

during an event shall be a

VIRGINIA MOTOR SPORT CLUB, INC.
COMPETITION REGULATIONS

(As Amended May 9, 1963)

General

1. Officers of the Day

- a. One or more O.D.'s will be appointed for each event.
- b. The O.D. shall plan, organize, and carry out the event, having full authority to effect changes made necessary by unforeseen circumstances.
- c. He may enlist as many helpers as necessary. These need not be club members but should be thoroughly familiar with their assigned tasks.
- d. He shall notify the membership in advance as to the date, time, place, and special equipment necessary for the event.
- e. He shall secure the necessary equipment from the custodian and return this equipment promptly following the event.
- f. He shall collect fees from the contestants and deliver these, along with a statement of expenses incurred, to the club treasurer within one week of the close of the event.
- g. He shall promptly and accurately score the event and deliver the final results to the club secretary within one week of the close of the event.

2. Contestants

- a. Only VMSC members and invited guests may compete in events. Guests may compete for a maximum of two events per year after which they must apply for membership.
- b. For all events guest entries will be charged 1.5 (one and one-half) times the entry fee. (Charges for food, lodging, etc., excepted.)
- c. Vehicles must be in safe operating condition, display a valid state inspection sticker and be adequately muffled.

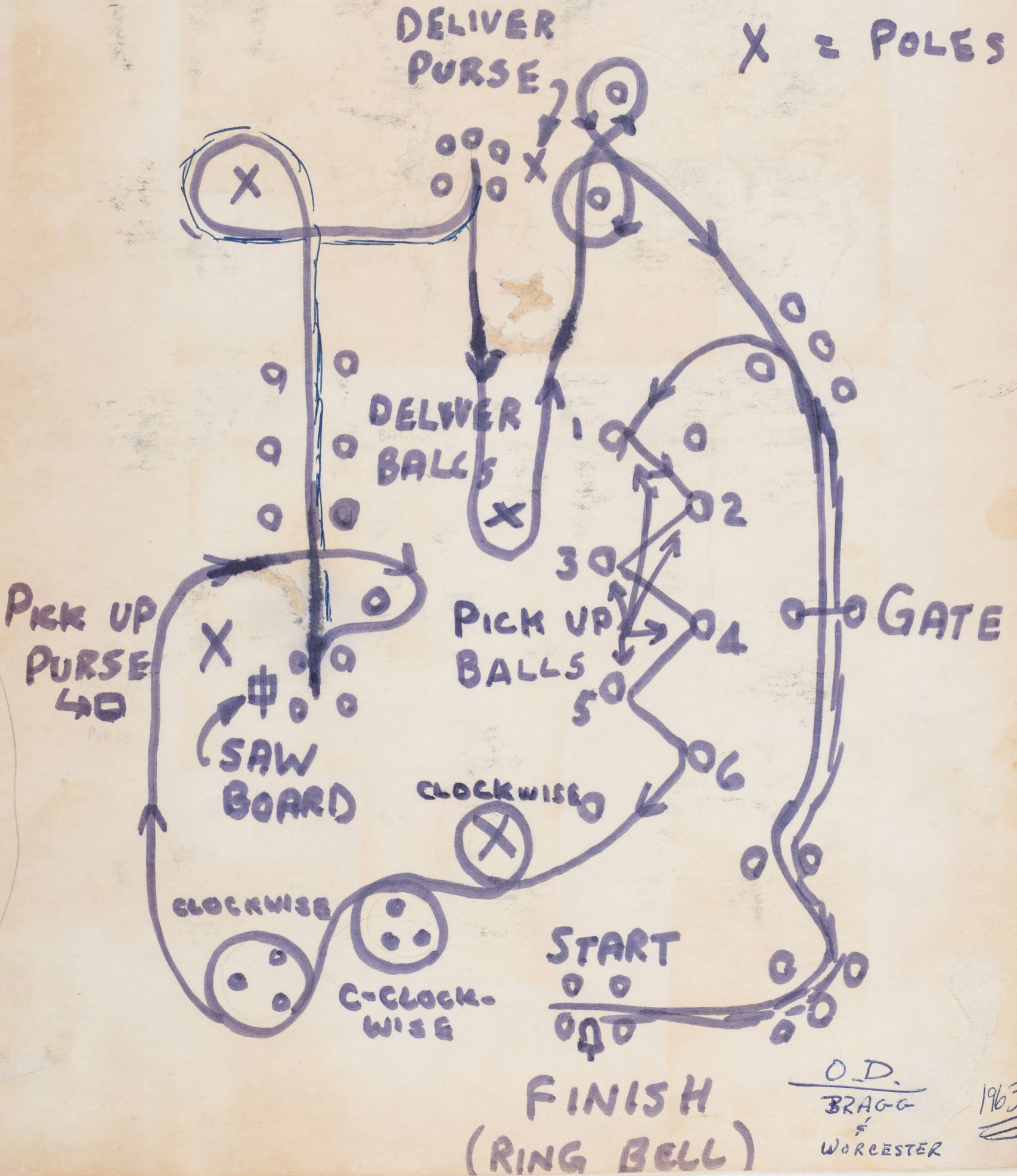
.
e
, or
e
mply
ved,
s.
ill be
ction.
et followed
ne direction
provide

MIRACLE MART

FROLIC

== REVERSE

X = POLES



O.D.
BRAGG
Worcester

1963



Safe Boating Reminders

Staff Photo

Mrs. Joy Cobb, Richmond's Miss Safe Boating Week, set up charts at Byrd Park as a reminder that safe boating is a year-round endeavor. The Richmond area boating enthusiasts this week

have presented a program each night at Shield's Lake as a part of the National Safe Boating Week. The final program is set for tonight, 5 p.m. to 9 p.m.

VSMC Rally ^{Feb 4} Won in Porsche ^{T.D.}

George Patteson and John Kessler, driving a Porsche, won a 100-mile Virginia Motor Sport Club rally which was run in Henrico and Charles City counties yesterday. Second in the rally, which was sponsored by the ladies of the club and called a Run-em-Ragged rally, was taken by John Ruble and Al Smith in an MG. Porter Seay and Bill Whitehead, driving a TR-4, were third.

Kendall Parker New President Of VMS Club ¹⁻⁶⁴

The Virginia Motor Sport Club has installed its officers for 1964. Kendall Parker will serve as president; Cecil Wright, first vice president; Don Wiseman, activities vice president; Bob Kwass, treasurer; Edith Wright, secretary; Patty Phillips, assistant secretary. Winding up a year of rallies and gymkhanas, outgoing president Ed Cobb tabulated over 11,000 points to take the club's annual point championship. Joy Cobb came in second with 8,800 points, and John Ruble scored third with 8,650. The first point event of 1964 will be a rally on January 26 with officials Milford Brinton and Leo Fallstrom promising straight-forward, time-distance competition.

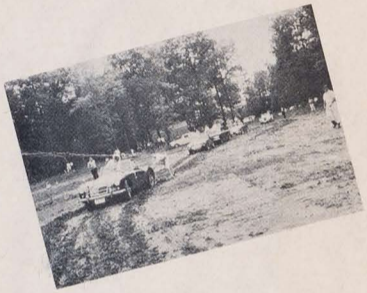
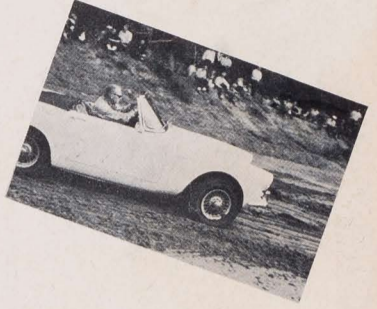
HOLIDAY SPORTS CAR RACES

⁵⁻³⁻⁶⁴ Nine Richmonders To Run at Marlboro

By SHIRLEY PATESON
The Memorial Day SCCA sports car races at Marlboro, Md., will attract nine local drivers looking for points toward regional championships. Equipped with brand new Weber carbureters, Sam White's Lotus 17 will take on a more competitive look Saturday. White views his chances optimistically since rumor has it that G-modified champion Art Tweedale has disposed of his class-winning Lola. Pleased with the improvement shown at Cumberland, Jim Waters driving a Lotus 7 is looking for even better results at Marlboro. Additional modifications indicate an even more powerful engine.

since drivers' school in March, Whitey Johnson will be touring in his competition-readied Elva Courier. Class races will get under way at 12:30 p.m. Saturday with practice for all cars at 10 a.m. The Petersburg Motor Sports Club has in store for participants its "Big D" two-day rally this week end. With the Dulles Airport its center of attention, rally roads will cover 250 miles in areas of northern Virginia. Starting time is 2 p.m. at the Schrafft's Virginia Inn.

Missing the spring series of races, Dick Staples will be initiating his newly rebuilt Austin Healey in D production. Other drivers include Ed Diehl in a Saab 93; Seymour Glatzer, a Fiat; novice racers John Shanes, a 122S Volvo; Hans Geissberger, a 544 Volvo; John Wilson, a P-1,800 Volvo. Participating in his first race



Gymkhana Set Sunday At Ellerson

By SHIRLEY PATTESON

"A genteel field trial with smooth surfaces, less dust, and good spectator conditions" is the way the officer of the day Gene Atkinson described the Virginia Motor Sport Club's gymkhana in a field, Sunday.

A grass-covered airstrip above Ellerson on Route 627 will be laid off in a half-mile hour-glass or "dog bone"-shaped course with straights long enough to be "interesting."

Six classes will prevail: three sports classes—to 1,500 cc, to 2,500 cc, and up; two sedan classes—over and under 1,500 cc; one ladies' class.

Twelve trophies will be awarded at the conclusion of the event which has a 1 p.m. start "rain or shine," Atkinson added.

An annual event, "Miniature Marlboro," a gymkhana on pavement taking on the appearance of the Marlboro, Md., race track, is scheduled also for Sunday at 1 in Hampton.

The Old Dominion Region of the SCCA is sponsoring the run at the River-Dale shopping center.

NL-8-6-64

MILWAUKEE 200-MILER

NL 8-20-64

Jones, Hansgen Set For Lotus Car Bids

By SHIRLEY PATTESON

In the 14 years since the first Lotus cars were built, they have compiled an enviable record of racing achievements largely with native British drivers behind the wheel.

This Sunday at the Milwaukee State Fair grounds, two American drivers — Walter Hansgen and Parnelli Jones — will take over the Lotus Ford Indianapolis racers for the 200-mile USAC event, Colin Chapman, president of Lotus Cars, has confirmed.

Unconfirmed in Richmond is word that Hansgen is a possibility to drive in the NASCAR "Capitol City 300" stock car race September 13. Plans are under



Mrs. Patteson

way to get him here. Hansgen, who has built his reputation driving all kinds of automobiles in sports car races, drove a championship car for the first time last May at Indianapolis. His performance there in an Offenhauser-powered rear-engined car impressed Chapman who also has offered Hansgen a ride in a Formula I Lotus for the American Grand Prix at Watkins Glen, N. Y., October 4.

'500' WINNER

Jones, a veteran competitor who won the Indianapolis 500 last year, will be stepping into his first drive in a rear-engined car in a championship race.

The creator of the lightweight, sure-footed Lotus cars and whose resemblance to actor David Niven fails to indicate his connection with powerful automobiles, tries to keep up with his several racing teams.

He was on hand at Marlboro, Md., last week end to follow his Cortina sedans which swept the 12-hour endurance race. However, his busy schedule prevented his active management of teams racing in Sweden and Sicily on the same day.

Asked if his trip to the U. S. indicated something new coming from Lotus, Chapman smiled and said, "There's always something new, but I'm not allowed to say right now."

WORLD CHAMPION

His driver Jim Clark is current world champion in Formula I racing, and Chapman is looking for another title this year but "it's out of my hands. As you know, we've had three failures with the Climax engine. Jimmy can win if they hold up."

Clark, who won the Milwaukee race last year, will be unable to compete this year because of the Grand Prix of Austria the same day.

NOTES: Also on Sunday, a 500-mile endurance race has attracted three-time national sports car champion Dick Thompson of Washington, out of semiretirement to compete in the first "Glen 500". His co-driver will be B production national champion Don Yenko of Danonsburg, Pa. . . . On the local scene, the Volvo Owners Club will hold its "Horseshoe Rally" Sunday. The start will take place at the Miracle Mart on Staples Mill rd. with a drivers' meeting at 1:30 . . . A spark plug and live engines demonstration will be featured on the program tonight when the Virginia Motor Sport Club holds its monthly meeting. Slides of Le Mans and the Nurburgring also will be shown. Meeting place is Hawthorne Corp. at 8 p. m.

Diehl 4th in Marlboro Race

T.D. 8/64

By SHIRLEY PATTESON

A driver-mechanic relationship was extended to designer-builder when the Lotus creator Colin Chapman of London came on the scene yesterday to watch one of his Lotus-Cortinas driven by teammates Mike Beckwith of London and Jackie Stewart of Glasgow, Scotland, win the Marlboro, Md., 12-hour endurance sedan race.

And Chapman, who is in the U. S. for the running of the Indianapolis-type cars in Milwaukee next week, was a busy onlooker, for he saw Beckwith and Stewart win the index-of-performance award, a second Lotus-Cortina raced by Tony Hegbourne and Sir John Whitmore of London take a second overall, and all three of his entries receive the team prize.

"A twisty, interesting circuit—not a Grand Prix course" was Chapman's description of the Marlboro track, and the "twisty course later proved hard on the three cars as evidenced by the necessity of changing brakes twice on the winning car.

Stewart and Beckwith competed in a Formula II race in Sweden last week. Beckwith, who was the winner of the Berlin Grand Prix this year, had never driven a Cortina before this race.

The Saab story is one of third and fourth-place finishers, Hal Mayforth and Clyde Billings of New England, and Richmonder

Ed Diehl and Lynn Walker of Baltimore, respectively. They also scored a first and second in their class and took the second team prize.

