



DESIGNED TO ELIMINATE BEAU COUP GRIPES

Your Board of Directors and Officers have just realized the need to establish a set of rules to govern rallies, especially now that all members are actively participating in the planning and execution of these rallies.

First, it was felt extremely desirable to have an active contest board that would assist the OD in scoring any rally. This board of three, plus the rally officials, will be solely responsible for all rally scoring. For the balance of the club year, Dr. Kenneth Payne will serve as Chairman of the Contest Board with Bill Harding and Jack Lewis serving with him.

Second, all future rallies will be strictly governed by the regulations approved by the membership earlier this year. The decision of the OD and/or the Contest Board shall be final and no protest will be considered that is not presented in writing, accompanied by the Protest Fee of \$5. If the decision of the Board is that the protest is well founded and reasonable, so as to change the results previously announced, the protest fee will be refunded. However, if the protest, in the decision of the Board, fails to alter the results, the fee will be forfeited and the money deposited to the Treasury.

Third, the following regulations must be enforced in all rallies:

- (1.) An odometer check, minimum of 10 miles, must be included in all rallies regardless of length.
- (2.) The method of scoring, (each leg accumulative or separate) must be announced prior to the start.
- (3.) Official timers of the Club must be used to time all rallies.

(4.) Trophies, prizes and awards for all rallies to be handled by the Trophy Committee.

(5.) Scoring will be handled by the OD and-or the Contest Board only.

"LADIES FIRST" ON JUDGEMENT DAY RALLYE

The Regular Meeting of July 19 had a large turnout and resulted in a number of new members. The meeting was topped off by a "short" rally, originally intended to last only a couple of hours. Robert Walker did a masterful job of planning the "Judgement Day Rallye" and it would have been a cinch for everyone, had it not been for a checker (who shall remain unnamed) sending all the cars off from his station in the wrong direction!

Seems that only 5 of the original 15 cars got back to the finish. First place honors went to Virginia Harding with Mert Rosenbaum navigating the Gold Chevy. "Happy" Batcheller, navigated by Ken Payne, was second, with Alan Fine and Bill Harding finishing third.

We remember well, last year, when Judy Baylor was the winning navigator on the 1st Pathfinder, but this may be the first time (stop me if I'm wrong) that we've had a Lady Driver as a winner!!



TRIUMPH
SPORTS CARS

RENAULT

VIRGINIA SPORTS CARS, INC.
1603 PETERSBURG PIKE 83-3492

CHECKPOINTS is published monthly by the Virginia Motor Sport Club, mailed free to paid members. Subscription rates to non-members, \$1.50 per year. Communications & articles should be addressed to: Ed Remick, 107 N. 1st Street, Richmond, Virginia. All meetings are held at TRAN-SPORT SALES and SERVICE, 1010 N. Boulevard, Richmond at 7:30 P.M. unless otherwise stated. Times and starting places for all events listed below will be announced in future CHECKPOINTS...

SEPT. 16th	GYMKHANA
SEPT. 20th	REGULAR MEETING
OCT. 18th	REGULAR MEETING
OCT. 31st	HALLOWEEN RALLYE
NOV. 3-4	OLD DOMINION RALLYE
NOV. 15th	REGULAR MEETING
DEC. 15th	CHRISTMAS RALLYE
DEC. 20th	REGULAR MEETING
JAN. 5th	ANNUAL BANQUET

FINNEGAN & ROSENBAUM WIN "CHESTERFIELD LE MANS"

Hats off to Ken Payne and Bob Bowers for one of the best-planned rallys we've had yet...the "Chesterfield Le Mans" Sunday, Aug. 26!!

Not only did these gents plan a Le Mans start (all fenders survived) but supplied each car with photos of scenes along the route which had to be identified! We hear there was a run on linament at all drug stores the next day for sore necks! All routes & speeds were different for each car. Word has it that Ken & Bob were still working on it 5 a.m. Rally Day! Here are results (and penalties) for the 1st 10 of the 23 cars that entered:

1st	Finnegan and Rosenbaum	(46)
2nd	Remick and Bob Moore	(51)
3rd	Fine and Harding	(54)
4th	Kessler and Branner	(60)
5th	Clark and T. Rennie	(63)
6th	Batcheller and Lewis	(85)
7th	Crenshaw and Crenshaw	(94)
8th	A. Rennie and Graves	(100)
9th	Wright and McClintic	(121)
10th	Appplewhite and A'white	(134)

PLAN NOW - OLD DOMINION RALLYE

Plans for our biggest rally of the year are well under way. The destination of the 2nd ANNUAL OLD DOMINION RALLYE will be NAGS HEAD, N.C. The starting point has been set for Williamsburg, Va. on Saturday morn, NOV. 3. The first day's run will conclude at the Carolinian Hotel, Nags Head. On Sunday, Nov. 4, the return trip will bring everybody back to Williamsburg.

