



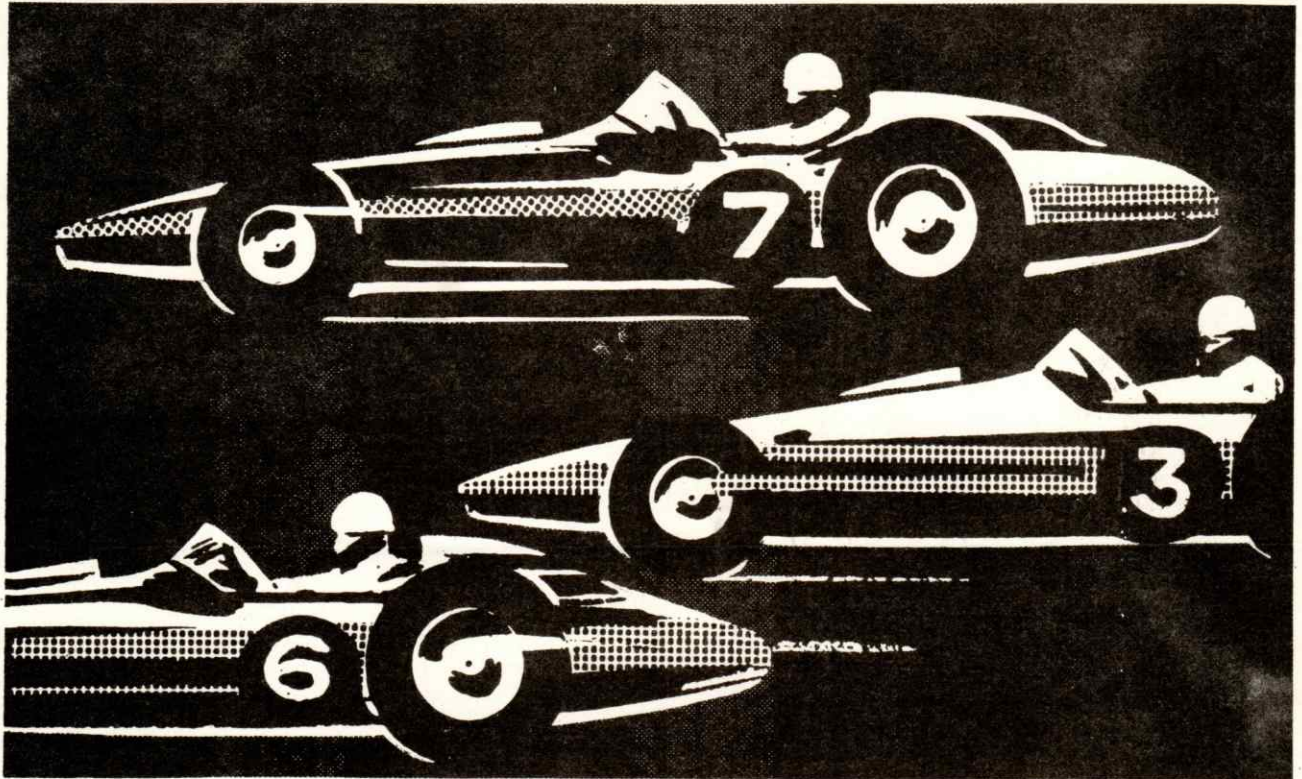
Checkpoints

VIRGINIA MOTOR SPORT CLUB

Volume VIII

AUGUST 1964

Number 8



Meeting

HAWTHORNE MOTORS
1800 Dabney Rd.
8 p.m.

spark plug-live engine
demonstration



(bring chairs)

Len Wells' Europe
slides

GO

rallye

FUN-TYPE NIGHT

Saturday
August 29

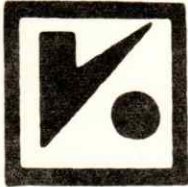
Willow Lawn

8 p.m.

CALENDAR

- August 20 Regular Meeting
- 29 Night Rally
- Sept. 9 SCCA Night Regionals
- 19-20 Old Dominion
- 17 Regular Meeting
- 27 SCCA Marlboro Divisionals

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 8 p.m. at the Branch House, Monument and Davis Avenues, Richmond, Virginia. EDITORS—George and Shirley Patteson; PRESIDENT—Kendall Parker, 6319 Three Chopt Road, Richmond, Virginia. Phone: AT 8-1854. Deadline for material—5th of each month. All letters addressed to 5506 Queensbury Rd.



