



Checkpoints

VIRGINIA MOTOR SPORT CLUB

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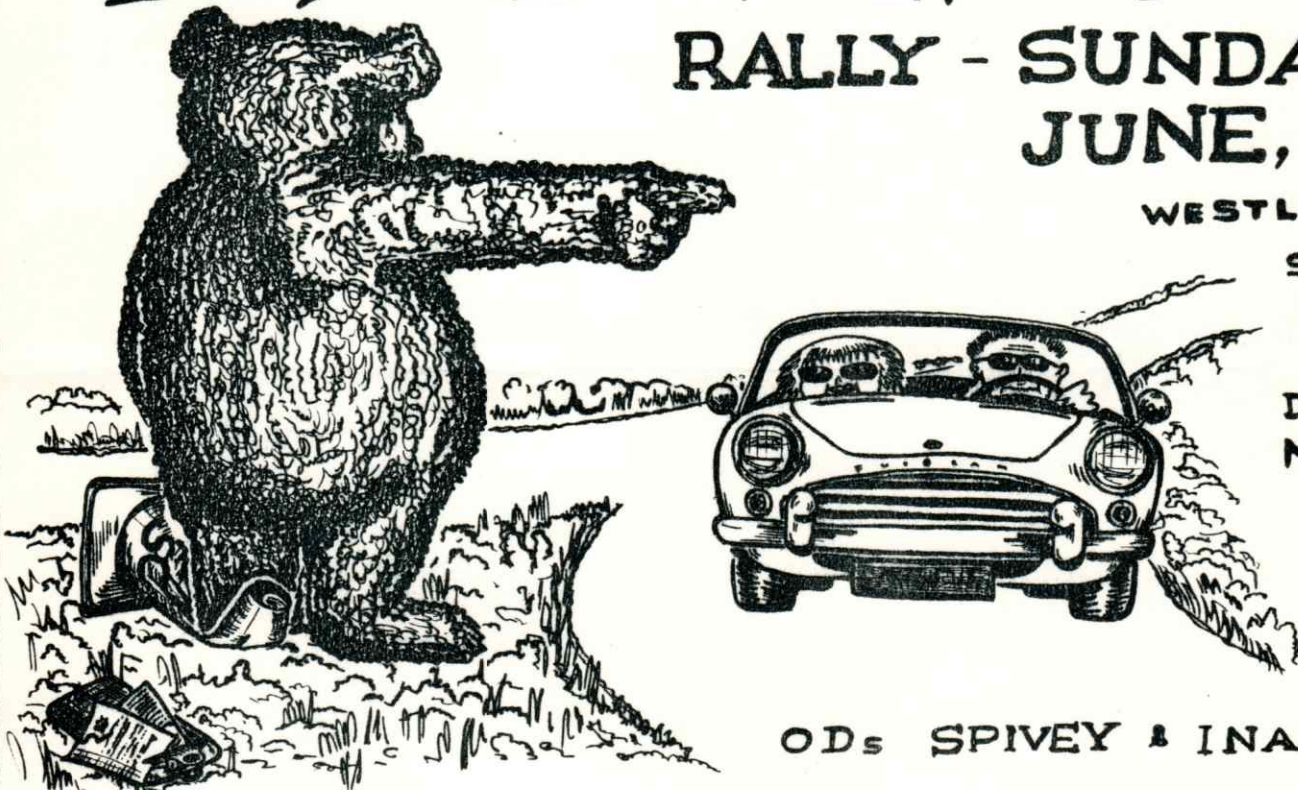
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RALLY - SUNDAY
JUNE, 30

WESTLAND

SHOPPING
CENTER

DRIVER'S
MEETING
1:15 PM



ODs SPIVEY & INABINET

"24 Hours of Le Mans"

won't take but 40 minutes by film. This movie, along with Ed Cobb's slides of Nassau and Madison McClintic's film on the Indianapolis 500, is on the program agenda Thursday night at the meeting of VMSC. The cast of regulars, including Bill Harding, who will give a talk on mufflers at gymkhanas, and even Ed Cobb, back from his circular tour, will be on hand. Come and ask questions. Meeting time is 7:30 at the Branch House.

