

1956

THE CHESTERFIELD LE MANS RALLY
RICHMOND SECTION, VIRGINIA MOTOR SPORT CLUB
SUNDAY 26 AUGUST 1956

This rally will be unique in that it will begin with a "Le Mans Start," no two courses will be exactly the same, there will be no two average speeds identical, and time & mileage will be noted at intervals identified by photographs to provide something of a regularity run. It will begin and end in the parking lot across from the Gulf Station at McGuire Circle in Richmond at the intersection of 161 (Bolt Boulevard) and 360 (Hull Street) at approximately 2 p.m. Running time is between 2 and 3 hours. Allow gasoline for up to 90 miles, depending on how far you are lost. All roads are in Chesterfield County and are hardsurfaced.

THE START: Cars must be lined up at an angle to the center log divider, pointing toward the nearest exit, with engine off and doors closed. Just prior to the starting signal all drivers and navigators must be lined up at the opposite side of the parking lot. At the starting signal, all will proceed to their cars and leave the parking lot immediately to begin the rally. See the score-card for initial instructions. Further instructions will be found beneath your windshield wipers when you arrive at your cars, along with the photographs. Any exit may be used. No crunchy-fenders, please.

TIMING: All times will be entered on the score-card to the nearest 30 seconds (i.e., 15 seconds before and after the minute and the half-minute). Zero time will begin with the starting signal, and all entries on the score-card will be in minutes elapsed since that time, until the finish. Do not begin at zero again at the checkpoints - all time is cumulative. Record the half-minutes as .5 (i.e., 9 min. 38 sec. would be 9.5 min.).

MILEAGE: All mileage will be cumulative, beginning with zero at the start and running continuously till the finish. Enter on the score card the miles elapsed since the start, not the overall odometer readings, to the nearest tenth of a mile. An odometer correction point will be included in the directions in order to establish an official mileage (it will NOT be exactly 10.0 miles, but will be stated in each case). Having noted your own odometer reading on the score-card at this point, correct ALL mileages entered on the score-card accordingly to conform to the official odometer. NOTE: One photo will be identified PRIOR to reaching this point in each case, and the mileage for this photo also must be corrected once your odometer error is determined, with BOTH mileages entered on the score-card opposite that photo number, in order that the time may be scored by your own uncorrected odometer for this one photo.

CHECK-POINTS (and FINISH): No time out will be allowed at the checkpoints; i.e., "time in" and "time out" are one and the same - all time is cumulative from start to finish. The checkpoints will be identified by large yellow signs. The penalty for missing a checkpoint is the same as for being 15 minutes late. Stopping or obvious slowing of vehicles to lose time within sight of a checkpoint or finish shall not be allowed; if it is obvious to the checker, he shall record the time as of that instant.

AVERAGE SPEED: This is noted on the score-card in each case, and will remain the same unless otherwise instructed by the checkers or the instruction sheet. All legal speed limits will be adhered to; any summons for a violation is automatic disqualification.

ROUTE INSTRUCTIONS are almost entirely by numbers; remain on that route number at all intersections unless otherwise instructed.

PHOTOGRAPHS: The photos are included to be identified along the route, and are NOT in order. All can be seen either by looking at right angles to the road on EITHER side, or else are plainly visible from either direction. The time and mileage elapsed since the start are to be recorded on the score-card opposite the number of that photo when directly opposite each scene or sign.

SCORING: 1 point will be deducted for each half-minute late and 2 points for each half-minute early on all items - photos, checkpoints, and finish. 1 point will be deducted for each TENTH mile off (over or under) for each item also. Failure to identify a photo, or identifying a wrong photo, will result in the loss of 25 points. Missing a checkpoint loses you 30 points. The car with the lowest score wins; in the event of a tie for any position, the car having the larger recorded error on any one item of the complete event will be awarded the next lower place.

ENTRY: FEE will be one dollar per PERSON, upon payment of which you will receive your score-card, AFTER parking your car in a starting position. Make sure your car number is the same on both score-card and instructions (when you receive them). Masking tape will be used to put the number on the right front fender. The score-card is to be submitted at each checkpoint for entry of the TIME only (not mileage, which is to be supplied by you after correcting for the odometer error), and is to be surrendered at the finish completely filled out. You may keep the instructions and photos.

CAUTION: Please stay to the right of the road at all times - and obey all Stop and Yield signs - you may not be alone on the road. During a four-wheel drift around the inside of a sharp curve it might be embarrassing and untidy to meet your nearest competitor in a similar condition but opposite in direction.

Ken Payne & Bob Powers



1956

MUSCULAR DYSTROPHY RALLY, JULY 15, 1956

Brown

In answer to numerous requests as to how your club can participate in the first "Rally Day" for the Muscular Dystrophy Assn., here is the best way to go about it.

Plan a three-four hour rally.

Contact your local Muscular Dystrophy Assn. representative, and tell him your rally is going to be run as a benefit. The entire proceeds should go to the MDAA.

Dash plaques will be made up in quantity before the rally. Try and estimate how many you will need; they will cost twenty cents each. Send this figure to the Sports Car Owners Club, Box 154, Kentfield, California.

After the rally, send in the number of participants, a picture of the winner, if possible, and the amount of money turned over to your local representative.

The Journal will attempt to coordinate all figures, and the MDAA will attempt to give the proper publicity to the whole effort.

The Rally from San Francisco will leave from the St. Francis Yacht Club on Sunday Morning, July 15, 1956, with the first car out at 9:30 - 10:00 A.M. Entry blanks will be in the hands of your local VW Dealer, or your club secretary by the end of June. Entry fee will be \$2.50, which will include a membership in the Muscular Dystrophy Assn.

The San Francisco Rally will be limited to Volkswagen entries.

Please reserve your criticism until next year. This is a feller in re putting on a "National Rally Day" in 1957.

The San Francisco Rally will be a time and distance effort of three-four hours. Any other clubs wishing to put on a rally on the same date for the same purpose, may put on any kind of a rally they see fit.

IF WE HELP THE MDAA, THEY WILL HELP US GET THE CORRECT PUBLICITY

B. B. Journal July, 1956

OCTOBER, 1956

A Ride for Muscular Dystrophy

Shiny little foreign cars were in a rally which took the little automobiles, ranging from an old Rolls Royce to a tiny Renault, over a winding 130 mile route of dusty back roads in and around Richmond on Sunday, July 15th. Led by Jack D. Lewis, President of the Virginia Motor Sport Club, \$65.00 was raised from 23 drivers and their cars.

All over the country, similar rallies took place for Muscular Dystrophy. Each participating driver received a dashboard plaque to signify that he had contributed to the cause.

Keith Gallant, Officer of the Day, gave the starting signal. These Sports cars were supposed to maintain an average speed of 20 to 40 miles an hour, according to the speed limits, over a tortuous route and wind up back in Richmond within a fixed time limit. This was not a hot-rod race, but one in which the navigator had to figure out bench marks in order to know where to go next.

The three winning drivers and their navigators who came closest to staying on schedule were Tommy Rennie and Dr. Frank A. Cavado, first; Robert Walker and Miss Kay Weaver, second; and Lewis and Dr. Kenneth Payne, third. Trophies are usually presented the winners, but for this rally the money went to Muscular Dystrophy instead.

Billy and Bobby Bradley, victims of Muscular Dystrophy and mascots of the rally, received a thrill when they went on their first ride in a sports car driven by Allan Rennie, publicity chairman of the Virginia Motor Sport Club in Richmond.

July 5, 1956 - Herald Leader Road Rally Set to Aid Muscular Dystrophy

Richmond sports car owners will drive their small automobiles Sunday, July 15, in a road rally designed to aid children tied to wheelchairs by muscular dystrophy.

More than 30 cars are expected to take part, according to Allan Rennie of the Virginia Motor Sport Club which is sponsoring the event. Rennie made a plea today for any sports car owners who want to take part to get in touch with the club.

All proceeds from the rally will go to the Richmond chapter of the Muscular Dystrophy Association. Sports car clubs all over the nation will hold similar rallies the same day.

Cars will gather at Bryan Park at 2 p.m. on July 15, Rennie said. They will be given directions for driving a three or four hour course over the highways around Richmond.

Bench marks will be used to guide the drivers as they move their cars at an average speed of 20 to 40 mph. The rally course is being set up by Keith Gallant.

The club has named two youngsters afflicted with muscular dystrophy as mascots for the rally. They are Billy and Bobby Bradley of Colonial Heights.

Trophies and metal dash plaques will be given to those drivers who score best in the rally, Rennie said.



MASCOTS BILLY (left), BOBBY BRADLEY IN SPORTS CAR

Car Rally Aids Dystrophy Fund

Sports cars will be driven over the roads around Richmond tomorrow in a rally to support the Muscular Dystrophy Association.

More than 30 cars will be entered in the rally, according to Allan Rennie of the Virginia Motor Sport Club, sponsor of the event.