Diehl in the Boulevard Import Saab was first away from a Le Mans start but was overtaken by the swift Cortinas in the first lap. At the end of four hours, the Saab took advantage of a long Cortina pit stop and slipped into second place. Then starter problems began and with each of the remaining pit stops, a two-minute penalty was imposed by SCCA officials for having to use push starts. Finally, in the last hour, the car yielded fourth place to Don Yenko's Corvair only to get it back when the Corvair had transmission difficulties, a problem which the three Corvair entries

suffered the entire race. The only girl competitor, Pat Merr "Pinkie" Rollo, finished their smooth-running 404.

The last three hours in rain and darkness, drivers which added tears and slower lap times. Twenty cars of 28 started the race.

The summary: (first all with entrants' honor) 1. Mike Beckwith and John Whitmore and Tony Lotus-Cortina, Cheshunt, Eng; 2. Jackie Stewart and Jackie Mayforth and Clyde Billings, Washington, Me.; 3. Ed Diehl and Lynn Walker, Saab 96, Richmond, Va.; 4. Ed Diehl and Lynn Walker, Saab 96, Richmond, Va.; 5. Don Yenko and Sir John Whitmore, Corvair, Atlanta; 6. Al Costner and Billings, Fiat Abarth, Richmond, Va.; 7. Dave Clark and David Cortina, Cheshunt, Eng; 8. Mernone and "Pinkie" Rollo, Watertown, Mass.

Richmonder Big Winner At Marlboro

By SHIRLEY PATTESON

The fastest sedan trophy, a special award at the Marlboro, Md., SCCA races yesterday, was won by Richmonder Ed Diehl who drove the Saab 93 around the 1.7-mile course at 1:52. And the trophies kept coming for Diehl.

In the first 5-lap sprint, he received a trophy for first sedan and placed fifth overall. In the next race, a 10-lap, he again brought home a first sedan award and bettered his overall position by finishing third.

In the latter event, the Saab sporting a newly-installed 850 engine was "passing everything on the road" except the leader until breaking in problems dropped it to a third.

Two other local entries ran into mechanical difficulties and failed to complete their required laps—Dick Staples in a G-production Spitfire and Seymour Glatzer, an H-production Fiat.

The feature event was a departure from the usual practice of running modified or large production cars. Instead, F production vehicles ran for an hour and turned in a close race for the spectators.

Dick Gilmartin's TR-3 and Hollis Webster's Lotus ran bumper to bumper up to the last 10 minutes when Webster's Lotus lost oil pressure and was forced back to second slot.

The summary: H PRODUCTION, SEDAN: 1. Harold Fletcher, Sprite; 2. Paul Freeman, Sprite; 3. Ed Diehl, Saab. G PRODUCTION, FORMULA V: 1. Pat Merone, Morgan; 2. Jim McDaniel, Formula V; 3. R. P. Roberts, Sprite. MODIFIED, FORMULA JR.: 1. George Alderman, Cooper; 2. Bob Nassaf, Cooper Monaco; 3. John Davis, Porsche. A, B, D PRODUCTION: 1. Bob Mout, Corvette; 2. Leon Hurd, Sting Ray; 3. Dan Torpy, Corvette. E, C PRODUCTION: 1. John Kelly, Porsche; 2. Roger Walton, Lotus; 3. Ron Grable, Porsche. F PRODUCTION (feature): 1. Dick Gilmartin, TR-3; 2. Hollis Webster, Lotus; 3. Ed Costner, Sunbeam.

Novices Post Sports Car Rally Win

By SHIRLEY PATTESON

Inexperience paid off this week end when novices Martha York and Thomas Ballard won the tenth annual Old Dominion sports car rally presented by the Virginia Motor Sport Club.

Collecting the trophy for the best Sunday run as well as the best novice, the Hampton entry qualified by never having competed in a previous Old Dominion or a Sport Car Club of America national rally.

The event took cars past 27 checkpoints from Saturday's start in Williamsburg to Harrisonburg, and to Richmond yesterday, nearly 500 miles.

The results: Overall: 1. Martha York and Thomas Ballard, Hampton, Alpine; 2. James Lear and Kenneth Manning, Washington, Alfa; 3. Dinkle Pierce and Sherman Pierce, Hampton, MGB; 4. George Sykes and Nancy Sykes, Newport News, Falcon. Best Saturday run: Lear and Manning; Best Sunday run: York and Ballard. Best Marque: Pierce and Pierce, MG.

N.L. 8-21-64

9-16-64
N.L.



Staff Photo

Old Dominion Rally Planners

VMSC president Kendall Paker (standing) watches rally-masters Al Smith (left) and John Ruble study map for week end's rally.

Accuracy of Performance in Rally To Determine Week End Winner

By SHIRLEY PATTERSON

"Lost at T."
"Right on 207."
"Go toward Bragg and change average speed to 34.28 mph."
A sports car rally is not a race.
It involves two persons—a driver and a navigator; a car—large or small; some good roads; a computer for time-rate-distance problems (pencil and paper will do), and a set of directions designed to lead the contestants over a pre-terminated route on time and without getting lost.



Mrs. Patteson

COURSE PLANNER

But it is more than this. It also must have someone to plan the course over which the car will travel and to set the average speeds according to road

conditions — whether dirt or gravel, curved or straight, backwoods or well-traveled.
A rally requires these ingredients multiplied by many more teams of drivers and navigators competing for accuracy of performance against each other.
One such rally, the most extensive locally-sponsored event, is coming up Saturday and Sunday when the Virginia Motor Sport Club puts on the tenth annual Old Dominion rally which will attract competitors from throughout the state.
Last January, a VMSC board member casually mentioned at a monthly meeting that it was time to start thinking about the Old Dominion. Before the group adjourned, that same board member, John Ruble, had been made co-rallymaster along with member Al Smith.

MANY STEPS

The first step had been taken. Many more steps were to follow. Planning the rally route in

such a manner that accommodations for 150 to 200 people could be met; selecting good roads keeping in mind scenic and historic interest; making job assignments to the host VMSC members and checking and re-checking the route for instruction errors all have eaten up 4,000 man hours for this busy pair and for VMSC volunteers. Club members Cecil and Edith Wright even took their vacation to help work on the route.
After eight months of planning and work, Ruble and Smith have come up with a rally which will cover 400 miles of road from Williamsburg, to the Skyline Drive, to Harrisonburg in the Valley for an overnight stop. The next day's run will go through the mountains and end near Richmond.

"It is patterned after national SCCA rallies with minor exceptions," said Ruble. "It will be a straight-forward time, speed, distance event with open control points and no gimmicks."
Smith quickly pointed out that speeds would run as low as 15 mph and as high as highway speeds limits will allow.

PENALTIES SET

Ruble also said that with penalties assessed for each second's error, mathematical ability would be of considerable importance.

Interest this year has spread even further as applications have been received from New York and Pennsylvania. Two teams are expected from the MG Car Club in Washington and the Richmond Corvette Club. Fifty entries in all will be leaving from the Information Center in Williamsburg at 8 a.m. Saturday.

Two days of driving accuracy will be culminated with a traditional victory banquet after the Sunday finish at which the successful cars will collect a total of 20 trophies.

Lowther Paces Marlboro Races

By SHIRLEY PATTERSON

By averaging 75 mph in his Genie-Mustang to win the modified feature event for the Governor's Cup, Ed Lowther of McMurray, Pa., proved that he was the most hungry of the 200 divisional point seekers at the SCCA Marlboro, Md., sports car races yesterday.

And Lowther's appetite for the divisional championship wasn't stimulated until this win which put him within striking distance of a trip to Riverside, Calif., for the divisional run-offs in November.

The main obstacle between him and the championship is the present C modified point leader Bill Wonder of the New York region and his Genie-Ford who have a total of 24 divisional points. Lowther, with yesterday's win, has 18. The only divisional race remaining is next week's race at the Virginia International Raceway near Danville.

"If Wonder shows next week, he's sure first, second, or third-place finisher which would give him sufficient points for the championship. If he doesn't race, or if he finishes below third, then perhaps I'll have a chance."

Lowther, who is more interested in the national SCCA championship, currently has this position sewed up, a fact which was obvious during his C modified race as he outdistanced the field of 20 entries.

Richmonder Tom Wood has a success in the Spitfire and turned his novice race into a victory by taking a first in the 10-lap event.

Other local drivers weren't so fortunate. The bad luck started with novice Whitey Johnson who failed to finish his race in his Elva-Courier. In the next race, Ed Diehl in the Saab 96 broke a universal joint on the start and

retired. Later, all sedans in this event were disqualified for failing to comply with SCCA production car regulations.

Dick Staples while running sixth in Wood's Spitfire in G production, hooked bumpers with the fifth-place Morgan of Pat Mernone, and lost a lap. He finished 12th overall.

Finally, in F production, Bob Bowers experienced carburetor trouble in his Alfa and failed to finish.

Yesterday's race insured trips to Riverside for the following class divisional champions: Harold Keek in A production; Bob Tullius, D; Sheldon Shoff, F;

Pigeon Winner

Birds from the loft of C. M. Bridges of Ashland finished one-two-three in the Rebel Homing Pigeon Club's 200-mile race yesterday from Southern Pines, N. C., to Richmond.

Great new taste: pipe tobacco in a filter cigarette!



You get pleasing aroma — and a great new taste! The secret? It's packed with America's best-tasting pipe tobacco — famous Half and Half! Smoke new Half and Half Filter Cigarettes!

© A. T. Co.

Product of The American Tobacco Company

Picnic Tonight

Ten sports car clubs from all over the state will meet tonight at a picnic at the home of Edward Cobb, 1100 Beverly dr. The event, sponsored by the Virginia Motor Sport Car Club of Richmond, is for the purpose of discussing upcoming rallies.

N.L.
9-28-64

10-14-64
Two Sports Car Groups to Hold Meetings Here

Two sports car dinner-business meetings are on schedule tomorrow night in Richmond.

Area members of the Washington region of the Sports Car Club of America will be hosts to the regional executives from Washington at the Hotel John Marshall 6:30 o'clock. Program activity includes a special movie.

To provide an interesting return to Washington for the visitors, a rally put on by the local members has been scheduled for 11 a.m. Saturday. Registration begins at 10:30 at the Virginia-Carolina Chemical Co., 4th and Cary st.

In another meeting, the Virginia Motor Sport Club will feature a talk by the former rally chairman of the Washington region SCCA, Hank Mann.

Activities will get underway at Wright's Country House, Mechanicsville pike, 7 p.m.



READY FOR BATTLE OF SEXES AT MARLBORO

Richmonder Ed Diehl is flanked by Pat Mernone (left) and "Pinkie" Rollo

DIEHL, WALKER TEAM IN 12-HOUR EVENT

Marlboro Endurance Run Sunday To Offer 'A Battle of Sexes'

By SHIRLEY PATTESON

"Ladies first" politely will be overlooked Sunday when Richmonder Ed Diehl and Lynn Walker of Baltimore take out the Boulevard Import Saab for 12 hours of racing at Marlboro, Md., in the longest sedan competition in the country.

The ladies in question are well-known drivers Pat Mernone of Washington and "Pinkie" Rollo of Arlington who will be running in a factory-prepared Peugeot 404.

Even though the Swedish Saab and the French Peugeot won't be competing against each other for a class win, they will be battling it out for over-all honors and the coveted handicap prize, the index of performance.

How will the ladies fare? First of all, Pat, with three years of racing successes including winning 70 per cent of her events, and "Pinkie" with 10, turn in 13 years of race experience. Pat is current SCCA point leader in G production while "Pinkie," who won the first Marlboro 6-hour in 1956, is holding down third place in the same class.

As for their brand new car, it is a product of one of the oldest automobile manufacturers in the world (since 1889) and is the same type which won the gruelling East Africa safari rally last year. Its 1,600 cc, 4-cylinder engine will place it competitively among the more powerful entries. But the girls have never raced a Peugeot before.



Mrs. Patteson

DIVISIONAL TITLE

Manning the local Saab, Diehl and Walker, who went through drivers' school together, have had four years of experience apiece for a total of eight racing years.

Diehl's record includes a divisional championship, but his most outstanding performances have been a second in class while driving a TR-4 in the 1963 Sebring 12-hour and last month's Marlboro 6-hour event which he won in a Lola.

Walker, active in SCCA doings on and off the track, placed fourth in regional racing last year and so far this year is second in his class.

The familiar green Saab, No. 36, is a dealer-prepared car and has gotten only a little help—tires—from the factory, but the mechanics at Boulevard Import have put in countless after-work hours as they put it and spent more money than they would care to estimate to get the car ready.

This car is an evolution from last year's successful campaigner, a model 93 and was built for this 12-hour race from a wrecked model 96, using many of the parts from the old car.

The brake problems encountered in its trial outing last month have been corrected and chief mechanic Alan Waldron predicts steady lap times in the neighborhood of 1:55 on the 1.7-mile course for the entire stint.

Saab's international competition has included back-to-back victories in the 1962-63 Monte Carlo rallies.

Even though the FIA-sanctioned, SCCA-sponsored event offers cash prizes for the victors, the amateurs from SCCA retain their "friendly" rivalry in the "battle of the sexes."

But the money has attracted other strong entries including visitors from abroad. Winners of last year's 12-hour race in a Ford Cortina, Jack Sears of Norfolk county, England, and Bob Olthoff of London are included in a six-man team coming from Great Britain to drive three English Lotus-Cortinas.

Two other members of the team, Henry Taylor and Jim Blummer, placed second over-all in last year's race. Sir John Whitmore and Mike Spense will complete the foreign entries.