CHECKPOINTS is published monthly by the Virginia Motor Sport Club, Inc., 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. EDITORS--George and Shirley Patteson; STAFF ASSISTANTS--Gregor Grant, Ralph Stein, Henry Manney III. PRESIDENT--- R. Edward Cobb, 1100 Beverly Drive, Richmond, Va. Phone: AT 8-6164. Deadline for material--5th of each month. All letters addressed to 4106 Cary St. Rd.



ALLEY



- It is hoped that the revised competition regulations will be ready by meeting time Thursday.
- Just received are the results of the gymkhana run at Suffolk May 25. Overall, VMSC'ers John Kessler placed 8th; Don Wiseman, 20th; Milford Brinton, 21st; Doris Belcher, 26th; John Ruble, 31st. Thirty-eight cars participated on the airport course and the Old Dominion region of the SCCA sponsored the event.
- Speaking of results--the Virginia Reel rally sponsored by the MG car club in Washington, D.C., included four VMSC participants. Ed and Joy Cobb placed 54th and Al Smith and John Ruble came in 63rd. There were 68 cars on the rally which took rallyists from Washington to Mountain Lake in Virginia. It was run last month.
- The Motor Sports Club of America, the Baltimore region, is sponsoring the Chesapeake Trophy Rally June 29-30. The rally is expected to be a navigational one of 500 miles. The first night's stop is in Breezewood, Pennsylvania. The rally starts and stops in the Baltimore area. For information, contact editors of Checkpoints.
- Also---don't forget the International rally to be held in August by the MG car club of Long Island. This rally, patterned after the Monte Carlo in Europe, will start in White Plains, N.Y., go to Mont Tremblant in Canada, and end in Allentown, Pa. Call editors for more information.
- Incidentally, no one is going to the Porsche Parade at Lake Harmony, Pa., this year. Pity.
- TIE A STRING AROUND YOUR FINGER CONCERNING THE PHOTO CONTEST. Black and whites should be mailed to George Patteson, 4106 Cary St. Rd., Richmond, while color slides and movie film should be sent to Don Wiseman, Buford Rd., Box 3011, Bon Air. (By the way, we already have a black and white of Cecil sawing lumber at the gymkhana last month.) Enough said.

THIS IS IT!!!

1963 POINT STANDINGS as

of JUNE 1st

Bob Kwass	3900	Barbara Perry	400
John Kessler	3000	Ann Wiseman	400
Cecil Wright	2650	Barry Ingram	350
Edith Wright	2600	Suzanne Kessler	300
John Ruble	2550	Jackie Whitehead	300
George Patteson	2450	Bob McCray	250
Bill Whitehead	2450	Bill Harding	200
Berle Wilson	2450	O. C. Pearson	200
Jan Griffin	2300	Pete Schubert	200
Al Smith	2300	Julia Baylia	150
Jim Spivey	2250	Fred Bonavita	150
Lauretta Marsh	1950	Denis Brion	150
Paul Gandy	1900	Charlie Larus	150
Dick Dickerson	1850	Patty Phillips	150
Wray Bragg	1800	James Ratliff	150
Edward Cobb	1800	Neal Sykes	150
Kendall Parker	1800	John Thornton	150
Porter Seay	1800	Bob Bowers	100
Milford Brinton	1700	Allen Fine	100
Leo Fallstrom	1700	Pat Larus	100
Jim Morrissey	1600	Ted Remick	100
Shirley Patteson	1450	Guy Timberlake	100
Ed Inabinet	1400	Evelyn Applewhite	50
Don Campbell	1350	Harold Applewhite	50
Joy Cobb	1250	Edgar Bothwell	50
Bill Bernard	1200	Bill Brown	50
John Wilson	1200	Jackie Carmine	50
Don Wiseman	1200	Joe Crenshaw	50
Sam Carmine	1100	Lorraine Powell	50
Jerry Cavedo	1100	Wendell Powell	50
Kent Johnson	1050	Shelia Ratliff	50
Bob Graham	950	Marge Thornton	50
Dru Inabinet	950	Beverly Timberlake	50
Roger Dutton	850	Len Wells	50
John Reed	850	Doug Davis	50
Anne Seay	850	David Bennett	50
Karen Spivey	800	Landrum Bennett	50
Bob Buchanan	750	Bob Bowes	50
Sam Perry	700	Francis Jarrell	50
Joyce Sarvay	700		
Marie McCabe	650		
Doris Belcher	550		
Madison McClintic	550		
Edward Bass	500		
Caroline Crenshaw	500		
Rosalind Wilson	500		
Dick Hatch	450		
Janet Smith	450		
Don Weeks	450		

