

checkpoints



VIRGINIA MOTOR SPORT CLUB

Vol. III No. 4

Richmond, Virginia

April 1959

1959 CALENDAR OF EVENTS

- | | |
|---|---|
| May 3 - VIR National Races - Danville | Jul 5 - Concours - Fitch & D.Rucker |
| 10 - Rallye - W. Powell & J. Crenshaw | 12 - Marlboro Races |
| 17 - Cumberland National Races | 16 - Meeting |
| 21 - Meeting | 19 - Rallye - Jenks & Enright |
| 24 - Rallye - Kessler & Patteson | Aug 9 - Gymkhana - McClintic & R. Owen |
| 31 - Gymkhana - Johnson & Larus | 20 - Meeting |
| Jun 14 - Pathfinder Rallye - Remick & Moore | 23 - Historical Rallye - Mayo & Armstrong |
| 18 - Meeting | 30 - Marlboro Races |
| 21 - Marlboro Races | Nov 7 & 8 - Old Dominion Rallye - Norton & Pettit |
| 28 - Gymkhana - Carmine & Welch | |

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NEXT RALLYE

Sunday, May 10 - 1:30 p.m.

Start - Atlantic Rural Exhibition Grounds

Short Rallye - Food at End

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NEXT MEETING

Be sure that you do not miss the May meeting!

Get 50 points plus prizes

Movie followed by a quiz

Test your powers of observation and carry home a bonus prize!

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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.

EDITORIAL

It was indeed surprising and gratifying to see so many VMSC'ers from Richmond present at the President's Cup National Race at Marlboro. This either denotes a hard core of enthusiasts who don't mind sitting in the rain to watch some of the finer points of motor racing, or a bunch of people who just don't care and have nothing better to do; however, it is our opinion that the former is the case, because no one doesn't care that much. Now, all we need to do is have as good a show at our rallies where we can practise some of Don Sessler's technique, and we will be in good shape.

Looks like the old VMSC spirit is riding high!

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A TECHNICAL NOTE

Volkswagen Speedometer Conversion

Volkswagen owners who have been bothered by the lack of tenths wheel on their speedometer should know that the unit can be easily converted in a couple of hours with no more than a few tools and the courage to take the thing apart. The disadvantage to this method is that all numbers are moved up one decimal place and the speedometer will reset to zero every ten thousand miles instead of every hundred thousand.

This conversion was made on a '55 VW speedometer, but should work on a Porsche too.

When you remove the unit from the car, you'd do well to make a diagram of all the wires that are attached to it. There are quite a few.

Remove the speedometer mechanism from the case by gently prying off the faceplate ring and unfastening the holding screws. Remove the speedometer needle from its shaft with a firm pull, being extremely careful to note its exact position on the shaft so that when it is reinstalled the hairspring tension will be the same and an accurate speed indication will be maintained. Remove the dial and the odometer mechanism will be exposed.

It will be observed that the odometer wheels are driven by a shaft which passes through the wheels and is attached to a lead-like disk with a notch in it. As one revolution of this disk causes the first wheel to move one digit, the disk is in effect a tenths wheel.

Alongside the numbered wheels are five fingered cogs which serve to advance the next wheel one number for every complete revolution of the preceding wheel.

In order to move each wheel up one decimal place, and thereby make the last wheel a tenths wheel, remove the last fingered cog (that which connects the driving disk and the first numbered wheel), and fasten the driving disk directly to this first wheel. (Continued...)

(Continued from page 2)

Remove the first fingered cog by filing the flared end of the rod on which they revolve so the rod may be pulled back far enough to allow the cog to be slid off. Be careful not to alter the position of any of the other cogs.

Fasten the first wheel and the driving disk so that they revolve together. A little glue on a piece of wood connecting the notch on the driving disk and a notch on the first wheel ought to do the trick.

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CLUTCH CHATTER.....

Who left the "sponge" in the red MGA, Sunday, at Marlboro?

Your president and executive vice-?? were able to snare top deck seats at Marlboro, Sunday, by arriving before 8:00 a.m. They were mighty wet by the end of the day, but otherwise they enjoyed all the comforts of home--chairs, food, and lots of company.

The rallies are getting bigger and better-n'cest pas?

Do you know any VMSC news? Don't tell it to your favorite sports car owner because he's so busy thinking about rpm's, carburetors, valves, or the next sports car event that he will forget what you said before he can repeat it. Do tell it to a VMSC Checkpoints reporter!

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HARE AND HOUNDS

March 19, 1959

- 1 - Tom Enright & Flora Enright
- 2 - John Palmer & Ron Vincent
- 3 - M. McClintic & Bill Pettit
- 4 - Tom Rennie & R. Walker
- 5 - Stuart Jenks & Mary Jenks
- 6 - Ed Wright & Marvin Donger
- 7 - C. Armstrong & A. Wilensky
- 8 - Chuck Bress & Rip Radcliffe
- 9 - Ted Remick & Bev West
- 10 - Charlie Larus & Pete Toepffer
- 11 - J. Kessler & Suzanne Kessler
- 12 - W. Fitch & Sam Carmine
- 13 - J. Thornton & M. Thornton

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CHESTERFIELD LE MANS

April 12, 1959

- 1 - J. Thornton & M. Thornton
- 2 - Stuart Jenks & Mary Jenks
- 3 - Bev West & Judy Baylor
- 4 - John Kessler & Suzanne Kessler
- 5 - Rip Radcliffe & Chuck Bress
- 6 - Bill Pettit & Charlie Armstrong
- 7 - Tom Rennie & Art Graham
- 8 - George Patteson & Shirley Ward
- 9 - Harry Bitner & Ray Smith
- 10 - Tom Enright & Flora Enright

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This year it looks like the Berkeleys will discard their calendars for timing.

