

# checkpoints



VIRGINIA MOTOR SPORT CLUB

Vol II No. 14

RICHMOND, VIRGINIA

December 1958

## CALENDAR OF EVENTS

Dec 18 Meeting - Elections  
Jan 3 Annual Banquet  
Jan 16 Ladies Rallye - To be announced

## NEW

In the coming year are all kinds of goodies to be announced in future issues.

## ELECTION TIME

At the November meeting of VMSC the members whose names appear below were nominated as candidates for officers for the year beginning January 1, 1959.

This slate was presented by Joe Crenshaw, Chairman of the Nominating Committee. There were no further nominations from the floor, and the candidates were unanimously accepted.

President	- John Kessler
Executive Vice President	- Stuart Jenks
Second Vice President	- George Patteson
Secretary	- Caroline Crenshaw
Asst. Secretary	- July Baylor

The candidate for Treasurer declined the nomination, and it was decided that the Nominating Committee, together with the Board of Directors, would meet to select another candidate whose name will be presented at the December meeting.

Election will be held by secret ballot at the Annual Meeting, December 18, at the Branch House. For the convenience of members unable to attend this meeting, an absentee ballot will be found on the last page of this issue. Persons voting by absentee ballot must sign the ballot. Ballots must be received by the Secretary no later than December 18 to be counted.

*Merry Christmas*  
FROM  
**CHECKPOINTS**

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

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EDITORIAL

Now that the season of good cheer is upon us, let us practice some of that old "Good Will", part two, during the coming year. Specifically, a certain amount of courtesy toward the Detroit types in matters of yielding the right of way, blasting past on the inside of the turns, etc., would be in order. However, to keep it short, be of good cheer and not too much beer, and may you all find Ferraris under the tree on Christmas morning.

GRAMPA BUCKETBUTT'S BANALITIES #4

Vunce der vas a Porsche owner who vas so happy mit his car. He vashed idt every veek undt vorked mit der autoschlosser's und studidt der manual. Vun day he heardt dot der vas a man in town who hadt vorked in der Porsche Factory. So off he vent undt knocked on the man's door.

"Ya"? saidt der man.

"Ich bin - I mean, I've been hearing that you used to work in the Porsche Factory and I want you to work on my car," said the young man.

"Nein, I cannodt," saidt der man.

"But you worked in the factory"! yelled the young man.

"Ya, budt I vas der janitor."

Moral: Ven you jump to conclusion, be ready to germachen der sitzmark.

Oldt Grosfadder hast gespreckt!

- '55 Ford Zephyr - \$1095
- '54 Morris Minor Convertible,  
New Top and Engine - \$795
- '53 Hillman Minx Convertible - \$545
- '52 Hillman Minx Convertible - \$495
- '54 Austin A40 Sedan - \$495
- '57 MGA Roadster, Wire Wheels - \$1995
- '57 Triumph TR-3 - \$2095

MOOER'S MOTOR CAR CO.

1114 North Boulevard - EL 5-2873

ANNUAL BANQUET

January 3 - Downtown Club - 6:30 p.m.,  
Cocktail Party, Dinner and Awards -  
10:00-1:00 a.m., Dance - Be sure your  
reservations are in by December 19.  
Singles - \$5.00, Doubles - \$10.00

Send your name and guest's name and  
money to Len Winslow, 1927 N. Hamilton,  
or bring it to the meeting on the 18th.

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MARLBORO - NOVEMBER 16

Trying to recall events that occurred some weeks ago, especially sports car races, is somewhat of a task. Therefore, I'll have to write in generalities.

This being a Regional Race program and somewhat late in being scheduled, the field was limited to less than 100 entries, but it didn't deter from making an enjoyable day of driving for "Might" Mo Clark and "Mad" Madison McClintic. Mac made his tour, enjoyed himself, put the muffler back on the "Natural" (Number 711) TR-3 and drove it home, a true amateur!

"Pro" Mo Clark had an exceptional day, his attitude being "I'm going to re-build the engine, let's see if it'll blow up." We find Mo running 3rd over-all and 1st in class, then the "A" became sick. Pit inspection showed nothing serious mechanically, only a loose spark plug wire, but the race was over as far as the Equipe Rucker was concerned. The Handicapper didn't think "Mo could go," but the "Red Sled" was going good enough to be going 1st over-all. A spinout cost Mo a 1st, but he managed to hold 2nd for another Pot. The semi-main found the hard charging Mo back in the middle of the fray and (don't quote me), but I think that he got another 1st in class.

I do recall a 300 SL coupe winning the Novice go, what a way to start racing - a pack of Formula III's putting on the best show so far by the miniature out-and-out race cars this season - the introduction of the Fiat-Abarth Zagato 750 cc G.T. machines - a beautiful "Lugui" type machine with plenty of "go." One of the two, entered by F. D. Roosevelt, Jr., no less, rolled and caught fire. Although I can't vouch for the fire, the roll, I'm told, bent every body panel. (Motor racing is expensive.) The modified machinery being in short supply did not detract from the drive in the Lister-Corvette with F. F. F. Windridge at the helm and loomed across for a well-deserved 1st.

Just recalled that several of the 3-lung chain-saw types raced with none other than "Tex" Hopkins at the wheel; so with 4 chain-saw members from Richmond the field should be rather large next season, noisy beyond comparison, and if I may make a prediction, looking at the rear of a certain blue Berkeley that led the parade this past season - with these qualifications: that he can get another lung so he'll have 3 cylinders - get the time as sharp - get J. Swan to gain 10 pounds - and have his share of luck (keep the machine all in one piece is what I mean).