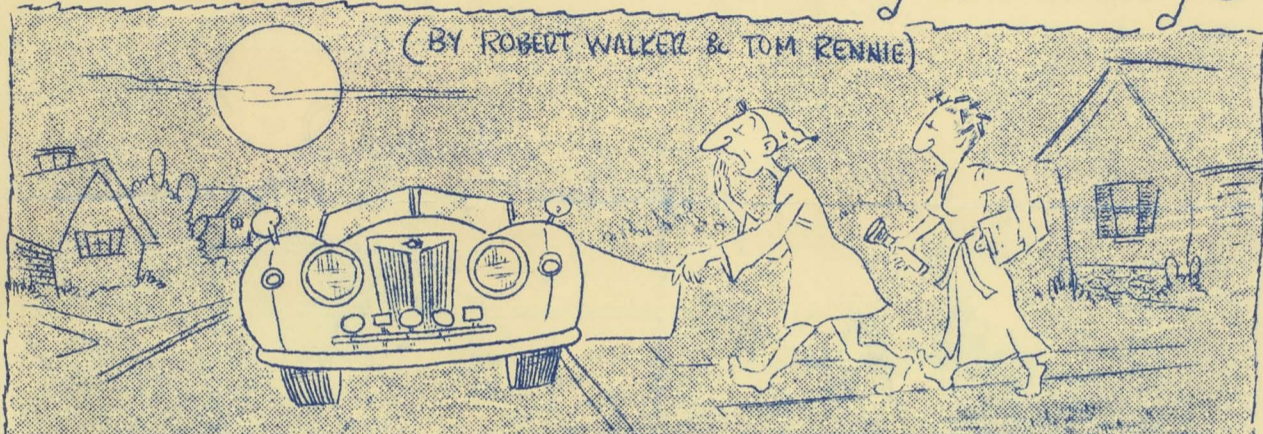
Owners will gather in Bryan Park at 2 p.m. to receive instructions. All proceeds from entry fees will go to the Richmond chapter of the Muscular Dystrophy Association. The sports car club is holding the rally in conjunction with similar muscular dystrophy rallies tomorrow all over the country.

GRAB YOUR FLASHLIGHT... HERE WE GO AGAIN!!!

IT'S THE

66 We Pick a Dilly Rallye 99

(BY ROBERT WALKER & TOM RENNIE)



Beginning Midnight,
Saturday... June 23 - 1956

AT ENTRANCE OF

STRAWBERRY HILL... (Atlantic Rural Exposition Grounds)

Ending - SOMEWHERE - for Breakfast!

BRING

FLASHLIGHT

GOOD NAVIGATOR

FULL TANK OF PETROL

PLENTY OF PATIENCE!



VIRGINIA MOTOR SPORT CLUB

LEAP YEAR SPECIAL!

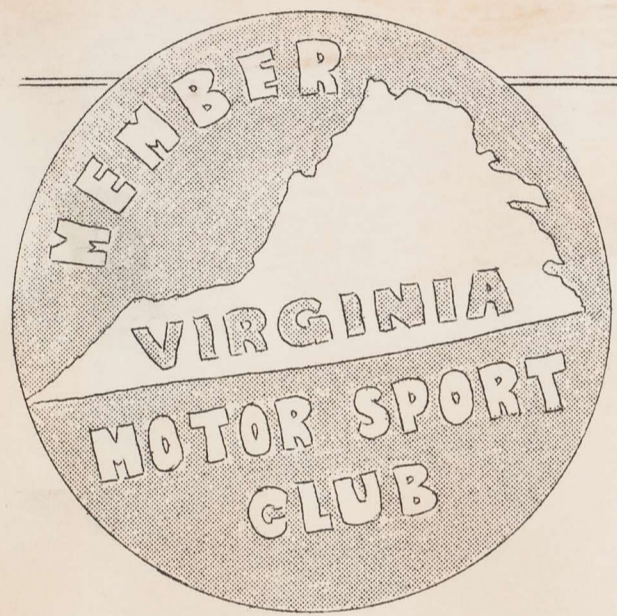
WEDNESDAY NIGHT • FEB. 29th
7:00 P.M.

LEAP YEAR RALLYE

RICHMOND AUTO PARTS
1207 N. BOULEVARD • RICHMOND

STKAMPEKKA HIEI (AHSIHC KASU EXHOCIFOU QI00000)

29411974... 1006 83
BOSI0008 W1000801



V.M.S.C.

Annual Meeting
SUNDAY - MAR. 11th
1:30 P.M.
HARPER'S GARAGE
Charlottesville, Va.

We urge your cooperation in attendance
at the Annual Meeting of the
VIRGINIA MOTOR SPORT CLUB...

BY-LAWS & CONSTITUTION to be voted upon;
NEW OFFICERS to be elected;
ANNUAL REPORT by President & Secretary.

We hope to have an INTERESTING RALLY
following meeting ... PLEASE BE THERE!

LEAP YEAR SPECIAL!
WEDNESDAY NIGHT - FEB. 29th
7:00 P.M.
LEAP YEAR RALLYE
RICHMOND AUTO PARTS
1207 N. BOULEVARD - RICHMOND

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filed

checkpoints

VIRGINIA MOTOR SPORT CLUB



VOL. I No. I

RICHMOND, VIRGINIA

AUGUST, 1956

YOUR FIRST CHECKPOINTS

With this first issue of CHECKPOINTS, another milestone in the VMSC has been reached.

We hope to be able to bring you latest news & happenings of the Club, its members and events from other Clubs. In order to make this effort successful, members are urged to contribute news and other material of interest to motoring enthusiasts.

In the months to come, CHECKPOINTS will bring you detailed accounts of each rallye plus many other interesting features including a few personal glimpses of our club members. Don't be surprised to find YOUR NAME in print!

This introductory copy is "on the house." We sincerely hope you will receive it with open arms. Please get your subscription entered early; rates are published on another page. Classifieds this month are also complimentary. A slight charge must be made for all future issues.

NEW YEAR... NEW OFFICERS

A class room at the University of Virginia was the setting for the 1956 annual meeting and election of officers for the Virginia Motor Sports Club on the 11th of March.

Besides a large number of guests, regular members present were Robert Mayo, Edward L. Henry, Gerry Boehling, Lee Miller, Bill Pettit, A.G. Graves, Madison P. McClintic, Tom Pendleton, John Kessler, "Happy" Batcheller and Allan Rennie.

A report of the secretary and treasurer was made by Allan Rennie--followed by a discussion of a future Hill Climb. (What ever became of that ??)

A new rule concerning entry into the club was as follows--To join, a person must pay \$2.00 dues plus \$2.00 for initiation. The Badge will be included in new price.

Jack Lewis was elected President for the year 1956; John Kessler, Vice-President

officers

and Daniel G. Everette, Secretary and Treasurer.

The meeting was followed by a "king-size" rallye, dubbed "The Monticello Rallye" and 'tis interesting to note that 5 of the first 6 places were taken by members of the Richmond group!

... AND A NEW BOARD OF DIRECTORS

Your newly elected officers of VMSC appointed a Board of Directors to work with them in planning a more active year for the entire membership. Appointed to serve on the Board for one year were:

- | | |
|-----------------------|-----------------|
| H. E. Batcheller, Jr. | William Harding |
| Kenneth Payne | Ed Wood |
| Allan Rennie | Tom Rennie |
| Allan Fine | Ed Remick |

From this Board, these committees were appointed:

Club Publication Committee - Ed Remick; John Kessler

Ways and Means - H. E. Batcheller; Ken Payne

Trophy - William Harding; Jack Lewis
Publicity - Allan Rennie

Notices & Mailings - Ed Wood; Tom Rennie

It has come to the attention of the Board that one more committee is needed to meet and greet newcomers and to invite them to join the Club. On this point we are sorely lacking. To serve on the Membership Committee, we have chosen Allan Rennie as Chairman, and our two feminine members, Judy Baylor and Virginia Harding as the Committee.



Watch CHECKPOINTS
each month

for starting points & times
of ALL-RALLYES...
as well as RESULTS!

Subscription rates are \$1.50 per yr. for members, \$2.00 for non-members. Communications and articles should be addressed to Ed Remick, 107 N. 1st Street, Richmond, Virginia

ANNUAL BANQUET - TROPHIES

Your Board of Directors is making tentative plans for an annual banquet which we sincerely hope will receive the cooperation of each member. The banquet will definitely be held between the 15th of Dec. and the 13th of Jan. At this banquet meeting trophies will be presented to the top ten rallyists in our calendar year. It has been felt that more recognition should be given more participants, so this year, in lieu of a single large trophy, the ten individual trophies will be presented.

Accomplishments of your Club so far this year have been gratifying indeed. In addition to our four Check Point signs donated to the club by A. W. Whitehouse, the local distributor for Wynn Oil Products, your club has purchased four excellent stop watches which will serve as the official rally time for all events. Now available at a nominal cost, enamel and silver lapel pins. Contact your Sect.-Treas. Plans are also underway for a new, heavier and more attractive car badge.

Rallye Results...

Here's a brief report on the rallyes run for the current year and those members responsible for planning the rallye, referred to here as "Officers of the Day." (Sorry, there was only space to list first three cars.)

