



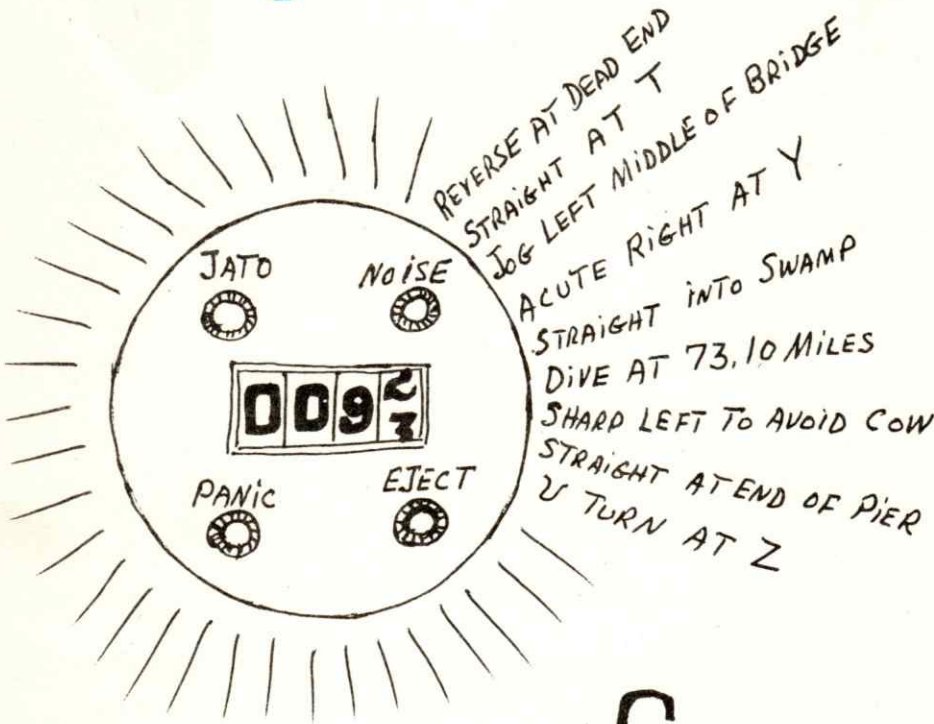
Checkpoints

VIRGINIA MOTOR SPORT CLUB

Volume VIII

JUNE 1964

Number 6



CONCOURS D'ODOMÉTRIQUE!

SUNDAY, JUNE 28

Rally technique training session event. Preliminary meeting of 45 minutes to consider the odometer and it's functional role. This meeting will be held in the COLISEUM ROOM of the Ten Pin Coliseum, 325 Belt Boulevard, on the Plaza Strip. First word out at 1:00 p. m. sharp.

Immediately following the meeting, there will be a non-timed rally of approximately 2 and one half hours duration. This portion is arranged so that novices and others wishing to improve familiarity with corrected odo mileage factors may do so in competitive practice without time element. This is a medium pressure rally for cosmopolitan consumption.

Rally route will end in the Westover Hills area.

REFRESHMENTS * POST-MORTEMS * PROTESTS

Seay and Whitehead, O. D.'s.



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



• **PLAN AHEAD!** Seaboard reports that they already have 110 conch-starved enthusiasts signed up for the VMSC Nassau tour this December. Interestingly enough, they are divided about 50/50 between the four and six-day trips.

• Some of the folks from the Tidewater area will be in town July 24 for a meeting of SEVSCO (South East Virginia Sports Cars Omoligato?) at Ed Cobb's. VMSC will beat the drum for the Old Dominion.

• Elsewhere in this edition will be found contributions from two VMSC'ers--- one, Len Wells doesn't know he's writing for publication and the other, who asks to be nameless (his initials are WCH), did so under duress. CHECKPOINTS would also be pleased to accept unsolicited articles.