BULLETIN:

The PORSCHE has been awarded the unqualified endorsement of the editors of CHECKPOINTS!

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500

It was quite a day for the rear engine fans. The victory was almost theirs, but it was undeniable that #98, the Agajanian Special, was the fastest car on the course and deserved to win.

Rising early (4 a.m.), Bill Harding, Mac McClintic, John Wylie, and I took off before daylight and flew through clouds and heavy haze into Cincinnati where the famous "500" cloudless, western blue sky bid us welcome to Indiana. Arriving over the track at 11 a.m., we were able to get to our seats--not without running though--as Tony Hulman gave the command; "Gentlemen, start your engines".

From the drop of the flag, Parnelli Jones in #98 took the lead followed by Jim Hartubise in the #56 Novi. Art Malone in the #57 Novi could not get into lap gear and was in the pits on both the first and second laps. When he did get the car into gear, the car really went. Boy, they sounded good! One sounded like a screaming Ferrari and the other like a huge Corvette. Both were flagged in during the first half of the race due to a minor oil leak and clutch trouble.

The real race was for second through sixth. About ten cars ran as a pack maneuvering for better positions. Roger McClusky always in the top four spots was a real charge. He spun on the next to the last lap probably in oil spilled by Parnelli Jones.

The Lotus Fords started in the fourth row and ran in sixth and seventh spots until the first tire changes for the other cars came due. As they pitted, the Chapman cars moved up since they had to make only one tire change; for many laps they ran first and second. During most of the race, it was Jones, Clark, Gurney. On lap 192, Gurney had to have the right front tire changed. The bolts were not properly tightened, and he had to pit on the next lap to correct this and as a result, fell back to seventh.

Through the entire race Clark and Gurney passed at will and visibly un-nerved the Indianapolis gang.

The two Harvey Aluminum Specials were comparatively slow and only the 1962 car finished (9th). The new car which reminded me of a large red crab was in the pits for about an hour with brake trouble on the right front wheel. Later the car blew the engine in front of the north pit and metal went everywhere.

During the race, helicopters flew over head with television cameras and movie cameras. The cars were so loud that the helicopters seemed noiseless. I don't know how anyone could tolerate sitting near the track.

All cars running at the end of the race were allowed to run and complete 500 miles to win prizes offered by manufacturers to the top ten finishers.



Eddie Sachs moved from way back to the top ten but lost it in the pole dash. He recovered and continued only to lose a wheel a few laps later. Eddie, always the clown rolled the broken wheel around the track to the pits waving to the crowd much to their delight.

VMSC'er Len Wells, who is in the army and stationed in Indianapolis filled me in on the background during the race.

Home by midnight and the end of a very enjoyable day.

WRAY BRAGG

Editors' Note: Equally as interesting as the race is the story of how these four fearless fans got there and back. That chapter will be recounted by fearless McClintic at the meeting.

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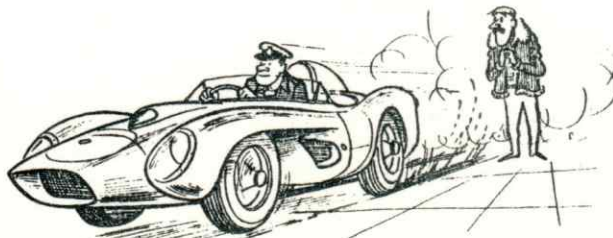
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A "rum swizzle" party will greet the "Package Trip" travelers on their arrival in Nassau at the Dolphin Hotel. This "get acquainted" gathering will be given by the pool----in December---- and everyone has to leave this first night open. (Did we say "has to" ?)