KICK OFF RALLYE
 1-19-56 30 miles
 O.D. Fine and Harding
 1st T. Rennie and Olmstead
 2nd A. Rennie and Crenshaw
 3rd Batcheller and Payne

BROKEN HEARTS RALLYE
 2-12-56 80 miles
 O.D. Lewis and Batcheller
 Tie 1st T. Rennie and Olmstead
 Fine and Harding
 3rd Pendleton and Pendleton

REVENGE RALLYE

2-29-56 40 miles
 O.D. T. Rennie and Walker
 1st Fine and Harding
 2nd Armstrong (alone, yet!)
 3rd Kessler and Bernard

GRAVEYARD SHIFT RALLYE

4-7-56 150 miles
 O.D. Remick and Moore
 1st Lewis and Kessler
 2nd Mayo and Thomas
 3rd Fine and Harding

LULU RALLYE

4-19-56 30 miles
 O.D. Fusco and Wood
 1st Bowers and ?
 2nd Kessler and Pickus
 3rd Giles and Giles

JUST A RALLYE

5-17-56 30 miles
 O.D. Pettit and Armstrong
 1st T. Rennie and A. Rennie
 2nd Batcheller and Payne
 3rd Fusco and Wood

THREE IN ONE RALLYE

5-26-56 140 miles
 O.D. Batcheller and Pendleton
 1st Lewis and Kessler
 2nd Fine and Harding
 3rd T. Rennie and Cavedo

WE-PICK-A-DILLY RALLYE

6-24-56 200 miles
 O.D. T. Rennie and Walker
 1st Kessler and Lewis
 2nd Remick and Moore
 3rd Applewhite and Applewhite

2nd ANNUAL PATHFINDER RALLYE

7-8-56 120 miles
 O.D. Fine and Harding
 1st Batcheller and Rosenbaum
 2nd Schiff and Cowan
 3rd Remick and Moore

BENCH MARK RALLYE

7-15-56 120 miles
 O.D. Keith Gallant
 1st T. Rennie and Cavedo
 2nd Walker and Weaver
 3rd Lewis and Payne

Don't Miss Any CHECKPOINTS!

TOP FASHIONED COVERALLS
Smart colors, all sizes, designed
for sports car owners!
Call JACK LEWIS, 3-0157

VW - MG - AUSTIN HEALEY - JAGUAR
Sales and Service
TRAN-SPORT SALES & SERVICE
1010 N. Boulevard 5-1775

FOOL PROOF AVERAGE SPEED CHARTS
Disposable Pad of 50. Only \$4.00!
Used and endorsed by winning
rallyists! (?)
Phone KESSLER 3-0157

RENAULT and TRIUMPH
SALES AND SERVICE
VIRGINIA SPORTS CARS, Inc.
1603 Petersburg Pike 83-3492

1954 CORVETTE - Completely equipped,
seat belts & two-tone "Italian
Race Red." Carefully driven by an
old lady who never finished better
than fourth.
Call LEWIS 3-0157

MERCEDES-BENZ - VOLVO
Sales and Service
MOOERS MOTOR CAR CO.
1114 N. Boulevard 5-2873

Send your ad to CHECKPOINTS,
along with 50¢ for every 25
words. Add a nickel for each
word over 25. If you think
THIS is steep, our closest
competitor, LIFE, charges
\$32,740.00 for just one page!

FOR
SALE

1010 N. Boulevard, Richmond, at
7:30 P.M. unless otherwise stated.

July 19th	Regular Meeting
Aug. 16th	Regular Meeting
Aug. 26th	Day Rallye
Sept. 16th	Gymkahana
Sept. 20th	Regular Meeting
Oct. 18th	Regular Meeting
Oct. 31st	Halloween Rallye
Nov. 3-4	Old Dominion Rallye
Nov. 15th	Regular Meeting
Dec. 15th	Christmas Rallye
Dec. 20th	Regular Meeting
Jan. 5th(?)	Annual Banquet

THE BATCHELLER'S CORNER by H. E. Batcheller, Jr.

Here are a few personal observations regarding the care and feeding of our pet infant...the sports car.

Wire wheels look pretty, but to many the care is an abomination, especially cleaning. This can be helped by the choice of brushes: A long toilet bowl brush (not the ball type) is good for cleansing the hubs and a long slender brush of the gun cleaning type is good for the rims; however, the rims can be cleaned more easily if the wheels are off.

A flat tire is bad enough, but a seized hub is worse, especially if it comes on top of a flat. This can be prevented by proper lubrication of the hubs: Every 2-3,000 miles remove the wheels and clean the old grease off the hub and the wheel center; then, apply a good high pressure grease liberally to both halves of the splines, replace the wheel and put the caps on very tight, as friction between the spline halves causes rapid wear.

While the wheels are off, it is possible to help the complaint of no brakes in wet weather. Remove the drums and clean the accumulated dust from them, and brake shoes, etc. This is easily done with a small paint brush (and vacuum cleaner, if available).

Next month, "The Batcheller's Corner" will list many replacement parts that may save you time & money.

The following point standings for the 1956 "Rallye Year" were compiled thru the Bench Mark Rallye, of July 15th.

1st	Jack Lewis	580
2nd	John Kessler	550
3rd	Tom Rennie	392
4th	Bill Harding	343½
5th	Allan Fine	325½
6th	"Happy" Batcheller	238½
7th	Ed Remick	219½
8th	Robert Walker	203½
9th	Bob Moore	202½
10th	B. Cavedo	162
11th	Merton Rosenbaum	144
12th	Charlie Armstrong	138
13th	Allan Rennie	127½

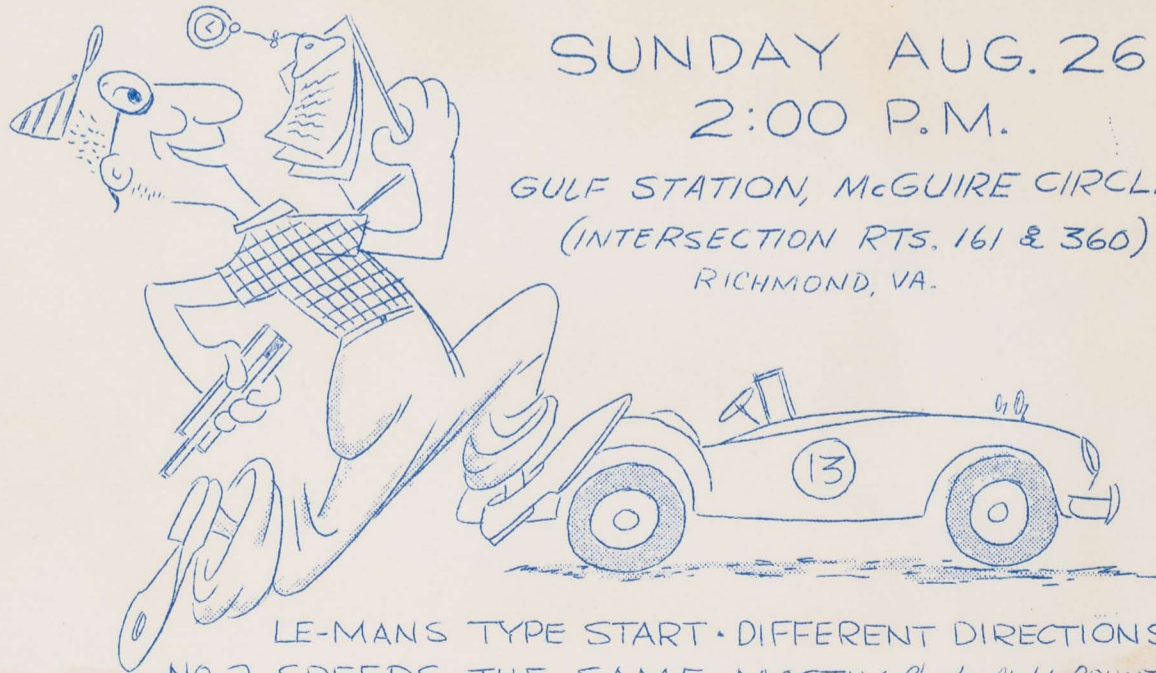
14th	Bill Olmstead	110
15th	Robert Mayo	109
16th	Harold Applewhite	91½
17th	Keith Gallant	87½
18th	Ken Payne	85½
19th	Tom Pendleton	80
20th	George Graves	65

In order to participate in the point standings, each person must be a member in good standing of VMSC with dues paid in full. No points are given to non-members. Trophy awards at the end of the "Rallye Year" will be individual and no ties will be honored. If two members are tied, they must separate on some rallye and attempt to break the tie.

CHESTERFIELD LE-MANS RALLYE

SUNDAY AUG. 26
2:00 P.M.

GULF STATION, MCGUIRE CIRCLE
(INTERSECTION RTS. 161 & 360)
RICHMOND, VA.



LE-MANS TYPE START • DIFFERENT DIRECTIONS
NO 2 SPEEDS THE SAME • MOSTLY Chesterfield COUNTY

Confucius say: "He who miss his CHECKPOINTS —
is CRAZY, MIXED-UP CLUB MEMBER !!!" 大意: 〇

July 19 56



Eugene Tiller Checks His Car While Miss Fan Cox Goes Over Route Directions —Staff Photos by Carl Lynn

Muscular Dystrophy Drive

Sports Car Rally Is Staged Here

By Laurens Irby

Shades of 1910! If members of the Virginia Motor Sport Club had only worn goggles and dusters yesterday, they would have looked like auto enthusiasts of 46 years ago starting out for a cross-country Stanley Steamer caravan.

But the shiny little foreign cars they drove were in great contrast to the 1910 road conditions they put up with.

The sports car rally — for that's what it was — took the little autos, ranging from an old model Rolls Royce to a tiny Renault, chugging over a winding 130-mile route of dusty back roads in and around Richmond.

Entry fees in the rally went to the Muscular Dystrophy Association, according to Jack D. Lewis, president of the motor club. In all, about \$60 was raised from the 23 drivers and their autos.

All over the country, similar rallies took place for Muscular Dystrophy's benefit. Each participating driver got a dashboard plaque to signify that he had contributed to the cause.

Given a send-off wave at Bryan Park by officer of the day Keith Gallant, the sports cars left on their journey at two-minute intervals.

Not a Race

Each driver was accompanied by a navigator, who read printed instructions about the route to be followed.

