

checkpoints



VIRGINIA MOTOR SPORT CLUB

Vol II No. 10

RICHMOND, VIRGINIA

August 1958

CALENDAR OF EVENTS

Aug 21	Meeting, 7:30 p.m., Branch House, Davis and Monument
Aug 24	Fun Rallye - F. Norton, J. Finnegan
Aug 30-Sept 1	Labor Day
Sept 7	Marlboro Races
Sept 14	Sociable Type Thing - J. Thornton
Sept 18	Meeting
Sept 20	Watkins Glen National Races
Sept 28	Fifth Point Event - Gymkhana - Remick, Harding, Fine, Enright
Oct 5	VIR National Races, Danville
Oct 12	Cooking
Oct 16	Meeting
Oct 18-19	Sixth Point Event - Old Dominion Rallye
Oct 26	Tobacco Festival
Oct 31	Halloween Rallye - F. Johnson, D. Davis, J. Chamberlain
Nov 9	To be announced
Nov 16	Seventh Point Event - Turkey Rallye, J. Crenshaw
Nov 20	Meeting
Dec 14	Eighth Point Event - Christmas Rallye

NEXT EVENT

FUN RALLYE AND PICNIC

August 24, 1958

Start at Willow Lawn, 2:00 p.m. All hard surfaced roads through a minimum of built up areas with very few Amoco stations - so-o-o gas up. Picnic at Hanover Wayside (Main Pavilion) starting approximately 5:00 p.m. Beer, and firewood for cooking will be provided, but bring your own eats, soft drinks and kids. We have a ball diamond reserved so bring a soft ball and bat if you have them. Entry fee \$2.00 a car.

O.D.'s Frances Norton and Jack Finnegan

NEW

MGA DOHC - 1588 cc, compression ratio 9.9/1, 107 bhp at 6,500 rpm, Dunlop disc brakes on all four wheels, 5.90 x 15 tires, knock off disc wheels.

Borgward 1500 competition roadster, goes very well, but has teething problems at the moment, no data.

SCCA Contest Board has ruled that new cars during the year are not eligible for production racing during that year, but must be classified as modified, i.e., A-H Sprite, 3 cylinder Berkeley, Fiat-Abarth Zagato 750, etc.

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. EDITOR - Ed Wright, STAFF ASSISTANTS - Marvin Donger, John Kessler, Bill Harding, Ed Remick, Judy Baylor, Caroline Crenshaw. Deadline for material - 10th of each month. All letters addressed to 3806 Dover Road.

EDITORIAL

This issue will inaugurate a new column for CHECKPOINTS, the Editorial. We have not had it in the past for various reasons, but we have discovered that from time to time, things of importance arise that can be brought to your attention in this manner. We intend to discuss these things from the standpoints of club policy and good sports car driving in general.

It is our policy to provide you with articles and notes of general interest as well as specific news concerning only the club. As we do not maintain a regular staff of correspondents, either here or abroad, all contributions will be gracefully and gratefully received. Contributors will be credited with by-lines unless otherwise specified. Please contact Ed Wright at EL 8-0073 if you wish to write up an event.

Comments, in the form of letters to the editor, will be published, and again, we would love to hear from you. This is your publication and you should use it to express publicly your thoughts upon certain matters. We would like to call your attention to the classified ads in the back section. This is where you can get rid of the odd Ferrari or baby buggy, etc., all for free.

Food for thought:
"If your wheels are spinning,
you ain't winning!"

TESTIMONIAL

Best wishes to our new editor and his staff. He is one of the finest persons it has been my privilege to know. I have looked up to him for years and tried to follow in his footsteps. All the best to a great guy.

Ed Wright

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For pins and stuff with club emblem - Bruce Woodson, Jewelers, 914 E. Main St., MI 4-8747.

For decals - Jackie Carmine, EL 9-1851.

We would publicly acknowledge and praise John Kessler as the designer of our club emblem. Multi thanks, John.

