I don't know if you saw a show when you were in Europe, but cars are only about 1/6th of the show. There are trucks from Citeron 2CV pickups to Mercedes Diesel giants, all kinds of dozers, scoops, cranes, etc., and one whole floor was just accessories - Lucas, Marcnel, Motorola, S.E.V, Bendix, Weber, etc. In the cars there was every thing from go-carts to the Mercedes 600, and Honda to Aston-Martin. I took about 40 slides, but without a flash, I'm not sure if they will turn out too good.

The place was mobbed. I'm sure that the pictures you see in Road & Trac, etc. are taken before it opens in the morning, or at nite when it closes, for some shots I waited 5 minutes to get a clear view and some cars it was impossible to even see.

The cars I liked most were the 2600 Alfa coupe, the Ford Lotus Cortina, & a Simca 1000 couple, with body by Bertone.

DB didn't have an exhibit, but Alpine did. They don't make the one like mine any longer, I don't think, as it wasn't shown, or was it on their price list. Renault has come out with a R8 "Major," 1100cc, and 50 HP. I don't know if it is in the States yet, but it seems to be a new thing here. Renault didn't show any factory race cars DJET, etc., nor did Ferrari, but Porsche had the 901 and 904 there, Alfa had its Zagato 1600 cc coupe, and ARBATH had 1000, 1300 & 1600 cars.

We saw the NSU Wankel couple and it looks much better than the Prinz, although about the same size.

Anyway, we came back last nite by a different route and stopped often and looked and took pictures.

I'm not sure I'm going to like the U.S. Speed Limits after staying here a year. The Corvair is running like a scalded goose with all this wide-open running. I checked 0-60 and it is about 14 sec, about 2 sec faster than last time I checked. I can bury the speedo (100) now with no trouble, even on a slight up-grade.

But anything 1600-1700 cc or larger can leave me with no trouble. That Alfa has 126 HP by the way. There was an 1800 TI B.M.W. there with 2 - 2 throat side draft Solex carbs about 40mm I'd guess with 140 HP. I tried to get some prices on Webers at their stand, but they didn't have any poop sheets at all.

Studded tires are really going like free beer here in Europe. I think in 4 - 5 years chains and snow tires will be a thing of the past. There were several people selling and demonstrating them at the show.

If you want to, you can read parts of this at the club meeting, as I'm sure it would be of interest.

It is chow time soon, so I'll put a stop to this. Write if and when you have time.

Len

P.S. Sunday (22 Mar) I'm going to a National Hillclimb, 20 miles away!



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