NOTES: Five other teams—Saab, Renault, NSU, Volkswagen, Volvo—are in the making . . . The local Saab's competition in class are three other Saabs, one of which is a GT from Maine and will be driven by Hal Mayforth, fourth-place finisher last year in a Saab, and Clyde Billings, also a factory driver last year; a Morris 850, and two Fiat-Abarths . . . The Renault group of R-8's from Dallas will be out to capture their third team prize at this race . . . Last year's powerful Holman-Moody-prepared Falcons are not expected to return because no approval from Ford came through. However, Washington dealers hope to field a new Mustang with the Charlotte specialists' help . . . The present field of 28 entries is expected to be filled out to the permitted 35 by race time, 10 a.m. Sunday.

Penske Wins Grand Prix In Monterey

MONTEREY, Calif. Oct. 18—P — Roger Penske pushed his Chaparral at record speeds over sun parched Laguna Seca Sunday to capture the \$30,000 Monterey Grand Prix.

The veteran driver from Gladwyne, Pa., driving the only car in the race with an automatic transmission, averaged 94.5 miles an hour during the 53-lap first heat to break the record of 91 miles an hour set in 1962 by Lloyd Ruggy.

Penske came back to capture the second heat for a clean sweep of the 202-mile event and top prize of \$2,000. He won the same event in 1962.

Second in both laps was Dan Gurney of Costa Mesa, Calif., in a Lotus-Ford, while Bob Bondurant of Los Angeles came third each time in a Cooper.

Penske, who trailed Gurney through 13 laps in the first heat before grabbing the lead for good, led from the start in the second heat.

Parnelli Jones, winner of the Riverside Grand Prix in his first sports car race last weekend, wrecked his Cooper-Ford in a spectacular accident in the first heat.

The veteran Torrance, Calif., pilot lost control of the car on the 37th lap and crashed into hay bales as the car burst into flame.

Jones jumped clear of the car and escaped injury. He had been in fourth place, more than a lap behind Penske.

Foyt Is 18th

Penske Sweeps Speed Week

NASSAU, Bahamas, Dec. 6 — Roger Penske drove a borrowed car to victory in the 252-mile International Trophy race Sunday, giving him an unprecedented sweep of the three feature events of Nassau Speed Week.

The 27-year-old Pennsylvanian took over for teammate Hap Sharp on the 25th lap of the 56-lap race, put the car into the lead on lap 42 and never relinquished it. Penske had knocked over a course marker with his own car early in the race and broke a suspension rod.

He and Sharp were teamed in Chaparral Chevrolets built by Sharp, a Midland, Tex., millionaire.

Well Off Record

Penske's time for the race over the 4.5-mile Oakes Field course was three hours, six minutes, 19.69 seconds. The average speed was 89.118 miles per hour, well off the record 97.109 mph set last year by A. J. Foyt.

He won \$5,000, plus accessory money, bringing his

Speed Week winnings to nearly \$10,000.

Earlier in the week, Penske, who races for a hobby, had won the Nassau Tourist Trophy race of 100 miles for the Governor's Cup race of 112 miles, both in record time.

Rain, which struck the newly surfaced course minutes before the race, brought on hazardous driving conditions and several cars slipped off the track before the drizzle ended and the course dried.

Only one car finished in the same lap with Penske. Bruce McLaren of Surbiton, England, driving an Olds-powered

McLaren Special, had led for a brief time earlier in the race, but lost it in a pit stop. He finished nearly 30 seconds behind the flying Penske.

Others finishing in the top 10 were Pedro Rodriguez of Mexico City, in a Ferrari; Grant Clark of Toronto, in a Porsche; Jim Scott of McHenry, Ill., in an Elva BMW; Bob Grossman of Nyack, N. Y., in a Ferrari; Walt Hansgen of Westfield, N. J., in a Scarab Zerex Special.

And John Ryan of Griffin, Ga., in a Porsche; Ludwig Heinrath of Toronto in a Cooper-Ford; and Phil Hill of Santa Monica, Calif., in a Ferrari Grand Sport.

Foyt was eliminated this year when his engine went bad on the homestretch. He finished 18th.

Foyt, from Houston, finished the race, his chin cupped in his right hand and driving slowly with his left hand. His Hussein Zerex Special, claimed to be the most powerful road race car ever built, had failed him for the second time in two weeks.

Richmond News Leader,
20 Mon., Dec. 7, 1964

GURNEY, FOYT HAVE TROUBLE

Penske Makes Clean Sweep Of Bahamas Speed Week

NASSAU, Bahamas, Dec. 7 — Roger Penske should back a truck up to the swank British Colonial Hotel tonight to haul away the trophies and the dollars he won during Bahamas Speed Week.

Penske, a 27-year-old Gladwynne, Pa., auto dealer, yesterday became the first driver ever to make a clean sweep of all major Speed Week racing events. Some of the world's best drivers have spent years trying.

Penske's record for the week: He won the Nassau Tourist Trophy race November 29, setting an Oakes field record of 93.025 miles per hour for the 102 miles.

GOVERNOR'S CUP

He won the Governor's Cup race of 112 miles Friday and his 100.120 mph also was a track record.

He replaced Hap Sharp of Midland, Tex., in a Chaparral Chevrolet yesterday and won the 252-mile International trophy race, last big event for this year on the world road racing calendar. His time of 89.118 mph was made on a course dampened by a pre-race shower.

In addition, Penske set a one-lap qualifying record of 105.194

mph for the tricky 4.5-mile course. For this he also will get a trophy.

The week's doings netted the wealthy sportsman-driver just under \$10,000. He doesn't need the cash, and if he doesn't show up at the British Colonial to-

night to receive it the money will go to charity.

For a time yesterday, it appeared that Penske would be denied the International trophy. His Chaparral Chevrolet struck a course marker early in the race and he was forced out with a broken suspension bar.

On lap 25, with the track drying and returning to normal, Sharp turned his car over to Penske. By lap 42, the Pennsylvanian had it in first place and kept it there the rest of the way.

TRIO HAS TROUBLE

A. J. Foyt, U. S. driving champion and defending titleholder in the International trophy event; Dan Gurney and Mexican champion Pedro Rodriguez had their troubles.

Gurney lost his clutch while leading, and Rodriguez was forced to make a lengthy pit stop to fix a faulty carburetor while he was in front.

Foyt went off the course early in the race but made up the lost time and took the lead for one lap about the midway point.

Then his 550-horsepower engine began missing and he drove the last 100 miles with his chin tucked in his hand.



AP Wirephoto
ROGER PENSKE
Sweeps Speed Week

Sports

by LAURENCE LEONARD

Taking a short cut around the sports beat:—

When the Virginia Motor Sport Club holds its ninth annual awards banquet here Saturday night at Holiday Inn West, 3200 W. Broad st., no less than 27 persons will receive life membership certificates. They



LEONARD

are Harold S. Applewhite, Evelyn C. Applewhite, Julia C. Baylor, Sam A. Carmine Jr., Jacqueline L. Carmine, William W. Cato, Joseph P. Crenshaw, Caroline C. Crenshaw, Allen B. Fine, William C. Harding, E. W. Hawthorne, John M. Kessler, Suzanne B. Kessler, Charles D. Larus IV, Madison P. McClintic, George W. Patten III, Bill Pettit, Wendell B. Powell, Loraine S. Powell, Edward T. Remick, Kenneth N. Payne, John L. Thornton, Marjorie L. Thornton, W. Leonard Wells, Alfred E. Wood, A. Edward Wright Jr. and John S. Wylie . . . Cecil Wright

is the VMSC's new president, Wray Bragg executive vice president, Milton Brinton second vice president, Laretta Dixon treasurer, Kathleen Hickman secretary and Patty Phillips assistant treasurer. Kendall Parker is retiring president.

Four Richmonders In Marlboro Races

Special to The Times-Dispatch

UPPER MARLBORO, Md.,

Jan. 2—The annual Refrigerator Bowl sports car races get under way here Sunday morning, and for those spectators hardy enough to make the trip, admission is free.

Winter races have always been more for the drivers than the spectators anyway, and this year the sports car club of America's Washington region has decided that racing fans loyal enough to attend in the cold deserve to get in free.

A brisk wind nipped the asphalt road course Saturday as some 95 drivers turned up for the debut of the SCCA's 1965 racing season.

New machines are always a point of interest at Marlboro, and the big question mark in Sunday's feature race is a Genie-Chevelle hauled from Canonsburg, Pa., by Don Yenko.

Yenko, a former grand national stock car pilot, holds the rank of national champion

for his past efforts with a Corvette in the B-Production class.

Last year, the big winner on the national sports car circuit was a Genie chassis mated with a Ford engine. In the feature race for modifieds, Yenko's competition is expected to come principally from Baltimore driver Hal Keck in a Cobra.

Also on hand for the day's festivities will be former national champions Bruce Jennings of Towson, Md. and his Porsche Carrera, Bob Tullius, of Alexandria, Va. and his TR4, and Donna Mae Mims in her pink MGB.

A four-man Richmond contingent will be led by veteran driver Ed Diehl, the bearded mechanic who captured regional championships in two classes during 1964. Diehl will drive his own TR4 as well as his usual Boulevard Imports Saab.

Dick Staples will also drive two cars—his E-Production Austin Healy and a G-Production Spitfire.

Another top competitor from Richmond will be Reynolds Metals engineer Bob Bowers in an F-Production Alfa-Romeo.

Rounding out the Richmond group will be Whitey Johnson in his E-Production Elva Courier.

Wrights Win Rally

Edith and Cecil Wright, driving a TR-4, won the Virginia Motor Sports Club's 30-mile rally held Saturday in Henrico. Bob and Michael Kennedy finished second in a Sunbeam Alpine with Carolyn and Dick Hatch third in a Sprite.

Feb. 22, 1965

Sandersons Win Motor Sport Rally

Stewart and Richard Sanderson, driving a Saab, won the Virginia Motor Sport Club's hare and hound rally Saturday night. The rally was conducted over a 44-mile course in Richmond and Henrico County.

Charles McSwain and Brenda Fanning, driving a Corvette, were second. Bill and Don Stewart, driving a Saab, were third.

Ruble and Smith Win Auto Rally

John Ruble and Al Smith, driving a Mustang, were winners Sunday in the Virginia Motor Sport Club's first rally of the year. The rally course covered Chesterfield, Henrico, Goochland and Powhatan counties.

Ann and Wiltshire Greenwood, driving a Porsche, were second and Porter and Ann Seay, in a TR-4, third.

Rally Results

John Ruble, and Al Smith drove a Mustang to a first place finish in the Virginia Motor Sports Club's opening road rally of the 1965 season here yesterday. Ann and Wiltshire Greenwood finished second in a Porsche and Ann and Porter Seay in a TR-4. All are from Richmond.

1964

Sebring Sedan Race Lures Local Driver

By SHIRLEY PATTESON

The 12 hours of Sebring coming up March 27 may be the big contest, but local interest will center around the three-hour sedan race the day before.

Last year's SCCA regional winner in two classes, Ed Diehl of Richmond will be looking for another win in the familiar Saab 96.

Not a complete stranger to the flat Sebring course, Diehl, who raced for the Triumph team in the 1963 12-hour, faces competition from a dealer-entered Saab of Vero Beach, Fla., and overall competition from 35 other sedan entries.

Diehl foresees no special problems in his planned non-stop run over the 2.2-mile airport portion of the 5.2-mile circuit.

"If everything holds together, we should be successful," he said, and mechanic Alan Waldron verifies that the 850 cc car is "more highly tuned than ever before."

Diehl will be running against several work teams including the English Ford Cortinas, one of which will be driven by 1963 world champion Jim Clark; the Alfa-Romeos Giulia T1's; the BMC Mini-Coopers.

The Richmonder indicated he hopes to find a ride in the 12-hour race as well. If he is successful, he will be running in the company of Phil Hill, Bruce McLaren and Richie Ginther in Ford GT's; Jim Hall and Hap Sharp in Chaparrals; last year's

co-winner Umberto Maglioli and Pedro Rodriguez in Ferraris; Dan Gurney and Clark in Lotus Fords.

Familiar Marlboro SCCA race drivers also will be participating. They are national champions Bruce Jennings in a Chaparral; Ed Lowther, a Cobra; Bob Tullius, a Spitfire; Bob Johnson, a Cobra; Don Sessler, a Porsche 904; Tom O'Brien, a Ferrari.

Adding variety to the field will be NASCAR driver Tiny Lund in a Ferrari GTO and Indy driver Roger McClusky, also in a Ferrari.

This 15th annual race is sponsored by the Automobile Racing Club of Florida and sanctioned by the FIA.

Chaparral Takes First at Sebring

SEBRING, Fla., March 27—(AP)—Jim Hall, wealthy young Texas oilman who races sports cars for fun, drove his Chaparral to a surprise victory in the Sebring 12-hour endurance race Saturday.

