



# Checkpoints

VIRGINIA MOTOR SPORT CLUB

Volume VIII

JULY 1964

Number 7

## ENGLISH TRIALS

WHAT EVERYONE NEEDS -

a less rigorous

GENTEEL

field trial

(less punishing  
to cars  
and people)

TIME: August 2  
PLACE: to be  
announced



Gene Atkinson, O.D.

## Meeting

JULY 16  
THURSDAY 7:30

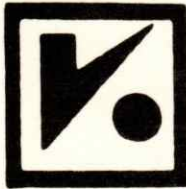
### FULL SCHEDULE AGENDA

Movie (7:30)  
Slides  
Meeting  
Movie  
Hare 'n Hounds  
Beer

## Coming Events

JULY	16	Regular Meeting
	19	Volvo Rally
	24	SEVSCO Meeting
	26	Marlboro Six-Hour
AUG.	2	Field Trials (VMSC)
	2	Volvo Rally (D.C.)
	16	Marlboro 12-Hour
	20	Regular Meeting (VMSC) (technical)

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




- **FLASH:** We picked up the newspaper last week and lo and behold we saw the wedding announcement of Carol Haug to Dick Hatch. Both of these VMSC'ers should be working for the CIA as far as their secrecy is concerned, but the news "hatched". VMSC offers congratulations to the newly weds!
- VMSC's higher motives toward education are not being overlooked. An instructive tour to learn the delicate art of making "brew" is being planned for November. The Home Brewing Co. is the target for study. Hmmm.
- Hotchkiss Field was the scene of gala 4th of July festivities and VMSC members were on hand again to add to the occasion. What they added were open sports cars and themselves to drive around the candidates for Miss Hotchkiss Field. Another generous contributor was the David R. McGeorge Car Co. who also added sports cars—two Spitfires and a TR-4.
- Plans are proceeding with the Old Dominion Rally. Kendall Parker and Al Smith went to Washington, D.C., Monday night to talk up the rally to the Washington Council of Sports Car Clubs. Also professional fliers are in the process for distribution.
- The Contest Board has under study an amend me nt to the competition regulations. The proposal reads: "In the absence of a member of the Contest Board, the protest may be delivered to an officer of the club, any member of the board of directors or to the officer of the day." Of course, a vote of the membership is required before its addition. (Sounds like a statement from the Republican Convention!)
- A plug for the Volvo people: The Volvo Club of Washington, D.C., presents the Rippling Waters MK II fifth annual Championship Rally Sunday, August 2. Further information can be obtained from the editors of Checkpoints.
- We continue to be indebted to our foreign correspondent Len Wells whose letter to Bill Harding is published in this issue.

## NEW Members

David A. Preston III  
Bob Kennedy and family

Richard A. Parrish  
Jesse C. Parrish

3213 A Park Ave.  
376 N. Blvd.  
Petersburg  
1318 Elon Rd.



**PROTECT  
YOUR CAR**  
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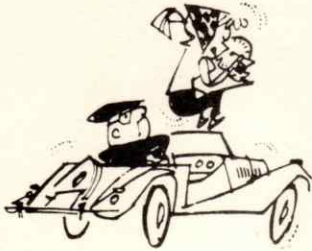
**BUT** NO THIEF EVER ATTEMPTED TO STEAL A CAR WITH A MAN AT THE WHEEL

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is so lifelike and terrifying, that nobody a foot away can tell it isn't a real, live man.

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**BOSCO, Inc., Akron, Ohio**



# 'ODOMÉTRIQUE!

The Concours D'Odometrique Rally.  
Better to have named it que "Questions".  
We can pronounce questions.

By questions; let us explain what we mean. Whether it is better to jog right when the instructions say left—that is a question. What is an apisometer? Could it be one of those white boxes on a telephone pole? What is at this distance? Could it be the church, the sign, or the post office? Do they want the creek or Civil War sign? Did you see a bath tub? What do they mean by Rocket Ships? Seay must be spending too much time in that bank vault! Now whoever heard of a salt marsh in Chesterfield County? Whitehead must have something more than fuel in that tank at home!

However, most of the questions are answered and the mileages recorded. Many interesting roads on a well-planned rally with very little pressure so you could enjoy the route and afternoon.


