

1958

THE VIRGINIA MOTOR SPORT CLUB

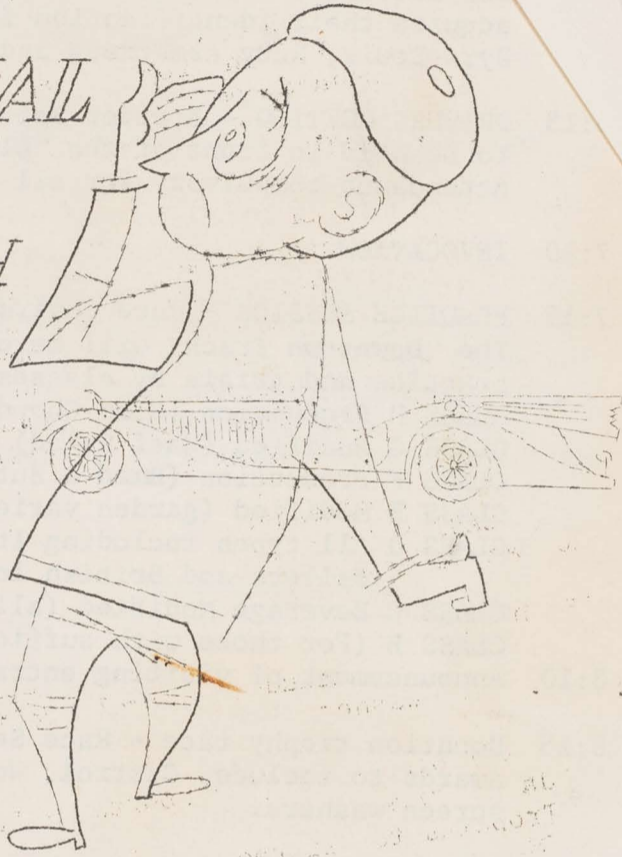
PROUDLY PRESENTS THEIR

2ND ANNUAL

BERET BASH

(FOR FRUSTRATED
DODGERS OF
DETROIT IRON)

5
OUTSTANDING EVENTS



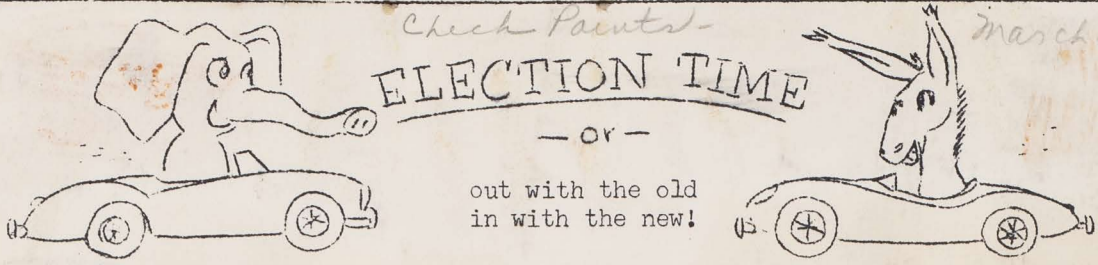
SATURDAY JAN 4TH 6:00 PM

DOWNTOWN CLUB



JAN - 58

Check Points -
ELECTION TIME
- or -



out with the old
in with the new!

"Who do you think would make a good president?" That was the question most asked whenever VMSers got together in the last few months. And it was one that could not be answered immediately without a great deal of thought!

VMS has grown to vast proportions and it will take a very good leader to keep the ball rolling.

A couple of weeks ago, the nominating committee met and after much discussion finally arrived at this slate:

PRESIDENT: Robert Walker

1st V - P : Dr. Ken Payne
2nd V - P : Fred Johnson
Treasurer : Bob Cook
Secretary : Caroline Crenshaw
Asst. Sec'y : Judy Baylor
Editor Checkpoints: Les Baggett

These were presented to the group at the February meeting by Joe Crenshaw, Chairman of the Nominating Committee. In addition to the above slate, the following nominations were made from the floor:

PRLSIDENT : Len Winslow
1st V-P : Dr. Stanley Clark
2nd V-P : George Patteson
Treasurer : Dick Gunn

Voting will be done by secret ballot at the Annual Meeting, March 14th, at the Branch House. For the convenience of any members unable to attend this meeting, an absentee ballot will be found on the last page of this issue. Those persons voting by absentee ballot must sign same. Ballots must be received by the Secretary no later than March 14th to be counted.

Election Results

The following is a list of those who got "sucked in" to lead this bunch of pilgrims for the coming year. Our heartiest congratulations!

President	-	Robert Walker
Vice President	-	Ken Payne
2nd Vice President	-	George Patteson
Secretary	-	Caroline Crenshaw
Asst. Secretary	-	Judy Baylor
Treasurer	-	Bob Cook

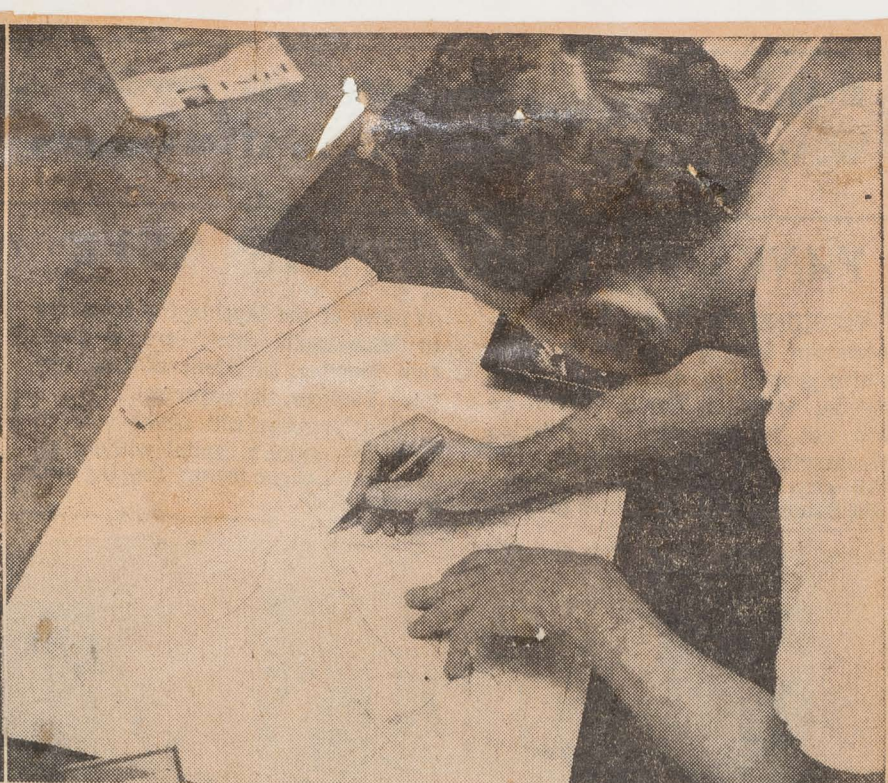
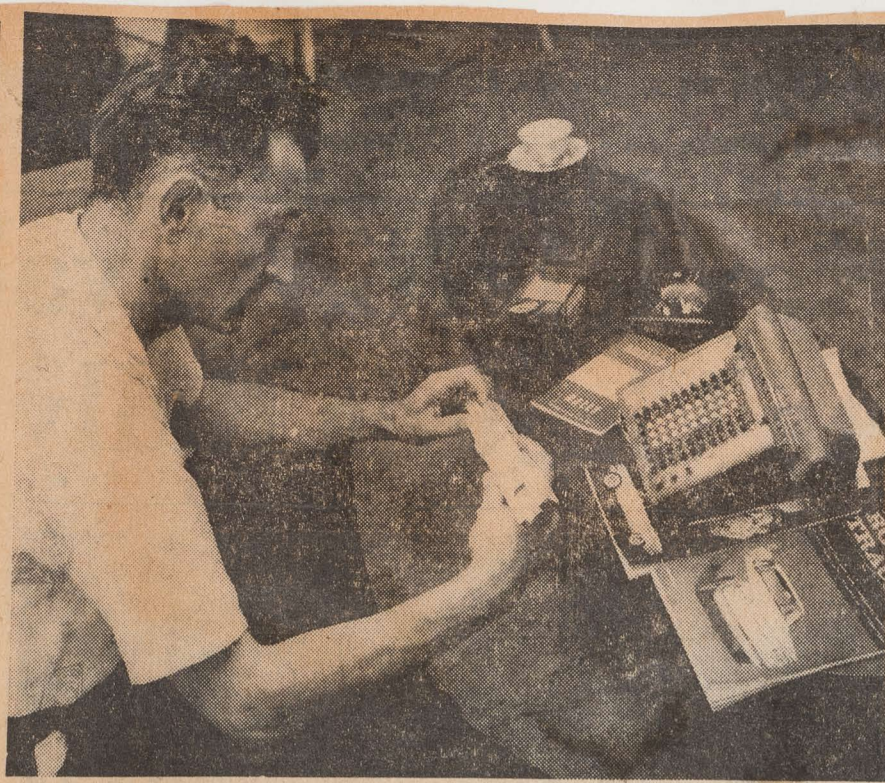
EDITORIAL

This issue will inaugurate a new column for CHECKPOINTS, the Editorial. We have not had it in the past for various reasons, but we have discovered that from time to time, things of importance arise that can be brought to your attention in this manner. We intend to discuss these things from the stand-points of club policy and good sports car driving in general.

It is our policy to provide you with articles and notes of general interest as well as specific news concerning only the club. As we do not maintain a regular staff of correspondents, either here or abroad, all contributions will be gracefully and gratefully received. Contributors will be credited with by-lines unless otherwise specified. Please contact Ed Wright at EL 8-0073 if you wish to write up an event.

Comments, in the form of letters to the editor, will be published, and again, we would love to hear from you. This is your publication and you should use it to express publicly your thoughts upon certain matters. We would like to call your attention to the classified ads in the back section. This is where you can get rid of the odd Ferrari or baby buggy, etc., all for free.

Food for thought:
"If your wheels are spinning,
you ain't winning!"



Stanley Clark Looks Over Navigating Equipment (left), Checks Cross-Country Route for International Sports Car Rally This Week

—Staff Photos by Deane Parrish

Rally Drivers Are Confused By Odd Maps

The Virginia Motor Sports Club got so scrambled up with latitude and longitude Saturday night that members still were trying yesterday to determine the winner of the rally.

Nearly 20 cars joined the "Pajama Game Rally" about 9:45 p. m. Saturday. Drivers headed out with grid maps showing minutes and degrees of latitude and longitude to guide the way.

