



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOL. IV, No. 5

June - July 1960

HISTORICAL RALLYE

The morning was damp and cool as 19 cars gathered on the Canal Street deck to prepare to retreat to Appomattox. Under orders from General Lee and his lieutenants, John Kessler and George Patteson, they proceeded in orderly fashion across Mayo's bridge and along the general route of the Richmond and Danville railroad. After some confusion with Y's and T's the Appomattox river was crossed. This created considerable apprehension since there were orders in regard to Winterpock, and Winterpock was on the North side of the river. Then the day became bright and Dick Gunn's shining pate appeared (or vice versa). The orders to Winterpock were cancelled. With an assist from Major General Merchandise and several well placed escape roads, Chula and Amelia C.H. were reached. At Jetersville the route was blocked by Federal troops and the retreating cars turned westward, harrassed by Cavalry action and merging county lines. Leaving the supply train, they made their way through Rice and into Farmville where they were greeted by John Kessler and members of Mac's militia. Turning North and West, Appomattox C.H. was reached in time for lunch. There after some heavy skirmishes with local citizens and troops the surrenders were received by General Patteson and his lady aide.

The tired troops spread out on the grass to rest and eat, and then set out on the return journey. After wandering through the rugged wilderness to the North and West, they came upon Patteson's store complete with George and Shirley. Here there was a sudden change to the metric system which produced great scurrying for conversion tables. No sooner was conversion accomplished than the units became very

(More...)

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nautical. The reason was soon apparent. On rounding a turn there appeared a broad expanse of James River. Upon the river was a very historical or perhaps prehistorical ferry (capacity: 2 Corvettes or 3 Sprites). After a normal 5 years work, the ferryman got the cars across and there was great scrambling to make up the lost 30 minutes. Scottsville and Dick Gunn put a stop to this.

Across the river (on a bridge this time), the journey continued through New Canton, Cartersville, and into Jefferson P.O., where Sara and Jerry Chamberlain gave advice as to population and counties. The rallye proceeded down the river road amidst a constant search for owners of farms of questionable existance. After many long and dusty miles, the exhausted troops found their reward in the endless supply of beer in John Kessler's yard.

John Thornton

Results of
Sixth Annual Historical Rallye
"Route of Lee's Retreat"
May 22, 1960

George Patteson & John Kessler, O.D.'s

- | | |
|----------------------------------|----------------------------------|
| 1. John & Marge Thornton | 10. Perry Seay & B. Wall |
| 2. Stuart & Mary Jenks | 11. Bill Brown & M. Waddell |
| 3. Len Wells & B. Fitzhugh | 12. F. McQuage & J. McQuage |
| 4. Rosalind & Len Schwab | 13. Phyllis Joyner & Pat Ballard |
| 5. Charlie Larus & Mac McClintic | 14. B. Perry & S. Perry |
| 6. Rip Radcliffe & Tom Vaughan | 15. J. Ferguson & B. Wilson |
| 7. Ed Wright & Mary Phillips | DNF Wendell & Lorraine Powell |
| 8. H. Robins & Ed Cobb | " P. Craig & D. Hatch |
| 9. Alton & Jean Davis | " B. West & Judy Baylor |
| | " R. Donaldson & W. Herbst |

* * * * *

New Members: Mr. and Mrs. Sam Perry, Jr.

The Joe Crenshaws are now Porsche pushers.

MOUNTAIN LAKE HILL CLIMB
and
Sundry Social Events

Kent B. Johnson, Jr.

Upon making the major decision of whether or not to go to see this grand event, I became aware of the difficulties that I would encounter, so I dropped the idea.

At 1:30 p.m., E.S.T. on Saturday, I took steering wheel in hand after making a few well timed telephone calls and proceeded to travel through some of the best sports car country in the State to Mountain Lake, arriving at seven that evening.