SESSLAR DRIVES PORSCHE TO PRESIDENT'S CUP VICTORY
VMSC MEMBER BRINGS HOME THREE TROPHIES

UPPER MARLBORO, MD., April 18 & 19 -- Don Sessler, an exciting figure in sports car racing, long a favorite to many VMSC members, won his first major victory, the President's Cup Race at Marlboro Speedway, Sunday, April 19.

Sessler accomplished the almost unbelievable feat of maneuvering his Porsche RSK from next to last to first. He led away at the starting line, but at the last hairpin turn before the end of the first lap he spun out into the mud and 18 cars passed him before he was able to get back into the race.

Walt Hansgen, who started at the back of the pack, and Sessler, at this point, began a car to car duel, fighting their way through the traffic at tremendous speed, with Hansgen leading the way.

This terrific duel had the crowd of 7200 rain-soaked spectators on their feet throughout the last race, and when Sessler was able to beat Hansgen past Thompson, who had spun out his Corvette Special, a great cheer went up from the crowd.

Sessler was able to hold this lead and win the race. His time, despite the damp weather, was 60 minutes 52 seconds for the 35 laps. Hansgen was second in his Lister-Jaguar, and Robert Penske in another Porsche RSK was third.

All of the excitement was not in this last race, however, for all 8 races were full of tension and excitement for drivers and spectators.

The first race on Sunday was for novices and because of the many entries was divided into two races. John Elliott, a VMSC member, won second in class in his Sprite in race No. 1. Scotty Gow, driving Jimmy Water's mount, placed a very nice 4th in race No. 2.

Race No. 3 for Class H Modified, H, I, J, K Production was won by Ray Cuomo in a Fiat Abarth, and your Checkpoints Editor, Ed Wright, won first in class in this event. He, also, won first in class Saturday, and he was further awarded the Bertram Trophy for the best owner prepared and driven production car.

In other races, Louis Hatcher in his Jaguar XK-150 won over the Corvette champion, Jim Jefford. Mo Clarke, a Richmond driver, won first in the MG Class, as well as a trophy for being the best MG driver.

Bill Harding, a VMSC member, drove in two events with his Berkeley and a Lotus but was plagued by difficulties, mostly mechanical, that caused him to retire from both races before the end.

Another VMSC member, "Mac" McClintic, had a bit of "metal-to-metal" contact both Saturday and Sunday but was able to finish well up in his class each day. In the E Production mish-mash Sunday, during which Mac got his right front fender, etc, bent further, Jimmy Waters managed to get his radiator fractured, which kept him from finishing.

The only big accident on Saturday occurred during the qualifying races when Bob Holbert, in his brand new Porsche RSK, was caught in a squeeze play in the very first second of the race. His car was practically demolished, although he, himself, was not hurt.

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A letter from a reader: "You are the greatest editor in the world. Please excuse crayon, as they won't let me use anything sharp in this place."

VMSC APRIL MEETING

The regular monthly meeting of VMSC was held on April 16 at the Branch House. Some of the highlights follow.

In the current issue of SCCA's publication, VMSC's Schedule of Events is printed. John Kessler and George Pattenon attended a meeting of SCCA on April 14.

Blazer emblems and car badges have been ordered.

Trophies were presented for the rallies up to this date.

An indoor rallye will be held at the May meeting. Members were requested to bring pencils. Prizes will be awarded for the best answers to questions.

The new stopwatches will be kept in a safe and each O.D. of a rallye will sign out and in and be responsible for the watches. A penalty of 50 points will be imposed if not returned promptly. Robert Walker will be in charge of the watches.

Allen Fine auctioned off the old stopwatches to Mary Jenks, Rip Radcliffe, Bill Pettit, and John Kessler.

Bob Mayo presented the Hard Luck Trophies in the absence of Ed Wright. Harold Applewhite received an old tire with a lovely purple bow. The Hard Luck Trophy went to Ed Wright.

It was again announced that O.D.'s of rallies and events will be responsible for pictures.

Coffee and a wonderful film of the TR Rallye through Europe followed the business meeting.

		POINT STANDINGS (Through April 12)
IT'S THE BUDGET CAR THAT BEATS THEM ALL FOR FUN OR FAMILY, SUMMER OR FALL SEE IT, DRIVE IT CHANCES ARE YOU'LL BUY IT - RENAULT 4cv	1 - Stuart Jenks 2 - John Thornton 3 - Chuck Bress 4 - Marge Thornton	3755 3505 3000 2855
Ideal Rallye Car with 50 MPG and 70 MPH	5 - Rip Radcliffe 6 - Mary Jenks	2800 2455
VIRGINIA SPORTS CARS, INC. 6107 West Broad Street AT 8-2824	7 - Judy Baylor 8 - John Kessler 9 - Suzanne Kessler 10 - Bev West	2305 2255 2155 2100

A fellow who had "just two" drinks with the boys, was driving the wrong way, against traffic, on a one-way street.

Of course a cop stopped him. "Where do yuh think you're goin'?"

"I dunno," answered the fellow, "but I must be late. Everybody's comin' back!"

See the New

- MORETTI -

- - Hand-crafted from Italy - -

and the

- FIAT ABARTH "750"-

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