The elimination of road signs and conventional maps apparently exacted a heavy toll. The game was scheduled to end at 6:40 a. m. yesterday, but participants straggled to the finish point as late as 9 a. m. They all had been lost at least once during the night.

Club spokesman Allan Rennie said last night that judges still were trying to untangle the statistics and identify the winner.

Auto Club to Hold Gymkhana Here

The Virginia Motor Sports Club will hold a gymkhana—a track meets on wheels—at 2 p. m. Sunday at the Willow Lawn Shopping Center on Broad Street rd. Some 25 cars will participate.

Drivers will be required to race around a course, breaking balloons with a pole as they go by, or dropping balls in a bucket. Other events will include driving around a pole while holding onto a rope attached to the pole and a parking contest.

The public is invited.

Richmonder Will Participate In Cross-Country Auto Rally

T.D. 10-1058

By Jerry Lindquist

For most people Las Vegas means gaudy night life, gambling and pretty show girls. The desert city holds a different attraction, however, for more than 200 automobile enthusiasts who will converge on it this week from the United States, Canada, Mexico and Europe.

The occasion is the first annual American International Rally, a cross-country driving contest, which will include among its entrants a Richmond driver, Stanley Clark.

Research Chemist

Clark, a research chemist for the American Tobacco Company here, will embark from Miami, Fla., Monday night in one of three Corvairs entered by Holt Grace, a brick and tile contractor in Salisbury, N. C. The team will move up the eastern coast to the first check point, Asheville, N. C., then strike cross-country through Chattanooga and Memphis, Tenn. to Fort Smith, Ark., then on to Santa Fe for the last check stop before the last 896-mile lap to Las Vegas. The trek, in all, will cover 3,232 miles.

Besides the Miami jumping off point, contestants will come from Los Angeles, San Francisco, Vancouver, Dallas, Detroit, Mexico City, and New York, seeking the \$10,000-added purse.

Rally Not a Race

"A rally is not a race," said Clark. "We have to obey speed limits during the drive. The object is to reach our destination in an allotted time, not too early or too late. Our team, for example, will have exactly 20

hours, 10 minutes to reach Asheville, 20 hours to Fort Smith, 17 hours, five minutes to Santa Fe, then an unknown time for the last part to Las Vegas." Each car is allowed a leeway of 30 seconds. Points are deducted for every second late over 30.

Clark, a 35-year-old Englishman who came to Richmond three years ago, will be chief navigator for his car and will assist with the driving. Each vehicle is allowed a maximum of three persons.

\$1,000 Worth of Equipment

"We will carry about \$1,000 worth of equipment just to navigate," said the ex-RAF pilot. "This will include 24-hour watches, odometers to measure mileage, and mechanical calculators and computers."

This will be the first time in competition for the Corvair, the economy model by Chevrolet, and the Richmonder hopes the six-cylinder car will live up to expectations. How does someone become interested in rallying? "Well," said Clark, "my wife Melita and I always had been interested in racing while we lived in England but, as a student at the University of Birmingham, I just couldn't afford to take part."

Received Fellowship

Then Clark received a fellowship to Louisiana State and came stateside. After a few years at Baton Rouge, he was offered a job by American Tobacco and accepted.

He bought a '56 Triumph and joined the Virginia Motor Sports Club as well as the Sports Car Club of America, and soon was "rallying" all

over the eastern coast. Last year he placed 13th in the SCCA national championships. "This was what probably gave me the chance to participate in this big one," said Clark.

Clark's wife also is an avid rally fan. She came in fourth in the Old Dominion rally last year and hopes to better that finish in this season's contest, scheduled for sometime in November.

Well-Known Competition

In the International, sponsored by the United States Auto Club, the Corvair team will be competing against such well-known opponents as Denise McCluggage of the New York Times and Douglas Kennedy, editor of True Magazine. Kennedy and his partner, Robert Halmi, won the award as the best American team at the last Monte Carlo rally.

"Sure I would like to compete in sports car racing," said Clark, "but that takes a little thing called money and right now I'll have to be satisfied with this."



VIRGINIA MOTOR
SPORT CLUB

INCORPORATED

- 1958 -

MEMBERS SIGNATURE

SECRETARY

MGA WINNER: Tommy Elliott
PORSCHER LOSER: Tommy Elliott

Tickets were sold from coast to coast border to border and club to club on the MGA...and when Allen Fine's young daughter scooped a name out of the barrel, she came up with the name of none other than Richmond's own Tommy Elliott!

Tommy had been the owner of a striped MGA and had just traded it on a brand new Porsche speedster when he won the second MGA. So, intent on keeping the Speedster, this lucky winner sold the new A.

A couple weeks later Tommy had no car at all—he flipped the Speedster, totaling same. His luck held out, though, for he emerged unscratched. Our advice to this boy is to proceed with caution!

T.D. 9-13-58

Dr. Finnegan, Professor At MCV, Dies

Dr. Jack King Finnegan, 42, of 300 Wood rd., died here today after a two-week illness. He was associate professor of pharmacology at Medical College of Virginia.

He was graduated from the University of California before coming to MCV in 1943.

Dr. Finnegan was a member of the American Society for Pharmacology, Society for Experimental Biology and Medicine, American Association for Advancement of Science, Sigma Xi and Phi Beta Pi.

Funeral arrangements are incomplete. The remains are at the Joseph W. Biley Funeral Home.

Surviving are his wife, Mrs. Doris K. Finnegan; a daughter, Miss Anne Kathleen Finnegan, both of Richmond, and his mother, Mrs. Florence Finnegan of Portland, Ore.

Remember V M S C

Sports Car Rally

The Story That Wrote Itself

By Martha Riis Moore

When you read this story you will marvel with me over the strange fact that on a quiet Sunday afternoon one can be sitting in the front yard, and, day dreaming and reading in turns, learn that a story will walk so close by there is no real excuse for turning it aside until it is written.

It was a warm and lazy Sunday and the peace of the afternoon was broken by the whirring sound of a small car as it hurried by our gate and out of sight on the hill towards the C & O station. A sports car, I thought, and continued to read. In five minutes a second whirring car rushed past, followed by a more gaily colored one. A party, I now thought, and all the guests must own sports cars.

Settling back into my chair I found myself face to face with a neighbor's boy on his bicycle. "Mrs. Moore," he said "there is a sports car rally which started out at Willow Lawn. It's down by the station."

And he just sat on the bike and looked at me. I know he must have expected me to say something and I didn't know what to say. What was a rally anyway? To me one sports car was like another. Let them rally around. Fine and dandy.

Gay Procession

However, I did become more cu-

rious as cars continued the gay procession down the hill. An insistent telephone called me inside where I heard the voice of Mrs. Aubrey Hall. She urged me to come along to her front gate with pencil, camera and paper and interview the sports car rally officials. How could I remain at home with such interest being shown by the children and my friends? In a few minutes I was headed, well out of the way of the little cars, down the hill.

Sitting in the late afternoon sun by the Hall's drive way was Miss Frances Norton, a Richmond woman, who held a sheaf of paper in her hand. Just then a sports car pulled up and Robert Walker, president of the Virginia Motor Sports Club, jumped out to check with Miss Norton the list of cars which had reported in at the Hanover check point. He, with his wife, Kay, and their daughter Susan had been stationed at a check point on routes 601 and 301.

Listening to them talk I learned that 20 of the small and smart cars had left Willow Lawn at 2 p.m. The followed two routes which were inter-angled. They were scheduled to arrive in front of the Hall's yard at 5 p.m. and in the same order as started. At 6:30 p.m. They followed two routes cars which had not made it to Hanover and Miss Norton packed up her papers and headed towards Hanover Wayside where she felt certain they would all be gathered for a picnic.

"Pretty Tough"

The drivers of the 7 cars which did not make it in may have felt as the young driver who said "this was not exactly a fun rally—it was pretty tough."

However, listening to Miss Norton I could guess the pleasure the sports car enthusiasts know when they participate in a rally or some other event put on by the Virginia Motor Sports Club. Each member has a chance to plan an event and apparently each tries to make his program more interesting and rewarding than any that has gone before.

Miss Norton explained it had been her turn to plan a rally. She drove the route herself and made out the directions for the navigator or who rides with the driver. After a second trip over the routes, it was checked by the president of the club, Robert Walker. He made only corrections in which he suggested "turn" directions instead of "bear right" directions. Miss Norton explained that club members used certain standard directions understood by all. With general-like thoroughness she said such rallies were excellent training for following exact directions.

Time, Speed

She said time—speed and distance were the important things and it was necessary for the navigator to look for turns and to calculate at the same time. Cars were kept off the main routes as much as possible. The Sunday rally took the club members into Caroline county. On routes U. S. 1 and 301 a Dr. Jack Finnegan was posted for a check-in sentry. Miss Norton, the last sentry before the park and the family picnic, stepped out to greet each car and driver with, "Pull over, correct your mileage (For wrong turns, etc.) and turn in your papers."

The thing that interested me the most was that teenagers and non drivers could go along as navigators. What excellent training for quick thinking.

The more than 100 members are from all occupations and they are of all ages. There are couples,

and non-married people and families. I began to think this might be real fun even though I don't own a sports car and found that day I couldn't even spell a sports car name. Lucky for me that I had Tommy Jones, Carter Hall, Freddie Palmore and my son John standing by to spell such words as Corvette, Dauphine, TR-3, Austin-Healey, Jaguar and Porsche.

As the numbered cars pulled in, reported and sped off to the park, I learned that the first three cars with the drivers and navigators would receive trophies for their achievements.

Escape Envelope

The Hanover Rally did not have the intriguing feature many do. It is called the "escape envelope." The final destination is kept a secret and each driver is handed the magic envelope which he can not use unless he feels he is hopelessly lost. When this happens and he tears open the hidden clue, he is penalized for not sticking it out.

And so the story is written which insisted on writing itself. I was disappointed not to see Hal and Doris Kirby of Orange who were in the Rally as I know Mrs. Kirby, a former Richmond model. A Sam and Jackie Carmine of Richmond reported in while I waited as did Beverly West and Bill Singleton and two young people named Wells and Fitzhugh. In the hurry and flurry it was a bit difficult to pin names on people. One name remained in my mind, however, as I had so recently heard of it in Ashland, Robert A. DeBardelaben was on the roster of names of those participating in the Rally. He did not check into the Hanover check point.

And so I know more about spelling and I have just the faintest urge to try a Sports Car Rally, or, better yet, let our boys do it.

Local Service Station Man Has To Tread Carefully; Seventy Sports Cars Underfoot, Seeking Gasoline

If you were operating a service station how would you like to have 70 sport cars drive in for service all at the same time? And how much more would you appreciate it if they did so at 3:00 in the morning?