The object, said President Lewis, was not to stage a race. The little cars were supposed to maintain an average speed of 20 to 40 miles an hour over the tortuous route, and wind up back in Richmond within a fixed time limit. Penalty points were liberally handed out for both late and early arrivals.

The three winning drivers and their navigators—who came closest to staying on schedule—were Tommy Rennie and Dr. Frank A. Cavedo, first; Robert Walker and Miss Kay Weaver, second; and Lewis and Dr. Kenneth Payne, third.

Trophies are usually presented the winners. But since yesterday's entry fees went to the Muscular Dystrophy drive, the trophy presentation was dropped for the occasion.

Allan Rennie, who has been participating in the rallies since 1952, said both first-timers and old-timers frequently get lost while trying to remain on course.

As the sleek foreign cars sped through the countryside yesterday, farmers came out of their houses to stand along the roadside and stare. Stone markers, ponds, and railroad underpasses were designated as signposts marking the route.

Lewis, who drove a cream-colored MG yesterday, has won more trophies than anybody else in the club.

The rallies—held about twice a month—can sometimes get pretty rough, Rennie said. Last year, he recalled, there was a downpour of rain and the mud got so deep on the dirt roads that the little cars were mired up to their doors.

But most of the sports club members are so enthusiastic about what they're doing that they think nothing of driving a solid three and a half hours with dust flying in their faces.

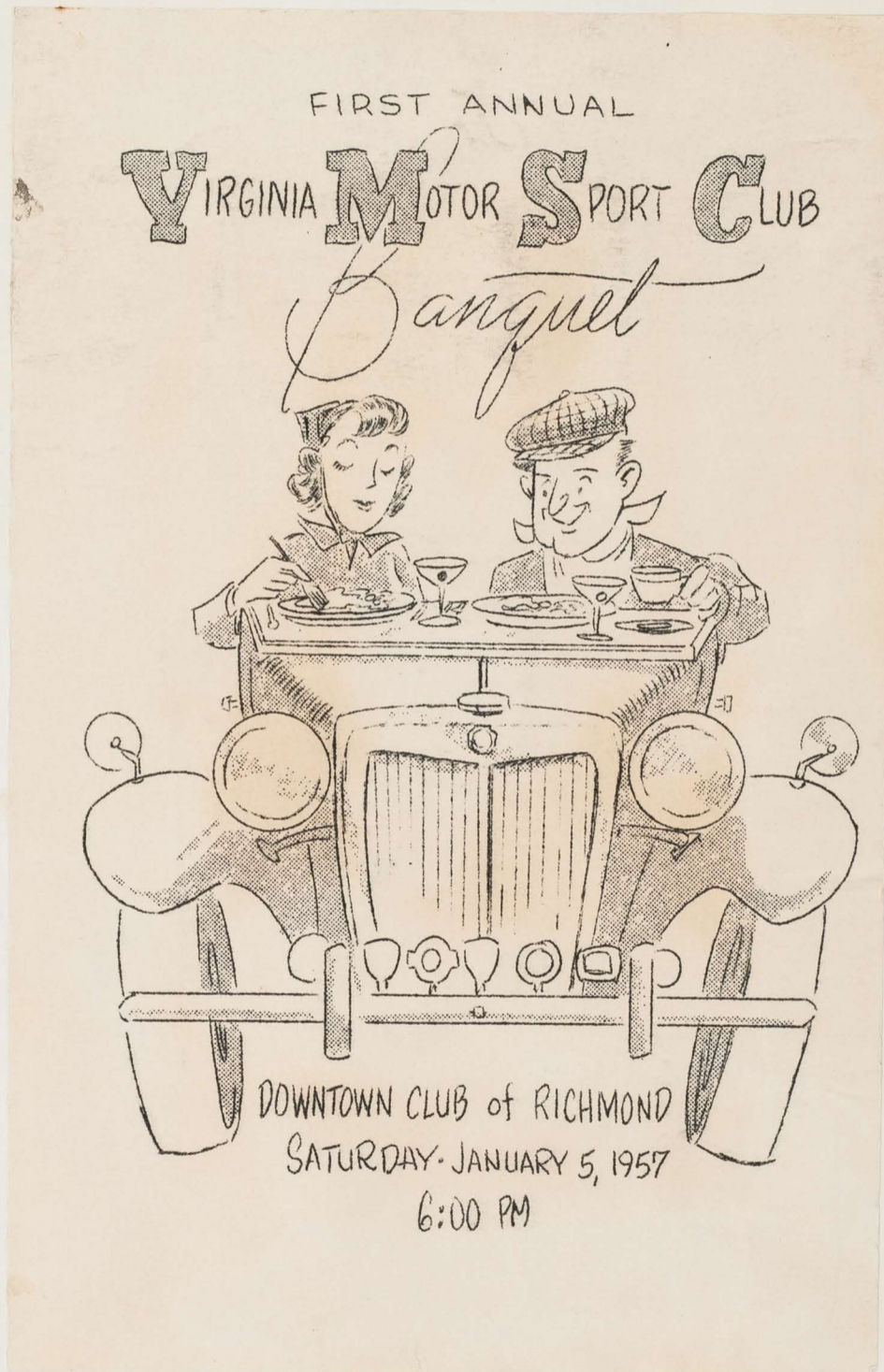
Rennie's consuming ambition: to take part in a rally without once making a wrong turn.

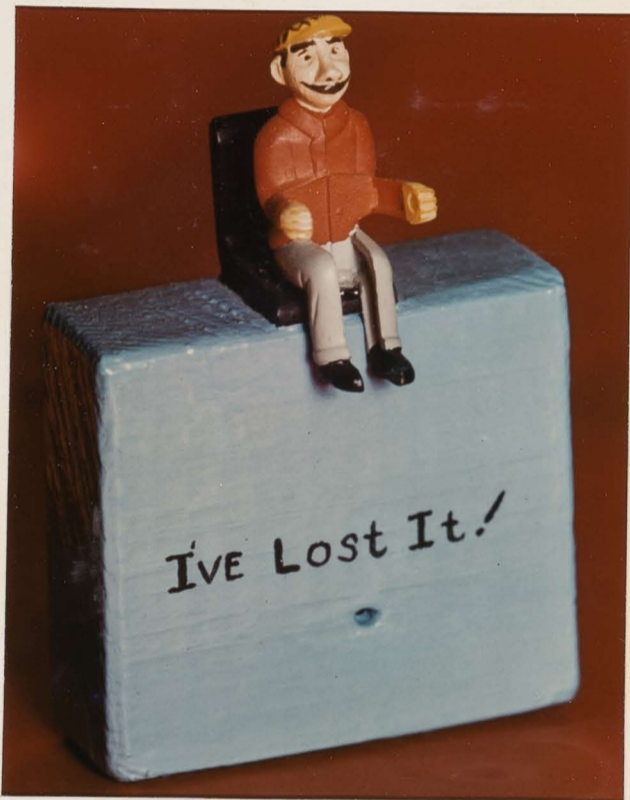
No Premier Off

ONLY 3 DAYS

V.M.S.C. FIRST ANNUAL BANQUET

1957



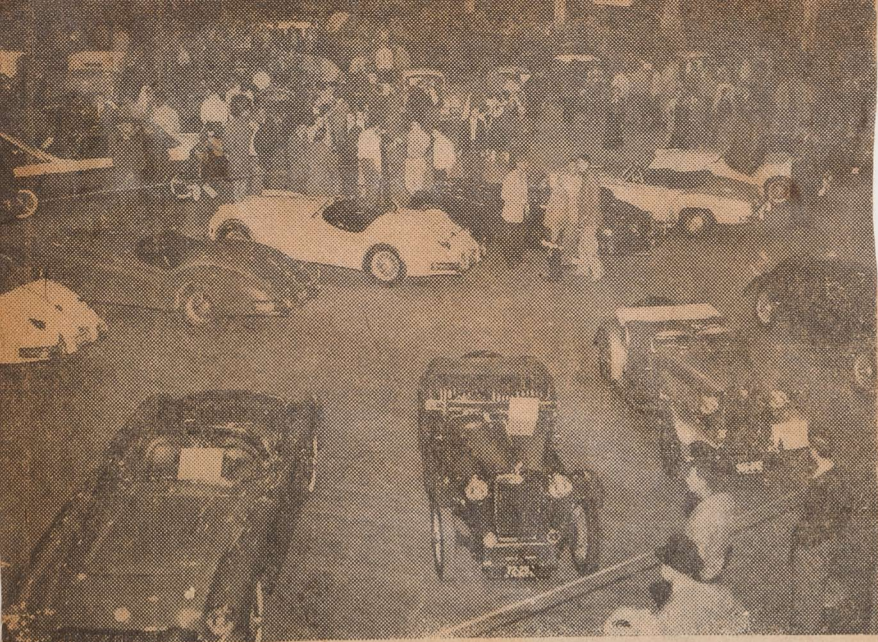


HARD LUCK TROPHY

(FIRST ISSUE)

1957





These Sports Cars Were on Exhibit at the Polio Show Last Night
1957 Models and Many Antique Cars Were Displayed at the Arena

\$2,400 for Polio Fight

T.D. Jan. 23, 1957

Arena Car Show Offers Something for All Fans

There was something for every auto fan at the "Power for Polio" Automobile Show last night at the Arena with hot rods, antique cars, shiny new sports cars, some 1957 models, and plenty of rock 'n' roll music.

Approximately 4,000 persons turned out for the three ring March of Dimes benefit show to gaze at the new gadgets on the 57 cars and at the well-kept antique models with their brass fittings and spoke wheels.