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It is with a great deal of sorrow and regret that we list the following deaths:

Harold Hurtley - July 5, Lime Rock, Conn.
Luigi Musso - July 6, Rheims, France
Peter Collins - August 2, Nurburgring, Germany

LETTERS TO THE EDITOR

Virginia Motor Sports Car Club of Richmond
Richmond, Virginia

I have received a gift from Mr. Ralph of the Corvette Club of America part of which was donated by your club.

I wish I could thank each one of you personally and let you know how deeply touched I was. I want you to know that as with all such other gifts, I've included it in a special fund for my children.

Again, please, accept my heartfelt thanks and good wishes to your organization's continued success.

Sincerely,

/s/ Mrs. Theresa Hurtley
4134 Edmondson Ave.
Baltimore 29, Md.

August 7, 1958

POINT STANLINGS - 20 July

- | | | | |
|-------------------|--------|---------------------|--------|
| 1. Ed Jett | - 1735 | 11. Tom Enright | - 1035 |
| Kay Walker | - 1735 | 12. Stan Clark | - 1025 |
| 2. Bev West | - 1670 | 13. Wade Norton | - 1020 |
| 3. Bob Cook | - 1640 | 14. Trink Jett | - 830 |
| 4. Stuart Jenks | - 1635 | 15. Len Wells | - 750 |
| 5. Ann Cook | - 1630 | 16. Bob Walker | - 740 |
| 6. Mary Jenks | - 1625 | 17. Allen Fine | - 640 |
| 7. John Thornton | - 1535 | 18. Dick Gunn | - 540 |
| 8. Marge Thornton | - 1530 | Frances Norton | - 540 |
| 9. Len Winslow | - 1135 | 19. Doris Finnegan | - 515 |
| 10. Will Fitch | - 1050 | 20. Chas. Armstrong | - 440 |
| | | Bill Pettit | - 440 |

RALLYE TIPS FOR THE NEWCOMER by Capt. H.E. Thompson
Lifted from Wash. Reg. "Straight Pipe"

"What does one DO on rallyes? What happens on a rallye?" On any event, except the time and distance variety, the old-timer has little or no advantage over the newcomer. Sure, he may call a lot of people by their first names and all of that sort of thing, but that's about the extent of any advantage. The best thing for the newcomer to do is to find out where the starting point is, then to do exactly what the old-timer does, go there and keep his fingers crossed. The newcomer will have more fun than anybody!

WIN THREE WAYS
IN A
HILLMAN HUSKY
Economy Pleasure Utility

TRANSPORT
1204 North Boulevard
EL 9-5751 Va. Dlr. 2509A

There was a drunk sitting in front of the automatic washing machine staring at the glass door and saying, "Alright, Lawrence, turn off the bubble machine!"

If you drink, don't park;
Accidents cause people.

V.I.R. HILLCLIMB - July 6

by Ed Wright

First impression, "HOT". Second, "ULP!" A brand new Porsche Speedster thoroughly bent, was being towed in. On top of that, we heard that a Morris had flipped the day before. It looked as if several of the boys had quickly discovered that you can't learn to drive on the track by driving fast on the highway.

There seemed to be a slight state of confusion at first, but then tech. inspection got underway and things proceeded a pace. We were taken in line up the hill over the course, which started at the start-finish line and ran counter clockwise to the long straight, the finish line being at shut-off marker number 5. After tech. inspection and the orientation trip, we were given a couple of trials, not timed, then one timed trial. We were supposed to have three runs for record, but due to rain, we got only two.

There were about forty cars entered, including six of us from V.M.S.C. Moe Clark couldn't get off due to clutch problems, but Sam Carmine made up for it by setting a new course record, and getting 1st overall. Ed Fucker left the line as if he were late to the hospital and placed 2nd in class. Brer Fine heard that the Yankees were coming and went up the hill 1st in class. Wright scared himself to death in a TR and placed 4th. McClintic's TR was badly out of tune and he placed 5th. All in all, a very interesting day and lots of fun. We strongly recommend this event to the club. It was fun!