Cecil and Edith Wright

## D'Odometrique Results

1	Wright - Wright	TR-4
2	Kwass - Butler	TR-4
3	Ruble - Smith	MGB
4	Hickman - Brinton	TR-4
5	Greenwood - Greenwood	TR-4
6	Anderson - Lawson	TR-4
7	Edwards - Minter	Falcon
8	Kennedy - Kennedy	Alpine
9	Parrish - Parrish	MG Midget

(Bill Whitehead's comment: "Looks like a TR-4 Day" !)

## She's a swinger.

 She's longer, lower, wider, faster... she simply outclasses everything priced near her.

You won't find another sports car with roll-up windows, disc brakes and 4-wheel independent suspension for anything near \$2199.\*

If you dig swingers,  
ride with the winner...

## Triumph Spitfire!

DAVID R. McGEORGE CAR CO., Inc.

520 West Broad Street  
RICHMOND 20, VIRGINIA

## Point Standings

1	Bill Whitehead	5700
2	Cecil Wright	5100
3	Porter Seay	5000
4	Al Smith	4800
5	Leo Fallstrom	4150
6	Milford Brinton	4050
7	John Ruble	3950
8	Edith Wright	3850
9	Wiltshire Greenwood	3600
10	Gene Atkinson	3450
11	Bob Kwass	3150
12	Doris Belcher	3050
13	Lauretta Dixon	2900
14	Caryle Haug Hatch	2700
15	Kathleen Hickman	2500
16	Berle Wilson	2450
17	Ann Greenwood	2400
18	John Kessler	2300
19	George Patteson	2000
20	Bill Dixon	1950
	Charles Edwards	1950





## Europe Report

Le Mans was really wonderful. Best \$15 worth of racing I ever spent. Yes, that's right, \$15! I bought a small tent and took my army sleeping bag and air mattress and we, myself and another race nut, camped out four nights.

We left here at 6:30 Friday, June 19, and got to the town of Le Mans about 5 p.m. It was 542 miles from here to there which is quite a little ride in Europe if you remember the roads. The roads in France, at least the ones we traveled over, are much superior to the ones here in Germany but not up to U.S. standards.

We found a place to camp about 300 yds. from the entrance of the track and then toured around it, as it was open.

Next morning, we were up about 9, had a Pepsi, bread, and wine breakfast and went to look. We were in the Esses for the start, just past the Dunlop bridge. The Fords got a late start and the first one was running about eighth or tenth on the first lap. But in about 10 laps, he, #11 with Ginter and Gregory, was in front and gaining.

The Cobras were slower than the Ferraris or Ford GT's, but were running very well, in about 10th and 11th place. The Cobras sounded like Cobras, and the Fords sounded like the Indy cars, only with gears.

McLaren in #10 Ford set a new lap record at 135 plus mph or something like that. Here are some speeds I got from a French newspaper, timed on the Mulsanne straight:

Simon	Maserati	4.9 liters	190.9 mph
McLaren	Ford GT	4.2	189.1
Neerspach	Cobra	4.7	181.6
Rodriguez, Hill, Baghetti	Ferrari	3.3	179.8
Barth	Porsche	2.0	174.8
Guilhaudin	C.D. Panhard	1.191	136.4

About 6 p.m. we decided to go around the track, or at least as far as we could. To make a long story short, we made it all the way around and got back to bed about 2 a.m. We went over 1,000 barbed wire fences, through numerous orchards, woods, wheat field, corn fields, jumped creeks, dodged police, got cut, scratched, wet, muddy and exhausted, but we did see and hear some things that few, if any, other people there did. There is nothing like a Ferrari going down the Mulsanne straight flat out.

By dawn we were still asleep and all the Ford GT's had dropped out. During the night or early morn, one of the factory Cobra coupes and a Ferrari were coming down Mulsanne when three spectators ran across the track. The cars collided trying to miss them, ending in both cars demolished and all three people dead. I don't think the drivers of either car were hurt badly if at all. The Cobra ended on its top and the Ferrari was just junked.

There is no fence along most of the Mulsanne, as it is not open to spectators because it is all private property on both sides of the road. Police are stationed each 150, 200 yds. or so but they can't check everywhere at once.

The Mulsanne by the way isn't straight. It has two very distinct curves in it. One is about  $\frac{1}{4}$ - $\frac{1}{2}$  a-mile from the beginning and just past here most of the cars get into top gear, and then about  $\frac{1}{2}$  a-mile from the end is another right bend. Some cars back off for it and some don't, but I imagine at 180 or so it is quite a hand full.

Anyway, we got back in the action about 11 a.m. and the Cobra of Bondurant and Gurney was running in fifth place and first in GT at that time, behind three Ferraris and a Porsche. The Porsche dropped out about noon and it ended that way.