Well this happened to Mac Glenn at his station last Sunday morning and he didn't mind a bit—it was an arranged stop for the Chuckanut Sports Car Rally as a fuel-up point in their 287 mile race through Whatcom, Skagit and Snohomish counties.

Sixty-nine cars of the 78 entered in the race showed up on schedule here. The other car was an official "checker". Each car had a driver and navigator and some had extra passengers. At the MacGlenn station the cars piled up several lanes wide back to the railroad crossing as Mac and Jerry Clements pumped some 700 gallons of gasoline to get them started on their way again.

As the "race" was a predicted time and distance run, some of the boys figured it pretty fine. Two cars ran out of gas waiting to be served.

In addition to gassing up, the motorists had Mac prepare a huge table with his hoist and plywood for a quick brunch of coffee and sandwiches for the crowd.

The racers left Bellingham Saturday afternoon and returned to that city in time for breakfast on Sunday morning. The winner of the



"Ash Trays In These Cars Are Awfully Small"

event was Frank Abela of Bellingham, who drove an Austin-Healy over the 287 mile pre-set course in 8 hours and 7 minutes. He was only 4 3/4 minutes off his predicted log. Ken Blackmore was his navigator.

Second place went to Lee Merrifield of Seattle in a Volkswagen. He missed his predicted time by 5 1/2 minutes. The Chuckanut team of three cars won the team event.

Standing knee deep in cars, some with tops, some without, Mac said he didn't have time to list them as to make but that variety seemed to pretty well cover the field. He saw Citroen, English jeeps, Jaguars, M. G.s, Mercedes, Porschs, Volkswagens and Thunder Birds, plus a lot he didn't recognize.

He didn't say whether he emptied all the ash trays and washed all the windows.



Checkpoints

VIRGINIA MOTOR SPORT CLUB

Vol III No. 1 3806 Dover Road, Richmond, Virginia January 1959



VMSC EVENT SCHEDULE - 1959

- | | |
|---------------------------------------|---|
| Feb 19 - Meeting | Jun 14 - Pathfinder Rallye - Fine & Harding |
| 22 - Rallye - Applewhite & Bress | 18 - Meeting |
| Mar 19 - Meeting | 21 - Marlboro Races |
| 21 - Sebring Grand Prix | 28 - Gymkhana - Jett & Carmine |
| 29 - Rallye - Batcheller & Payne | Jul 5 - Concours - Fitch & D. Rucker |
| Apl 16 - Meeting | 12 - Marlboro Races |
| 19 - Marlboro National Races | 16 - Meeting |
| May 3 - VIR Danville National Races | 19 - Rallye - Mayo & Armstrong |
| 10 - Rallye - W. Powell & J. Crenshaw | Aug 9 - Gymkhana - McClintic & R. Owen |
| 17 - Cumberland National Races | 20 - Meeting |
| 21 - Meeting | 23 - Historical Rallye - Jenks & Enright |
| 24 - Rallye - Kessler & Patteson | 30 - Marlboro Races |
| 31 - Gymkhana - Johnson & Larus | |

Cover Photo

Sports car or sedan, all are great for skiing. Sepp Kober, Ski School Director, explains to Marvin Donger some of the finer points of ski handling.

6559
1961



Virginia Motor Sport Club

INCORPORATED

MEMBER'S SIGNATURE

SECRETARY

YEAR

TROPHIES AWARDED AT BANQUET

Presented by Joe Crenshaw
Photos by Powell

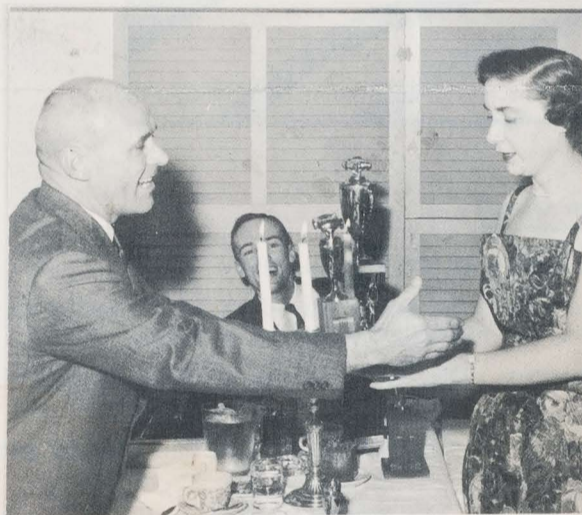
For another picture of the banquet see page 7.



John Kessler receiving gavel as new President of V.M.S.C.



Old President, Bob Walker, receives 6th place trophy.



Marge Thornton receiving 3rd place trophy for herself and husband John.



Stan Clark is not really as glum as he looks as he receives his 2nd place trophy.



Be sociable - have a drink

Your Officers for 1959



President - John Kessler



Second Vice President Executive Vice President
George Patteson Stuart Jenks



Assistant Secretary
Judy Baylor

Secretary
Caroline Crenshaw



Ole Editor
Ed Wright



OUR TREASURER
DICK GUNN

"HARE AND HOUNDS" RALLYE
MARCH 19, 1959



RESULTS

1. Tom Enright and Flora Enright
2. John Palmer and Ron Vincent
3. Madison McClintic and Bill Pettit
4. Tom Rennie and Robert Walker
5. Stuart Jenks and Mary Jenks
6. Ed Wright and Marvin Donger
7. Charlie Armstrong and Allen Wilensky
8. Chuck Bress and Rip Radcliffe
9. Ted Remick and Bev West
10. Charlie Larus and Pete Toepffer
11. John Kessler and Suzanne Kessler
12. Will Fitch and Sam Carmine
13. John Thornton and Marge Thornton



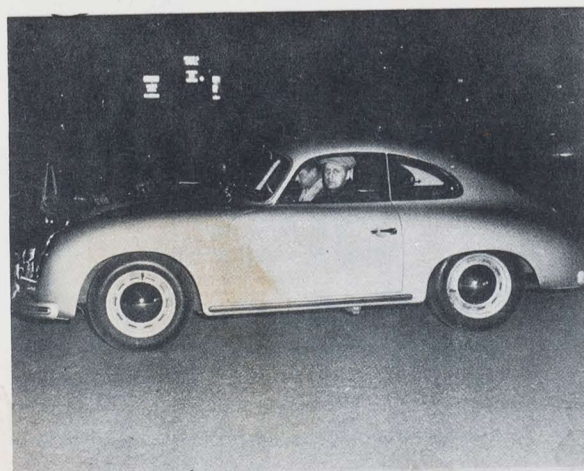
Afterwards to Mike's for relief.



At the start



(Even the O. D.'s need it!)



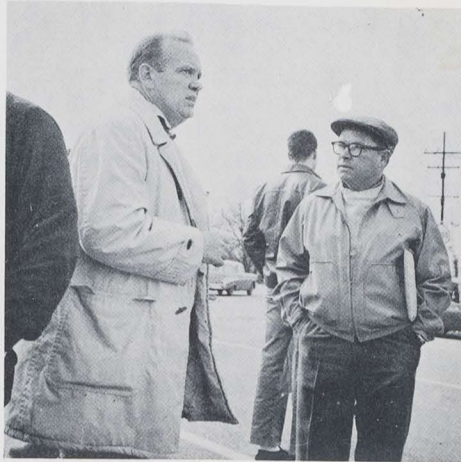
The winners, 1st and 2nd, T. Enright, J. Palmer, R. Vincent, and F. Enright

FEB. 22 "Washington's Birthday Rallye"

H. Applewhite and C. Bress, O.D.'s



Harold and Evelyn Applewhite with Chuck Bress check 'em out



Wade Norton and Harold discuss forthcoming events



Charlie Armstrong's new (old) Jowett Jupiter gets thoroughly inspected at the start



Cassel Adamson checks out with his blonde navigator - hasn't been seen since!

FIRST 10 POINT STANDINGS
THROUGH MARCH 19, 1959

- | | |
|------------------|----------------------|
| 1. Stuart Jenks | 7. Tom Enright |
| 2. John Thornton | Marge Thornton |
| 3. Chuck Bress | 8. Harry Bitner |
| 4. Rip Radcliffe | 9. Madison McClintic |
| 5. Tom Rennie | 10. George Patteson |
| 6. John Palmer | |

IT'S HERE...

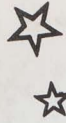
It doesn't matter how you look at it, the RENAULT ALPINE is a beautiful car. Come out and see it at

VIRGINIA SPORTS CARS, INC.
6107 West Broad Street AT 8-2824

WE NEED HELP!

Specifically, a Business Manager who can take care of our ads and photographs. This will solve many of our deadline problems. Please?



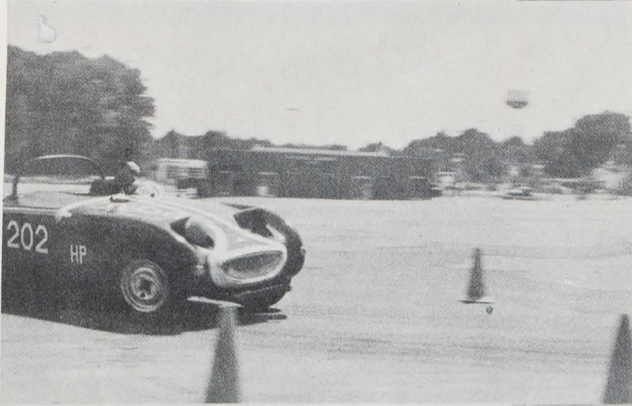
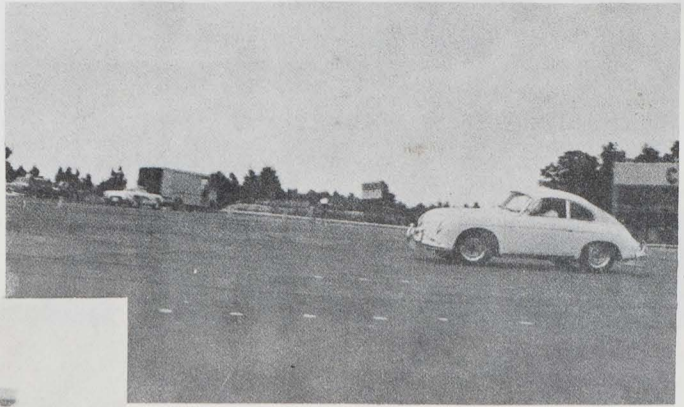


" 4th of July" Gymkhana-(July 5th)