The OLD DOMINION RALLYE this year will be run somewhat differently from past rallys in that each day's run will be scored separately and a winner selected for each day. The overall winner will be the car amassing the best combined 2-day score.

This will be a FUN AND TOURING TRIP with no "Gimmicks" or complicated calculations. There'll be plenty of trophies for drivers and navigators who perform well. Trophies will be awarded for best performance each day with overall trophies for 1st, 2nd & 3rd driver and navigator, as well as team awards, club and marque. (Minimum 3 cars to team.)

The Club will make reservations for all advance entries at the Carolinian Hotel. Your entry fee will include dinner Saturday evening, a BIG BALL (byol), lodging, breakfast Sunday and all necessary rally equipment (instructions, that's all). Total tariff for the entire blowout is only \$10 per person double, \$11 single. Due to limited reservations, late entries (rally day and 48 hours before) will be penalized \$2 each. Official entry blanks will be ready by mid-September, so please advise VMSC how many you will need....Why not be an Eager Beaver, and get your entry in right away, by mailing the attached blank to:

VMSC, OLD DOMINION RALLYE
10-A West Grace Street
Richmond 20, Virginia

ENTRY BLANK-OLD DOMINION RALLYE

Driver _____
Address _____
Navigator _____
Address _____
Single \$11 ea. Double \$10 ea.

"1001 RALLY"

The "Thousand and One Rallye" followed our August meeting on the 16th. The team of Giles & Giles planned an excellent 1½ hour run throughout the countryside with 20 cars participating, and finishing like this:

- 1st Fine and Harding
- 2nd Finnegan and Rosenbaum
- (Tie) Lewis and Walker
- 4th Bowers and Bowers
- 5th Darden and Baggett
- (Tie) Remick and Wood
- 7th Payne and Zehmer
- (Tie) T. Rennie and Graves
- 9th Rollins and Rollins
- (Tie) Kessler and Branner
- 11th Cox and Eisemann
- (Tie) Batcheller and Pettit
- (Tie) Pendleton and Pendleton
- 14th V. Harding and Baylor
- (Tie) Boehling and Everett
- 16th Kromeister and R. Clark
- 17th Applewhite and Lyman
- 18th Crenshaw and A. Rennie
- 19th Smither and Smither
- 20th McClintic and DeHaven

(How come nobody tied for first??)

CLUTCH CHATTER

Seen around...Two new Jags...Wade Norton's (Italian Racing Red) and Jack Lewis's (Eskimo Racing White)! ...Dorsey Sydnor, one of our newest members sporting a new TR-3...Happy Motoring, Sports!!

Understand one of our members who hails from "the OldCountry" has acquired a new name..."Wheelless"!

Evelyn Applewhite tells us that Harold has consented to let her navigate again.

Gerry Boehling seen at a recent rally with racing screens attached. Understand there's a supercharger being installed, too...we'll see this boy at Marlboro soon!

Wonder how many Club Badges the Hardings will bring back from Europe? Bet they'll have a bigger collection than Madison McClintic!!

BATCHELLER'S CORNER

by "HAP"

Starting this month, we will publish replacement parts from American stocks...hope this may save you some time, money & tears. If you know of any such replacements...send 'em in! THE FOLLOWING PARTS FIT THE JAG XK120:

Thermostat: Harrison 3126287
'49-52 Ford & Merc.

Hoses: Upper-Thermoid RC 503
Dayton FD 05
Gates 607A

Lower-Thermoid RC508
Gates 708Q

Belts: Modac 42 (Not perfect but OK
Gates 726 (in emergency

Fan Hub Bearings:

Inner- New Departure R14
Federal LS9
Norma-Hoffman LS9, SKF,
RLS7, S9

Outer-New Departure 7R16, R16,
Federal LS 10
Norma-Hoffman LS10,
LS10TF, SKF, RLS8, EE9
Fafner - S10, S10FT

Water Pump Seal: Victor 62031
National 50385



CLASSIFIED...

FOR SALE: Bullock Mercedes Knock-off
Hub Caps...fit any MG with steel
wheels. Set of 4, \$20.
J. Lewis, 3-0157

Send your ad to CHECKPOINTS
(we need it) along with 50¢
(we need that, too).

Then there was the guy who was hit
by an MG and had to go to the hos-
pital to have it removed.....

BOB WALKER REPORTS ON ROAD AMERICA

Tom Clark and I left the fair city of Richmond at 1 P.M., Wednesday, August 8th in Tom's 4CV Renault, and arrived at Elkhart Lake, Wisconsin Exactly 24 hours & 935 miles later.

After driving around the course with Tom we checked in at Road America office, found accommodations, and looked over the European Sports Car entries.

We took off again for Tom to practice on the course. We removed muffler & fitted new plugs and off he went like a bat... I watched practice for awhile and realized the Renault Fregate & Zephyr that were doing battle were long overdue, especially as the ambulance took off in a rush. I found Tom & we drove over to look. A '56 Chevy had found traction a bit difficult at 110 MPH on one of the faster stretches. I think he was jealous of our rear engine drive and tried to convert!