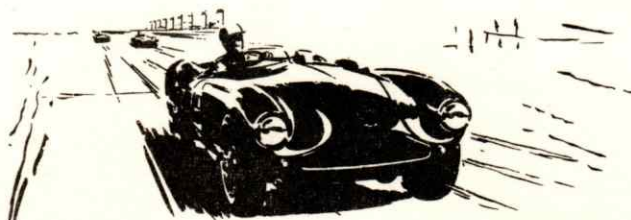
• WHO have you recently seen driving a Type 55 Bugatti? Think now. Of course, it was the "safe, sane 12 mph driver" in "L'il Abner".

• **FLASH!** Hot off the rally presses are the results of the "Lark in the Dark Rally" held after the June regular meeting. Listed in order are the finishers who did not find any tri-colors between official mileages 5 and 15, who did maintain a 27.9 average speed even though the odometer was taped, who did come in with an overall mileage that corresponded to O.D. Milford Brinton's odometer mileage, and who wanted to be refreshed at the end:

- | | |
|-------------------------|-------------------------|
| 1 Whitehead - Whitehead | 8 Greenwood - Greenwood |
| 2 Edwards - Lonie | 9 Clark - Duncan |
| 3 Efford - Wilson | 10 Kwass - Pearson |
| 4 Wright - Wright | 11 Haug - Holly |
| 5 Kessler - Kessler | 12 Patteson - Patteson |
| 6 Parker - Phillips | 13 Preston - Lavelly |
| 7 Smith - Smith | 14 Hickman - Shallow |
| 15 Baylor - Dixon | |

NEW *Members*

T. C. Loser 222 West 33rd Street





The tenth annual Old Dominion Rally will be run September 19 and 20, 1964. This event is sponsored each year by a different sports car club in Virginia, and this is VMSC's year.

Many of our members are familiar with the history of the Old Dominion Rally, and some have participated in it several times. But to refresh their memories and to enlighten those unfamiliar with his historical event, here are a few particulars concerning it.

Way back in 1955, VMSC originated and sponsored the first Old Dominion Rally in conjunction with a club from the Tidewater area. Since that time, we have alternated sponsorship with clubs in the Tidewater area. Interest in this rally has spread throughout the State and into the District of Columbia.

The Old Dominion is a two-day rally which traverses several hundred miles of good rally roads through scenic Virginia countryside (one ended at Nags Head). It has always been an outstanding event, and we intend for this year to be no exception.

We have listed below some of the job assignments for this event. If your name is listed and you have not been contacted, please see the rally masters and let them know if they can count on you. If you do not see your name below, please see the rally masters if you can offer some assistance either in the preparation for or conduct of the rally. VMSC members will not be able to run. Everyone's help will be needed to put on this event in first rate style.

The O.D.'s, or rally masters, for the 1964 Old Dominion Rally are:

John Ruble
8905 Avalon Drive
Richmond (AT 2-0795)
and
Al Smith
1204 Hollins Road
Richmond (AT 2-8766)

They have a real good rally planned and with your help, this could be the best Old Dominion yet!

| | | | |
|-------------------|----------------------------------|-------------------|---------------------------|
| Rally Masters: | John Ruble Al Smith | Control Stewards: | John Kessler Bob Kwass |
| Course Marshall: | George Patteson | | Jim Spivey |
| Chief Scorer: | Porter Seay | | Cecil Wright |
| Assistants: | Milford Brinton Leo Fallstrom | | Ken Parker |
| Chief Inspector: | Wray Bragg | | Bill Dixon |
| Sweep Car: | Leo Fallstrom Milford Brinton | | Bill Whitehead |
| Secretary: | Ken Parker | Accomodations: | Jim Morrissey |
| Registrars: | Janet Smith Edith Wright | | Wray Bragg |
| Public Relations: | Bill Bernard Jim Spivey | Trophies: | Cecil Wright |
| | | | Jerry Cavedo |
| | | | Ken Parker |
| | | | Gene Atkinson |
| | | | Jim Spivey |

Kendall Parker, President

MIRROR-CAL MART GYMKHANA

Class 1 (under 1500 sports)

- 1 R. Madison
- 2 H. Whitehead
- 3 L. Fallstrom
- 4 A. Madison
- 5 C. Haug

Class 2 (over 1500 sports)