Admission to the five-hour show was by contribution to the polio drive and an estimated \$2,400 was collected.

Hot rods, constructed from parts of many different makes and models, were the center of attraction for teen-agers.

Sports car fans got a look at a model which is reportedly ca-

pable of traveling 165 mph. In the smaller, two-seat cars, spectators saw red. That was the color most owners seem to prefer.

In contrast, the old cars were mostly painted black. Antique cars on display included a 1929 model "J" Duesenberg and a bright yellow 1909 Stevens-Duryea.

In the center ring, three bands alternated on the bandstand playing rock 'n' roll and an occasional slow blues tune.

Groups sponsoring the show were the Virginia Motor Sports Club, Richmond Region of the American Antique Automobile Club of America, the Richmond Road Saints, the Richmond Automobile Club and the Automotive Trade Association of Virginia.

Strange Caravan to Cruise Chesterfield Roads Sunday

Chesterfield County residents relaxing on their front porches tomorrow afternoon may be surprised to see a string of strange looking automobiles cruising up and down Chesterfield roads.

The Richmond area of the Virginia Motor Sports Club will be holding a monthly rally and about 12 foreign-make and American custom-built automobiles will be participating.

Joseph P. Crenshaw, chairman of the Richmond area, said the drive will take place over a 75-mile route roughly encompassed by Route 360, the James River, Chesterfield Courthouse and the Richmond city limits.

The gathering tomorrow, a monthly affair during the Spring and Summer, will be called the "Poker Rally," Crenshaw said. Over the 75-mile route there will be seven stops, and at five of them the drivers will pick up a single playing card. The man with the best poker hand at the end of the drive will be awarded a trophy with a winged wheel on top.

SKILL CONSIDERED

Consideration also will be given to the drivers' skill in reaching spots at certain times. Crenshaw said the man who laid out last month's route got lost and was awarded a booby prize of a compass and map of Virginia.

Crenshaw emphasized that the rally tomorrow would in no way be a race. "We are not hot rodders," he said. "We always notify the police well in advance so they'll know what we're going to do. We always drive carefully and we never exceed the speed limit."

The Virginia Motor Sports Club is divided into three sections—Richmond, Warrenton and Charlottesville. There are about 50 members throughout the State, Crenshaw said.

The rally is scheduled to begin at 2 P. M.

Polio Benefit Auto Show Set Jan. 22

"Power for Polio" will be the theme of an automobile show to be held at the Arena Tuesday, January 22, from 6 to 11 p.m. for the benefit of the March of Dimes, according to J. B. Jackson, Jr., special events chairman for the Richmond-Henrico Chapter of the National Foundation for Infantile Paralysis.

Members of the Virginia Motor Sport Club are organizing and co-ordinating the show. Other cooperating groups are the Richmond Region of the Antique Automobile Owners of America, Richmond Automobile Club, Richmond Road Saints and the Virginia Automotive Trade Association.

Sports cars, antique and classic models, and hot-rods will be exhibited. Admission to the show will be a contribution to the March of Dimes.

The show is an outgrowth of the successful antique automobile show staged at the Arena last January for the benefit of the polio drive. Sports cars exhibited along with the antiques created so much interest that the special events committee decided to feature them in this year's program.

4,000 Attend Car Show for Polio Drive

Approximately 4,000 persons attended a three-ring "Power for Polio" automobile show staged last night at the Arena for the benefit of the annual Infantile Paralysis drive. It is estimated that receipts will be \$2,400.

The show included everything from antique cars to the latest 1957 models.

The latter got the most attention from adults, but a showing of "hot-rods" was the center of attraction for teen-agers.

Three bands playing rock 'n' roll and blues alternated on the bandstand in the center ring.

The show was sponsored by the Virginia Motor Sports Club, Richmond Region of the American Antique Automobile Club of America, the Richmond Road Saints, the Richmond Automobile Club and the Automotive Trade Association of Virginia.

'Power for Polio' Cars, Sports, Diamonds To Be Seen at Arena

Jan. 22, 1957 T.D.

A model wearing \$8,000 worth of diamonds will vie for attention with an \$8,000 sports car and some 75 other automobiles of all descriptions at the "Power for Polio" Auto Show to be staged at the Arena from 6 to 11 p.m. today.

The model will be part of the continuous entertainment planned for the March of Dimes benefit show. The sports car will be part of the second annual automobile show held in Richmond on behalf of the January campaign of the Richmond-Henrico Chapter of the National Foundation for Infantile Paralysis. Admission, according to show chairman Joan Kessler, will be a contribution to the drive.

Included on the entertainment schedule will be music by the Starlighters at 6 p.m., a puppet show by the Junior Executives Club of Thalhimers at 6:30, a magic show by the Richmond Magicians Club at 7:30, a weightlifting and table tennis exhibition by YMCA experts at 8, music by the Rose Marie

Quintet at 8:30, a Game and Inland Fisheries Commission film on "Bass Waters in Virginia" at 9, another half-hour spot by the Starlighters at 9:30, an exhibition by the Arthur Murray dancers at 10, and songs by the Spinners at 10:30 p.m.

Sports cars, antiques and classics, hot rods and new cars will be shown by the sponsoring organizations, the Virginia Motor Sports Club, the Richmond Region of the Antique Club of America, the Richmond Road Saints, the Richmond Automobile Club and the Automotive Trade Association of Virginia.



MUSIC FOR POLIO SHOW—"The Starlighters" will be one of the musical groups appearing in the five-hour "Power For Polio" show to be staged at the Arena tonight.

Power Show Spotlight on Sports Cars

Sports cars will be in the spotlight at today's "Power for Polio" automobile show to be held at the Arena from 6 to 11 p.m. for the benefit of the Richmond-Henrico March of Dimes.

Sure to attract attention is the German Mercedes-Benz 300 SL to be exhibited by R. G. Snyder of Martinsville. Capable of 165 mph, the sports car's features include a 240 horsepower motor and fuel injection.

In addition to the 25 sports cars to be shown by members of the Virginia Motor Sports Club, there will be a number of antiques and classics, hot rods and new cars on display.

Admission to the show will be a contribution to the March of Dimes.

Assisting the sports car club in staging the show are the Richmond region of the Antique Automobile Club of America, Richmond Road Saints, Richmond Automobile Club and Automotive Trade Association of Virginia.

Another feature of the auto show, the second annual such event held on behalf of the polio drive, will be steady entertainment by local bands and other acts. Among the musical combinations to be heard during the evening are the Starlighter, the Spinners and the Rose Marie Quintet.

Also on the program will be dancers from Arthur Murray Studios, magicians from the Richmond Magicians' Club, a film on bass fishing by the Commission of Game and Inland Fisheries, a puppet show by the Junior Executives Club of Thalhimers and weight-lifting and table tennis demonstration by YMCA teams.

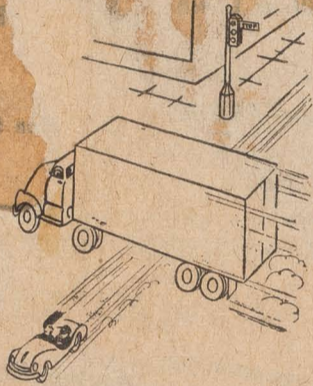
John Kessler, vice president of the Virginia Motor Sports Club, is show chairman. Gene Creasy and Bob Joyce, of station WLLY, will be masters of ceremonies.

WORVELL. will be no such terms as second or third class citizens. PAINE WHITMAN, RFD, Richmond.

'Midget-Menaces' Seen As Highway Hazard

After many months observing the antics of the small-auto drivers and sports-car-nuts, it's perfectly clear that no less than 95% of these drivers either belong in a psychopathic ward or need some rigid schooling about laws and courtesy of the highway. The other 5% are normal people, simply driving a car of their own choice.

Now, I have nothing against the small automobiles and/or



—Travelers Insurance.

'Whew! That Was Close!'

foreign makes (other than liking some place to put my feet). This article is directed at the drivers, not the car.

What are they trying to prove: (A) that they can outmaneuver any car on the road, (B) that they can drive faster than anyone else, (C) that people should look up to them, and not down upon them?

Every day these midget-menaces race past everything on the road, snow, sleet, on curves, driven by their overwhelming ego, at the risk of everyone's life. The invincible midget.

Wouldn't it be nice if this group of goons could be bundled together and shipped to the plains of Texas, where they could race their fool heads off, bang and smash together, and the rest of us could be safer?

T. L. LINDSEY, Richmond.

Governor's 'Dignity' In Parade Praised

The dignity as well as the courtesy displayed by Governor when he

error, who President, and in his fell from hi

It is no President, error's salute nified manne very much at of the other

There breach of governor's felt a great along with passed down in the great

(MRS.) RE Emporia.

Thinks Inter Are Creati

After reading and viewing many disturbing cured in the have come to that these out committed by by some organ of antisegrega these occurrences and having the television, the si before the public favorable to the

Whenever a spe a Negro he emph that the Negro and for that reas ing. He states for the whites see the evil of this way the ist's hope to arou ion in favor of

If these inci ported, I bel soon cease to heard other themselves (Miss)

KATHERI Emporia.

Reader Com Two Editori

I just want a two editorials of

I was born at South, I want than peace and white. As to our colored selves. We be part. So you an end to Bom was indeed won

Second, my born and raised East, the Holy desire, as well American

Sports Car Club Defends Owners of Small Autos

It is not the intention of this letter in any way to criticize. However, after much discussion, our club, the Virginia Motor Sport Club, Inc., feels the letter published on January 31 from Mr. T. L. Lindsey should not go unanswered.