OFFICERS AND DIRECTORS

President - Robert Walker	Secretary - Caroline Crenshaw
Executive Vice President - Ken Payne	Asst. Secretary - Julia Baylor
2nd Vice President - George Patteson	Treasurer - Jackie Carmine
Editor - Ed Wright	
Directors - Chas. Armstrong	Frances Norton - Women & Social
Stan Clark - Equipment	Len Winslow - Ways and Means
Joe Crenshaw	Madison McClintic
Jack Lewis - Contest	John Kessler - Trophy
Bill Cato	
Technical Advisory Committee - Ken Payne	
	Happy Batcheller
	Bob Bowers

-FROM FRANCE-

Arriving early in September for the first time in Virginia, the fabulous D-B GT Coupe. The performance and economy surpasses that of many of the larger sports cars and sedans. You can see it soon, but only at VIRGINIA SPORTS CARS INC.
6107 West Broad Street
Phone: Atlantic 8-2824

If all the sports car owners in America were laid end to end, they would still point in all directions.

There goes an ex-sports car driver named Scheer
He was caught driving a Jag without a sneer.
He was told that he had committed a flub,
And straightaway was brake-drummed out of the club.

The only reason a great number of Americans do not own a rhinoceros is that they have never been offered one for a dollar down and a dollar a week.

MARLBORO - The world's hottest race course (temperature wise) was again the East Coast's greatest weekend attraction on July 12-13, particularly since V.M.S.C. was again sending forth its highly experienced drivers and their fabulous machinery - MGA's, Berkeleys, etc. As usual, such combinations of men and machines were unbeatable, i.e., there ain't nobody they can beat and so they again returned home with a ludicrous collection of peanut sized silver.

Being the fierce type competitors which V.M.S.C. expects of its members, Madison McClintic (TR3), Tom Elliott (Porsche), Mo Clark (MGA), Bob Bowers (Alfa), Ronnie Owen (Berkeley) and Bill Harding (Berkeley) found their best fun on Saturday during the pouring down practice session when they could slide around the turns as if they all were in real hot cars, Bill Harding hasn't recovered from being able to run side by side for two laps with Duncan Black in a Sprite in the rain and Mo Clark was enjoying himself so much that he kept pushing the Class D and E cars through Cappy's Corner.

Sunday's races were very well run as is the expected procedure at Marlboro and had the usual sprints and handicaps, plus a relay race. The relay was extremely good (probably because none of the Richmond drivers entered) and consisted of three teams of three drivers running three laps each and passing the baton, etc. The teams each had a variety of cars which added to the interest.

Mo Clark's "production" MGA (he has been formally requested by the officials to paint it) was the outstanding V.M.S.C. entry as he dogged the "name" drivers all the way. Mo's handling in the turns was exceptional and if he hadn't run out of gas he would have certainly shown well in the finals. Mo, as usual, goes into a fit at these little disappointments without realizing how much he is saving his tires.

Madison also shared the club's good luck in having his tire types reversed which marred the handling qualities of his TR and prevented his expected win in Class E production. After sorting out the rubber situation, he gallantly went on to burn a valve (Frankly, Mac, there are other mechanics) in the final and again deprived himself of the laurel.

Tom Elliott's Speedster was also one of the beautifully tuned machines V.M.S.C. presented to the Maryland course. The Porsche was running so hot (temperature wise) that all the combustion was taking place in the intake manifold and Tom had to pole it along to keep up with the pack. After a bit of work on the Solexes (and much better running in the second event) Tom has realized that the Porsche shouldn't really give better MPG than his 48 cc. motor bike. (Frankly, Tom, there are other mechanics.)

As usual, Ronnie Owen and Bill Harding were able to lead Class K, (even though they weren't the only two in Class K this time) but only because the other two Berkeley drivers asked the two V.M.S.C. members to help tune their cars - that was enough - from then on Owen and Harding had everything their way. Bob Bowers doesn't deserve mention in this event since he spent the whole weekend loafing under a big tent in the pit area and was too lazy to drive in a single race. It was truthfully a good weekend, with fast racing, good cars, fine weather and a quantity of education for the V.M.S.C. drivers.