This should be enough encouragement to get you to send in your 15-dollar registration fee by July 15. In fact, it should be enough "push" to get you to send it in by tomorrow.

Incidentally, 41 of the 50 rooms reserved are gone! Better hurry. The following additional people, since the last issue, did:

Marion Nunnally	Richmond
Leonard Klein	Lynbrook, N.Y.
Barry Springel	Philadelphia, Pa.
George A. Renn, Jr.	Norfolk
George A. Renn, III	Norfolk
John J. Grubar	Washington, D.C.
Larry Hall	Centreville
Mr. and Mrs. L. C. Taylor	Newport News
Mr. and Mrs. Glenn Huffman	Newport News
Mr. and Mrs. Jack Castlow	Newport News
Dr. and Mrs. Richard L. Wolfe	Baltimore, Md.
Peter Schubert	Richmond
Mrs. Betty Grosch	Richmond
Mrs. Bernice Simpson	Richmond
Mr. and Mrs. Wesley Moore	Newport News
Mr. and Mrs. Lester Hudgins, Jr.	Newport News
William E. Brewster	Washington, D.C.
Banks H. Mebane	Chevy Chase 15, Md.
Gene C. DiCola	Clairton, Pa.
Mr. and Mrs. Gustav Reinhardt	Pikesville, Md.
Mr. and Mrs. John M. Kessler	Richmond
Marlene Houser	Washington, D.C.
Paula Hollinger	Washington, D.C.
Mr. and Mrs. David Wagner, Jr.	Silver Spring, Md.
Mr. and Mrs. Henry Bryant	Beltsville, Md.
Mr. and Mrs. William H. Meserole	Adelphi, Md.
Robert Kwass	Richmond
Edward Pindie	Dunn, N.C.
Granville Tilghman	Dunn, N.C.
John R. Anderson	Washington, D.C.
Ralph R. Rath	Washington, D.C.
Mary Jane Keating	Washington, D.C.
Virginia Ewing	Richmond
Catherine Carson	Richmond

Ronald Rhodes, tour director, says that from all appearances, the trip will be an unqualified success!

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If you ask Wray Bragg to put on a gymkhana, don't say the word "BIG" unless you want to get lost in the maze of pylons, lumber, bouncing balls, pocket books, gates and bells.

The Williamsburg Road Miracle Mart parking lot, approximately the size of the new Dulles airport, was just large enough to hold Wray's intricate course but not large enough to escape the eyes of the spectators in case the driver got lost.

Anyway, Wray, ably assisted by Jim Worcester, really put on a "big show" and even though the participants loved it, most felt as if they were hearing bells (three in succession) at the end!

Results follow:

OVER 1600

- 1 Atkinson - Burrow
- 2 Dickerson - Kwass
- 3 Kwass - Spivey
- 4 Burrow - Atkinson
- 5 Watkins - Cross
- 6 Kessler - Parker
- 7 Perry - Dickerson
- 8 Thompson - Cooke
- 9 Morrissey - Marsh
- 10 Wright - Wright
- 11 Griffin - Pierce
- 12 Parker - Kessler
- 13 Belcher - Clapper
- 14 Patteson - Patteson
- 15 Wright - Wright

UNDER 1600

Toth - Schadt
Pocklington - Keyser
Keyser - Pocklington
Collier - Greene
Perkinson - Perkinson
Wilson - Talley
Whitehead - Spivey
Spicey - Whitehead
Thompson - Fleming
Riley - Hamilton
Inabinet - Whitehead
Ruble - Ruble
DNF- Loftis - Loftis

SEDAN

Jackson - Frame
Frame - Jackson
Stewart - Sanderson
J. Wilson - Mathers
Browning - Moss
Berlekamp - Sanderson
Sanderson - Stewart

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