- 1 G. Atkinson
- 2 W. Greenwood
- 3 D. Belcher
- 4 P. Seay
- 5 C. Wright
- 6 A. Greenwood
- 7 K. Hickman

Class 3 (under 1500 sedans)

- 1 R. Spicer
- 2 H. Dixon
- 3 B. Stewart
- 4 L. Dixon
- 5 H. Wilson
- 6 D. Sanderson

Class 4 (over 1500 sedans)

- 1 J. Sanderson
- 2 H. Rowlands
- 3 B. Abernathy

In accordance with paragraph 10, part 4 of the Competition Regulations, classes 1 and 3 were grouped together for the purpose of awarding points to VMSC members.



Point Standings

| | | |
|----|---------------------|------|
| 1 | Bill Whitehead | 4050 |
| 2 | Porter Seay | 3950 |
| 3 | Leo Fallstrom | 3550 |
| 4 | Gene Atkinson | 3450 |
| 5 | Cecil Wright | 3350 |
| 6 | John Rabble | 3150 |
| | Al Smith | 3150 |
| 7 | Doris Belcher | 3050 |
| 8 | Milford Brinton | 2700 |
| 9 | Wiltshire Greenwood | 2650 |
| 10 | Caryl Haug | 2600 |
| 11 | Lauretta Dixon | 2400 |
| 12 | Bob Kwass | 2100 |
| | Edith Wright | 2100 |
| 13 | Bill Dixon | 1950 |
| 14 | George Patteson | 1900 |
| 15 | Dick Hatch | 1750 |
| 16 | Kathleen Hickman | 1700 |
| 17 | John Kessler | 1650 |
| 18 | Berle Wilson | 1600 |
| 19 | Jim Morrissey | 1500 |
| 20 | Anne Greenwood | 1450 |

Coming Events

| | | |
|------|----|---|
| JUNE | 21 | Marlboro Regionals (SCCA) |
| | 28 | Rally Class - Rally (VMSC) |
| JULY | 5 | Gymkhana (Corvair) |
| | 16 | Regular Meeting followed by Hare 'n Hounds (VMSC) |
| | 19 | Volvo Event (Economy Run) |
| | 26 | Six-Hour at Marlboro (SCCA) |
| AUG. | 2 | Field Trials (VMSC) |

MOOERS · MOTOR · CAR · CO

ESTABLISHED 1914

1114-18 · NORTH · BOULEVARD



also... LAND-ROVERS



Indianapolis , especially for you sporting types

The annual trek to Indianapolis was a real jaunt this year. What we did in one dawn to midnight session in 1963 grew into Friday, Saturday and Sunday in 1964.

Ned Nielsen and his two sons, Allen Fine, John Wylie, Madison McClintic, Mo Clark, and I left Friday afternoon with plans to stay in Richmond, Indiana, that night and go on in to Indianapolis early the next morning in order to witness all the pre-race activities at the track. There were no problems of any kind except that the people who stay in hotels 75 miles from the Speedway have to get up and out at 4 to 5 a.m.—and they did! It's just like trying to sleep in the Algonquin in Cumberland or the Mark Twain in Elmira before one of the SCCA nationals.

We had the thrill of again landing at Shanks Field in the middle of the rush hour. It's estimated that 650 light aircraft swarm down into this pasture during four hours on May 30. I think the locals that can't afford a ticket to the race come out to the field to watch one of the pilots "lose it".

The carnival that precedes the 500 really is much better in a film than it is in the flesh. It's got more of the biggest high school and college bands than anything else could have—and they keep coming and playing and marching—until the spectator's pooped. Then a long introduction of TV and film stars and their comments are heard. About 30 or so white Mustangs powered by Ford convertibles with these folks make a lap around the oval and you can see what Marilyn Maxwell and Keely Smith look like at about 40 miles per hour—hanging on to the tonneau of these Mustangs and smiling through blowing hair. Then the well known series of songs are heard and the big balloons pop out of a tent. Finally they get on with the race!