At the present time our membership numbers well over 100 persons, men and women; doctors, lawyers, architects, artists, salesmen and even housewives, all with one common interest - sports cars. Of the sports car owners, 95 per cent are this caliber people. True, the cars we drive offer far more in performance, maneuverability and economy than a family sedan. They were designed that way. Horsepower means little, for most of these cars have amazingly small engines. With proper weight distribution they are, as a conclusive fact, far safer under any abnormal road condition.

Our gatherings and meetings are organized by gentlemen and sometimes we even race on a track! The events we stage are

always reported to the local county and state police. The greatest hazard any sports car owner faces today is that few drivers of standard size cars can resist the urge to outrun any foreign car they see.

Our club, only one of several hundred all over America, is a non-profit organization. We welcome any opportunity to help our fellowman. Recently the "Power for Polio" automobile show at the Richmond Arena, sponsored by our club, raised more than \$1,400 toward the continuing fight against infantile paralysis. Last year, the entire proceeds of one of our events was donated to the Muscular Dystrophy Foundation.

We feel we are adult ladies and gentlemen, interested in the preservation of owning an automobile for enjoyment and the "fun" of driving. May I take this opportunity to invite any individual to attend any of our regular monthly meetings. This invitation I would like especially to direct to Mr. Lindsey, for I feel he would then realize the tremendous injustice he has done to 95 per cent of all sports car owners.

JACK D. LEWIS, President, Virginia Motor Sport Club, Richmond.

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 Reimle said last night that judges still were trying to untangle the statistics and identify the winner.

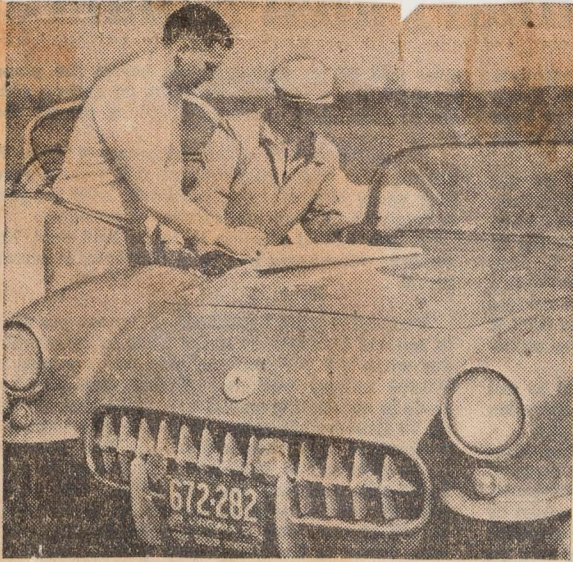
and almost anyone can easily control a well-engineered sports car at speeds 50 to 75 per cent greater than the safe control limits of a normal Michigan monster.

The foreign origin of most sports cars is a liability. A well engineered car need not be a two-passenger roadster, and the first American manufacturer to offer a conservative but smart appearing 4-door, 5-passenger sedan, about 108" wheelbase, moderate body overhang, 31' turning circle, 2 1/2 turns of steering lock to lock, about 100-horsepower engine driving through a 4-speed manual transmission, limited-slip differential, pivoted rear axle, trailing arm front suspension with torsion bars, approximately equal weight distribution, usable top speed about 90 mph, 25-30 miles per gallon in highway driving, with the excellent handling safety, and economy inherent in such a practical design, will make a killing, create an enormous body of happy drivers who will learn again that driving can be safe pleasure, start the correction of the appalling highway death and injury toll the present breed of American car creates, and cause T. L. Lindsey to recognize 95 per cent of today's sports car drivers are not psychopathic egomaniacs who should be exiled to Texas, but rather are innocent people protesting through their silly little cars the asinine characteristics of most American automobiles foisted upon the public by the advertising efforts of their producers.

GALE RICHMOND, Richmond.

'Asinine Characteristics' Of U. S. Cars Protested

It is unfortunate sports car drivers in the Richmond area create the criticism expressed by T. L. Lindsey in the VOP January 31. Reckless driving behavior is sometimes characteristic of those owning sports cars for purposes of prestige or ostentation; but it is not typical of those driving such cars so as to exploit the safety, economy, handling, and performance built into them; particularly since the sports car driver has two strikes against him: his car is conspicuous and critical eyes are always upon him, and in event of crash, he and his lightweight vehicle will suffer far more than a conventional Detroit product and its passengers. Sports cars usually move faster than the regular traffic stream. It is human instinct to drive fast, within the limits of the law, as the driver feels securely in control of his vehicle.



—Staff Photo

Edgar A. Jett II (right) and Son, E. A. Jett III
Check Plans at Site of Proposed \$50,000 Drag Strip

In Colonial Heights

**Jetts Favor Fast Cars
---On Their Race Track**

By Robert Gordon

Times-Dispatch News Bureau

COLONIAL HEIGHTS, March 23—To the Jetts, speed is king. Regulated, supervised and electrically controlled speed on drag strips, that is.

The Jetts, Edgar A. Jett II and his son, Edgar A. III, are proponents of fast cars. Cars of any make, model or vintage. The two, with Lewis M. Walker, Petersburg businessman, are the founders of Colonial Heights' first drag strip for hot-rodders.

Jett Senior, 50, during his younger days as a boy in Richmond, tinkered with old Model "T"s. He admits the "hot-rod bug has bitten me. And at my age, too."

His current craze for "hot-rods," Jett explained, developed a few years ago when he took his son's experimental Cushman scooter out for a spin.

"Mrs. Jett drove behind me in the family buggy," he said, and that scooter really went—it hit 60 mph. Ever since then I have had the fever."

Cites National Group

The National Hot Rod Association (NHRA), Jett said, describes hot-rodding as "a manifestation of the originality that is inherent in most young Americans. It is indicative of the ever-present desire to improve and improve and is a mirror of the inventiveness and ingenuity possessed by so many American boys."

Jett explained that the Colonial Heights drag strip, the construction of which will start immediately, will be 6,000 feet long. "It will be the testing ground for these youngsters and keep them off the highways." Colonial Heights City Council approved plans for the strip Tuesday night.

The over-all cost of the strip is expected to reach \$50,000, Jett said. The 6,000-foot long runway is to be laid over the old north-south runway of the now defunct Colonial Heights Airport. It is situated north of Ivey ave. and approximately 100 yards east of the Richmond-Petersburg toll road.

Each car using the strip will

be timed by an electrical device similar to radar units used by state police on the state's highways.

"Instead of radar giving them a ticket," Jett said, "it will be a trophy."

The cars will have 4,680 feet after the finish line in which to stop. All safety precautions will be taken to insure the safety of the drivers as well as the spectators, he said.

The spectator area, which will be more than 100 feet from the running area, will be enclosed in a five-foot high steel fence. The faster cars in the timing events will be placed in the driving lane farthest from the spectators. This, Jett said, is in case a car spins out, it will spin away from the crowds.

The track, which will be operated by the corporation of Jett-Walker will be insured for \$500,000, which is \$200,000 more than required by the NHRA.

It will be the best track east of Kansas," Jett said, "and the only authorized one between New Jersey and North Carolina." Hot rod clubs, of which there are six in Richmond and one in Petersburg, will be allowed to make use of the track.

Plans are for national hot rod events to be held at the Colonial Heights track.

Anyone Welcome

"In fact," he said, "any person who wants to try his cars—jalopy, family car or sports car—is invited, provided the car can pass the pre-run inspection."

Jett is a native of Richmond who went to the Midwest after the war and then returned to Virginia. A lieutenant colonel in World War II, he served with General Patton's famed tankers, and also as military governor of Luxemburg. After the war he took over as assistant director of an army research center in Chicago.

From the army he went into the potato business. Today he operates the Ready Quick Food Co. of Colonial Heights. His only product is ready-sliced French fried potatoes.

His son "Chuck," who is plant manager and foreman for his father's potato operations, is past president of the Richmond Road Saints. A graduate of the University of Richmond, his interest and energy in the hot-rodders has brushed off on his father.

Jett said a true hot-rodder races on the track and not the highway. "The boys who race for the traffic light are not for us," he said. "This type of driver will be barred from the track."

Jett said speed in itself is nothing evil. "We want to provide a safe place where these drivers can try out their cars and get it out of their



[U. S. Army Photo]

Key to Small Car Mystery

Lt. Barry E. Moore of Ft. Lee, a man with a sense of humor and the memory of childhood's wind-up toys, prepares to "wind up" his small German car and go riding. People kept asking facetious questions, such as "how

I wound the car up" and "where I kept the key," Moore said. So he decided to go along with the gag. He had this mock wind-up key made and attached to the back of the car.

July 8-1957
And the Driver Sits Way, Way Back There



One of the contestants in a Virginia Motor Sport Club gymkhana held yesterday at Willow Lawn shopping center operates her car (left photo) through one of the test areas. Approximately 40 sports cars were brought out for the event. Precision driving was the objective in the tests, not speed. Winners in the contest were: Robert Walker in the less than 1,600-centi-

meter class; Ed Wright in the over 1,600-centimeter class, and Charles Larus Jr., overall winner. Another contestant (lower right) maneuvers his vehicle over the course. An interested spectator was Carolyn Rennie (top right) watching from the shoulders of her father, Allan Rennie, along with her pet hamster.

[Staff Photo by Crawford]

3 22-57
tonight! 7:15 P. M.
first telecast!