Carmine & Welch O.D's

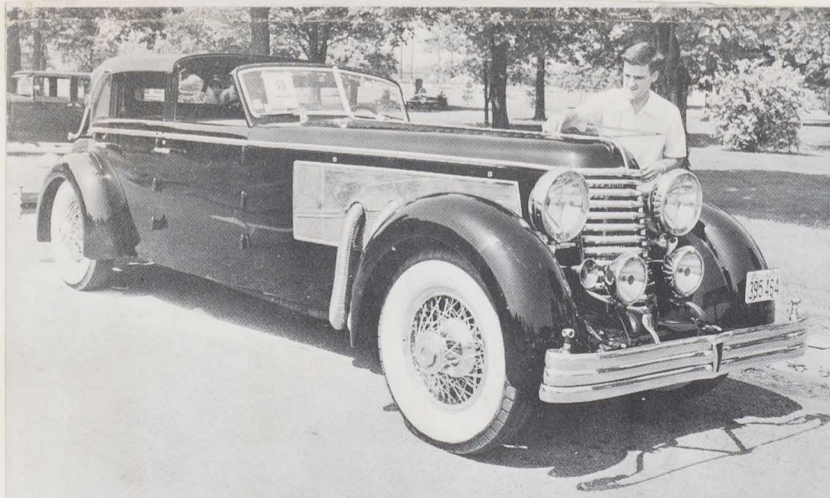
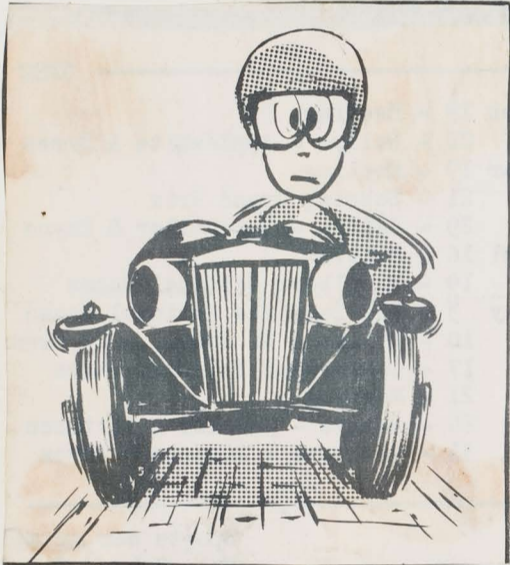


THE WINNAH! (under 1600)
Allen Fine



John Elliott and #202 Sprite

Sam & Jackie Carmine give
Ted Remick the word



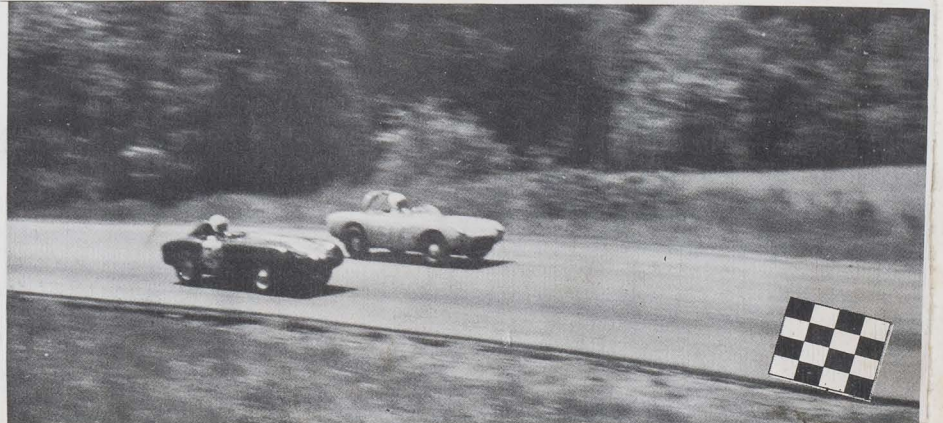
VMSC MEMBERS WIN HONORS
AT ANTIQUE AND CLASSIC MEET

Bill Pettit is shown above with his classic 1940 Duesenberg which he exhibited in Waynesboro May 23 at the Seventh Old Dominion Antique Automobile Meet.

Competing with cars dating back to 1902, Bill's "Dusie" received the Judges' Award for the most outstanding car at the meet. Bill displayed the Duesenberg and a 1923 Franklin Touring, winning first in class with both cars.

Jerry Powell, another VMSCer, won first in class with his 1924 Rolls-Royce. Jerry's Rolls was voted the Car Owners' Award for most outstanding car at meet.

IT'S THE LIVING END!



High-Speed Police Chases Deplored

have just read a sickening account of the tragic slaughter of two New York mothers and a 19-year-old boy and injury to five others in a head-on collision between a station wagon and a souped-up hot rod. The hot rod was being pursued by police.

We well remember the Ohio incident a few weeks back when a car careened into a group of children awaiting a school bus, killing and maiming many of these youngsters. This car was being pursued by police. Not long after that, there was a newspaper account of a mother, father and child killed when a vehicle, being pursued by police, crashed into their car.

It is a fairly common thing to read of instances in which police are injured when their cars (and in one case a patrol wagon) go out of control during a wild chase. Also common are headlines referring to 100-mile-an-hour chases. When will traffic officers overcome this urge to pour on full throttle and engage in this horribly fatal practice of chasing traffic violators? Not only do they risk their own lives, they double or perhaps triple the possibility of death and injury to their prey and to innocent motorists and pedestrians who happen to be in their paths.

In the New York crash, the hot rod chase began after a complaint was received about a noisy muffler. In the other two cases cited, the pursued cars were stolen. Do these law enforcement officers actually believe that quieting an open muffler or apprehending a stolen car is more important than life and limb? Or are they obsessed with the desire to see how fast their overpowered patrol cars will go?

What has become of the old-fashioned roadblock? I just commend, at this point, the ingenuity of the Charlottesville area police who hailed a truck to block the highway during a recent chase of some rowdy teen-agers. Certainly blocking the way with an empty police car or a truck will stop a speeder with less disastrous results than chasing him with screaming sirens, until he crashes into some unsuspecting motorist. I have seen local police roar through city streets at speeds best reserved for race tracks, forcing drivers out of their way as they go.

How many law-abiding humans must be sacrificed in this speeding campaign to halt traffic violators? There must be a better way.

JOHN M. KESSLER
Richmond.

Couple Captures Race in MG-TD

Mr. and Mrs. Stuart Jenks won the Virginia Motor Sport Club's sports car rally yesterday, driving a MG-TD.

The rally was held over a course from Richmond to Williamsburg and return. The winners completed the trip nearest to the official time of three hours, 46 minutes.

Second were Dr. and Mrs. John Thornton in a Triumph TR-3 and third were Leonard [unclear] and Charles Payne in aault Alpine.

There's a Boom Behind the Zoom Of Those Sleek Sportscar Racers

By Steve Guback

Sportscar racers are fellows with drive, who love to.

"It's hard to explain," says Ed Wright, Richmond's first and only national point leader. "There's a pleasure you get from any sport—duck hunting, sailing or sportscar racing. You don't examine it too closely. You're afraid it'll go away if you do . . ."

Wright is a 30-year-old, Ivy League-looking lab technician who shot to the front of the national SCCA ratings in class J (for the smallest cars) with victories at Marlboro and Cumberland in recent weeks.

Like a dozen or so other sportscar racers in the city, and the doctors, dentists and white-collar worker-racers elsewhere, Wright will drive all night to get to a racing rendezvous. He drives a Berkley (500 CC's) because, as he puts it, it's a low-cost operation.

He has ambition, obvious skill and a plan in this budding sport . . . "I'd like to wind up the year as national champ in my division," he says, "and then progress to the bigger machines . . ."

Has Own Lingo

Sportscar racing has a lingo all its own, plus its own peculiar fascination. "You get a lot of enjoyment just driving one of these things," says Wright warmly. "Some of us also are fortunate to be able to race . . ."

It doesn't cost much to start—a Berkley goes for about \$1,800. It'll take another \$120 over the season for entry fees in, say, eight races. Gas to each racing site amounts to between \$4 and \$10. If you're like

Wright, you camp out overnight . . .

Of course, it can be a major endeavor, too. "In order to do it right," says Wright, "you should have a tow car, a trailer and a car to be used strictly for competition." Sportscars, too, vary in price. Richmonders Scotty Gow, Madison McClintic and Craig Palouze, for instance, drive the TR3. Mo Clark goes off in an MGA.

Wright caught the sportscar

bug three years ago, beginning with an Austin-Healy, the car he now uses for tow purposes. He was fifth once and second twice in that first year of competition. Two of the races were as a novice.

Wright likes to point out that sportscar racing often is no more dangerous than driving along the highway. Part of the reason is the rigid control by the SCCA, the governing group. Before a fellow with drive is

permitted to drive, he must meet certain specifications—a physical exam, be 21 years of age or older, attend a two-to-three hour blackboard session, pass a written exam on rules and regulations and then go to a driver's school. If he meets the requirements, he gets a temporary racing permit.

Wright indicates that it may be worth all the trouble. A racing session, usually a two-day affair, is an experience all it-

self with a friendly, picnic-like atmosphere. On that first day, there's registration, a technical inspection of the car, then practice on the course—tuning the car, checking the tire pressure, perfecting braking and passing techniques, handling the car on turns. Then there's the spontaneous, friendly get-togethers at night, when sportscar lingo mixes with cigarette smoke and clinking glasses. The next day, the races . . .

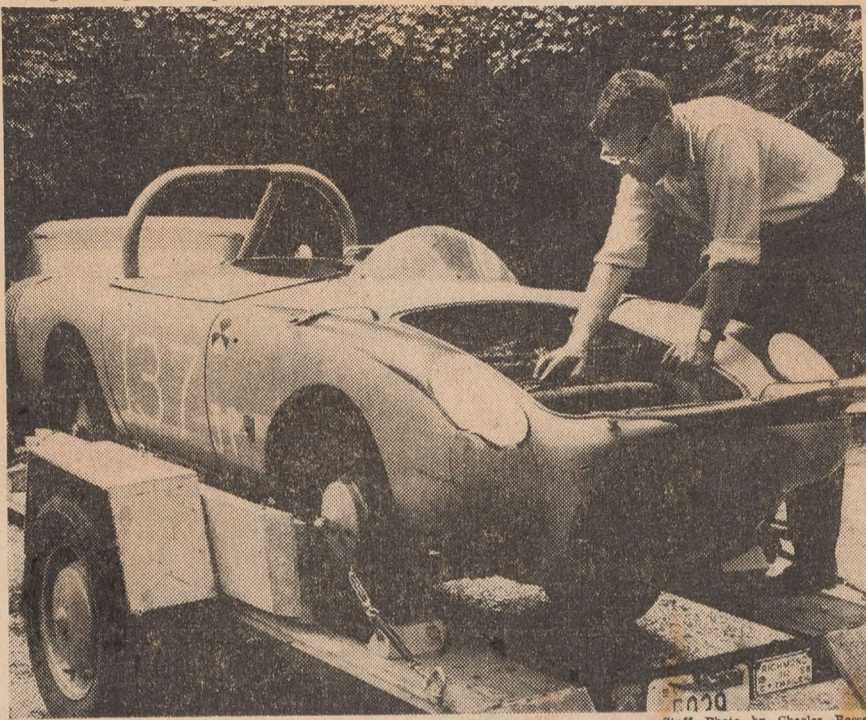
Wright began racing, just as he began doing other things. "When I see something that interests me," he says, "I want to do it." He began mountain climbing that way while stationed in Colorado with the army. And he's a qualified ski instructor.