After I became somewhat situated via two Martinis plus a small amount of food, I happened upon two stalwart members of V.M.S.C. who had just completed the rally - (see Mountain Lake Rally). After joining forces, we descended into the downstairs ballroom of the hotel for a bring-your-own ball---er---dance. (That is both dates and liquor).

Morning:

Making the supreme sacrifice of getting up at the unheard of hour of 7:30 a.m. and taking head in hand (which is a good testimonial of the night before), I proceeded to detatch the muffler, oil pan, tail pipe, and anything else that was within 16 inches of road, put three extra leaves in the rear springs (which is hell on a car with the coil type) and blasted off at a liesurely pace down the course so that I would be able to report first hand to you the difficulties encountered by the entrants, one of which I was not.

(More...)

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* SENSATIONAL NEW TRIUMPH HERALD *	* * * * *	* S A A B *	* * * * *
* The Sedan That Handles *	* * * * *	SEE THE SWEDISH BUILT *	* * * * *
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* * * * *	* * * * *	* * * * *	* * * * *

The course was a mile and five-tenths or nine-tenths depending upon the amount of sheel spin encountered. It was an excellent track for the likes of a Sherman tank. Come to think of it, a tank would have stood the best chance with the formula used, power over weight, or vice versa 100-10 269/10 x 2 etc.. I unknowingly made the statement to one of the club members that I would be happy to drive their V W Bus and walk away with the cup.

Later I began to mull over my statement as I was being inserted into a pair of RS 4's and started my trip down the hill, that it was not taken in the best of spirit.

The entrants amounted in number to ten, most of which were MG's, which is not too hard to understand since this function was sponsored by the MG Club of America.

The only person of any notoriety at all (besides myself) was Tex Hopkins, who made a creditable attempt in an MGA. I understand that Fangio came out of retirement for this event, but this is unconfirmed.

However, all things considered it was a very nice event, but much to the chagrin of the club members (who are now eating their silly little index) a VW which was well driven by a Mr. Drew walked or rather ran away with the honors.

		<u>Index</u>	<u>Time</u>
Drew	VW	634	3:50 3/5
Tex Hopkins	MGA	604	3:33 3/5
Cumming	MGA	608	3:28

Best time of day uncorrected.

* * * * *

POINT STANDINGS - (Through Historical Rallye, May 22)

1. John Thornton	3600	8. Madison McClintic	1900
2. Marge Thornton	3550	9. Ed Cobb	1700
3. Stuart Jenks	3300	10. Wray Bragg	1650
4. Charlie Larus	3200	11. Tom Vaughan	1500
5. Mary Jenks	2850	12. Judy Baylor	1450
6. George Patteson	2600	Len Wells	1450
7. Shirley Ward	2000		

(More...)

(Point Standings Cont'd.)

13. Rip Radcliffe	1350	17. Leonard Schwab	1050
Rosalind Schwab	1350	18. Sara Chamberlain	1000
Gordon Williams	1350	John Kessler	1000
14. Harold Applewhite	1250	19. Sam Carmine	950
Jerry Chamberlain	1250	Dick Hatch	950
15. Robert Walker	1150	20. Bill Harding	850
16. Bill Brown	1100	Porter Seay	850
Hume Gooding	1100		

V.M.S.C. Event Schedule - 1960

- July 10 - Race - Marlboro
- 21 - Meeting
- 24 - Gymkhana - McClintic and J. Elliott

- August 18 - Meeting
- 23 - Gymkhana - Harding and Carmine

- September 4 - Concourse - Chamberlain and R. Gunn
- 11 - Races - Marlboro
- 15 - Meeting
- 17-18 - Nags Head Event - Radcliffe

- October 20 - Dinner Meeting
- 30 - Halloween Rallye - Vaughan and Radcliffe

- November 17 - Meeting - Hare & Hounds - Armstrong and Pettit
- 20 - Thanksgiving Rallye - H. Gooding and B. Brown

- December 15 - Meeting
- 18 - Christmas Rallye - J. Crenshaw and W. Powell

- January 7 - Annual Banquet

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