## more Europe Report

1	Ferrari	Guichet and Vaccarella	7	Porsche	Bucher and Ligier
2	Ferrari	Bonnier and G. Hill	8	Ferrari	Grossman and Tauano
3	Ferrari	Bandini and Surtees	9	Porsche	Koch and Schiller
4	Cobra	Bondurant and Gurney	10	Porsche	Van Zolinge and ?
5	Ferrari	Bevrllys and Bianchi	11	Iso Rivolta	Berney and Noblet
6	Ferrari	Ireland and Maggs	12	Porsche	Muller and Sage

A Renault Alpine won one of the indexes and both C.D. Panhards dropped out.

Bob Tullius was co-driving a Triumph Spitfire with M.T. Rothschild. Sometime during the night, Rothschild was overcome by fumes and ran straight into a dirt and concrete embankment by the Dunlop bridge. He was in a coma in the hospital, but I never heard or saw if he recovered or not.

We sneaked in with the photographers for the finish and I got some good slides of the checkered flag and of the winners drinking champagne and what-not.

Two out of three GT Alfas finished. One MGB started (1800 cc) and finished but two Ford-powered, 4.2 liter, Sunbeam Tigers didn't. One Elan started and dropped out and one Elite ran like a train all the way. There were two Jags and one Aston-Martin but none survived.

It was quite a trip, although if we had taken more money, we could have gotten a view of the start. We bought the cheapest tickets, 10 francs, which didn't let us go in the pit area.

Coming back, I got in a 100 mph oval with a DS19 convertible and a 404 with four GI's in it. The 19 won; I could keep up with him but couldn't get past him, but the 404 just couldn't quite keep up. This was on a straight two-lane road near Sens, if you know where that is.

Well, I'm going to the swimming pool to look for one piece, topless bathing suits. Get to work in the garage---'65 is coming.

Oh, I'm going to Switzerland one week end soon. I'm going to Monza in September. I have Sweden and Denmark scheduled in August after seeing the German Grand Prix at the Ring.

Hope this clears up the 24 Heures Du Mans for you and anyone else who is interested.

*Len Wells*

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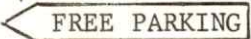


Thursday, July 16, 1964, 8:15 P.M., at the Branch House Parking Lot,  
Park Avenue and Robinson Street.

All Hard Surface Roads.

Preliminary instructions to be given at start.

Penalties: 50 points for every minute early to Check Point.  
35 points every minute late  
1,000 points for missing Check Point, which will be open 20 minutes  
before and 20 minutes after you are due there.  
10 points for wrong answer or for each rail.  
5 points for each .1 of a mile off.  
You have 45 minutes to reach Question #29.  
I would like to know the total # of railroad Rails crossed.

1. \_\_\_\_\_ to be added...
2. Left before 
3. What Route are you on? \_\_\_\_\_
4. Who has Big Green and Blue containers on roof? \_\_\_\_\_ How many Green ones? \_\_\_\_\_
5. Left at T
6. Left at Yield
7. Acute Right before Red Headed Man
8. Left at Stone Wall
9. Quick Left. Before Pole
10. What are the Dates on the Statue? \_\_\_\_\_
11. Go behind Statue and away from his right side.
12. Right at Yield
13. Right before Maximum Safe Speed 10 MPH
14. Keep to your Left
15. Acute Right at Yield
16. Left at STOP
17. Straight across at Yield. Corrected mileage at this point should read 6.6
18. Who would you have to build you a Cabinet? \_\_\_\_\_
19. Right at T
20. First Left
21. Left at T
22. Phone # of who has "LOTS FOR SALE"? \_\_\_\_\_
23. Left at STOP
24. First Right after Railroad Tracks
25. First Right after Red Mail Box
26. Left after Wright
27. Who lives at 4711? \_\_\_\_\_
28. Left at STOP
29. Straight across Put the Star on Your Right and Stop
30. Begin average Speed of 38 MPH
31. Road is open. Continue
32. Right at next Intersection
33. What does Sled have at 1700?
34. Right at STOP
35. Bear Left onto 632
36. Right onto 156
37. How much are Eggs? \_\_\_\_\_
38. Right onto Washington Street
39. Left onto Holly. Begin average speed of 23 MPH
40. Right on Oakleys
41. Left at STOP and change average speed to 41 MPH
42. Right at Second Tri Color and pull in, STOP.
- End Rallye.