Th That was Marlboro as recalled by a fuzzy mind (it's Monday and I haven't had a drop since Saturday). As the jingle goes, "you get a lot to like with a Marlboro" race program. For those who missed it, one consolation. The weather was miserable, the food was \$\$, it always seems a long way home, BUT I'll be there again when the "GREEN" drops.

- A. Goldenrod - pen name (A.T. Choo)

A VERY MERRY CHRISTMAS --

to our many good friends .

in V. M. S. C.

TRAN-SPORT SALES

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Hardtops and Convertibles by---

METROPOLITAN  
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PENCE-BRIGGS INC.

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## COLD WEATHER DRIVING

by Ed Wright

Last month, Happy Batchelor told you how to get your car started. Now, I will tell you what to do with it after you have successfully followed Happy's advice. First, when you have started the car and warmed the engine, remember, that is absolutely all that you have done. Every moving component that is not part of the engine is still cold and needs to be warmed up also. By moving components, I mean, gearbox, rear end, prop shaft, shocks, springs, brakes, wheels, tires, tach and speedometer, and steering gear. All these parts are subject to moving stress and, when cold, fatigue easily; so, don't put undue strain on the car until it has had a chance to warm up all over.

On dry roads in winter, your tires do not have the adhesion that they did in summer. A turn that you took quite cheerfully in July at 55 mph, may suddenly let you go sailing off into the corn shocks in November. Slip angles of the tires themselves change as the air inside doesn't expand as much, or a summer inflation pressure of 20 psi will reach approximately 23 psi going to Marlboro, but going to West Virginia to ski, may reach only 21.5 psi. Not much difference, but it could keep you from scratching up the mountain. Now, let us take this dry road and add water. It gets slick, slicker than in summer, for the reasons mentioned above. Just for laughs, let's freeze the water and get ice. Wow! Dickey! Ice just forming, just melting, very, very slick, but, that's not the worst. About the worst condition you are likely to hit is powder snow on smooth ice. Its just like fine bird shot on steel. Powder snow looks and acts just like its name, powder. It is formed only when it snows at temperatures well below freezing, and contrary to popular opinion, it never gets "too cold to snow". Now, take this powder snow, pack it down, and things are not so tense, on this type of surface, with good tread, you have good to fair control. Remember, where the sun hits the surface, at night, or when it passes into shade, the surface will quite likely ice, especially in the mountains. Now, let us remove all this glop and come up with another lousy condition, sand on dry surface. Many highway departments use sand extensively and after the snow and ice melt and the surface dries, the sand is still there. Just like dirt track driving.

Well, now that everyone is ready to take the bus, let us see what can be done about driving on these surfaces. Dry roads, just reduce speed slightly and check your tire pressures, with a gauge, pumps are not reliable. On all ice and snow over ice conditions, go very, very slowly. To stop, gently press the brake, gently ease off the throttle. To start, engage the highest gear possible that will barely move the car while gently easing in the clutch. To correct a slide, on dry roads, a quick flick of the wheels in the direction of the slide will do it, but on the other surfaces, you must be very careful not to over control and, at the same time, back off on the throttle to about one third of what you had at the time of the slide. These manœuvres are best learned through practice, and with luck, you can find places around here that you can try them out. You will not have time to try to think them out when the slide occurs; so, be ready to correct at all times. Side winds can hit you as you pass a wooded area and blow you clean off the road when you least expect it. About the best advice is to do nothing fast on ice, and carry a tow rope and seat belts. Good luck!

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"No, son, Santa Claus is not sometimes called 'that jolly old Elva', now, shut up, and finish tightening those spokes."

See the New  
FIAT ABARTH "750"  
at  
LAURITZEN MOTORS  
1840 West Broad ELgin 8-1511

To all my friends in VMSC  
In lieu of a card, I wish to take  
this opportunity to wish all of you  
The Merriest and Happiest

From all of me  
Ed Wright

Sebring's fine in '59  
March 21 and 22

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Don't forget to make your reservations  
for the banquet.

It's the most, man!!!

- - -

HORRORS - DUES ARE DUE!

Must be in by the 1st of January.

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A woman sent her dog to college for  
two years, and when he came home she  
was very excited.

"Tell me," she said, "did you learn  
mathematics?" The dog didn't move.  
"Geography?" Still no response. "per-  
haps you learned a foreign language?"  
The dog's ears perked up and his eyes  
sparkled.

"Speak to me in this new language you've  
learned," she said, and the dog proudly  
answered: "Meowwww."

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(Well, anyhow we laughed so hard  
that we almost sobered up.)

- - -

This space reserved for those who like  
White Christmases.

ABSENTEE BALLOT  
1959 VMSC  
Officer Election

PRESIDENT (Vote for one)

( ) John Kessler

EXECUTIVE VICE PRESIDENT (Vote for one)

( ) Stuart Jenks

SECOND VICE PRESIDENT (Vote for one)

( ) George Patteson

SECRETARY (Vote for one)

( ) Caroline Crenshaw

ASSISTANT SECRETARY (Vote for one)

( ) Judy Baylor

SIGNED: \_\_\_\_\_

(Only paid members in good standing  
are eligible to vote)

MAIL TO: Mrs. Caroline Crenshaw  
Secretary  
3317 Stuart Avenue  
Richmond, Virginia

We wish all of our friends in VMSC  
a very happy Christmas and a healthy  
and prosperous New Year

VIRGINIA SPORTS CARS, INC.  
6107 West Broad - AT 8-2824