MOTOR SPORTS REVIEW

A complete review of all that's new in Sports Cars and competitive automobile events.

featuring
JACK LEWIS

One of Richmond's most popular sportscasters in recent years.

WRVA-TV (12)
TONIGHT AND EVERY FRIDAY NIGHT 7:15-7:30!

brought to you by
FRANK LEWIS, Inc. YOUR DUNLOP TIRE DEALER



WINTER, 1957

VIRGINIA INTERNATIONAL RACEWAY
DANVILLE



Grand Prix in Virginia

A brand-new sport in Virginia got off to a colorful start over the week end, when the Virginia International Raceway staged its first Grand Prix races near Danville. An estimated 16,000 persons turned out for the two days of racing, and while the gate was considerably less than the sponsors had hoped for, it nevertheless represented an auspicious start.

Road racing, or sports car racing, differs from ordinary track racing as dog shows differ from dog tracks—which is to say that the sports car aficionado draws infinite pleasures from his pastime that seem somewhat occult to the non-initiate. These races were fun for the ignoramus, meaning us, but they were pure joy unrefined for spectators who knew something about it all.

The new V.I.R. track is a 27-foot asphalt roadway that winds up hill and down over a twisting 3.2-mile course. On the straightaways, drivers scoot along at speeds in the neighborhood of 150 miles an hour; on some of the hair-pin curves, the cars must be braked to 25 miles an hour. There is a good deal of passing, as faster cars lap the slower ones. Yesterday's feature race was a 64-mile run (20 laps), which saw an average speed of 78.2 miles per hour.

Yet the races themselves, and the details of who finished in what position, seem to be of almost secondary importance. The car is the thing, and the races merely an opportunity for a



200-acre bull session on the merits of the Alfa-Romeo as opposed to the MG, or the Ferrari as distinguished from the Model D. Jaguar. The cars are loved as men love horses and dogs, and strange to say, these creatures of steel and rubber appear to return the affection. A well-tuned car responds with a loyal performance, and the loving care that is lavished upon an engine rewards the owner with a surge of power at a critical instant.

A young lady from the *New York Herald Tribune* was there, a slender girl with the face of a novice at a convent. "It's such an honest car," she said solemnly to Carroll Shelby, as she rubbed the hood of a Maserati; and he looked at her earnestly and said, "Yes, in every way." There followed a moment of silence more reverent than many a litany we have heard. And then Mr. Shelby roared off in a fine red flash and soon was spinning around the track while \$150,000 worth of other beautiful automobiles struggled helplessly to catch up with him.

The outsider, attending his first sports car meet, was impressed not only by the dedication of the fans, but by their behavior also. It should be said that these races were not run for money, but for love; the winners who risked their necks were rewarded only with silver trophies and points toward a mythical championship. Nothing so sordid as mere money was at stake. As an extension of this remarkable selflessness, there wasn't a bookie or a bet to be seen. No little men with sallow complexions and great wads of folding money; no touts, no hangers-on, no form sheets. And something more? You know what these people were drinking? Milk—ice cold milk, soft drinks and orange juice. It was a hot steamy day, gritty and dirty, and the closest jug of martinis was evidently back in Richmond.

It is a superfluous gesture to wish the sponsors well. They will go on racing, spectators or no spectators, just as long as tires and gasoline hold out, just as some men will hunt 'coon by themselves, all night long, in the darkest swamps, as long as they live. The Italians have a phrase for it: a thing is done, they say, *con amore*. It means more than merely "with love," and as applied to the sports car fan, it goes beyond mere pride in craftsmanship. These men drive *con amore*, and the ignoramus can appreciate the sentiment if he fails to understand the justification.

This is quite a sport. The next major races at V.I.R., it is said, will be in October. Richmonders who want to spend a few hours in another world may want to go down. It's an interesting trip.

Hot Rod Drag Strip Is Given Approval

Special to The News Leader

COLONIAL HEIGHTS, March 20.—Colonial Heights city council is on record in favor of a hot-rod drag strip here.

The council last night agreed to permit a strip on private property in western Colonial Heights near the Richmond-Petersburg Turnpike route. Agreement was made contingent upon the backers' obtaining sanction of the National Hot-Rod Association.

Proponents of the proposal told council that a corporation to control and operate the drag strip is being established. It would be the only such racing strip on the East Coast between

New Jersey and North Carolina.

The plan was brought to the council by Lewis M. Walker Jr. of Colonial Heights and Edgar A. Jett II of 906 Forrest ave., Richmond. Jett was accompanied by his son, Chuck, a former president of the Richmond Road Saints.

DRAG MEETS POSSIBLE

It was explained to the city body that such a strip would be primarily for the six Richmond hot-rod clubs and the one in Petersburg, which are composed of some 200 members. However, the strip would also be used for state, regional, and possibly national drag meets.

Jett said the strip, to be located on the Roslin Farms where there is an old emergency airplane landing field, would be built under regulations and specifications of the NHRA. The entire straightaway track would be 5,000 feet in length, 3,500 of this to be hard-surfaced. Grading and other ground leveling work will begin as soon as the sanction is received, Jett said.



EDGAR A. JETT II AND SON WITH TROPHIES

Sports Cars To Run Tests At Willow Lawn

Some 40 foreign sports cars will run "skill" tests Sunday on the east parking lot of the Willow Lawn shopping center, a Virginia Motor Sport Club member said today.

The event is the club's second annual gymkhana, which was described as being "similar to a driving rodeo, but for sports cars."

Jack Lewis, president of the club, invited the public to the gymkhana to observe the entrants pilot their cars through a maze of switchbacks and turns.

The runs will commence at 2 p.m.

Precision driving, not speed, is the object of the gymkhana.

City Drivers To Compete At Marlboro

Nearly 200 drivers are expected to be on hand when the Sports Car Club of America launches an 11-event race program at Maryland's Marlboro Motor Raceway Sunday morning at 10 o'clock.

Among the entries are two Richmond drivers—Bob Bowers, who will drive the Alfa Romeo "Giulietta Spyder" in the Class F Production, and Bill Harding, driving a Class H modified car which is a Crosley Fiat.

The country's top point-winner in sports car racing and three of his leading contenders for the national point championship have already announced their intentions to participate.

BAPTISTA TOPS

The center of attention will be focused on Frank Baptista of Hyattsville, Md., the top man on the point totem-pole with an even 3,000. He will drive a Lotus Monza in the Class G modified.

Dr. Dick Thompson of Washington, D. C., Class B leader in a XK-SS Jaguar; Charlie Wallace of Bethesda, Md., and Lake Underwood of New Jersey, co-point leaders in Class F modified, both of whom will drive Porsches; and Walt Hansen of Westfield, N. J., Class C modified leader, who will drive a D-Jaguar are other names familiar to sports car enthusiasts, who are entered in the competition.

Among other drivers set to take part in the sports car classic are Col. Fred Moore of Washington, D. C., an outstanding Austin-Healey driver, who leads the Class D Production pack; Carroll Shelby of Dallas, America's best known sports car driver; and John Fitch of Connecticut, former national SCCA champion who will drive a 3-liter Maserati.

VMSC AT DANVILLE
(On the Course & On the Hill)
by No. 37

The First race on the new course was a National event, well attended by the top point contenders. There were a lot of complaints from the spectators, but it is our understanding that most of these will be taken care of by October. The course itself is a delight to the high speed driver, the slightly narrow corners calling for more skill, and the straights calling for the lead foot. The first races were held Saturday with Bowers and Harding entered. Bowers finished 10th behind the Veloces while Bill's bomb broke the bell housing retiring him for the weekend. Sunday started off hot, then a small hurricane blew up, soaking things thoroughly. Bowers slid thru the rain to a well earned 6th in this race, the Veloces proving the old adage "Go costs Dough". A fine pair of races Bob.

Some highlights - the class E intergration at the top of Hog Pen - Gene Green-spun's spin, thoughtfully in front of Jerry Chamberlain's camera - some lovely young things, all frilled before the rain, somewhat bedraggled afterward - Wright running back from the pit to his car to get a rain coat only to discover McClintic had taken it somewhere else; back to the pit and trying to stay dry behind the sign board, no luck - Shelby's "honest" car - the lovely accents of the Faircast announcer, Michael Wynn-Wilson - Cato on crutches trying to dodge Ferraris in the paddock, and many others.

Well, the next ones in October, till then, we have Marlboro in September.

Car No. 7

6.

That was a dirty trick, we agree...
 But you'll learn never to be without a Church Key!
 Now just keep going until you arrive
 At a railroad crossing...dead or alive!
 Turn right when you get there; but here's the catch, Mac!
 Turn right just before you cross the track!

A haunted house is now facing you...
 Quickly! Get out! Go see what to do!
 An envelope here...bearing your number!
 Get it and leave; let the dead slumber.

NAVIGATOR

No. 7

One of the Best
Rallies.

VMSC "Trick or Shriek" Rallye

October 31, 1957

The length of this rallye is less than 60 miles. You are allowed 135 penalty-free minutes in which to complete it. If you return to the finish within the allotted time, there will be no penalty for time. There will be a penalty of 1 point per each half minute over the allotted time. Do not rush if time should run out ... emphasis is on questions & mileage.

Mileage will be measured to the tenth, with a penalty of 5 points for each tenth over or under official mileage.

Questions missed, completely or partly, will cost 20 points each.

The roads are all hard surface, but tricky!! Obey all posted speed limits and take heed to all cautions in your instructions.

Remember, this is Halloween. There are many children out tonight and you will pass briefly through some residential areas. Drive with EXTRA CARE.