Hall and Hap Sharp, his fellow businessman in oil well drilling as well as driving, were in first or second place all the way in their pure white machine with unorthodox appear-

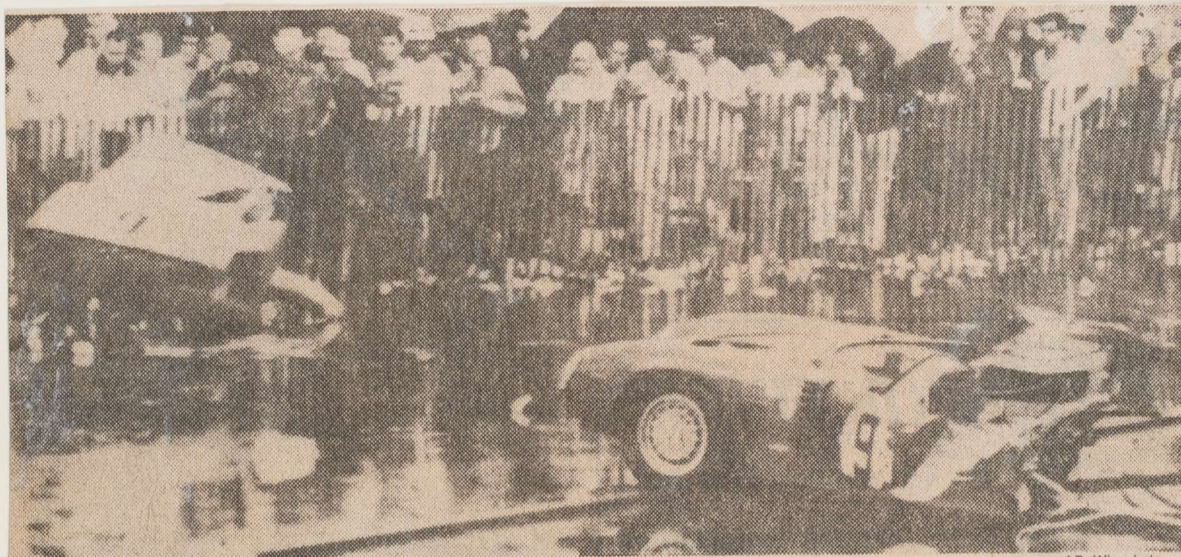
ance and unprecedented automatic transmission.

They put an end to the reign of Ferrari, which could do no better than third place after winning here the past four years in a row.

The winners covered 197 laps unofficially and averaged 84.723 miles an hour.

Because of a violent rainstorm, the record of 214 laps and 92,364 mph held up. Mike Parkes and Umberto Maglioli set it in a factory Ferrari.

There was no question the Hall-Sharp Chaparral was the fastest in the field of 67 cars which started. Its big Chevrolet engine, with a set of exhausts behind the driver looking like a pipe organ, turned it around the



AP Wirephoto

RIPPED IN HALF—This Italian-make sports car, a Grifo, was torn in half yesterday when it hit a steel post on a bridge over the Sebring race course during a heavy rain storm. Mike Gam-

mino and G. Rainville, of Providence, was the driving team for the auto, Gammino, behind the wheel when the accident occurred, was not seriously injured.

Hall, Sharp Team for Win

Chaparral Is First at Sebring

Continued from 1st Sports Page flat 5.2-mile airport course in record-breaking laps. Only an hour-long deluge of rain prevented it from a full race record.

Sharp had the honor of driving the record lap in two minutes, 59 seconds — a speed of 104.58 miles an hour. It erased the 3:06.2 and 100.539 mph record set by John Surtees in a Ferrari last year.

Yet Sebring veterans said the Chaparral was a fine sprint car but wouldn't hold up for 12 hours of pounding on the abrasive concrete and asphalt surface. They said its automatic transmission would put too much strain on the brakes at the sharp turns.

They were wrong. Hall was right when he said the automatic transmission, an innovation in road racing, would free the driver's hands for better

control and more speed in the corners.

A Ford GT prototype, which won the Daytona continental race at 2,000 kilometers (1,243 miles) only a month ago, finished second.

It was six laps behind the winner and its veteran drivers, Ken Miles of Hollywood, Calif., and Bruce McLaren of New Zealand were nursing their machine through the hours after darkness fell.

The fastest Ferrari to qualify retired with a broken clutch three hours before the finish. While it was running, Pedro Rodriguez of Mexico City and Graham Hill of London kept it in contention.

They were running second when mechanical failure sent their machine behind the pit wall in a cloud of smoke.

The same fate befell Dan Gurney's Lotus Ford sports car earlier. It was the leader at noon when the race was only

two hours old. Then the oil pump broke.

A similar fate befell millionaire John Mecom's exotic Lola Ford sports car at an early hour.

It was a day of extremes. The afternoon heat was so intense that two drivers required hospital treatment for heat exhaustion.

A rain squall hit with unprecedented violence at 5:25 p.m. The deluge was so heavy that the lap speed dropped from better than 100 miles per hour to 28 mph for nearly an hour.

Phil Hill, former world driving champion from Santa Monica, Calif., said the water inside his No. 16 Cobra was up to his waist and sloshing back and forth in waves.

There were six accidents. Four drivers and two spectators were taken to hospitals, but none was seriously hurt.

The most spectacular crash involved three cars on the as-

phalt road stretch between a series of curves known as "the esses" and "hairpin turn."

Trouble started after Nick Cone's Volvo blew an engine and stopped. George Reed piled into the car with his Cobra after Cone had stepped out of his machine. Along came Chuck Stoddard in an Alfa and flipped over and over as he tried to avoid the wreck.

Reed, from Midlothian, Ill., was taken to a St. Petersburg Hospital for emergency treatment. He had only cuts and bruises. The other drivers were not hospitalized.

Here are the final unofficial standings of the Sebring 12-hour endurance race: (1) Chaparral, Jim Hall-Hap Sharp, 196 laps. (2) Ford GT, Ken Miles-Bruce McLaren, 192 laps. (3) Ferrari, David Piper-Tony Maggs, 190 laps. (4) Ford Cobra, Joe Schlessler-Bob Banduarni, 187 laps. (5) Porsche, Lake Underwood-Gunther Klusu, 185 laps. (6) Porsche, Ben Pan-Joe Buzzetta, 185 laps. (7) Ford-Cobra, Bob Johnson-Tom Payne, 185 laps. (8) Ferrari, Umberto Maglioli-Giancarlo Baghetti, 184 laps. (9) Porsche, Herbert Linde-Gerhard Mitter, 184 laps. (10) Porsche, Scooter Patrick-David Jordan, 183 laps.

Richmond Entry Wins in Sebring

SEBRING, March 27—Ed Diehl of Richmond, Va., turned in a highly impressive performance in yesterday's Sebring Sedan Race, unofficially winning his class race and then finishing a probable ninth in over-all standings.

Diehl, driving a Saab 96, had no difficulty in easily winning his class. The over-all winner, although all results are unofficial until tomorrow's finish of the Sebring 12-hour endurance race, appears to be Jimmy Clark of Scotland in a Lotus-Ford Cortina.

Over 40 cars and some of the world's top drivers were entered in yesterday's Sedan field.

N.L. 3-27-65

Porsche Is First

Wiltshire Greenwood drove his Porsche to overall and sports class victories yesterday in a Virginia Motor Sport Club miracle maze gymkana at the Miracle Mart parking lot on Staples Mill road.

N.L. 3-22-65

1965

Sebring Winner Enters VIR Event 4-1-65

DANVILLE, April 1 — (AP) — Shifted a week from their previous date, the championship races at Virginia International Raceway will open here April 10 bolstered by drivers and cars fresh from the 12-hour Grand Prix of Endurance at Sebring, Fla.

Officials of the North Carolina Region of the Sports Car Club of America yesterday confirmed the entry of Bruce Jennings of Towson, Md., who drove on the victorious Chaparral team in the Sebring race. Also competing will be Triumph team driver Bob Tullius

of Alexandria in his championship TR-4, and Brad Pickard, Smithfield, R. I., in his Sebring MG-B.

From Columbia, S. C., Cobra-driver Graham "Tombstone" Shaw will bring his Sebring GT coupe with the regular 289 cubic inch engine, plus another Shelby-American model boasting an engine half again as large.

Jennings, whose number two Chaparral finished third in class behind the winning Jim Hall-Hap Sharp car at Sebring, will enter his two Porsches in separate races at VIR.

The April 10-11 date was substituted for the original April 3-4 week end because of a shortage of accommodations during a convention in this Southside Virginia city.

Already, some 90 entries have been received for the races, first on the SCCA's national championship circuit this year. Among those entered are five former national champions: Tullius, Jennings, Don Sessler of Lancaster, Ohio, in a Sunbeam Tiger; Don Yenko of Canonsburg, Pa., in a Class B Corvette, and Donna Mae Mims in her pink MG-B.

Richmonders to Compete at Danville Sunday

Shaw Shoots at Hansgen's VIR Track Record

By SHIRLEY PATTESON

Graham Shaw's 7-liter stock car-engined Cobra will be the largest car running at Virginia International Raceway Sunday and is expected to break the track record set in 1961 by Walt Hansgen in a Maserati.

Shaw of Columbia, S. C., along with other familiar SCCA drivers including two Richmonders, will be competing for national divisional trophies.

Departing from the "old" concept of national competition, the SCCA this year has "new" divisional championship contests which will lead to national runoffs at Daytona Beach, Fla., next fall.

Local driver Dick Staples, fresh from setting a track record at the Marlboro drivers' school last week end, will be competing in his refurbished Spitfire. Lapping the Marlboro course at 1:43, Staples bettered the original lap record in G production by a half second.

Also looking for a win, Richmonder Bill Parker will be touring in his H production Sprite.

Though Shaw would appear to have a "slight" edge over the three other Cobra entries, he will have to maintain endurance and driver "know-how" to get around the 3.2-mile course enough times to win the one-hour A production race. His Cobra competitors such as Northeast divisional A production champion Harold Keck of Hellertown, Pa., and Michael Goth of Greenwich, Conn., aren't novices.



PATTESON

Don Sessler of Lancaster, Ohio, last year's F production champion in a Sunbeam Alpine, has moved up to a B production Sunbeam Alpine "Tiger" and should give B production champion Don Yenko in a Corvette quite a go. Yenko of Washington, Pa., holds the lap record at VIR for class B.

Among other national champions present will be Bruce Jennings of Baltimore in his Porsche Carrera and Bob Tullius of Alexandria in his TR-4 which swept national, divisional, and AARC championships in 1963-64.

Tullius also will try on for size a Lotus Cortina in the tomorrow afternoon's sedan race. Running in the same event will be the racing team of Marianne "Pinkie" Rollo of New York City and Pat Mernone of Washington, in the same Peugeot 404 which saw action in the 12-hour Marlboro endurance race last August.

Of spectator interest, a convenient addition to VIR is that of an automobile bridge across the track into the infield which should relieve the familiar bumper-to-bumper traffic congestion.

Major race activities get underway Sunday at 11:30 with races for all classes.

On the local scene, male sports car buffs will run in the Virginia Motor Sport Club's annual ladies' rally, an event planned and directed by the distaff members of the club.

Officials Laretta Dixon and Doris Belcher have called for a 1 p.m. start Sunday from the River Road Shopping Center.



TEAM ENTRY AT DANVILLE
Pat Mernone (left) and Marianne Rollo

Shaw First In VIR Feature

4-17-65

DANVILLE, April 11—(AP)—“Tombstone” Shaw of Columbia, S. C., drove his Cobra to a runaway victory in the feature race Sunday at Virginia International Raceway (VIA).

Shaw drove at a 140-mile-per-hour pace, while mechanical ills sidelined the pole-holding Cobra of Michael Goth of Greenwich, Conn., and the Corvette of Don Yenko of Cannonsburg, Pa.

Then he eased up a bit while Don Sessler of Lancaster, Ohio, in a Sunbeam Tiger, and Ben Moore of Bethlehem, Pa., in a Corvette fought over the remains of the 15-lap feature for A, B and D production cars.

Breaks Record

Sessler broke the B production track record by some four seconds as he caught and passed Moore only two laps from the checkered flag.

Shaw's victory was the fruit of a day of hard labor on the part of his mechanics. During practice Sunday morning, his car, dubbed “The Orange Snake,” had transmission problems and his pit crew fitted a new gearbox between noon and the 5 p.m. race time.

Intermittent sprinkles, chilly winds and lowering skies held attendance to some 7,000 persons for the races, first of the Sports Car Club of America's National Championship trail.

In an earlier race, Phil Groggins of Schenectady, N. Y., in a C Production Lotus Elan drove a beautiful race to out-run favored national champion Bruce Jennings of Towson, Md., in a Porsche Carrera.

Their duel took place in the midst of the bullet-fast 15-lapper for C Production and all modified cars. Allen Friedland of Philadelphia in an Elva VII was the over-all winner.

Two other races saw second-place class finishes that overshadowed the class victories.

Bert Everatt of Doylestown, Pa., in a Porsche won the E and F Production event. But third overall and second in E was Ron Grable of Randallstown, Md. Grable's Porsche fouled its plugs on the start, spent a minute in the pits, then came back to turn consistent laps four seconds under the class record while moving up from last to his final position.

The summaries:

SEDANS—Jake McLoughlin, Winston-Salem, Lotus Corlino; Dick Bentner, Charlottesville; Austin Cooper, Don Yenko, Cannonsburg, Pa.; Austin Cooper.

E AND F PRODUCTION—Bert Everatt, Doylestown, Pa.; Porsche, Dan Carmichael, Columbus, Sunbeam Alpine; Ron Grable, Randallstown, Md., Porsche.

G AND H PRODUCTION—Fred Darling, Seekonk, Mass., Sprite; Dick Staples, Richmond, Spiffire; Bob Rentzell, Chattanooga, Sprite.

C PRODUCTION AND ALL MODIFIED—Allen, Friedland, Philadelphia, Elva VII; Edward Diamond, Rochester, Elva; Phil Groggins, Schenectady, N. Y., Lotus Elan.

A, B AND D PRODUCTION—Graham Shaw, Columbia, Cobra; Don Sessler, Lancaster, Ohio, Sunbeam Tiger; Ben Moore, Bethlehem, Pa., Corvette.

MARLBORO RACE

4-21-65

Friedland to Face Tough Field Sunday

By SHIRLEY PATTESON

Alan Friedland in his Elva Mk VII has his work cut out for him at the twisty Marlboro, Md., race track Sunday.

In the feature modified event for the Governor's Cup, Friedland, a winner at VIR last week, will once again take on Ed Diamond's Elva which placed second behind him at Danville.



Even stronger competition is anticipated from three unknown quantities as far as this season's performances are concerned.

Last year's national champions Ed Lowther in his Genie-Mustang and Lew Kerr in a new-to-this-country Brabham BT-8, and M. R. J. “Doc” Wylie in a new Elva BMW, along with 24 other modified entries, all should provide enough interest to keep both Friedland and the spectators busy.