ALLEY



- The following is an amendment to the competition regulations:

ITEM 8 - "In the absence of a member of the Contest Board, the protest may be delivered to an officer of the club, a member of the Board of Directors, or to the officer of the day."

- There's a new little "Inabinet in the bathinet", and parents Dru and Ed are the ones who'll be bathing him. Samuel Edward was born June 5. Congratulations are in order for the proud mother and father.
- Just a reminder! Don't get so engrossed in making football plans that all of your weekends become occupied. Save the one of September 19 for the Old Dominion Rally. Everyone's help is needed.
- Have you taken a good look at the point standings recently? That's WRIGHT, look elsewhere in this issue to SEAY the close race going on for first slot. That's it, go WHITE-a-HEAD and look! ("Shirley wrote this," said George.)
- Hank Mann, SCCA rally chairman, will be featured speaker at the annual October dinner meeting on the 16th. The David R. McGeorge Co. is sponsoring the liquid refreshment before dinner. Enough said.
- As of last count, there are 133 registrations for the VMSC Nassau "Speed Weeks" tours from Richmond and the Tidewater. One hundred two have been signed up from northern Virginia, West Virginia, Maryland, Pennsylvania, North Carolina, New Jersey, and New York.
- O.D.'s wanting publicity for their events must contact Jim Spivey, publicity chairman, two weeks prior to the event.

- QUESTION:

Which one of the following drives a Volkswagen?

- a. Lucky Teter b. Joie Chitwood c. Bill Holland d. Laretta Dixon

MEMBERS

Patrick M. Lonie
Rt. 1, Doswell

Robert H. Clark, Jr.
8343 Trabue Rd.

Bill Sherard
110 Cathedral Place

Phillip Charles Lively
(no address)



Point Standings

(including rally of July 16, 1964)

1	Bill Whitehead	6250	11	Gene Atkinson	3550
2	Cecil Wright	5750	12	Bob Kwass	3200
3	Porter Seay	5050	13	Doris Belcher	3100
4	Al Smith	4800		Berle Wilson	3100
5	Wiltshire Greenwood	4650	14	Caryl Hatch	2850
6	Edith Wright	4500	15	Kathleen Hickman	2750
7	Leo Fallstrom	4150	16	Bill Dixon	2700
8	Milford Brinton	4050	17	Kendall Parker	2500
9	John Ruble	3950	18	Charles Edwards	2400
10	Lauretta Dixon	3650	19	John Kessler	2350
11	Ann Greenwood	3550	20	Jackie Whitehead	2300

Did Shakespeare Drive

a TR?

Due to a long meeting, plus movie, the summer evening had been replaced by a summer night by the time we got started on last month's after-meeting rally. Trying to figure out O.D. Berle Wilson's instructions would have been hard enough in broad daylight, and the addition of darkness did not make it any simpler.

After a little initial confusion, though, we settled down to following what must be the ongest possible route to the city limits, some sections of which looked like a combination hill climb and field trial. We made it with most of the car intact to check-point #1, and spent the better part of an hour following the Army of the Potomac around Richmond. This would have been a very interesting trip were it not for the fact that we lost a little time trying to find the first turn. This necessitated wheeling thru Cold Harbor Road at 55 per, a speed not calculated to instill in one an appreciation of the beauty of moonlit battlefields.

We thought it to be a good combination of questions, average speed, and tricky directions, well run with a small number of helpers. Lots of fun, and we hope to see many more night rallies throughout the year.

Ann and Wiltshire Greenwood

p.s. The trip to the nearest OPEN tavern was almost as involved as the rally!

"Summer Night" Results

- 1 Greenwood - Greenwood
- 2 Parker - Phillips
- 3 Colan - Wright
- 4 Parrish - Parrish
- 5 Dixon - Dixon
- 6 Wright - Wright
- 7 Whitehead - Whitehead
- 8 Sherard - Edwards
- 9 Clark - Graham
- 10 Hickman - Gentry
- 11 Hatch - Smith
- DNF Belcher - Atkinson
- DNF Cardwell - Bragg
- DNF Glowe - Collins

The Triumph 1200

The Triumph 1200

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DAVID R. McGEORGE CAR CO., Inc.