LOADS OF LLOYDS
CONVERTIBLES - TUDORS
STATIONWAGONS
ALSO NASH METROPOLITANS

PENCE-BRIGGS INC
2900 North Avenue
Milton 4-3068

LAST MEETING

Members of V.M.S.C. gathered for their regular monthly meeting on July 17 at the Branch House.

Highlight of the evening was a talk by Jerry Powell on antique automobiles. It was both informative and entertaining.

Included in the agenda was the approval of an amendment in the club's by-laws which changes the date of the annual meeting for the election of officers to the December meeting, the election results to be announced at the annual banquet. Names of the nominees will be presented at the November meeting.

Mr. John Pershing, Manager of the Richmond-Petersburg Turnpike Authority, has been made an honorary member of V.M.S.C.

The Club voted to send a donation of \$25.00 to the Corvette Club in Washington for a fund to be presented to the widow of Harold Hurtley.

V.M.S.C.'s treasurer Bob Cook has accepted a position in Providence, R.I., and Jackie Carmine was selected to serve as treasurer for the remainder of this year.

MISCELLANEOUS

Lime Rock on or about September 7th will witness the beginning of professional sports car racing in this country. More about this in our next issue.

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We must apologize for leaving out "Clutch Chatter" and "Batcheller's Corner" this issue. Time was short.

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For those who are undertaking any extensive repair work on their own, we heartily recommend making a list of things to be done BEFORE they start, then adding to the list as work progresses.

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Sea and Ski is about the best sun cream we have found.

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When buying something for the club, get a purchase order number from Jackie Carmine or, sign the bill so that she may know who and what it is for. All bills to: V.M.S.C., Mrs. Jackie Carmine, 4804 Leonard Parkway, Richmond, ELgin 9-1851.

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"Please Don't Eat The Daisies", by Jean Kerr, is the funniest book of the year.

THE NEW AUSTIN-HEALEY
"SPRITE"
NOW ON DISPLAY AT
MOOERS MOTOR CAR CO.
1114 N. Boulevard
ELgin 5-2873

Dearer to me than the Mercedes star
A Cadillac car
A D Jaguar
Or a Rolls in its rich adorning
Dearer than any of these by far,
Is to lie in bed in the morning.

PATHFINDER RALLYE
by Willard Fitch

The fourth annual Pathfinder Rallye began in the rain with ten cars (where were the rest of you sports) on the starting line in the East parking lot of Willow Lawn.

With the memory of last year's Pathfinder still fresh in his mind, the Rallymaster was kind enough to inform the contestants that no check points would be located up dead-end roads. However, the things he didn't tell us! Ed and Trink Jett, in their wicked-sounding, well tuned "bomb" from Stuttgart led the way East on Broad Street followed at the usual two minute intervals by the remaining nine. A pleasant surprise greeted us as we soon entered the new Richmond-Petersburg turnpike continuing to its Southern end with a 30 mile odometer check just a short distance off the turnpike.

From this point, the roads became more typical of those associated with the annual outing. In passing it might be said that there is one Southside, Virginia resident by the name of "Pop" Wilson who operates a small general store and gas station and will be remembered for a long time. At this point the rally route turned left. However, "Pop" Wilson successfully hides his name in very small letters among ads for Phillips gas, soft drinks, etc. Just about everyone sailed by vainly searching for ole' "Pop". Another ringer thrown at us consisted of an average speed of 15 miles per hour after leaving the first check point. Little did we know that a check point lay hidden around a turn less than one mile away. The point of greatest confusion, however, came when we were instructed to turn right and East on Route 460 near Crews, Virginia. With compass in hand, it was obvious that this manuever could not be accomplished since a right turn onto Route 460 went N.W. Only a few continued across 460 and were able to make a correct right and East a few miles later. A lunch break at Walker's Restaurant in Burkeville managed to soothe jangled nerves.