In the big A production race, national champion Charlie Kolb in his Porsche 904 will be looking for retaliation and first-place honors over Harold Keck's Cobra 289 which took second in the Daytona Continental 2000 km. to Kolb's sixth.

Three Richmond entries will be included in this SCAA event. Correcting fuel pump difficulties from Danville, Dick Staples in his fast Spitfire will be seen

ing action in G production. Ed Diehl in the Saab 96 will be competing against 14 other sedans in the newly-organized sedan class. Running in H production is Bill Parker in a Sprite.

Over 200 entries are expected for this second national race which starts at 10 a.m. with 30-minute events for each class.

Lowther Wins At Marlboro

MARLBORO, Md., April 25—(AP)—Ed Lowther of Pittsburgh started and finished in front, winning his second straight Governor's Cup sports car road racing title at Marlboro Motor Raceway Sunday.

His margin was 10 seconds over Charley Kolb, formerly of Silver Spring and now of Miami. Kolb's Porsche RSK was another 10 seconds ahead of the Cooper-Ford of Sherman Decker, of Oneonta, N. Y.

The winner's Genie-Mustang averaged 65.4 miles per hour for the half-hour race over a track dried out after a midday rain.

SPORTS CAR RACES

'Hard Luck' Plagues Driver

By SHIRLEY PATTESON

"Hard luck" is what a Richmond sports car driver has been enduring this season and what he hopes he is not facing Sunday when he drives his fourth national race of the year at Cumberland, Md.

In the past three events, Dick Staples, bidding for a national title in his G production Spitfire, encountered a faulty fuel pump at VIR, a broken fan pulley at Marlboro, Md., and a seized engine during practice last week end at Vineland, N. J.

Despite these misfortunes, he is currently tied with Dick Gil-



Patteson

martin of Falls Church for second-place in national points in G production.

The only Richmond entry, Staples isn't superstitious about the upcoming Cumberland races now in their 13th year of running and reports that the Spitfire is back in shape.

Apparently 299 other drivers aren't superstitious either since a field of 300 entries are expected for the 10 races scheduled over the 1.6-mile airport course.

Heading the list of top amateur drivers who will be competing for points and trophies is C modified champ Ed Lowther in his Genie-Mustang. Last year's Cumberland victor Tom O'Brien in a Ferrari and veteran Dr. M. R. J. Wylie in a new Elva BMW will also be on hand to see that Lowther's task is not too easy.

The big bore production cars, always crowd pleasers, will be out in force with Harold Keck and Bob Johnson in Cobras, Don Yenke and Frank Dominiani in Corvettes, and Don Sessler in the fast Sunbeam Tiger which put on a good show at VIR.

In the smaller production categories, C production champion Bruce Jennings is due to return with his stable of C and E class Porsches, while Bob Tullius will have his undefeated TR-4 on the line.

These "Lucky 13th" races sponsored by the Lions Club and Steel Cities region SCCA represent a continuation of one of the first road race programs held in this country after the war.

RICHMONDER 2D IN SPORTS CAR RACES

Decker Runs Away From Rivals As Car 'Runs Out of Brakes'

By SHIRLEY PATTESON

"I was running out of brakes" was Sherman Decker's comment about his Cooper Ford after finishing half-lap ahead of M. R. J. "Doc" Wylie's Elva BMW in the feature modified event at the Cumberland, Md., sports car races yesterday.

Forecast to win this race, Ed Lowther in the Genie-Mustang encountered a blown engine during practice Friday, rebuilt the engine and again blew it Saturday, went home to Pittsburgh for a new engine and returned just in time for the race. Unfortunately, all went for naught, because his transmission locked up half way through, and he failed to finish.

After registering 78 mph laps in his duel with Lowther, Decker of Oreonata, N. Y., coasted to an easy win before a crowd of 30,000.

Running in the A and B production race, Harold Keck wrestled his A production 427 Cobra through the corners and untapped 525 horse power down the airport straightway to repeat his Marlboro win of several weeks ago.

The real contest, however,

was for second place between B production national champion Frank Dominiani in a Corvette and last year's winner of this race, Bob Johnson. Johnson, switching from a Cobra to a brand-new Shelby Mustang, started dead last and gave spectators quite a thrill by taking the checkered flag in an almost photo finish.

Richmonder Dick Staples in his Spitfire completed the G production race in a strong spot behind Dick Gilmartin's Spitfire. They had the race all to themselves after Howard Hanna's Rene-Bonnet retired.

The nine-race schedule offered by the Steel Cities Region of the SCCA attracted 303 entries.

The Summary:

G, H PRODUCTION: Dick Gilmartin, Falls Church, Spitfire; Dick Staples, Richmond, Spitfire; Bob Sharp, Wilton, Conn., Datsun.

F PRODUCTION: Brian Fuerstenau, Annapdale, TR-3; Donna Mae Mims, Pittsburgh, TR-3; Leo Picard, N. Smithfield, R. I., Volvo 1800.

E PRODUCTION: George Frey, Allentown, Pa., Porsche; Bruce Jennings, Towson, Md., Porsche; Bert Everett, Doylestown, Pa., Porsche.

FORMULA V: Chester Freeman, Columbus, Ohio, Boney; George Bull, Elliott City, Md., Formcar; Arthur Smith, Amherst, N. Y., Formcar.

C, D PRODUCTION: Phil Groggins, Schenectady, N. Y., Lotus Elan; Bob Tullius, Alexandria, TR-4; Russ MacGrotty, Flushing, N. Y., Lotus Elan.

A, B PRODUCTION: Harold Keck, Hellertown, Pa., Cobra; Bob Johnson, Columbus, Mustang; Frank Dominiani, Long Island, Corvette.

FORMULA A, B, C: Gaston Andre, Farmington, Mass., Alfa Romeo; Allen Gottlieb, McKeesport, Pa., Lotus; O. Reed Rollo, Washington, Cooper.

MODIFIED: Sperm Decker, Oreonata, N. Y., Cooper Ford; M. R. J. Wylie, Allison Park, Pa., Elva BMW; Allen Friedland, Philadelphia, Elva.

SUNDAY MEET

500 Second Race Set At Marlboro

The SCCA will offer Sunday at Marlboro its own version of the Indianapolis 500.

Unlike the Hoosier 500-mile event, the Maryland track is expected to feature its traditional gimmick 500-second race along with a full card of regional class contests.

Two Richmond drivers will be on hand to compete in their races and perhaps to take part in the gimmick "500."

Dick Staples, a regular contender this season, will be keeping his Spitfire warmed up for a national race, a Southeast division event at Spartanburg, S. C. Also, Ed Diehl in the Saab 96 will be participating for regional points in the popular sedan class.

Starting time has been set for 10 a.m. (EDT).

Wiltshire and Ann Greenwood in a Porsche won the Virginia Motor Sport Club's annual historical rally, Sunday, which covered 130 miles within five area counties.

Graham Hill Is Winner In Monaco

MONTE CARLO, May 30—(AP)—Britain's Graham Hill in a BRM became the first three-in-succession winner Sunday of the Monaco Grand Prix for formula one cars, in a ferocious battle between British BRMs and Italian Ferraris.

Italy's Lorenzo Bandino placed second in a Ferrari, and BRM driver Jackie Stewart of Scotland placed third.

Hill's time was two hours, 37 minutes, 39.6 seconds, for an average of 74.18 miles per hour. Bandini was timed in 2 hours, 38 minutes, 43.6 seconds and Stewart in two hours, 39 minutes, 21.5 seconds.

World champion John Surtees of Britain was in the running in the top three until the last lap when his Ferrari ran out of fuel. He pushed the car over the line for a technical finish.

Australian driver Paul Hawkins plunged into Monte Carlo Bay in a cloud of straw and a huge splash amid luxurious yachts anchored there. Officials said he was not hurt.

Hawkins, in a Lotus 33, was speeding into a zig-zag section of the course made by straw bales, while in ninth position. Spectators saw a cloud of straw fly into the air.

The car shot over the wall and plunged into the water about 10 yards off shore.

But immediately, Hawkins' driver helmet was seen bobbing in the waves. Lifesavers and frogmen kept on hand for just such an incident swam immediately to his aid. The car sank out of sight.

The finishers:

- (1) Graham Hill, Britain, BRM, 2 hours, 37 minutes, 39.6 seconds, for an average of 74.18 miles per hour.
- (2) Lorenzo Bandini, Italy, Ferrari, 2:38:43.6.
- (3) Jackie Stewart, Britain, Ferrari, one lap behind.
- (4) Bruce McLaren, New Zealand, Cooper Coventry, two laps behind.
- (5) Jo Siffert, Switzerland, Brabham BRM, two laps behind.
- (6) Joachim Bonnier, Sweden, Brabham, three laps behind.
- (7) Denis Hulme, New Zealand, Brabham Coventry Climax, eight laps behind.
- (8) Bob Anderson, Britain, Brabham Climax, 15 laps behind.
- (9) Paul Hawkins, Australia, Lotus 33, 21 laps behind.

NL 6-24-65

Richmonders Enter Marlboro's Sprints

By SHIRLEY PATTESON

Another week end of sports car racing will be facing a few local drivers who are still recouping from Suffolk competition Sunday.



PATTESON

Two different events are in the offering. One event will be the annual SCCA June Sprints at Marlboro, Md., Sunday, and three Richmonders will be on hand for this regional contest.

Hoping mechanical problems have been ironed out, Dick Staples will be competing in his G production Spitfire. Also, Suffolk veterans Victor Matthews in his winning TR-3 and Bruce Justice in his Twin Cam MG will be looking for victories in F production.

Former Richmonder Ed Diehl, now of Charlottesville, is also expected in his familiar Saab 96.

Composed of short class races and a one-hour feature, the Sprints will get underway at 10 a.m.

Another event will come the night before at Winston-Salem where sportsman stock cars and hobby junkers will run on the same card with sports cars from D production down and sedans.

Working out fuel pump problems and undertaking repairs on body damage received at Suffolk, Richmonder Whitey Johnson will be competing in this night-time race if he gets his Elva Courier back into condition.

In other area activities, the Petersburg Motor Sports Club will offer a rally for members and guests Sunday. A 1:30 p.m. start is planned from the A&P lot at Walnut Hills in Petersburg.

Schedule Change

Wray Bragg's "A-Go-Go" gymkhana for Virginia Motor Sports Club enthusiasts will be held Sunday at Thalhimers' Westmoreland parking lot. The event was originally scheduled at the Miracle Mart parking lot on Williamsburg rd. 7-16-65

Betty Johnson Faces Race Debut

By SHIRLEY PATTESON

Would you believe a woman race driver in the Richmond area?

"The thrill of driving a machine to its maximum output without the worry of ordinary street traffic"—this is just one of the many reasons Mrs. Welford K. Johnson of Richmond gave for wanting to race in what is considered a man's sport.

And her desire will be realized Sunday when she in her race-ready Elva Courier takes her first outing at the SCCA's regional "Marlboro 500" at the Maryland track.

Betty's machine, however, is a veteran at sports car races having been campaigned for two years by her husband Whitey, holder of a national SCCA license and definitely not a novice to the sport.

Whitey, a Richmond fireman, "willed" the Elva to his wife when, through a business agreement, he acquired a Lotus 7A which he plans to put into full regional and national operation starting with the "500" event.

Ironically, Betty introduced her husband to sports cars by finally getting him to Marlboro to watch a race. From then on he was hooked and obviously, she is, too.

In addition to being a mother of a 9-year-old boy and a drafting clerk for the telephone company, she is also an artist.

What does her husband think about his wife's new activity?

"At first, I didn't like it, I felt she would panic in the fast-moving race traffic; later, at the drivers' schools in March, she proved her capability."

Both agreed that the excellent instruction provided for at the SCCA Washington region's school allows a novice to build his driving confidence through a real down-to-work program including a blackboard session, track tours on foot, dual driving sessions with assigned instructors, and finally solo runs in actual race situations.

Betty's first of the required two schools, however, almost put a damper on her racing "career" when she found herself running with the really big machinery—a Ferrari, for instance—in her practice race. But competing with the opposite sex isn't a concern.



Staff Photo

BETTY JOHNSON CHECKS CAR Husband Smiles His Approval

"There's really no difference when you're out on the track. After all, the race is the thing. And my racing hope is to drive as aggressive as Whitey and as smooth as my racing instructor."

The 16-event card will attract five other Richmond cars to contest the various classes. Dick Staples' point-leading G production Spitfire will lead the Treco racing group along with Don Campbell's E sports-racing Devin Triumph. Len Wells' homebuilt X4CV will fill another sports-racing (called modified last year) slot in class H. Over in sedans, Sam Perry's D Saab will be on hand. Newcomer Paul Huffman will take out his E production Elva in the novice race.

ENDURANCE RUN

NL - 7-26-65

Decision Gives Donar Marlboro Feature

By SHIRLEY PATTESON

Not until an hour after the conclusion of "Les Six-Heures de Marlboro" last night did officials know who won the endurance event.

The checkered flag, champagne, and pats-on-the-back went to the team of Warren Shamlian of Bethesda, Md., and Dick Thompson of Washington, who drove Shamlian's Elva Porsche to what they thought was victory but later proved a second-place.

The winning car, a Donar, home-built from ground up by its owner Doug Diffenderfer of Old Tappan, N. J., and driven by him and Jim Miller of Orangeburg, N. Y., supposedly had finished a lap behind the Elva but later moved into the place of honor after the team had lodged an official protest.

ONE HEADLIGHT

This was the problem. Thompson at the wheel of the Elva, scant minutes from the finish, had a recurrence of electrical difficulties which had plagued the car all evening and was black-flagged for having only one headlight. Rather than pit and lose the race, he ignored the flag and was penalized one lap by the race stewards. This penalty served to drop the Shamlian-Thompson entry to second place.