520 West Broad Street
RICHMOND 20, VIRGINIA



Europe Report

Nurburgring
2 Aug. 64
Sunday

Dear Bill,

I'm writing this one for publication, so I hope it is a little more readable than my others. I'm camped just across the street from the track, waiting for 2 PM and the start of the race. It has been cold (40's) and raining since Friday nite, now, noon, it is still jacket weather, so now you know why all those race pictures show everyone in coats in August over here--they need 'em!

I woke up Saturday morn, Aug. 1, at about 7 AM, ate, finished packing and shoved off for the ring. It was chilly and cloudy but didn't look too bad.

Traffic was heavy on the Frankfurt-Heidelberg Autobahn, but as I had all day to go only 150 miles, I was in no hurry. In fact I had decided to take my time and look at the scenery and not race to the race.

And then it happened--two big beams from the "flame throwers" on front of a 250 Ferrari winked in my rear view mirror. So I moved over and dropped in behind him; two men and a good looking lass from Switzerland.

In the heavy traffic I could stay close enough to hear that 12 cylinder turbine roar as he tromped and see the flame pop out as he nosed up behind a VW in the fast lane.

Presently two more lights wanted by, attached to a 1600 Alfa coupe with 2 up, but since my Corvair has all of 2300 cc, I thought I should remain in second spot, behind the Ferrari. To make a long story sadder, 2300 doesn't equal 1600, and now I was 3rd.

A black 90sc Porsche finished my illusions of whipping the Europeans at their own game, so the four of us, Ferrari, Alfa, Porsche, (all from Switz) and yours truly, motored calmly between 70 and 100 MPH up to Frankfurt and across (through the rain) to Koblenz, where the Autobahn ends. Along the way we picked up a race nut in a 1700 Opel pulling a Nsu Prinz coupe. He passed me once at over 80 in the rain on a curve!! Unbelievable intestinal fortitude!!

At Koblenz all but myself stopped for gas (nice to have a big 14 gal. tank sometimes) and I continued on alone.

It was and is windy and cold here, coat and sweater weather, and yesterday it rained all afternoon and most of last night. I got good pictures of all the FI cars during a lull in the drizzle, all except the Honda, that is, they (Honda) are here, but they didn't practise yesterday, and I'm not sure whether or not they will run today.

I will finish this later, at the completion of the "Grosser Preis von Deutschland".

The Grand Prix was quite exciting, although those "Dan Gurney for President" rooters had better get him into the White House--he isn't lucky enough to win anything else!

This was a 15 lap race, which adds up to 212.13 miles with 2,610 curves, and John Surtees driving a smooth running red Ferrari took only 2 hrs. 12 mins. 4.8 secs. to do it and win. For you unmathematical ones, that's 96.3 MPH.

It all started much like all recent GP's, in that Jim Clark took the lead immediately, followed closely by Dan "Mr. President" Gurney, Surtees and Graham Hill. Some place on the second lap Surtees took over 1st spot and in order, Clark, Gurney, and Hill, then about 10 secs. and the pack, led by Brabham, Phil Hill, Bandini, McLaren, and Richie Ginther.

more

On lap 4, Gurney took Clark making it Surtees, Gurney, Clark, G. Hill all in a pack with the remainder strung out 3/4 minute behind. Round 5 saw Hill pass Clark also, and Gurney got by Surtees but couldn't pull away. On the 6th lap Surtees set a new lap record of 8:45.1 and took the lead for good.

On the 7th lap Clark went into the pits with a sick engine, later proving to be a dropped value, which caused him to retire. This left it J. Surtees, D. Gurney, G. Hill, Brabham, and Bandini. The Honda in its maiden outing was running very roughly and not handling well, but holding down 11th spot out of a 25 car field.

Lap 8 found the Ferrari running well, as Surtees broke his own new lap record with a 8:43.0, but Dan was still only 5 secs. back, then 15 secs. and G. Hill, then a minute and Brabham.

Gurney's Brabham lost 10 seconds to the Ferrari on #10 and Bandini slipped by a sick sounding Brabham, of J. Brabham to take 4th.

Lap #12 and Dan's luck ran out again as he had to pit with cooling problems. Lap 13, with 44km to go, and it was Surtees, G. Hill, followed by Bandini and Jo Siffert from Switzerland in a Brabham, and Tony Maggs in a B.R.M.. Maurice Trintignant held his B.R.M. in 6th position and Ronnie Bucknum was still fighting the Honda in 12th.