Distances Vary

The races vary between 40 and 60 miles, some on the time basis, some on the lap basis. Wright, admitting to controversy on speeds, says he's been told that he has gotten his Berkley up to 95 mph on straight-aways. There's a sense of danger that whets the appetite . . .

Injuries, however, are remarkably few. At Cumberland, Wright says, there were close to 300 competitors. The casualty list—two broken fingers. "Controlled conditions," Wright says, "make it surprisingly safe." Drivers are equipped with crash helmets, seat belts, flame-proof coveralls, a fire extinguisher, a roll bar behind the cockpit . . .

What wins, the driver or the car? Wright smiles. "A good car, plus a good driver," he says.



Ed Wright, National Class J Point Leader, Checks Engine of His Berkley Sportscar Racing, Says Richmonder Wright, Has Fascination All Its Own

2 Richmonders Win In Sports Car Races

CUMBERLAND, MD., May 17—(P)—Walter Hansgen of Westfield, N. J., won the Edgar D. Vandegrift memorial trophy in the top event of the Cumberland national sports car races.

Hansgen, who captured the race in 1956 and last year, averaged 72 miles an hour in the hour-long test over a 1.6 mile course at the local airport. Thirty cars competed in the 45-lap grind.

The winner drove a Lister Jaguar belonging to Briggs Cunningham. Hansen relinquished the lead only twice, to Robert Holbert of Warrington, Pa., on the 16th and 36th laps. Holbert, in a Porsche RS, finishing second, just 1.18 seconds behind Hansgen.

Third was Donald Sessler of Lancaster, Ohio, driving a Porsche RSK. Fourth went to Fred Windridge of Washington, D. C., in a Lister Jaguar.

Ed Wright of Richmond, Va., was victor in class J while Mo Clark from the same city won the special MGA trophy in the production F race.

Miss Denis McCluggage, sports car reporter from New York won the 14-lap test for distaff racing enthusiasts. She drove an Oscar, edging out Mrs. Evelyn Mull of Haverford, Pa., also in an Oscar.

race at the Langhorne Speedway. He took the lead at the start and never was headed. His time was 1:22.07.

HARRISBURG, PA.—Mitch Smith, a milkman from nearby Linglestown, sped to an easy victory Sunday in the feature 25-lap modified stock car race at Williams Grove Speedway.

TRENTON, N. J.—Tom Pistone of Chicago, thanks to fast refueling of his 1959 Thunderbird, won the 150-mile NASCAR grand national championship auto race at Trenton Speedway Sunday.

Officials did not announce his time but gave his average speed as 88.66 mph.

Eastern League

W	L	Pct	W	L	Pct		
Allentown	15	7	.682	Reading	14	12	.538
Will'm's't	13	9	.591	York	10	14	.417
Sp'ng'f'ld	14	10	.583	Lancaster	9	15	.375
Bing'm'on	12	10	.545	Albany	6	16	.273

Carolina League

W	L	Pct	W	L	Pct		
Wilson	18	9	.667	Greens'ro	10	15	.400
Wil'n's'm	14	12	.538	Burl'gton	10	15	.400
Durham	13	14	.481	Wilson	18	9	.667
Raleigh	12	14	.462				

hand to present the President's Trophy which was just one of many beautiful silver pieces that were presented to the winners—one Richmond driver won three such trophies. There were 7,200 paid admissions, and this did not include any of the 200-odd entrants or their pit crew, which could number four people for each car entered.

How much coverage did The Richmond Times-Dispatch give this event? There was no coverage given it at all! This was not an oversight, I am sure, because there was none given it last year either. There is, also, very little given to any sports car races, even though many Richmonders travel as far as Nassau to view them. I am sure that if you are not a fan such as I this is not too important, but I am sure that you, as an editor, are interested when local participation is as great as Richmond's participation is.

There is another national event, May 4, 1959, at Danville, Va. Will a Times-Dispatch reporter be on hand?

(MRS.) MARY S. JENKS.
Richmond.

[Editor's Note: The sports department says it wishes it had been informed in advance of the Richmond interest in the Upper Marlboro races. The results showed no winners from this area. Coverage has been arranged, as in the past, on the national event May 2 and 3, not May 4.]

Raps Lack of Coverage Of Sports Car Races

I often wonder how an editor is able to do so many things at one time, including listening to people's complaints, and still stay as objective as your editorials reveal you to be. I dislike having to add to this list of complainers, but, as I am sure most all of the displeased ones feel, I think I have a legitimate complaint.

Sunday, April 19, Upper Marlboro, Md., was the date-line for a national amateur sport that had over 200 entrants and over one million dollars worth of equipment present. This sport, sports car racing, has a following of drivers, pit crewmen and spectators from all walks of life. Nowhere else, to my knowledge, can one find a doctor, lawyer, banker, yes, newspapermen, working as a team with "the butcher, the baker, the candlestickmaker."

At Marlboro Speedway April 19 there were eight Richmond drivers who raced, and the pit men and spectators from Richmond that went along to help or just to see these drivers were in the hundreds. How far away is this spot? Just 100 miles!

Be 29567
at 89788

1959

TUESDAY
Nov. 24, 1959

Richmond Roundup

(A Weekly Column by News Leader Staff Members)



[Staff Photo by Amir Pishdad]

DOG (POOCHIE GOODING) ON FLEA (SCOOTER)
Vehicle's Driver Is Craig Gooding, 11

How Lucky Can You Get? Dog Wins Flea

The headline on this item was a natural. In a contest held by the Virginia Motor Sport Club, the prize was a Flea—a motor scooter. The winner was Poochie Gooding.

Poochie is a dog, owned by Hume Gooding Jr. of 12 North Pine ave., Highland Springs, and Gooding entered the contest with Poochie's name.
—Houston.

1959

VIRGINIA MOTOR SPORT CLUB

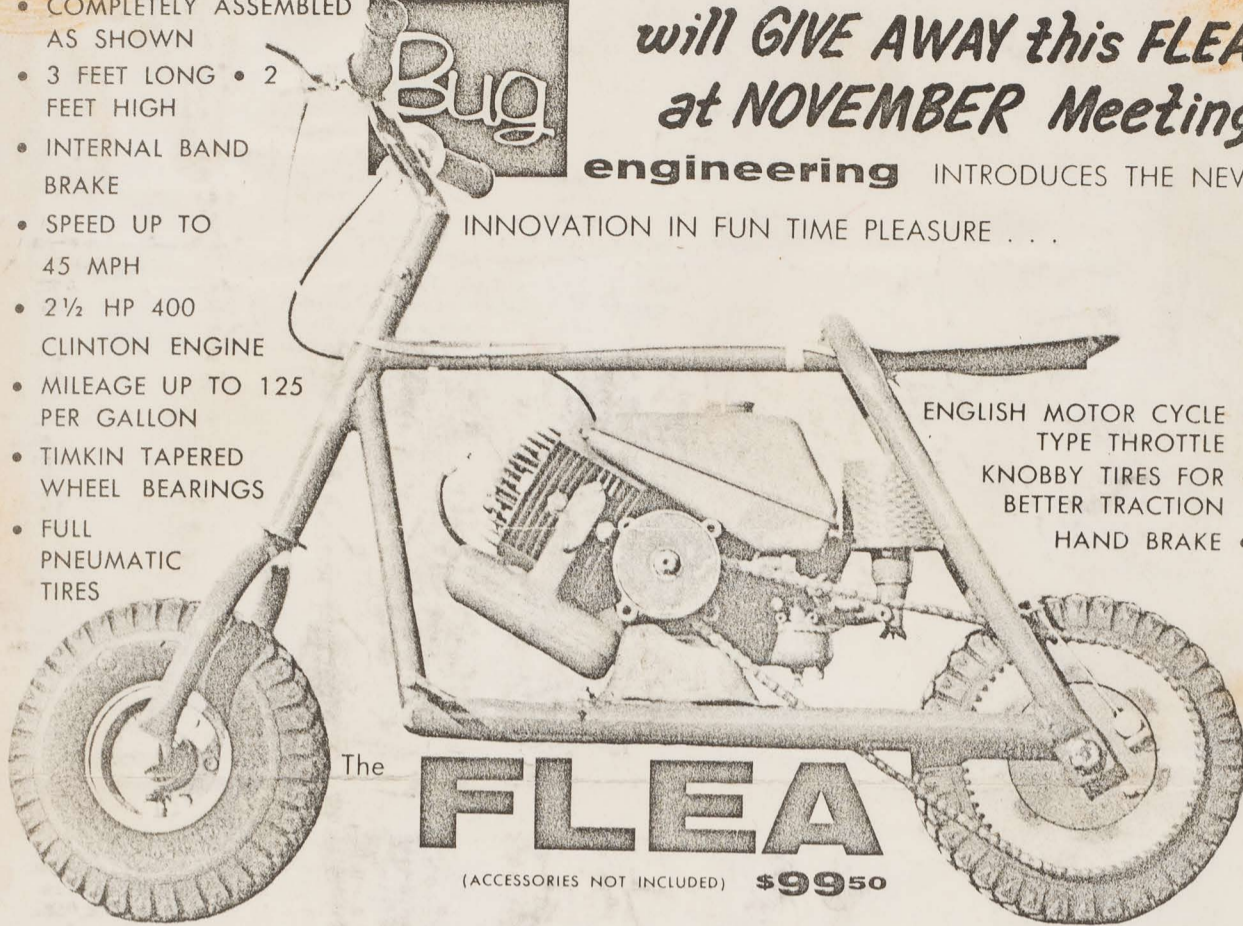
will GIVE AWAY this FLEA at NOVEMBER Meeting!



engineering INTRODUCES THE NEW
INNOVATION IN FUN TIME PLEASURE . . .

