

checkpoints



VIRGINIA MOTOR SPORT CLUB

Vol III No. 6

Richmond, Virginia

June 1959

CALENDAR OF EVENTS

- | | |
|---|---|
| Jun 28 - Gymkhana - Carmine & Welch | Sep 13 - Gymkhana - Winslow & Chamberlain |
| Jul 5 - Concours and Picnic - to be announced | 17 - Meeting |
| 12 - Marlboro Races | 20 - Rallye - Thornton & West |
| 16 - Meeting | Oct 15 - Meeting |
| 19 - Rallye - Jenks & Enright | 31 - Halloween Rallye - E. Wright & Harding |
| Aug 9 - Gymkhana - McClintic & J. Elliott | Nov 19 - Meeting |
| 20 - Meeting | 22 - Thanksgiving Rallye - R. Walker & L. Wells |
| 23 - Historical Rallye - Mayo & Armstrong | Dec 17 - Meeting |
| 30 - Marlboro Races | 20 - Christmas Rallye - S. Clark & G. Williams |
- Jan 9 Annual Banquet

- - - - -

Gymkhana - May 31

On Sunday, May 31, Charlie Larus and Fred Johnson held a gymkhana at Willow Lawn Shopping Center. Things started out just fine until the management of the Willow Lawn Theater noticed that "The Diary of Ann Frank" contained what appeared to be the sound track from newsreels of Lo Hans. So, after moving the course from one end of the parking lot to the other, the dauntless ones carried on.

When the State Police showed up to see what all the numbered sporty cars were doing, John Elliott thought discretion the better part of valor and installed a muffler on his Sprite. The muffler stuck out nearly a foot from the side of the car, but he managed to take first place anyway.

How people could get lost on a twenty-mile-an-hour course less than an eighth of a mile long was hard to understand; however, when the officials went out to reset the course and got lost themselves, people didn't think quite so ill of the contestants.

Everybody expected that the twelve-horsepower Co-cart would wipe up the field, but brake horsepower won't replace brakes and it turned in one of the poorest scores of the day.

Congratulations must be given to the wonderful job of crowd control and to the crowd itself which seemed most appreciative of the drivers' efforts and generally conducted itself well.

(continued on page 3)

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.

A TRIBUTE TO A GALLANT EFFORT

All this racing season, we have seen a black and yellow Berkeley running in fits and starts and not at all. The owner/driver, Bill Harding, has received much kidding, silly remarks, good advice, etc., all with a smile as he tore down and rebuilt, reassembled, rewired, etc. Bill continually had his hands in the engine, ceaselessly trying to locate the bugs and cure them. Disappointment followed disappointment and Bill tried again, desperately attempting to make it go by the next race. All this time others were having their problems also, and although he was striving to meet a deadline, Bill always had time to stop and help. He did this cheerfully, never begrudging the time when his was so short.

Finally too many things went wrong and Bill has retired the car for the season. The end of a long, hard fought battle. The effort was not all wasted, however, those of us who received his help, learned a great deal about sportsmanship by his fine example. We would all do well to emulate Bill Harding who has shown us the true meaning of sportsmanship.

MONTHLY MEETING - JUNE 18, 1959

The regular monthly meeting of VMSC was held on Thursday, June 18, 1959, at 7:30 p.m. at the Branch House. Some of the highlights follow.

VMSC was mentioned in recent issues of several sports car magazines. There were pictures of Mo Clark, Bill Harding, and Ed Rucker's son. Also, an excerpt from one of Checkpoints' editorials was printed.

Dick Gunn reported that the blazer emblems have not been received. New car badges are also on order and will arrive soon.

The Activities Chairman reviewed the schedule of events for the summer. A calendar appears on page 1 of this issue.

Trophies were presented to the winners of the Movie Quiz which was held at the May meeting. Trophies were also presented to the winners of the Travelogue Rallye held on May 24. Results of the Gymkhana, held on May 31, were read. Trophies had been awarded at the Gymkhana. Trophies were presented to the winners of the Annual Pathfinder Rallye held on June 14. Fortunately, there were no Hard Luck Trophies for this past month.

The meeting was adjourned and the program turned over to Sam Carmine and Dick Gunn who showed a film on the Tulip Rallye in Europe and to Stuart Jenks who showed movies taken at the Marlboro and Danville this year.

CONGRATULATIONS to Bob and Marge Mayo on their new production, "Pamela."

(continued from page 1)

The results of the gymkhana are as follows:

Over 1600 c.c.'s

- 1 Jack Palmer
- 2 Madison McClintic
- 3 Ed Wright
- 4 John Thornton
- 5 Ken Payne
- 6 R. Richeson
- 7 H. D. Pritchard
- 8 John Kessler
- 9 Stan Clark
- 10 Bev West
- 11 G. Ledford
- 12 Jackie Carmine*
- 13 Bob Simmons
- 14 Sam Carmine (?)*
- 15 Melita Clark

Under 1600 c.c.'s

- 1 John Elliott
- 2 George Patteson
- 3 Joe Grenshaw
- 4 Len Wells
- 5 Willard Fitch
- 6 Stuart Jenks
- 7 Jerry Chamberlain
- 8 Allen Fine
- 9 D. Watson
- 10 Charlie Armstrong
- 11 G. Hobousch
- 12 Rip Radcliff
- 13 Tom Ronnie
- 14 Dick Lewis
- 15 John Swann
- 16 Leonard Schwab
- 17 G. Bodner
- 18 Bob Patterson
- 19 Ron Vincent

Go-Karts!