The second half of the rally provided an opportunity for cleaning the spark plugs of nasty carbon deposits. This, of course, to make up for failing to turn right when the bench marker numbers did not match exactly the numbers on the instruction sheet. Someday I must journey to England to see how the figure three is written over there. Bill Pettit had been told by the Triumph people that all his TR3 needed was a little activity in the upper RPM range, so Charlie Armstrong hung the tach needle on the red-line; well that's one way to recover after 24 miles in the wrong direction.

The remainder of the rally consisted of an extensive tour through the campus of Hampden-Sydney College in search of road #1003 and then in search of ♣♣♣♣♣ which any fool can interpret as five forks!!! Following this was a number of narrow, twisting dirt and gravel roads taken in two wheel slides and an occasional accidental four wheel drift.

Finally, after about two hundred twenty miles the last yellow pylon was sighted off 360 at Plaza Circle, spelling the end of another delightful Pathfinder Rallye. We look forward to another next year. Results below.

- | | |
|-----------------------------|-----------------------------------|
| 1. Will Fitch, Kay Walker | 6. Doris Finnegan, Frances Norton |
| 2. Stuart and Mary Jenks | 7. Chas. Armstrong, Bill Pettit |
| 3. Ed and Trink Jett | 8. T. Rennie, Harvey |
| 4. Len Wells, Fitzhugh | 9. T. Enright, Brown |
| 5. Bev West, Bill Singleton | DNF. Bill Welch, Ralph |

AT THE GYMKHANA
With John Kessler

It seems that the weather man is no enthusiast of gymkhanas. As we well remember, the one at Southside Plaza was rained out. So when Sunday, July 27th rolled around and another gymkhana had been ably planned by Mac McClintic and Ed Wright, along came the rain clouds. This time was different. The enthusiasts were undaunted by the downpour and 17 cars plus numerous spectators turned out for one of the wettest events ever staged by V.M.S.C! Mooers speedbowl was a perfect location, providing dry seats for the spectators and even a pit area!

Tommy Elliott got things off with a bang by chalking up the only "wreck" of the day. Tommy, sans car, rode a two-wheeled vehicle instead. But the tight turns and wet surface proved more treacherous than Marlboro, and Elliott and cycle hit the ground with much force, leaving a bit of skin on the pavement. Another highlight of the day was the spectacular spin-out, performed by Bob Cook in his new VW!

Hats off to those hearty souls who didn't even wait for the rains to let up before blasting through the serpentine course. Jerry Chamberlain did a magnificent job of driving with one hand, while holding his umbrella with the other!

Mac and Ed put a lot of work into this, borrowing nearly every pylon the city owns, and it went off quite well despite the weather. Complete results are as follows:

SEDAN: 1. Len Wells 2. Joe Crenshaw 3. Bob Walker 4. Bob Cook
5. Joe Bagley 6. Tom Enright 7. Frances Norton 50cc. Tom Elliott

SPORTS

- | | |
|--------------------|-----------------------|
| 1. Ron Owens | 10. Jerry Chamberlain |
| 2. Tom Rennie | 11. Hal Kirby |
| 3. Ed Remick | 12. Bill Cato |
| 4. Ebshaw | 13. Bev West |
| 5. Dave Davis | 14. Doris Kirky |
| 6. Allen Fine | 15. Julian Bell |
| 7. George Patteson | 16. Sam Carmine |
| 8. John Kessler | 17. Jackie Carmine |
| 9. Ken Payne | |

CLASSIFIED

LOST! One green Berkeley, last seen travelling up Broad Street in the jaws of a black cocker spaniel. Reward. Call the AA.

- - - - -

He had a lovely date,
But he was very late.
And on the turn there was oil,
Now he's underneath the soil.

See the Fabulous
FIAT
\$1188 Delivered in Richmond
LAURITZEN MOTORS
1840 West Broad ELgin 8-1511

When in danger or in doubt,
Run in circles, scream and shout,
Show a light, fire a gun,
Hoist the signal, "Well Done".