- COMPLETELY ASSEMBLED AS SHOWN
- 3 FEET LONG • 2 FEET HIGH
- INTERNAL BAND BRAKE
- SPEED UP TO 45 MPH
- 2½ HP 400 CLINTON ENGINE
- MILEAGE UP TO 125 PER GALLON
- TIMKIN TAPERED WHEEL BEARINGS
- FULL PNEUMATIC TIRES

- ENGLISH MOTOR CYCLE TYPE THROTTLE
- KNOBBY TIRES FOR BETTER TRACTION
- HAND BRAKE



The **FLEA**
(ACCESSORIES NOT INCLUDED) \$99.50

Here is a Sport cycle that is the innovation of all kids — young and old. The transportation or just plain fun machine that you have been wanting.

Perfect for that "EXTRA" travel convenience for the sportsman (Boats - Aviation - Sportscar Races, Etc.), or for the boy with the runabout urge.

ACCESSORIES



LIGHT KIT



CLUTCH



SEAT COVER



EXHAUSTS



SIDE CAR

TICKETS
AVAILABLE
AT MEETING

LIGHT KIT	\$ 8.95
CLUTCH	\$15.00
SEAT COVER (Foam Rubber Naugahyde)	\$ 4.75
EXHAUSTS (Palimini "Bolt On" Accessory)	\$ 5.95
SIDE CAR	\$34.50
KICK STAND (Not Shown)	\$ 2.50

• FLEA EQUIPPED WITH CLUTCH • SEAT COVER • V.M.S.C. BADGE • • •

RETAIL VALUE \$121.25

CAN BE YOURS FOR ONLY \$100 CONTRIBUTION TO
VIRGINIA MOTOR SPORT CLUB



The **FLEA**
RETAIL VALUE \$121.25

- 3 FEET LONG • 2 FEET HIGH
- INTERNAL BAND BRAKE
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THE FLEA—
as demonstrated by John Kessler to a pair of young Ruckers,
and as sold by Sam Carmine at the Marlboro races.

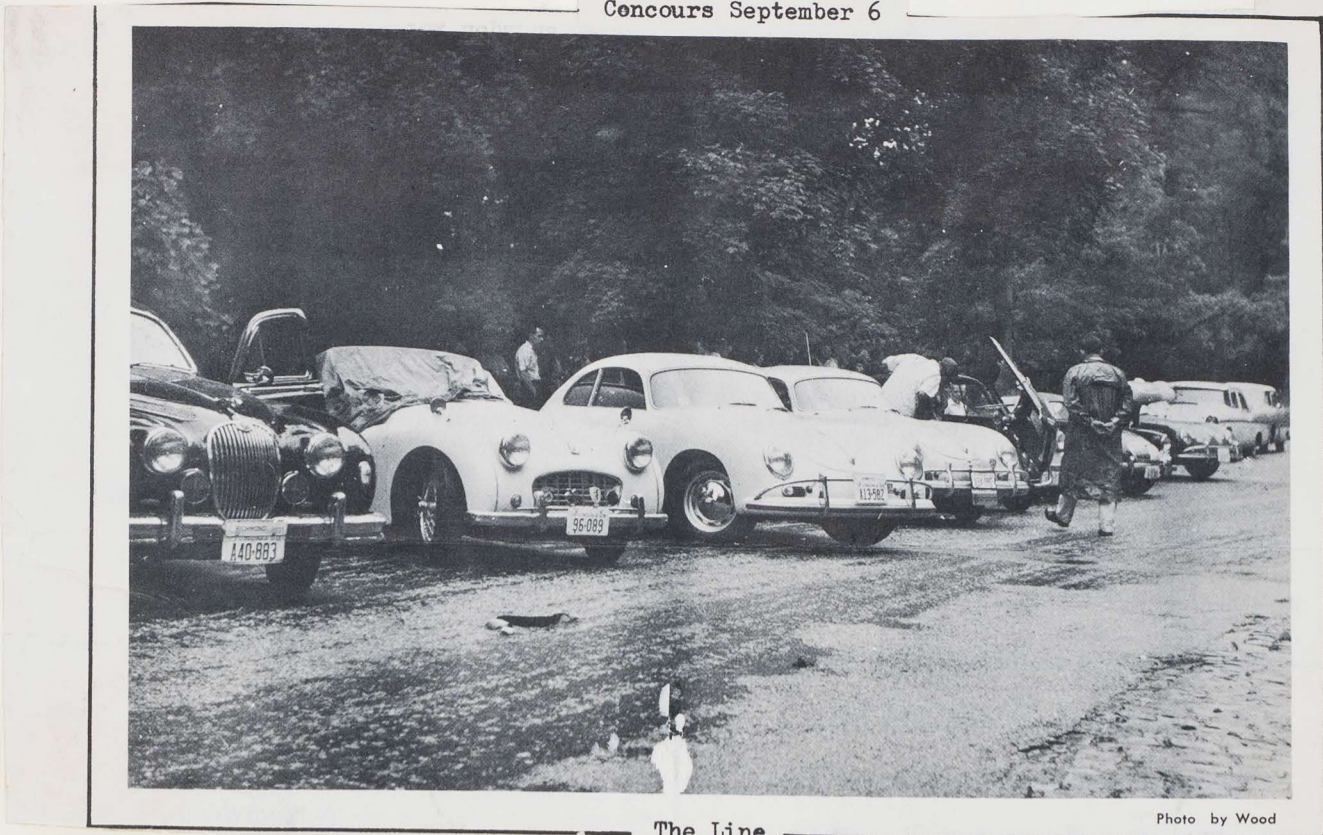
Concours September 6



33 trophies await presentation...



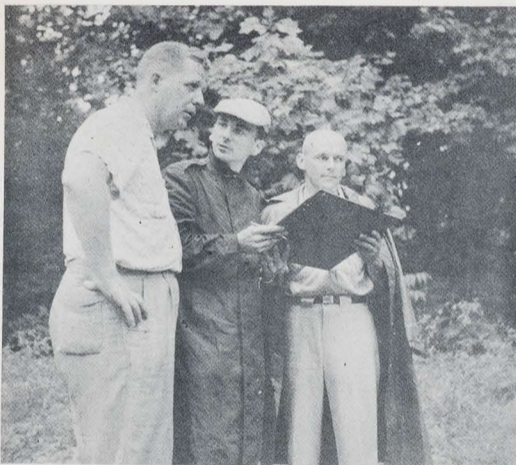
...to John and Marge Thornton for The Anniversary Rallye



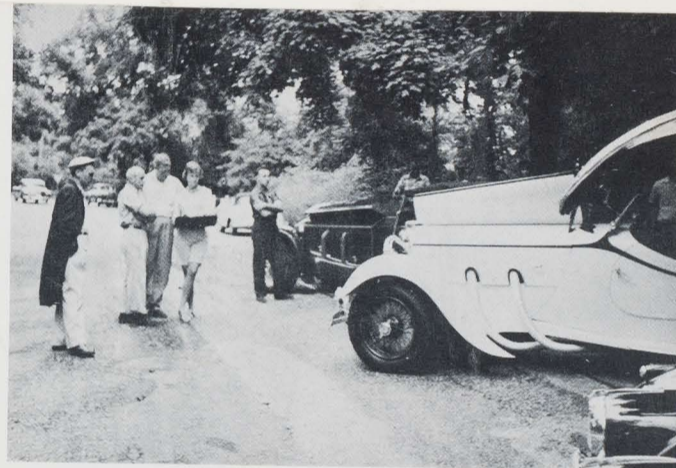
The Line

Photo by Wood

CONCOURS



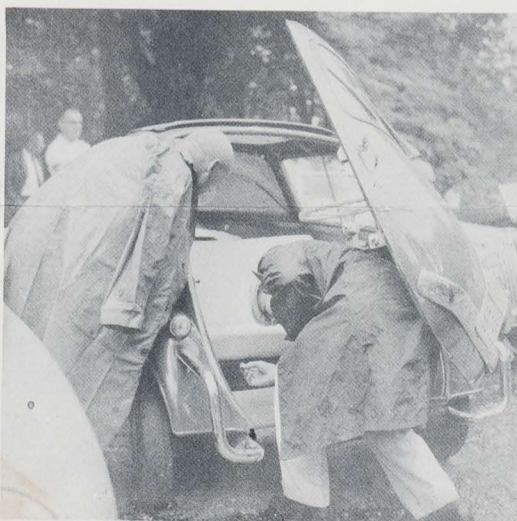
judges- Fred Johnson, Dave Davis and Joe Crenshaw



The show stealers, Lagonda, and Invicta



...to George Patteson and Ed Remick for Groundhog Rallye



Dave Davis checks the seat springs as Joe Crenshaw looks on.

- THE WINNERS
- Over 1600 cc
1. John Kessler -TR 3
 2. Nancy Rucker -3.4 Jag
 3. Margaret Rucker -XK 140 Jag
- Under 1600 cc
1. Willard Fitch- Porsche
 2. Ian Davis- Sprite
 3. George Patteson-Porsche
- Special Award- Doug Rucker- Lagonda



...to Bev West (and absentee Judy Baylor) for Feb. 22 event
1959

Photos by Wood



Drop something Fred?

IT'S RALLYE TIME



Leonard and Rosalind Schwab get checked out by John Kessler at the start of the Travelogue Rallye

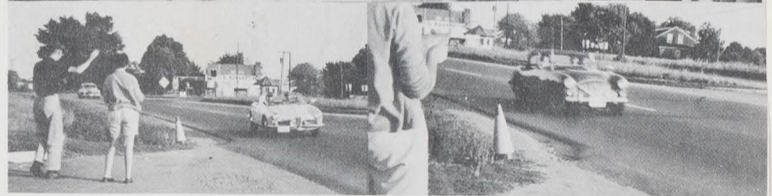
Photo by Wright



THE TRAVELOGUE RALLYE
24 May - Kessler and Patteson
1959

◀ The "Little" Abarth

▼ The airborne start



See anyone you know?



Somebody got curious!