Friday morning some of the novices took out the car we'd tuned for a little practice. I was assigned to a standard Dauphine complete with muffler, but with 3 2 PBIC Carbs. After a couple of laps of the 4.2 mile course I gradually found myself going into the corners faster, thoroughly enjoying the sensation of driving as fast as I liked. After about 6 laps I was chasing after Tom who was going like the wind, when a ghastly expensive noise emanated from the back of said Dauphine.

Upon stopping to investigate, I found that a rocker arm had come loose so I readjusted and proceeded back.

At 6:30 P.M. Walker & Dauphine left for Milwaukee some 69 miles away and at 12:30 A.M. had returned to base after fitting new valves and generally decarbonizing.

Saturday & Race Day:

Tom Clark was putting in the fastest lap time when a valve broke and burned out #1 piston. There happened to be a spare Renault, so he had another to drive.

Positions were drawn and the "1063" drew pole position, I drew #2 and the others making up the rear. Local

dealers heard of the Renault invasion, so another 4 or 5 VW's were entered.

Soon the race began, a flying start was the method of starting. We were doing about 35 when the flag dropped. The 1063 hit 1st gear and he put his foot down and left me like I was stationary. The Studebaker then passed followed by the Zephyr which was being ably pushed by the Jag. The Karman-Ghia then passed, going like the wind. (We later found out it was powered by a Porsche 1500).

After 3 laps my distributor rotor burst and I suffered the ignomy of having to walk home. Several more laps and in came Tom with bearing troubles.

The race then settled down with Jaguar in the lead and finished as follows:

- 1st Jag. Mk.VII
- 2nd Studebaker
- 3rd Zephyr
- 4th Zephyr
- 5th Renault Fregate
- 6th Renault 1063
- 7th Renault Dauphine
- 8th VW
- 9th DKW
- 10th Renault Dauphine

Sunday was the race of 250 miles for "stock" American cars plus 15 of the finishers of the European cars.

The race began at 2 P.M. in the driving rain with the Jaguar and four Renaults starting. After several laps...which produced a number of spins...officialdom decided it was too dangerous to continue running large and small cars together, so all of the Renaults were pulled in. We spent the rest of the time watching the American stocks do battle.

An enjoyable time was had by all, despite the fact that we started as participants and finished as spectators.

FINISH
R.A. WALKER

TOP 20... 1956 POINT STANDINGS

The following point standings for the 1956 "Rallye Year" were compiled thru the Chesterfield Le Mans, of August 26th:

1st	Jack Lewis	628
2nd	John Kessler	576½
3rd	Bill Harding	429½
4th	Tom Rennie	406½
5th	Alan Fine	401½
6th	Merton Rosenbaum	294
7th	"Happy" Batcheller	283
8th	Ed Remick	269
9th	Robert Walker	260
10th	Bob Moore	244½
11th	Buck Cavedo	168
12th	Charlie Armstrong	144
13th	Ken Payne	142

14th	Allan Rennie	136
15th	Bill Olmstead	110
16th	Robert Mayo	109
17th	Virginia Harding	104½
18th	Harold Applewhite	100
19th	Keith Gallant	90½
20th	Jack Finnegan	90

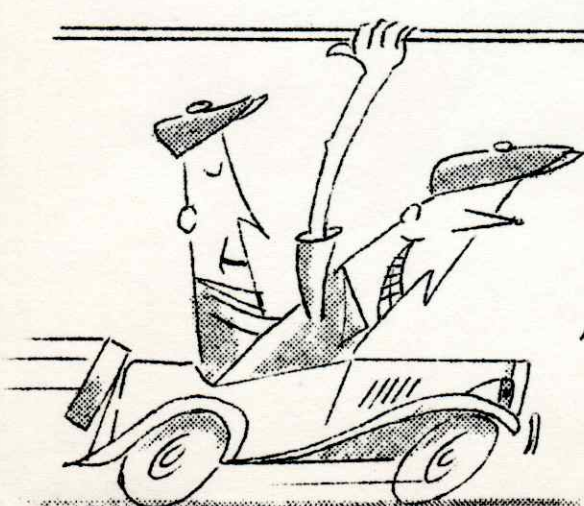
In order to participate in the point standings, each person must be a member in good standing of VMSC with dues paid in full. No points are given to non-members. Trophy awards at the end of the "Rallye Year" will be individual and no ties will be honored. If two members are tied, they must separate on some rally and attempt to break the tie.

GYMKHANA!

SUNDAY SEPT. 16, 2 P.M.

5 EVENTS!

DARTS, PYLONS ETC.



WILLOW LAWN
SHOPPING CENTER
PARKING LOT

APPROX. 4900 BLOCK W. BROAD

Fun for Everyone