- 1 Mr. Ellis

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- 1956 MG Magnette - \$1595
- 1957 Jaguar Convertible - \$2695
- 1957 Borgward TS - \$1595
- 1952 Morris Minor - \$345

NEW LOCATION - 1117 North Boulevard

POINT STANDINGS
As of June 18, 1959

- | | | |
|----|-------------------|------|
| 1 | Stuart Jenks | 6505 |
| 2 | John Thornton | 6205 |
| 3 | George Patteson | 5055 |
| 4 | Marge Thornton | 4805 |
| 5 | Mary Jenks | 4705 |
| | John Kessler | 4705 |
| 6 | Suzanne Kessler | 4005 |
| 7 | Len Wells | 3700 |
| 8 | Judy Baylor | 3605 |
| 9 | Bev West | 3600 |
| 10 | Madison McClintic | 3555 |

PATHFINDER RALLIES
June 14, 1959

O.D.'s Ed Rowick and Bob Moore

- 1 Leonard and Rosalind Schwab
- 2 George Patteson and Shirley Ward
- 3 Madison McClintic and Charlie Larus
- 4 Len Wells and Fitzhugh
- 5 Stuart and Mary Jenks
- 6 John and Suzanne Kessler
- 7 Joe and Caroline Grenshaw
- 8 Bev West and Judy Baylor
- 9 Melita Clark and Kay Walker
- 9 Don Wiseman and Ann Wiseman
- 10 William Brown and Miss Laddoll

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The day dawned dark over Marlboro but the rain held off and by the end of the day the unprepared were sporting good sunburns. On the track things got started right away with a hell-bent-for-leather type novice race. Karl Klusewitz's MGA got out in front and stayed there on its superior power and handling ability, but he was never really safe. Three challengers in the form of a beautifully driven Volvo by Don Nyland, a roaring D.B. by Captain Reilly and from the back of the pack of flying 1100 c.c. Fairthorpe driven by J. A. Thompson. It ended up with a flying finish as MGA, Volvo, Fairthorpe, D.B.

The small production cars and H-specials were pitted against the Formulas III's. The F-III cars proceeded to lap everybody in sight and make the "hot" sports car drivers hot under the collar as well. However, Semler's Bandini-Sonnett finally got going and ran out front of the sporty-type cars. In the production class, however, things were hotly contested between the D.B.'s of Dr. Bauman and the flying novice of the previous race, Capt. Reilly. Bauman's D.B. was a bit faster than Reilly's but the "Unexperienced" novice was riding the hairy edge on all the corners. Not enough to get by, though. Our own Ed. Wright made his Berdely fly along, passing a whole mess of machinery and then didn't show up until the race was over, pushing a tow truck.

Moe Clark started out on a trophy happy afternoon and evening by moving through the pack in #231 MGA and, much to the surprise of the announcer whipping the pants off all but Mike Taylors Triumph. It left the audience a bit surprised to see Moe and Bill Terrell in another MGA gobble up the 2 liter boys. This was a race for MGA's, Triumphs and Morgans.

In the production race Moe did it again being beaten out only by a speedy Carrera driven by Dick Nash and a Veloce to take second in class in this race. Dick Nash, by the way, also ran with the big modifieds in the sprints and, starting from the back of the bunch, worked his way into fourth position overall where he stayed to the end. Charlie Kolb, after winning in his Lotus, wiped up the big boys with his Maserati and emerged unchallenged taking two in a row.

The half-breed Le Mans start for the 6 hour endurance race went off all right, which is more than can be said for a couple of cars, and the G.P. of endurance was underway. The way it looked Charlie Kolb and his Maser were going to make it three in a row as he lapped the field four times in the first hour. However, although the big snorter appeared to be running along smoothly and easily, what appeared to be a missed shift by co-driver Robertson ended the gallant career of the Maser as it retired with rear end woes and ended hopes of a hat trick for Mr. Kolb.

The energetic Elva of Art Tweedale took over and got about four laps on everybody else. However, a "D" Jag driven by Shaw and Robinson was on the move and pushing hard on the Elva. But a tragic accident ended the Jag's attempts. #5 Alfa, driven by Biondo and Karmarsky, spun at the heel of the boot.

See the New
- MORETTI -
- - - Hand-crafted from Italy - - -
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66

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(continued from page 4)

The "D" Jag demolished its right front quarter on the hapless Alfa. Nobbydy hurt, fortunately. As the race ground on, other retirements came, one of the most spectacular being that of the Fiat-Abarth-Zagato whose cooling system seemed to erupt as it passed the grandstand. It pulled off the course, frothing and steaming, and the driver threw open the door and shot out of the car only to find that he hadn't taken time to undo his seat belt.

The race ground on and more retirements came. Both Abarths were out as the fifth hour rolled around. Pit stops had been the story up to this point and now the pace, which had not seemed to slacken much, picked up. If Tredale could keep the Elva together first place was assured. The announcer screamed about the battle for second place between Corvette #38 and Triumph #24. However, his shouting diminished a bit when he found that second place was really held by an unobtrusive Ace Bristol handled by Walter Ahbatt and Leo Ray. However, he continued shouting about the momental battle between #24 and #38 for third place. He was once more dismayed, however, to find that third spot at 5:30 was actually held by Triumph #313 driven by Clark and Waters. His attention now became riveted on the chances of #24 whittling down Clark's lead. However, at the finish, it was Elva #35 - Ace #40 - Triumph #313.

A note to you who would spectate at Marlboro: Beware of local stock car fans bearing beer.

Also: If your sports car is more unusual than an MG or Healey (and sometimes they're not safe) be sure you leave a capable guard by it, one who cannot talk sports cars (a Doberman would do fine.)

Miss Julia Greig Taylor
2220 N. VA - AVE. # 4
Richmond, Virginia

CONGRATULATIONS
to
Jim Waters and M. O. Waters
for their fine drive and
3rd Overall in
The Marlboro Six-Hour Race in a
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