County police have been notified of the complete rallye route, and disqualification will result from any summons received.

Entrants without costume will be penalized 20 points. There will be an award for the most original costume.

If, at any time, you are requested to pick up any items bearing your number...you are on your honor to take yours and yours only. Failure to do this will disrupt the plans and spoil the evening for other participants.

100 points penalty for opening escape kit.

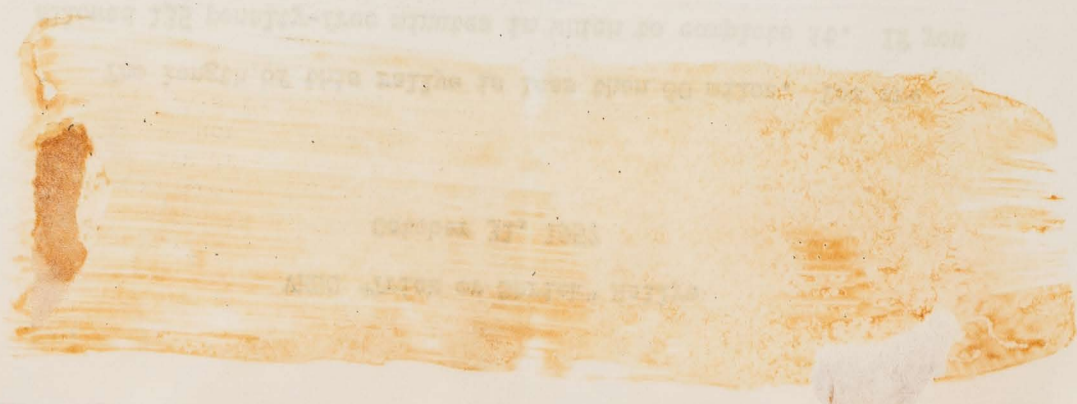
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NAVIGATOR



"TRICK OR SHRIEK"

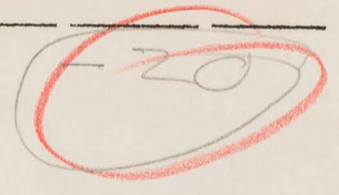
Car No. 7

1.

Goblins, ghosts, and witches brew;
 Vampires, trolls and zombies, too.
 Come gather 'round and listen well;
 Obey these words or rot in Hell.
 This Rallye's called the "Trick or Shriek"
 Don't venture forth if your heart is weak.
 Graveyards and haunted houses lie ahead
 If you tarry long you may meet the dead.
 We've worried you now...still want to run??
 Well blast off, Cat, have lots of fun!!

Witches and Goblins are all out tonight,
 So pull onto 360 and turn your broom right.
 Follow directions...we know you're fearless.
 Turn left at the Mobile Home named Peerless.
 Go straight at the left stop, then right at the T,
 Go left where the sign says S-T-O-P.
 Look quickly for Nunnally's; that's where you turn.
 You miss this and you'll never return.

Before the nights over there may be times
 When you'll wish you had plenty of pennies & Dimes!
 British ghosts haunt a company that's near;
 The name of which you write down here: English Construction Co.
 If the witch stopped her broom at stop 23
 Write in these blanks just what she would see _____
 At a place with the name of Chesterwood
 Turn your broom left like a good goblin should.
 The turns are deadly as a witches brew,
 So slow your broom or else you're through!
 They're 90 degrees and that's no joke...
 If the sign says 20, pay attention, bloke!



You'll get to a stop light, and can't stand the smell,
 Turn your broom South, and go like Hell!
 To get off of this horrible thoroughfare
 Take the first marked right to goodness knows where.
 Cross over the bridge; Left: 1601
 Right at the forks and the fun's just begun.
 Go left at the T, but don't leave too quick...
 For this is the spot for your mileage check!
 You're on the ball, so break out in smiles
 If your odometer reads 10.5 miles.

An acute right turn at the next stop sign,
 More hairy roads, so keep in line!
 Don't pass by Beulah Methodist Church
 Or you'll find yourself waiting in the lurch.
 Pull into the lot & get down off your stick
 Your instructions are here so find them quick
 They're not in the Church, or a beer can, friend...
 To find these clues, give your neck a bend.
 You're on your honor to take only one;
 we want everybody to have some fun!

Car No. 7

6.

That was a dirty trick, we agree....
But you'll learn never to be without a Church Key!
Now just keep going until you arrive
At a railroad crossing...dead or alive!
Turn right when you get there; but here's the catch, Mac!
Turn right just before you cross the track!

A haunted house is now facing you...
Quickly! Get out! Go see what to do!
An envelope here...bearing your number!
Get it and leave; let the dead slumber.

NAVIGATOR

2.

Car No. 7

Congratulations, you used your head.
We haven't stopped you? Well see what's ahead.
Now Dasher, now Dancer, now Donder and Blitzen,
Back to the chase, don't waste your time sitzen.
A Chapel on the left, Lopresti's the preacher
Turn here, you purple, unearthly creature.
The road gets tight, the turns get sharp,
Pay attention, Clyde, or pick up your harp!
Marlboro...that's what this is,
So play it cool, and stick to your biz.
Left at ~~S&T~~, you're still in the fight.
Next turn right at the eerie red light.
Left at 643; it's a gasser!
If you go too fast you'll run right pass 'er!
Negative camber in the middle of a turn,
You can smell ol' Ed Jett's tires burn!
On the loud pedal now for just over a mile;
Hit the brakes and downshift; this 90 degree's wild!
Quick now! Count 'em...how many red lights
On the TV towers you look at at nights? 28
Take a right at the sign of Belmont ~~Farms~~ ACRES
Then left and a right; don't wear out your ~~arms~~ BREAKERS!
STOP when you see the old barn on your right.
It looks kinda spooky on Halloween night.
Step out of the car and turn on your flash...
...walk up to the barn...(what was that crash?)

Don't walk on the floor that's made out of wood
It's rotten, man, and won't hold like it should!!
Walk around to the back to the floor that's below
The instructions down there tell you just where to go.

6.

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NAVIGATOR

Car No. 7

3.

Car No. 7

We hope we didn't give you a start
 But we warned you about running if you had a weak heart.
 Turn left at the T, then left at the stop.
 You're on your own, so look for a cop.
 To those who may be more astute,
 Here's a question we think is cute:
 Fish and Indians come to mind
 When you come upon a certain sign. Gills Camp Blank

When you come to a five-way intersection
 Go into Cole's Grocery for your next direction.
 A roll of toilet paper you must buy
 So step right up and don't be shy.
 Mr. Cole will give you your orders then
 Hop back on your broom and blast off again!

Keep right at the sign of a one-lane-bridge.
 Head your mount on over the ridge.
 Turn to the left just before you pass
 A station that deals in Texaco gas.
 You're out of instructions...now where do you go?
 Find the answer at Camp's Amoco!
 But the people in charge won't give out the dope
 'Til you purchase a bar of Octagon soap!

Car No. 7

6.

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But you'll learn never to be without a Church Key!
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At a railroad crossing...dead or alive!
Turn right when you get there; but here's the catch, Mac!
Turn right just before you cross the track!

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Quickly! Get out! Go see what to do!
An envelope here...bearing your number!
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NAVIGATOR

4.

Car No. 7

In case you're wondering what to do now
Use what you bought to wipe your brow.
Back on your mount and into the night.
604 winds away to the right.
You may meet others, so best you don't crash
As you continue this Ogden Nash Bash.

Into the Hopewell Church yard you'll steer
To tell us who preaches the funerals here. W R Henshaw
Now for a stroll among the headstones.
Careful, lest you step on some bones.
This is the thing we want to know most;
How long Mary L. Davis has been a ghost. (56 yrs 2 months 29 days)

With this information all written down,
Hop on your broom and turn yourself 'round!
Keep on your toes as you near the forques,
Take the first acute left with very low torques.
Always obey the limits of speed.
The goblins will get you if these you exceed.

210

Keep right at the sign of a one-lane-bridge.
Head your mount on over the ridge.
Turn to the left just before you pass
A station that deals in Texaco gas.
You're out of instructions...now where do you go?
Find the answer at Camp's Amoco!
But the people in charge won't give out the dope
'Til you purchase a bar of Octegon soap!

Car No. 7

6.

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NAVIGATOR

5.

Car No. 7

If you've gained nothing else from Halloween -
 You've got some soap to keep you clean!
 Take a left on three-six-o
 It's a busy road, so go! go! go!
 To see what's next in our bag of tricks,
 Take a right on a road by the name of Hicks.
 Stay on Hicks Road; then it's left at the T.
 There are kids out tonight, so drive carefully!

Right where the sign points to Forest Acres.
 Gee, what a night for Undertakers!
 Soon Forest Acres you see once more.
 Turn left, as we've said many times before.
 Now proceed to another T
 The direction is right on 653.
 Good little ghosts are up in Heaven.
 But you belong on 647.

North Arch is the clue to your next direction.
 Turn here or you'll never show up for inspection.
 Now listen to your driver shout...
 Like a roller coaster the bottom drops out!
 CAUTION, FIENDS...don't lose your head;
 There's a four lane highway DEAD AHEAD!

To the left there's some Truck Equipment, sport.
 Just past there is a trailer court.
 PARAMOUNT's the name you'll see...
 As you STOP and PATRONIZE C. & P.

Dial 88-7927 and say "Trick or Shriek!"
 Jot down your instructions, if you're not too weak!

*rt at sign of
 lopsided Y
 Jack Shack on right
 w/ ditch running by*