◀ The finish at Varina



THE ANNIVERSARY RALLYE
10 May Crenshaw and Powell
1959



Caroline checks 'em out



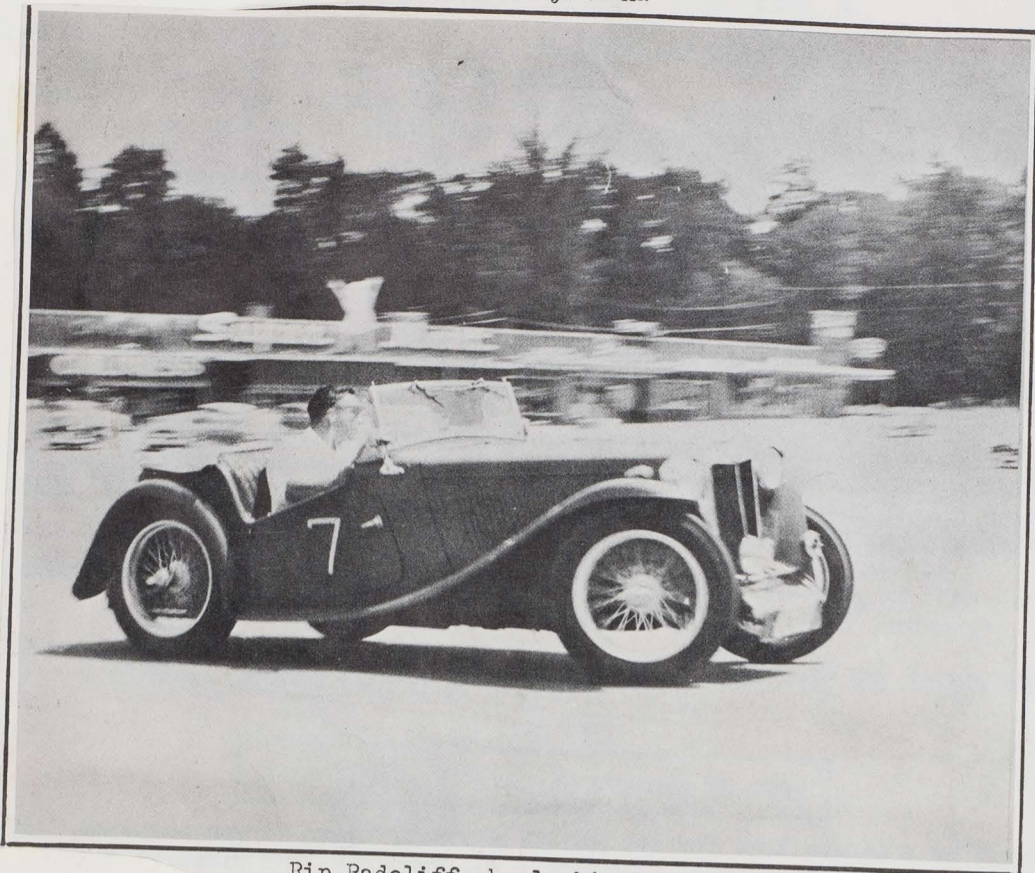
Picnicing,
with hazards

Photos by Crenshaw
& Powell

John & Suzanne
cut the cake



Fun at the Gymkhana

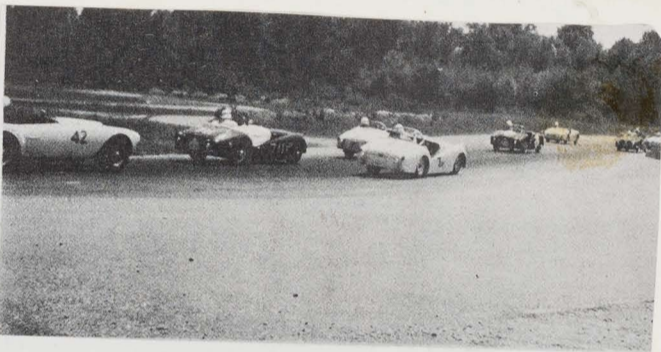


Rip Radcliff wheels his TC

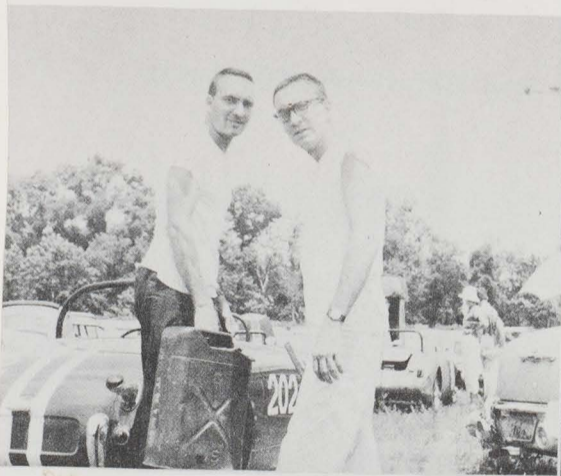
Photo by Kessler

MARLBORO

July 19



Traffic through the chicane



nd Tommy share the car and the chores



Mighty Mo Clark motors past a Siata



Harold Applewhite cheerfully receives a "Hard Luck" award from Bob Mayo while Caroline Crenshaw chuckles.

Photo by Powell



...to Pam Jenks and friend for Feb. 22 Rallye



Melita Clark, looking for the route



Dave Davis sans windscreen

1959



Madison McClintic trying to lift a wheel



Charlie Larus playing it cool



"Ecurie Elliott" - Tommy, left winning novice race, John, right, 2nd in class
- or is it Tommy on the right and John on the left?
Who dat say who dat?

*July 7
Marlboro 59*



Ed Rucker, Mo Clark, Doug Rucker, Stuart Jenks



6561
1959

TEX HOPKINS TO SPEAK AT OCTOBER DINNER MEETING

Tex Hopkins, "The Man in the Lavender Suit," has graciously consented to be our guest speaker for the dinner meeting, October 15. Mr. Hopkins, RE of the Washington Region, SCCA, has been a familiar sight for many years at race courses throughout the East. His comments will make for an interesting evening.

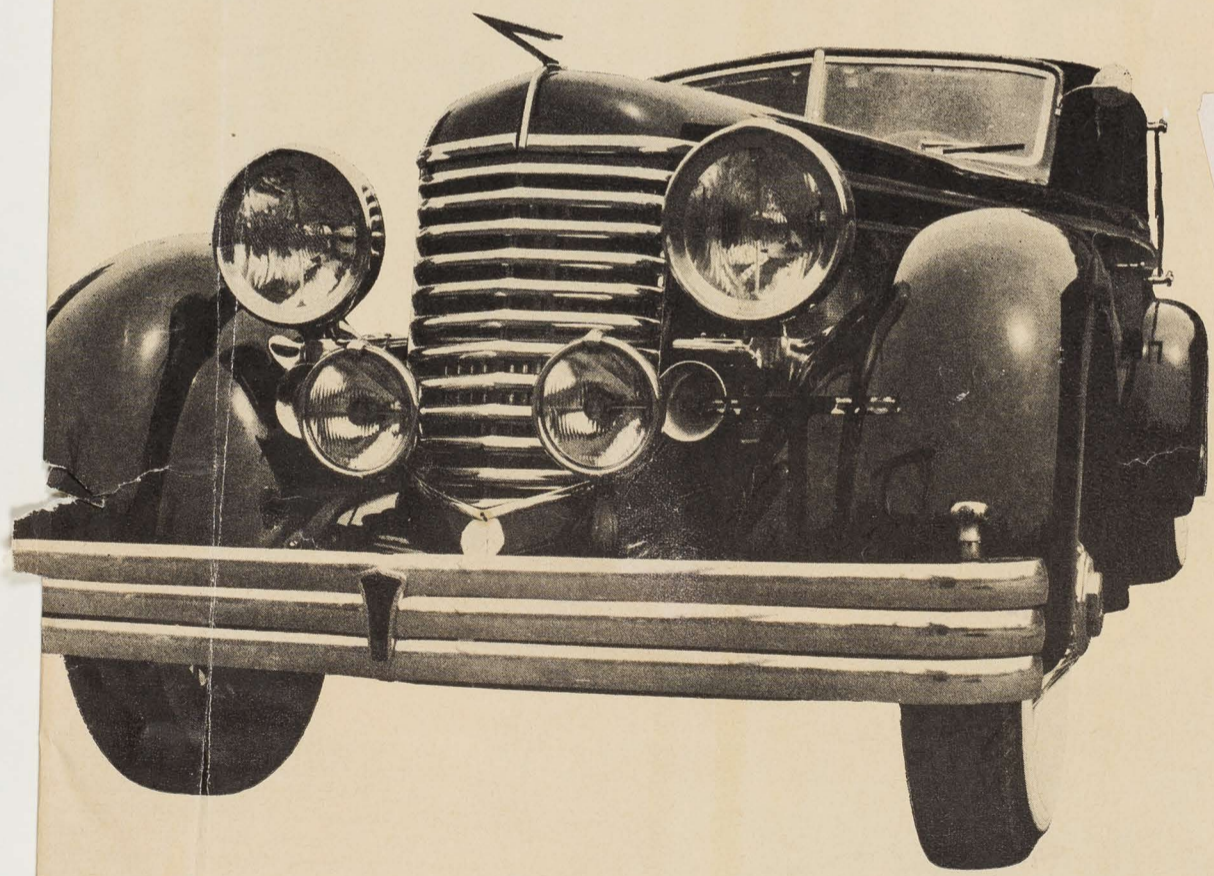
The meeting will be held at Dunn's Restaurant on Mechanicsville Pike. Dinner will be at 7:30 with a cocktail hour at 6:30. After the business meeting and talk by Tex, there's juke box music for dancing.