And again it was a wonderful race—the second-lap incident was difficult to understand unless you were sitting very close to the location. We were about 3/4 of a mile away and had no way of knowing whether the accident involved 3 cars or 23. The fire was enormous and from our viewing angle appeared to extend into the stands. Later we knew it was confined to the track. The announcements were very sparse. All during the hour and 45 minutes of waiting, very little information was given. I believe the radio and TV audiences knew the facts before the crowd did.

Since all of the race has been well reported, I can add little except some personal observations:

1. The crowd in general was strongly in support of the old Offy roadster.
2. Most groups in the stands root for one driver.
3. The cement wall that spectators sit immediately behind is about 26 to 30 inches high and 6 inches thick. This is on the outside of a turn.
4. The cars all follow about the same line through a corner and go in single file. On one lap, Foyt and Jones came through side by side and nothing happened.
5. The Novi's didn't sound anything like they did last year; you couldn't tell them from the Offies.
6. The hydraulic suspension bags on the rear of the Huffaker MG cars were painted red.
7. Walt Hansgen was extremely smooth and even stuck his hand up to thumb a slower car when he passed. Can't beat that sports car training!

more INDY

8. The track is rough enough to cause the suspension to visibly work—even when seen from 100 feet.

9. The Firestones that last 500 miles have a gold strip around the rim.

10. And it was still a wonderful race!


Getting away from the race late and having radio trouble meant a motel in West Virginia before getting back on Sunday when I read the local papers and got all the details.

Europe Report

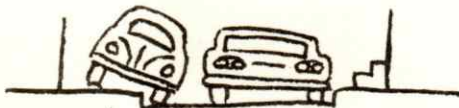
(The following excerpts are items of general interest taken from the latest letter from VMSC'er Len Wells currently with the Army in Germany)

....Now that I've commented on your letter, I'll get back to Nurburgring. The Cobras were a flop. Seven regular Cobras started—three finished, but way down the list. The Ford GT didn't last but little over an hour. We got to the track about 10 a.m. (race started at 9) and only saw it go by twice and it folded. I don't know if it wrecked or just quit. I didn't even get a picture of it. It is very low—about the same as a Lotus Elite or less.

We left at 6 a.m. and went the scenic way to the course. When we got about 25 km from the track, we ran up behind a line of cars. I thought it was just a jam behind a truck or something, but I was soon to see that the line was from the track to there—25 km—15½ miles on a two-lane road!!! So I got in the left lane and started to pass until a cop told me it wasn't allowed. After he went by, I passed some more; anyway, it took an hour or so to make those 15½ miles. \$100,000 Germans take up a lot of room.

The course for looking is great. You pay 3 Dm (75¢) and you can go to any of the 174 corners and look to your hearts content all 14.2 miles worth. Only place you can't get is the pits and main straight. You must buy a ticket in the stands for that. I got some pictures of the winning Ferraris, Cobras, Porsches, Renault Alpine (only one ran—didn't finish—looked like this: , Renault Djet (3 ran), Abarths and assorted sick English Specials. Ferrari won, of course; another, second; a Porsche 904, third; an Alfa, fourth.

.....About the roads and streets—in short, it's hell! For the first little while I thought I wouldn't ever adjust, but now I fly along at 20 to 30 mph and allow only a foot or so clearance on each side like everyone else. Most small back streets are about U.S. alley size; however, they have sidewalks on one or both sides and park like so:



So that makes it a real close fit, or I ride with one wheel on the sidewalk. Of course, the buildings are built right out to the edge, so in some places you must dodge steps and stone or concrete braces on walls and buildings. Add to this people, carts, bicycles, motor bikes, scooters, Mercerschmits (spelling), Isettas, oxen, VW's, trucks, streetcars, buses, construction, and stupid Americans in Buicks and Pontiacs and you have a job!

Before I leave, I'm going to borrow someone's movie camera and take a roll from the windshield down a typical back street. You think your gymkhanas are tight! If you miss, there it's only a rubber cone—stone buildings don't knock over!