The victorious Buick-engined

car, dubbed the Donar after a mythical German god of thunder, certainly lived up to its name in this, its sixth race. The only problem encountered by the team was a slipping clutch toward the end.

Bart Kinlein of Washington and Rick Mandelson of Baltimore, driving a Porsche, took first in index of performance, a handicap designed to equalize the performance of all-sized cars.

One Richmond team started and completed the endurance event. Bill Parker and Bob Bowers in Parker's Sprite finished a healthy ninth over-all in a steady run interrupted by only one mechanical failure—a broken axle in the fourth hour.

A former Richmonder, Ed Diel with Bob Tullius of Arlington, finished sixth over-all in a TR-4 in which both caught a last-minute ride.

Twenty-one cars out of 33 completed the six-hour race. Earlier, 13 sprint races composed of three and eight-lap events were held for all classes, and Richmonders had varying degrees of success.

Vic Matthews in his F production TR-3 finished a tenth in class in the three-lap contest but improved his run to a second-place in the eight-lap.

In the same class Bob Wey

Continued on Page 16

Donar

Continued from Page 15

in a TR-3 turned in a seventh in both the short and long races. Also running in F, Bob Bowers in an Alfa tallied a third in the three-lap but failed to finish his second event.

In the large production race, Lee Blevins in a D production TR-4 placed eighth in class for both of his runs. Novice Don Campbell also tied his own class score in the two events by finishing ninth in his TR-4.

The summary (8-lap):

MODIFIED: Ron Grable, Elva BMW; Bob Moudt, Cooper; Fred Touchton, Porsche RSK.

A, B, C, D PRODUCTION: Bob Tullius, TR-4; Dudley Smolen, XKE; Dick Stockton, TR-4.

E, F PRODUCTION: John Moore, Porsche; Bruce Jennings, Porsche; Dick Scarborough, Porsche.

G PRODUCTION, SEDANS: Dick Gilmarin, Spitfire; Carson Baird, Midget; Joe Hauser, Sprite.

H PRODUCTION: Bob Turgeon, Sprite; Randy Canfield, Sprite; Robert Welch, Sprite.

FORMULA: Malcolm Starr, Lotus 20; James Miller, Formcar; George Bull, Formcar.

(SIX-HOUR) (first 10 places only): 1. Doug Diffenderfer/Jim Miller, Donar, 195 laps; 2. Warren Shamlian/Dick Thompson, Elva Porsche; 3. Bruce Jennings/Ron Grable, Porsche; 4. Bart Kinlein/Rick Mandelson, Porsche; 5. David Elv/Dick Scarborough, Porsche; 6. Bob Tullius/Ed Diehl, TR-4; 7. Akran Hannoush, Ed Batiye, Porsche; 8. Warren Matzen/Ed Grant, Lotus S-7; 9. Bill Parker/Bob Bowers, Sprite; 10. Monty Winkler/Pete VanderVate, Sprite MK. 11.

Say, Not a...
ells Coaches
the-Half Somersalt
DIVE AT CCVA.
Staff Photo by Don Pennell

GRAND PRIX OF ENDURANCE WEEK END

Richmond Sports Car Drivers Enter Sebring's Four-Hour Race

By Shirley Patteson

When Richmonder Craig Pelouze gets behind the wheel of "his" 1964 Lotus Ford Cortina

at the Sebring four-hour sedan race, he will be sitting in a seat once occupied by such notable drivers as Dan Gurney, Buck Baker, Mike Beckwith and Bob Tullius.



Patteson

Local contender Sam Perry, on the other hand, will be paving his own glory road as he takes the reins of his brand new 1966 Saab 96 in the same sedan event.

Both Richmonders are on their way to sunny Florida to compete in Friday's running of the four-hour International Touring Car Race which is part of the 12-hour Grand Prix of Endurance activities scheduled this week end.

Since he drove his race-winning Fiat, Pelouze has not been seen recently on area tracks but decided to come out of "retirement" when he was offered a ride in the Cortina, owned by an English Ford dealer, Phillips Bros. Inc. of Norfolk.

Though it will be sporting a new BRM engine, the Cortina is well track-broken after its two years. At Sebring in '64, Gurney drove the car to a win in class in the sedan race. Since then, it has competed with varying degrees of success at both the '64 and '65 Marlboro 12-hour races and last year at the Daytona Continental 2,000-kilometer event.

DRAG STRIP TIME

More recently, the racer has appeared on drag strips attaining a best speed of 96 mph in 14.4 seconds in a quarter-mile.

Though Pelouze has gotten in some practice, he still is looking toward more at Sebring before the race.

His major problem—"getting used to the right-hand drive."

Saabs are old friends to Perry and though he raced a '63 version last season, he anticipates no trouble with his race-conditioned '66 model.

"The only noticeable change is in the transmission—a four-speed instead of a three," said Perry who takes to Sebring a sixth-place finish at last year's Marlboro 12-hour and a record of 17 won races, most of them in an Elva before he temporarily left the racing scene in 1961.

Competition for the Richmonders will come from some of the best national and international contenders such as Jackie

Stewart, Jack Sears, Frank Gardner and Sir John Whitmore, all driving Team Lotus entries, and SCCA champion Bob Tullius in a Dodge Dart.

Two races within one actually will be going on in this sedan event—FIA-sanctioned classes based on engine displacement, and the North American touring car championship division of over and under two liters. Pelouze and Perry won't be competing against each other under FIA classes but will be contending in the under two-liter division.

The main event will fall Saturday when 70 of the world's top sports, prototype, and grand touring racers begin their 10 a.m. to 10 p.m. grind.

'RED' SAAB BEATS 'GREEN'

Alfa Surprises, Wins at Marlboro

8-16-65 NL

By SHIRLEY PATTESON

They said an Alfa-Romeo couldn't do it, but it did at the Marlboro 12-hour sedan race yesterday.

Monty Winkler and Pete Vander Vate of Washington "snubbed" the international entries of Lotus Ford Cortinas and the domestic Plymouth Barracudas and went on to complete 375 laps or 800 miles of nearly flawless driving with only few mechanical problems, the worst being leaking oil in the 11th hour.

This season, however, Winkler's new entry has not had the success it enjoyed yesterday as engine problems have plagued it, leaving spectators doubtful as to its endurance. But doubt vanished when the 1,600 TI at one point stretched its lead by as much as 14 laps over its second-place rival, a Barracuda.

While Winkler lacks the depth of race experience, Van der Vate, who prepared the winning car, has to his credit two national championships in G production.

As the Alfa was reaping unexpected glory, the British team Lotus were suffering a familiar malady—brake trouble similar to that encountered in last year's contest.

Despite this, the driving pair of Paul Hawkins of Melbourne, Australia, and Ray Pierpont, Londo, finished in second place four laps behind the winner. In the second Cortina, Trevor Taylor of Rotherham, Australia, and Jacques Ickx from Belgium came in ninth overall and third in class.

The favorite, Jackie Stewart of Glasgow, Scotland, and his co-driver from London, Mike Beckwith, fell victims to a broken oil line and retired in the first hour while leading.

The factory-supported Ply-

mouth Barracuda of Les Nether-ton and Scott Harvey stopped on the course and failed to finish, while the privately-entered model driven by Ron Grable and Nolan Sims came in eighth overall and first in class after a wheel collapsed earlier in the race.

Index of performance honors went to a smooth-running Saab 96 manned by Chris Custer and Ben Fowke who piloted their entry to a third over-all and a first in class.

On the home front, the "red beanshooter" shot past the "greenbean" to a creditable sixth-overall and third in class, while its "rival" settled for a 14th spot and fifth in class.

In its debut, the red Saab 96 turned in a seasoned performance, with drivers Sam Perry Jr. and George Mershon encountering no mechanical problems even after the Saab was flipped during the fifth hour without injury to Perry and only slight body damage.

The former Richmond green Saab 96, driven by Ed Diehl and Lynn Walker, suffered a myriad of technical ills including a broken manifold and a collapsed wheel.

Twenty-five cars out of 34 were still running at this FIA contest.

The summary: (first ten over-all with entrants' home town).

1. Monty Winkler, and Pete Van der Vate, Alfa Romeo, Washington, D.C.
2. Paul Hawkins and Ray Pierpont, Lotus Cortina, Cheshunt, England.
3. Chris Custer and Ben Fowke, Saab 96, Springfield, Me.
4. Clyde Billing and Hal Mayforth, Saab 96, Washington, Me.
5. Hugh Grammer and Paul Hill, Austin-Cooper, Fort Worth, Texas.
6. Sam Perry Jr. and George Mershon, Saab 96, Richmond.
7. Jack Rabold and Ray Tessier, VW, Ephrata, Pa.
8. Nolan Sims and Ron Grable, Barracuda, Matoon, Ill.
9. Trevor Taylor and Jacques Ickx, Lotus Cortina, Cheshunt, England.
10. Larry Gieritz and Charles Barnes, Austin Cooper, Fort Worth, Texas.

Serpentine Sports Race Is Sunday

By SHIRLEY PATTESON

The name is the clue to the "Serpentine Rally" to be run Sunday when the Petersburg Motor Sports Club sponsors this event.

A straight-forward time-speed-distance contest will take sports cars over a 100 miles of Chesterfield county roads, according to president Ron Miller who is assisting his wife, O. D. Hazel Miller.

Starting place has been set for the A&P parking lot in Walnut Hills, Petersburg, with driver registration at 1 p.m. for a 1:30 departure.

On the racing front, the Volvo Club is planning for a drivers' school Sunday at the Ellerson go kart track.

In charge of the day's activities which he emphasizes is not a competitive event is John Shanes who will be assisted by other instructors, all holding SCCA racing licenses. Even though the school will utilize many SCCA racing regulations, it also will incorporate variations necessitated by the use of the small course.

A blackboard session, track inspection tour, and trial runs are all part of the agenda designed to give practice and experience.

Shanes indicates that only a limited number of entries will be accepted and those interested should call him.

Sports Cars Set Rally For Sunday

A straight-forward time-speed-distance rally will be the sports car offering of the Virginia Motor Sport Club Sunday.

Dubbed the "September Morn" rally by officials Bill and Jackie Whitehead, the event will get underway at 1 p.m. from the Stratford Hills shopping center.

At the Volvo-Saab clubs' autocross at Ellerson Sunday, Ray Stinson of Norfolk turned his Lotus Elan around the go-kart track twice in an elapsed time of 1 min. 10.4 sec. to take the overall victory.

Class winners were Frank Keyser in a Corvette, over 1600 cc sports; Paul Huffman, Elva Courier, under 1600 cc sports; Doug Perkinson, Mustang, over 1600 cc sedans; Lawrence Hawthorne, Saab, under 1600 cc sedans; Carolyn Stinson, Lotus Elan, the ladies category; Dick Staples, Spitfire, modified class.

Staples Drives for High Position In G Production Point Standings

By SHIRLEY PATESON

Three race cars bearing green triangles with concave sides and the letters "T-R-E-C-O" on the doors have been hitting hard SCCA national races for a little over a month.

On Sunday, these same cars will be running at Marlboro, Md., in the last Northeast division SCCA national event.

The team members of "Trecos"—shortened for its former name, Trend Engineering Company—

are Richmonders Dick Staples in a Spitfire and Vic Matthews in a TR-3, and from Washington, the distaff teammate Pat Mernone driving a Morgan.

Staples, a co-owner of this group along Mrs. Pateson with Richmonder Bill Zimmerman, is taking a serious look at the "business" of racing. He will have participated in 19 national events by the time the season ends and will have traveled over 16,000 miles to and from events.



Wistfully looking at first place in the national G production point championship, Staples currently is holding down fifth position. A better-than-third place finish in any of his remaining three national races might cinch a number three spot in the national standings.

Present leaders in G—Dick Gilmartin in a Spitfire and Bob Sharp in a Datsun—will be on hand Sunday to settle their battle for first.

SIXTH PLACE

Last year's G production champion, Pat, one of Staples' persistent competitors this season, is sitting one position—sixth place—below Staples in the standings. Though Pat's reliable Morgan, as part of "Trecos," is prepared beforehand by Staples, the will to win still prevails on the track.

A novice last spring, Matthews has worked his way into a tie for second spot in the regional F production championship contest. He already has earned his national driving license enabling him to compete in the last two national events.

Big competition for Matthews Sunday will be Bob Julius driving the TR-3 of Brian Feurstenau, now in Viet Nam.

When "Trecos" winds up the national race season, they will concentrate on regional competition.

FIRST OUTING

Sam Perry Jr., will be giving his Saab 96 its first outing since its successful sixth-place finish in the Marlboro 12-hour sedan race last month.

Even though the sedan class is not considered for points in national competition, a large entry is expected, including the 12-hour victor Monty Winkler in his Alfa TI.

Thirty-minute races starting at 10 a. m. (EDT) will be offered to the 200 expected entries.

NOTES: To give "class" to class A, national point leader Harold Keck will be on hand to maneuver his thundering Cobra 427 around the short course. . . Don Yenko, national point leader in B, and Ben Moore will offer competition in their successful Corvettes. . . Four of the rare Lotus Elans are expected in C production. . . Former Richmonder Ed Diehl will be switching from Saab 96 to a single seater Quantum Saab in the formula race.



Gene Atkinson - Starter
Caryl Hatch - Navigator
Dick Hatch - DRIVER



1965

Whitehead 1st In Auto Rally

Bill Whitehead, who drove a Porsche, won first over-all honors in the gymkhana conducted by the Virginia Motor Sport Club yesterday on the Seaboard Air Line Railroad Company parking lot.

Whitehead also won honors in the class for sports cars over 1,500 cc. Other class winners were Wray Bragg, Renault Alpine, sports cars under 1,500 cc.; Len Wells, Corvair, sedans over 1,500 cc.; Bob Clark, Renault, sedans under 1,500 cc., and Doris Belcher, Cortina, women's class.