Three dollars per person covers a sizzling steak dinner and setups. Reservation cards will be mailed in September.

ally
D

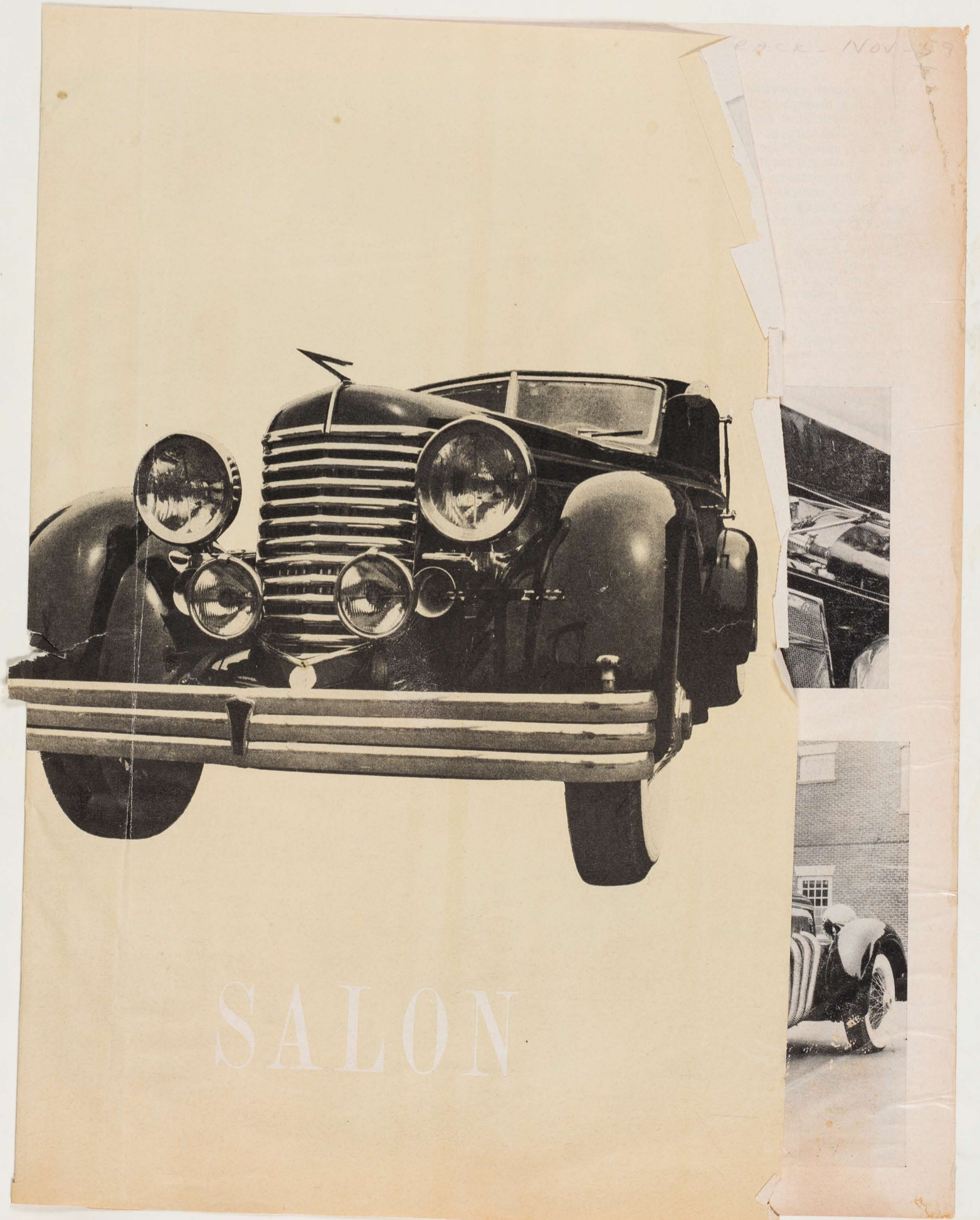
Dear Mr. Kessler,
I want to thank you
and all the VMSC
members for the lovely
silver cup you sent me.
My Daddy says it's
my first trophy and
should go on his trophy
shelves, but I'm going
to use it for my milk

ROCK - NOV - 59



SALON

and you.
When daddy finally
gets his Berkeley fixed
I'll let him work
in my pit crew
and I'll win trophies
for my shelves.
I do hope I'll
see all of you soon.
Sincerely,
Richard Cabell Hardney
December 31, 1959



1959



Virginia Motor Sport Club

INCORPORATED

RICHMOND, VIRGINIA

Virginia Motor Sport Club, Inc.

Membership List

1 April 1959

Lt. Richard L. Absher
Adj. Sec. Q. M. School
Fort Lee, Va.

Vincent Cassel Adamson, Jr.
3905 Dover Road
Richmond, Va. EI 8-2742

Mr. & Mrs. Harold S. Applewhite
106 East Laburnum Ave., Apt. 3
Richmond, Va. MI 3-4031

Charles A. Armstrong
2502 Hilliard Road
Richmond, Va. CO 6-4914

Miss Julia Craig Baylor
5226 Wythe Ave., Apt. 4
Richmond, Va. AT 2-5870

Mr. & Mrs. Harry W. Bitner
3507 Kensington Ave.
Richmond, Va.

Charles M. Bress
Box 347, MCV
Richmond 19, Va.

George W. Brown
"Malvern"
Midlothian, Va.

Miss Ruth C. Brown
1209 Blue Jay Lane
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B. N. Browning
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2514 Kensington Ave.
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Richie H. Dickerson
2007 Kamankeag Road
Richmond, Va. AT 2-1642

Dr. Willard Fitch
508 Gardiner Road
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Highland Springs, Va. RE 7-8087

Harold Gordon
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Washington, D. C.

James A. Gunn
3808 Hawthorne Ave.
Richmond, Va. EI 3-5139

Richard E. Gunn
3807 Chamberlayne Ave.
Richmond, Va. EI 9-0732

Dane +
Ardy
BR 20428
E35466

William C. Harding
4311 Park Ave.
Richmond, Va. 819-6693

Dan J. Harrington
3505 Carlton Road
Richmond 23, Va. mi 3-7139

E. W. Hawthorne
1010 North Boulevard
Richmond, Va.

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Richmond 20, Va.

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Richmond, Va.

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Robert W. Johnson
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Ted Lyman
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Richmond, Va.

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R. C. Moore
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Ned Nielsen
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Richmond, Va.

Mrs. Frances Norton
315 Dundee Ave.
Richmond, Va.

Wade Norton
2910 Monument Ave.
Richmond, Va.

John Edwin Palmer
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Richmond, Va. BE 20721

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Richmond, Va.

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Natural Bridge, Va.

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Midlothian, Va.

Mr. & Mrs. Wendell B. Powell
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Richmond, Va.

Dr. Edward H. Radcliffe
3411 Howard Road
Richmond 23, Va.

Edward T. Remick
300 West Franklin St.
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Thomas C. Rennie
3607 Moss Side Ave.
Richmond, Va.

Mr. & Mrs. James S. P. Robinson
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Alexandria, Va.

John Jos. Roney, Jr.
204-A Battery Place
Colonial Heights, Va.

David Keith Roszell
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Richmond 25, Va.

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Dr. & Mrs. Edwin Rucker
3114 Monument Ave.
Richmond, Va.

Mr. & Mrs. Walter F. Simcs.
1608 Chesterfield Drive
Richmond 24, Va.

S. Dorsey Sydnor
404 North Harrison St.
Richmond, Va.

1st Lt. William H. Taylor
2748 Rollingwood Road (Battlefield Park)
Petersburg, Va.

Dr. & Mrs. John L. Thornton
8514 Chelmsford Road
Richmond 25, Va.

Carroll Toepffer
1511 Glenside Drive
Richmond 26, Va.

J. P. Trent
9419 Lester Lane
Richmond 26, Va.

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3816 Maury St.
Richmond 24, Va.

Mr. & Mrs. Robert C. Walker
2605 Darnell Road
Richmond, Va.

Miss Shirley Anne Ward
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Richmond 21, Va.

Mr. & Mrs. William E. Welch
P. O. Box 68
Fort Belvoir, Va.

W. Leonard Wells
Route 3, Box 223
Ellerson, Va.

Beverley W. West
3600 Noble Ave.
Richmond 22, Va.

Alan J. Wilensky
2421 Rosewood Ave., Apt. 6
Richmond, Va.

Leonard F. Winslow, Jr.
6425 Roselawn Road
Richmond, Va.

Alfred E. Wood
8310 Hood Drive
Richmond, Va.

Bruce Woodson
900 Baldwin Road
Richmond, Va.

A. E. Wright, Jr.
3806 Dover Road
Richmond, Va.

John Mitchell Wyatt, III
309 Charmian Road
Richmond 26, Va.

John S. Wylie
19 East 45th St.
Richmond, Va.

Mr. & Mrs. Gordon P. Williams
18 Cheshire Road
Richmond, Va.

EL 34548

BE - 38192

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AA

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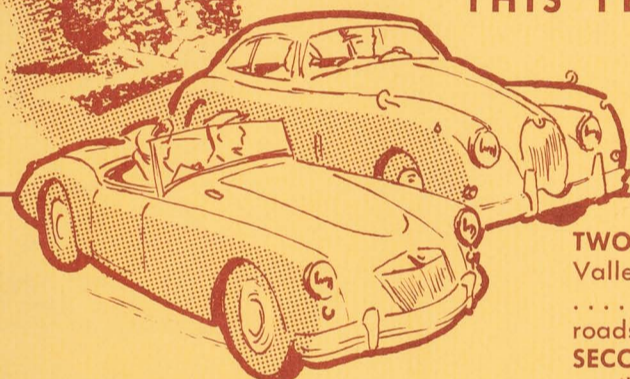
VIRGINIA MOTOR SPORT CLUB

presents the

5th Annual Old Dominion Rallye

SAT. and SUN., NOV. 7 and 8

First car out 8 a.m., Sat., Nov. 7. Leaving from Azalea Avenue Shopping Center on U.S. Rt. 1 between Brook Road and Chamberlayne Avenue, Richmond, Va. (Convenient to Howard Johnson's and other restaurants; next door to Chamberlayne Ave. Motel and around corner from Holiday Inn and Brook Run Motels.) Participants are advised to be fortified with good breakfast!



THIS YEAR'S STOPOVER IS

Natural Bridge

TWO DAYS OF RALLYING through picturesque Shenandoah Valley with dinner and lodging at beautiful Natural Bridge . . . plenty of breathtaking, tricky (but paved) mountain roads to test the skill of driver and navigator.

SECOND DAY'S RUN will begin at 8 a.m. Sunday. (Breakfast available at Natural Bridge Cafeteria.) Rallye will end between 3 and 5 p.m. at a restaurant with private dining room, at least 85 miles from Richmond.

\$23.00 PER CAR WILL INCLUDE:

- Rallye fee & instructions
- Banquet at Natural Bridge Hotel with awards for first day's run
- Lodging at Natural Bridge Motor Inn (adjacent to Hotel)
- Admission to Pettit's MUSEUM of MOTORING MEMORIES (collection of Antique and Classic Cars)
- Informal Saturday night party with juke box for dancing (BYOL)

TROPHIES

Will be awarded for best performance **EACH** day, as well as **OVER-ALL**, plus special **TEAM AWARDS** (3 cars to team)

YOU WILL NEED

Good watch, clip board, calculator, lots of pencils, a navigator who can hold tight and **GOOD BRAKES**. **Two-way radios prohibited**. Cars must carry only two occupants.

ENTRY FORM

Virginia Motor Sport Club
Old Dominion Rallye
15 East Cary Street
Richmond 19, Va.

Driver _____ Address _____

Navigator _____ Address _____

Club _____ Make of car _____

If team, give names of other 2 drivers:

_____ and _____

Enclosed is check or money order for \$_____

Car number and starting time will be assigned you upon receipt of your entry and fee.

DEADLINE: OCTOBER 30th.