Lap 14 was the same except Gurney made it out of the pits and picked up enough places to lie 10th at the finish. The Honda went off the road but Bucknum was uninjured, Trintignant finished by pushing his transportation the last few hundred yards and Gurney finished very slowly with a red hot Climax engine, Jack Brabham had his engine quit near the end also, so all in all it wasn't a good day for the Brabham racing organization.

Finishers are shown here: 1st, John Surtees, Ferrari; 2nd, Graham Hill, B.R.M.; 3rd, Lorenzo Bandini, Ferrari; 4th, Jo Siffert, Brabham/B.R.M.; 5th, Maurice Trintignant, B.R.M.; 6th, Tony Maggs, B.R.M.; 7th, Richie Ginther, B.R.M.; 8th, Mike Spence, Lotus Climax (Team Lotus); 9th, Gerhard Mitter, Lotus Climax; 10th, Dan Gurney, Brabham.

In the Sedan Race a D.K.W. Junior took the under 850cc class in front of a hoard of B.M.W.'s and Fiats.

An 1800 TI Super B.M.W. took the other class from 1600cc up to 1999cc. He also took the Mercedes 220 in the under 2500cc class. It sounded and worked like a Nascar stocker on a dirt track, staying sideways through much of the course.

A Lotus Cortina ran away and hid in the 1300 to 1600 class and a couple of Austin Cooper S's mopped up the 850 to 1000cc class. It was so cold and windy I didn't stay for the end of the sedan races, but they are very good on this course.

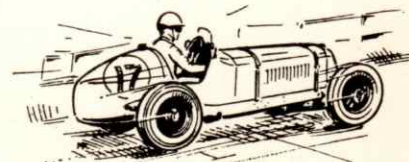
Of the FI cars, only 6 or 8 of the 30 odd starters are 1st caliber drivers with 1st rate machinery. Seems a pity there can't be better competition in this, the highest level of motor sport.

Well I'm off to Hamburg and Denmark in the morning. See you at Monza in September.

Len

FOR SALE

Dismantling Austin Healey 100-4. Everything must go including engine, two overdrive transmissions, wire wheels, instruments, some body panels. Never raced or wrecked! Call Bob Howes, El 5-0756.



ENGLISH TRIALS



The first annual Genteel Field Trials were well received by entrants and spectators alike, and after awarding \$45 worth of handsome and unusual trophies, a \$50.50 profit was realized!!!

I wish to publicly thank Porter Seay, Patty Phillips, Bill and "Crash" Dixon, Bill Whitehead, Jim and Karen Spivey, Doris Belcher, and special appreciation to "Dusty" Jarrelle, our dirt-loving starter. Without the long and hard labors of these people, I would have been hard-put to stage an event of such magnitude and popularity.

The forty-one paid entrants varied in displacement and size, and three or four entrants even varied in SHAPE, (right, fellas?) so that our event was certainly one to be enjoyed by all enthusiasts, regardless of their viewing preference!

With the consent of Mr. Mel Williams, track owner, and the assistance of my trusty crew, I believe a repeat match in the Spring would be of value to our recruiting program, and next time I'll serve that fried chicken dinner, dernit!! (By the way, NO free Pepsis were left over)

Again, Thanks; workers, entrants, spectators, Troopers, and preachers!

Sports cars under 1500 cc's & Over.

(VMSC ONLY)

1. W. Greenwood	TR4	6. Ed Inabinet	Volvo P1800
2. Bob Kwass	GR4	7. Richard Parrish	MG Midget
3. Bob Bowes	Sprite	8. Doris Belcher	TR4
4. Jim Spivey	MGA		
5. Bill Whitehead	Fiat, & Ann Greenwood		TR4

Sedans Over and Under 1500 cc's

(VMSC ONLY)

1. Milford Brinton	VW	4. Charles Edwards	VWKG
2. Bill Dixon	VW	5. Laretta Dixon	VW
3. Francis Jarrelle	Volvo	6. Bob Graham	Corvair

Although we ran Six classes, the above homologation was required by our antiquated competition class rules, which need new thinking!

(Editor's note: VMSC Competition Regulations relating to the point system were amended effective Jan. 1, 1964, and were printed in CHECKPOINTS for January, 1964.)

D. Eugene Atkinson, Trials O. D.