TEST DRIVING SKILLS

Sports Car Drivers Set for Gymkhana

By SHIRLEY PATTESON
Time and a maze of rubber nylons will be the big opponents for sports car drivers Sunday when 60 British-built autos compete in the Bravo Britannia gymkhana at Thalhimer Westmoreland.

Sponsored jointly by Thalhimer and the Virginia Motor Sport Club, the gymkhana will test the driving skill of each

contestant over a tight course laid out on the parking lot and will tempt each driver-navigator team to complete the course in the shortest period of time.

Providing a backup start, a chasis-twisting serpentine, a 65-yard straight, and a cloverleaf maneuver, the event also will add spice in the form of a turning circle with sand to make the pavement slick.



PATTESON

Officials Wray Bragg and George Patteson indicate that instead of

classes for sports and sedan entrants, a handicap in terms of time and based on potential performance of the vehicle will be the equalizer for all types. In the 15-year history of the local sports car club, this event will mark the first time VMSC has used an index of performance grading of cars.

Twelve trophies for first-place through tenth, the fastest time, and the highest-placed lady will be awarded immediately after the trials by David de Boinville, an official of the British embassy.

A Union Jack will wave the first car off at 1:30 p.m.

Also scheduled Sunday, SCCA regional racing will take place at the Virginia International Raceway near Danville with six Richmonders — one looking hopefully for a regional championship—competing.

Vic Matthews, now tied for second-place points in F production, will be racing for the "winner's circle" in his TR-3.

Fresh from winning two national SCCA races at Bainbridge, Ga., and Indianapolis, and in acquiring a fourth-place in national G production competition, Dick Staples will split driving chores in a Morgan with Pat Mernone of Washington, D. C. Others are Bill Parker in a Sprite; Whitey Johnson, an Elva Courier; novices Don Campbell and Ron Chandler, both in TR-4's.

10-16-65 T.D.

Gymkhana Set Tomorrow

Sixty entrants are expected for the Virginia Motor Sport Club-Thalhimer's Bravo Britannia Gymkhana scheduled tomorrow at 1:30 at Thalhimer Westmoreland.

The event is restricted to English cars and will be handicapped to make for more equality among entrants.

Trophies will be presented by The Earl of Dunmore, who is a direct descendant of John Murray, the fourth Earl of Dunmore and the last colonial governor of Virginia.

10-17-65



Enter "Bravo Britannia" through our Sixth St. "London Towne" facade



Today The Virginia Motor Sports Car Club will present a Gymkhana with British make cars at 1:30 P. M., at Thalhimer Westmoreland Center. You are cordially invited to attend. There is no admission charge.

Race Officer Dinner

By SHIRLEY PATTESON
Emphasizing race communications, Gary Jani, a licensed steward of the SCCA Washington region, will speak at the Virginia Motor Sport Club's annual dinner meeting tomorrow.

The guest speaker's association with race course operations such as flagging, starting, and setting up and maintaining controls has developed from his experience as chief of of SCCA communications since 1959, as a member of the contest board for three years, and as the assistant starter for Nassau Speed Week for the past two years.



PATTESON

Preceding this feature, a short business meeting will be conducted by VMSC president Cecil Wright who will award trophies for the last club event. Dinner at Andre's will begin at 6:30 p.m.

Two sports car events — a long rally and a regional race — are on schedule this week end.

Six Richmond driver-navigator pairs, including one three-car team, will participate in the 11th running of the Old Dominion rally.

Sponsored this year by the Peninsula Sports Car Club in

week-end effort. Matthews tallied three while Staples and Mernone scored two apiece. Chandler, a novice, finished third in his race.

and Wiltshire Greenwood driving a Porsche; Chuck Edwards and Cecil Wright, TR-4; Jackie and Bill Whitehead, Porsche. Other VMSC contestants are Caryl and Dick Hatch in a Sprite; Lauretta and Bill Dixon, VW; John Ruble and Al Smith, Mustang.

On the racing front, Marlboro, Md., will be the scene of SCCA regional racing Sunday with five Richmonders ready to go.

Vic Matthews, still looking for a break in his second-place tie in regional points, will be running his successful TR-3. At VIR Sunday, the "Trecos"

Richmond News Leader, Thursday, Nov. 11, 1965 47

Sports Car Finale Sunday at Marlboro

By SHIRLEY PATTESON
Six local drivers are tuning up their cars for the season's SCCA race finale at Marlboro, Md., Sunday, starting at 10 a.m.

Even though no Richmond entrants will be seeking places in regional standings, friendly duels and enthusiasm promise to be ingredients for the five and ten-lap races for all classes.

One "duel" will be going on between the red Saab of Sam Perry Jr. and the green

one belonging to Ed Diehl of Charlottesville who will be striving to clinch his regional championship. Another enthusiastic contender will be Whitey Johnson in his primed Elva Courier which gave spectators a good show at VIR last month.

In a TR-3, Vic Matthews, who holds a solid lock on second-place regional points in F-production, still would like to give the leader Brian Fuerstenau a few worries before concluding the season.

A usual competitor at both national and regional events, Dick Staples will take on driving duties in a Morgan for the five-lapper.



PATTESON

Whitehead 1st In Auto Rally

Bill Whitehead, who drove a Porsche, won first over-all honors in the gymkhana conducted by the Virginia Motor Sport Club yesterday on the Seaboard Air Line Railroad Company parking lot.

Whitehead also won honors in the class for sports cars over 1,500 cc. Other class winners were Wray Bragg, Renault Alpine, sports cars under 1,500 cc.; Len Wells, Corvaire, sedans over 1,500 cc.; Bob Clark, Renault, sedans under 1,500 cc., and Doris Belcher, Cortina, women's class.

TEST DRIVING SKILLS

Sports Car Drivers Set for Gymkhana

By SHIRLEY PATTESON
Time and a maze of rubber-nylons will be the big opponents for sports car drivers Sunday when 60 British-built autos compete in the Bravo Britannia gymkhana at Thalhimer's Westmoreland.

contestant over a tight course laid out on the parking lot and will tempt each driver-navigator team to complete the course in the shortest period of time.

Providing a backup start, a chasis-twisting serpentine, a 65-yard straight, and a clover-leaf maneuver, the event also will add spice in the form of a turning circle with sand to make the pave-

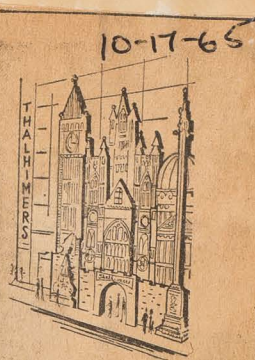


Gymkhana Set Tomorrow

Sixty entrants are expected for the Virginia Motor Sport Club-Thalhimer's Bravo Britannia Gymkhana scheduled tomorrow at 1:30 at Thalhimer's Westmoreland.

The event is restricted to English cars and will be handicapped to make for more equality among entrants.

Trophies will be presented by The Earl of Dunmore, who is a direct descendant of John Murray, the fourth Earl of and the last verner of Vir-



Enter "Bravo Britannia" through our Sixth St. "London Towne" facade



Today The Virginia Motor Sports Car Club will present a Gymkhana with British make cars at 1:30 P. M., at Thalhimer's Westmoreland Center. You are cordially invited to attend. There is no admission charge.

Race Official to Speak at Sports Car Dinner

By SHIRLEY PATTESON
Emphasizing race communications, Gary Jani, a licensed steward of the SCCA Washington region, will speak at the Virginia Motor Sport Club's annual dinner meeting tomorrow.

The guest speaker's association with race course operations such as flagging, starting, and setting up and maintaining controls has developed from his experience as chief of SCCA communications since 1959, as a member of the contest board for three years, and as the assistant starter for Nassau Speed Week for the past two years.



PATTESON

Preceding this feature, a short business meeting will be conducted by VMSC president Cecil Wright who will award trophies for the last club event. Dinner at Andre's will begin at 6:30 p.m.

Two sports car events — a long rally and a regional race — are on schedule this week end.

Six Richmond driver-navigator pairs, including one three-car team, will participate in the 11th running of the Old Dominion rally.

Sponsored this year by the Peninsula Sports Car Club in

Hampton, the 450-mile event will get underway at 9 a.m. Saturday from the Howard Johnson's Motor Lodge in Williamsburg.

The VMSC team includes Ann and Wiltshire Greenwood driving a Porsche; Chuck Edwards and Cecil Wright, TR-4; Jackie and Bill Whitehead, Porsche. Other VMSC contestants are Caryl and Dick Hatch in a Sprite; Laretta and Bill Dixon, VW; John Ruble and Al Smith, Mustang.

On the racing front, Marlboro, Md., will be the scene of SCCA regional racing Sunday with five Richmonders ready to go.

Vic Matthews, still looking for a break in his second-place tie in regional points, will be running his successful TR-3. At VIR Sunday, the "Trecor"

racing team of Staples, Matthews, and Pat Mernone of Washington, brought home seven "firsts" and 11 trophies for their not-too-bad-for-a-

week-end effort. Matthews tallied three while Staples and Mernone scored two apiece. Chandler, a novice, finished third in his race.

A Union Jack will wave the first car off at 1:30 p.m.

Also scheduled Sunday, SCCA regional racing will take place at the Virginia International Raceway near Danville with six Richmonders — one looking hopefully for a regional championship—competing.

Vic Matthews, now tied for second-place points in F production, will be racing for the "winner's circle" in his TR-3.

Fresh from winning two national SCCA races at Bainbridge, Ga., and Indianapolis, and in acquiring a fourth-place in national G production competition, Dick Staples will split driving chores in a Morgan with Pat Mernone of Washington, D. C. Others are Bill Parker in a Sprite; Whitey Johnson, an Elva Courier; novices Don Campbell and Ron Chandler, both in TR-4's.

Richmond News Leader, Thursday, Nov. 11, 1965 47

Sports Car Finale Sunday at Marlboro

By SHIRLEY PATTESON
Six local drivers are tuning up their cars for the season's SCCA race finale at Marlboro, Md., Sunday, starting at 10 a.m.

Even though no Richmond entrants will be seeking places in regional standings, friendly duels and enthusiasm promise to be ingredients for the five and ten-lap races for all classes.

One "duel" will be going on between the red Saab of Sam Perry Jr. and the green

one belonging to Ed Diehl of Charlottesville who will be striving to clinch his regional championship. Another enthusiastic contender will be Whitey Johnson in his primed Elva Courier which gave spectators a good show at VIR last month.

In a TR-3, Vic Matthews, who holds a solid lock on second-place regional points in F-production, still would like to give the leader Brian Fuerstenau a few worries before concluding the season.

A usual competitor at both national and regional events, Dick Staples will take on driving duties in a Morgan for the five-lapper.



PATTESON

11-16-66

Matthews Area's Best In Sports Car Finale

By SHIRLEY PATTESON

A large 170-car entry and 14 five and ten-lap contests made up the last SCCA regional event of 1965 at Marlboro, Md.

With no designated feature, each race Sunday became important to drivers settling regional point battles. Oil on the track and "tired" cars, however, were the biggest entries for some.

Vic Matthews in his TR-3 turned in the best Richmond finish in a ten-lapper and became involved in one of the best duels of the day. Before settling for a second overall and second in F production, he exchanged the lead and third-place positions with Ken Sloan and Bob Krokus's TR-3's. Later Krokus spun on oil and fell back to take a fourth overall. Matthews took a third overall in the five-lap contest.

In the E production, Whitey Johnson overcame exhaust problems which pitted his Elva Courier in the fifth lap to finish seventh overall behind six Porsches led by a favorite Bruce Jennings.

Oil on the oval gave Sam Perry an unexpected conclusion to his sedan race. A mere 50 feet short of the checkered flag and a first in class, the Saab spun

on the slippery track and allowed another Saab, which was trailing a half-lap behind, to get by before Perry could get running again. He took a second in class. His short race was more successful, however, and he won first in class.

The "duel" between Perry's Saab and the one of Ed Diehl of Charlottesville failed to materialize when Diehl seized his engine in the five-lap contest and sold the car before his second try in the ten-lap.

Two other local contestants encountered car problems in their long races but had better luck in the short ones. Ron Chandler driving a TR-4 took an eighth overall and fifth in class in the C and D production race. Novice driver Doug McClair in an Alfa Giulietta finished back in the large field of F production and H modified cars.



Mrs. Patteson

The summary (ten-lap only):
 G, H PRODUCTION: Joe Hauser, Sprite; Bob Welch, Sprite; Sam Caronia, Fiat.
 F PRODUCTION, H MODIFIED: Ken Sloan, TR-3; Vic Matthews, TR-3; Bernard Diehl, TR-3.
 D, C PRODUCTION: John Kelley, Porsche; Bill Macfarlane, TR-4; Thomas Jones, Lotus.
 E PRODUCTION: Bruce Jennings, Porsche; Ari Bartholomee, Porsche; Larry Albright, Porsche.
 FORMULA: Mike Taylor, Cooper; Warren Shamlian, Lotus; Fred Hummell, Le Grand.
 A, B PRODUCTION, C-G MODIFIED: George Alderman, Lotus 23B; George Ralph, Elva BMW; Warren Shamlian, Elva 7.
 SEDAN: Monty Winkler, Alfa 1,600 TI; Roger Teck, Mustang; Tony Adamwitz, Volvo.

12-2-65

Pacific Drivers Grab Sports Car Spotlight

By SHIRLEY PATTESON

The Northeast division was highly favored to come home with all the honors at the SCAA's American Road Race of Champions at Daytona Beach, Fla., last week end, but the Pacific Coast, last year's winner, picked up most of the marbles and ran away with the greatest number of competition points.

Even though Northeast sent to Daytona 12 drivers with perfect season scores, it managed only a third spot behind the leader and second-place Central division, a surprise finisher in the money.

In the two-day divisional runoff, mechanical failures appeared to be the main problem suffered by Mrs. Patteson Northeast drivers, and as a result, only two of the divisional "stars" came back SCCA national champions.

In A-production, Hal Keck driving his season - successful Cobra 427 had no problem extending his win to Daytona where he co-drove the same car to a win at the Continental race earlier this year. Predicted to take F-production, Brian Fuerstenau didn't disap-

point spectators and easily won in his highly-prepared TR-3.

Honorable mention went to other Northeast drivers. In B-production, the Fords, as expected, ran away from the Chevys leaving Don Yenke's Corvette sitting in third spot behind the Mustangs of Pacific Coaster Jerry Titus and Central's Bob Johnson. The C-production race brought a second-place to Phil Groggins driving the favored and fast Lotus Elan after the Pacific Coast Elan of Bill Young.

"Who can beat unbeatable Bob Tullius?" was a pre-race question answered by the Pacific Coast and Steve Froines in a TR-4. A favorite to repeat his interdivisional win of last year, Tullius finished second in the D-production event.

Two Pacific Coast Sprites belonging to Emmett Browne and Rick Hilgers in G-production edged out "pros" Bob Sharp's Datsun which tallied a third and Dick Gilmartin's Spitfire, a fourth, while in H-production Randy Canfield placed second in a Sprite.

A rally route shaped like a cactus is responsible for Sunday's "Cactus Rally" sponsored by the Volvo Owners' Club.

Officials Tom Sharpe and Dick Abernathy have laid out a 75-mile course with an under three-hour time-distance event. Starting place and time has been set for the Westland shopping center, West Broad st., at 1:30 p.m.



Mrs. Patteson

Chehaske Places Second in Rally

HAMPTON, Dec. 13 — John Chehaske, Richmond's lone gymkhana entry in the Southeastern Virginia Sports Car organization rally - gymkhana here yesterday, finished second over-all in an Austin-Healey.

Richmond's four-car team from the Virginia Motor Sport Club entered in the rally took fourth-place honors, although Ann and Wiltshire Greenwood drove their Porsche to a sixth-place showing in the individual competition.

Winner of the rally was the Andiamo Club of Hampton with Peninsula Club of Newport News second and Norfolk's Tidewater Club third.



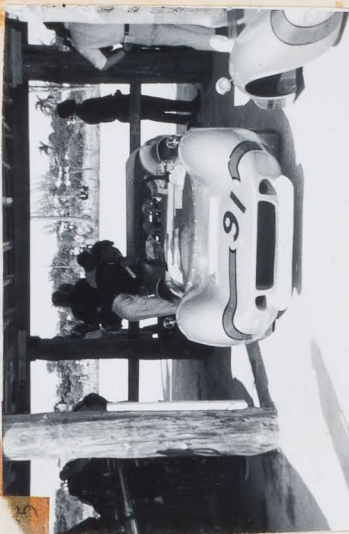
26-A Richmond Times-Dispatch, Friday, Feb. 12, 1965



Sunday Sports Car Rally Moves Out From River Road Shopping Center Virginia Motor Sports Club Sponsors Events Which Stress Timing, Not Speed

V. M. S. C. NASSAU TRIP 1966

"G" S/S EXPERT 6817



A. J. Foyt's
Lola Ford

Forsche
Crawford

Hop Shoppers
Crawford

Skip Sells
McLaren Ford

Bob
Kennedy

Caryl Hatchwright
Lanetta Dixon

Geo Jenkins
Cecil Wright

Geo Jenkins
Cecil Wright

Blind Fold
Gymkhana

Ann Greenwood

Caryl & Dick
Hatch

Walter
Witchey

Bill
Dixon

Hart
Grundy

Len
Wells

Wayne
Bray



Doris
Belcher



Gene
Atkins



"G" S/S EXPERT #6817

4

14

15

16

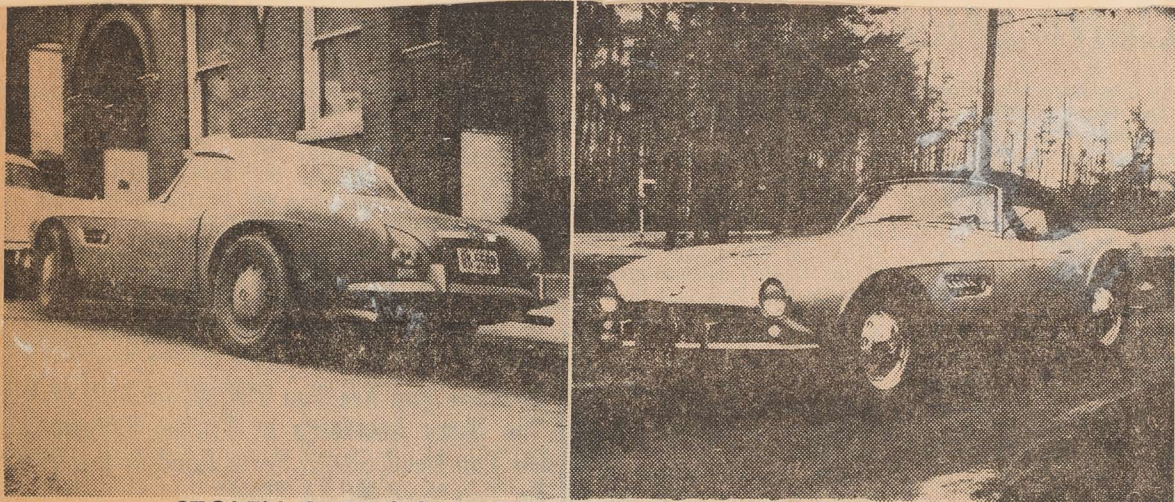
18

20

Smith, Ruble Win 'Tally-Ho'

The team of Al Smith and John Ruble guided a Mustang to a first-place finish yesterday in the Virginia Motor Sport Club's "Tally-Ho Auto Rally."

Finishing the 150-mile, 24-car race in second place was the team of George Winfree and Kindal Parker in a TR-4. Bill and Jackie Whitehead captured third-place laurels.



STOLEN CAR (left) GETS A NIFTY FACELIFTING (right)

Richmonder Turns Hot Car Into Sports Gem

By Shirley Patteson ²⁻²⁻⁶⁶

It was love at first sight for Kessler when he spotted the grime-covered, torn-topped, aluminum-dented BMW-507 on Adams st. After checking daily on the car while going to and from work, he left a note on the steering wheel—"Please call me at this number . . . I'm interested in your car."

This was the start of a love affair with a very special car and it's recorded in an article appearing in the March issue of the national magazine Road and Track and written by a Richmond commercial artist John M. Kessler of 3124 Custis rd.

The events which led to the writing of the article and ultimately to its magazine exposure pose quite a story.

Several days later, the FBI called and announced that the car had been stolen in Texas. Kessler had to convince the authorities that his only interests was one of admiration for a vintage, classic sports car of which only 250 had been produced.

Informed that the insurance company had settled with the owner, Kessler made an offer on

the car of \$1,500, a fraction of its original cost, \$8,000 plus in 1957. The company accepted.

In the past year, the car underwent complete restoration including rebuilding its 3.2 liter aluminum V-8, stiffening a sagging suspension, and applying 10 coats of silver-gray lacquer. In all, an additional \$1,500 and a mechanic, Alan Waldron were required.

The foregoing events are described in detail by Kessler in his account, but the "story behind the story" is as interesting as the yarn itself.

Last June, Kessler, enthusiastic with the outcome of his restoration efforts, sent his manuscript with photographs to the magazine editor saying—"All those who have seen this car and heard the strange story behind it have been so intrigued that I feel bound to pass the facts on to you."

BIG MIXUP

By October, he had received no word from R&T so he asked for the return of his materials. In December the answer to his inquiry came: "There's been a dreadful mix-up. Several times the past few months one of us has said to another, 'Gee, you know, it's too bad we never heard from that guy in Richmond with the BMW-507.'" Apparently, their return letter expressing interest

in the account was filed instead of mailed!

Kessler supplied further information as requested and started waiting again until early January when he wrote the magazine once more asking the fate of his story.

"Funny you should ask. We read page proofs on the story. . . . It will be in the March issue which will be available in mid-February."

Kessler was happy.

WHILE IT LASTED

His article ends with information that the thief is now serving time for the month he spent driving the BMW from Beaumont, Texas, to Virginia by way of Florida. It further states, "Now that I have put over 2,000 miles on my 'new' BMW-507, I can't help but think that he must have had a ball."

Presently, Kessler is the one having the ball. "It's a boost to my ego; it's an exotic sports car; but most of all, nobody around Richmond has one like it."

Kessler's family enjoys the car, too, with his three children expressing keen interest in the noise it makes.

Only five-year-old Suzy, the oldest, knows it's a stolen car and sometimes she wonders a little about her daddy.



Patteson

SPORTS CAR RACING

Refrigerator Bowl Sunday at Marlboro

By SHIRLEY PATTESON

Who would imagine that a sports car race in the middle of January would attract 125 entries.

Rain, snow or cold notwithstanding, that is the number of cars expected for the Refrigerator Bowl SCCA regional races at Marlboro, Md., Sunday. Six Richmonders will be among the number launching the new season.

The usual regional point leaders including Bruce Jennings in C and E production Porsches and Bob Tullius in his D production TR-4 will be back at their old stands. Don Yenke, however, will be giving the track a new look with his two Yenke Stingers, Corvairs remanufactured by the Washington, Pa., dealer and recently approved by SCCA for D production racing.

Moving out of an Elva Courier and E production into the hottest modified class, Rich-

monder Whitey Johnson will be showing off his "new" C modified Corvette with a 1957 body and Stingray components. Johnson is looking toward a national driver's license this year and more consistent racing in his competitive car.

Although Dick Staples once again will be driving his Spitfire, he, too, hopes to compete in a faster car, an Elva Courier with an English Ford engine, as the national and regional seasons move ahead in the spring. Other Richmonders Vic Matthews in a TR-3, Ron Chandler and Don Campbell in TR-4s, and Sam Perry in his Saab 96 will be on hand Sunday.

Charlie Hayes, an active competitor in national and international sports racing events, will be test driving a McLaren Chevy during practice Saturday in hopes of officially breaking the lap record of 1:31:00 set last fall by Gaston Andrey in his Alfa-engined Formula "B". Recently, Hayes unofficially cut three seconds off the lap record during testing of the car at the Marlboro track.

Five and ten-lap races for all classes will be run Sunday. Race time is 10 a.m.



Mrs. Patteson

Dick Staples Is Winner At Marlboro

By SHIRLEY PATTESON

Three track records were set at the Marlboro, Md., road course and a Richmond driver came home a winner from the Refrigerator Bowl SCCA regional races.

During activities yesterday, Mark Donahue set the pace in B production by turning the course at 1:33 in his 350 GT Mustang while Bob Tullius ran his TR-4 to a 1:34 mark for D production. Saturday, Charlie Hayes tested his McLaren Chevy with a 1:26:3, lowering the outright course record by four seconds.

Richmonder Dick Staples turned in overall wins in both five and ten-lap events to take all G production cars in his Spitfire; two other local contenders placed in their races. Sam Perry in his Saab 96 finished second in class in both sedan events with Ron Chandler scoring a fifth overall in his F production TR-3.

Trying out his C modified Corvette, Whitney Johnson ran into brake problems which retired the car in the long race even though it managed a fifth overall in the fifth-lap contest. Vic Matthews also experienced car difficulties and failed to enter his race.

The feature race for modified cars brought a win to Warren Shamlian in an Elva Mark VII.

Greenwoods Win Auto Rally

Wiltshire and Ann Greenwood drove their Porsche to victory in the February Folly rally conducted by the Virginia Motor Sports Car Club over a 75-mile route in Hanover county yesterday.

Finishing behind them were John and Janice Bergeron in a TR-4 and Bill Daily and Hart Brundy in a Volvo.



"C" Camaro 95 Speed #2630

1. Volvo takes wrong road. 2. Hatch's take wrong road. 3. Cecil Wright takes wrong road. 4. TR and Whiteheads Porsche take wrong road. 5. Midget takes wrong road. 6. Ruble takes back. 7. BARRACUDA...ONLY CAR TO TAKE RIGHT ROAD. 8. Midget comes back. 9. Hatch's come back. 10. Cecil comes back. 11. ...and before Cecil's dust settles, three more come back. 12. Rubles come back.

THE VIRGINIA MOTOR SPORT CLUB
PRESENTS
THE SECOND
AZALIA EIGHT HOUR RALLY
SUNDAY MARCH 27, 1966

Registration fees:

(For all entries received on or before 3/26/66)
Members of recognized clubs, \$5.00 per team
Non-members, \$6.25 per team

(Registration on the day of the rally)
Members of recognized clubs, \$6.50 per team
Non-members, \$7.75 per team

Start:

Beverly Hills Shopping Center
(Patterson Ave. & Ridge Rd.)

Time:

First car out at 8:31 A.M.
Drivers meeting at 8:00 A.M.

Lunch:

Rt. 29, Charlottesville, Va.
(Select your own eating place.)

Finish:

Richmond. Exact location to be announced at start
of rally. Food, beer and soft drinks will be
furnished.

ENTRY FORM

Driver _____ Navigator _____

Address _____ Address _____

Make of Car _____ License No. _____ State _____

Club affiliation _____

Has either member of crew ever won a rally trophy? Yes ___ No ___

Mail to: Albert N. Smith, Jr.
Azalia Eight Hour Rally
1204 Hollins Road
Richmond, Va. 23229

WELCOME OLD DOMINION REGION SPORTS CAR CLUB OF AMERICA SUFFOLK — MAY 25-26



Welcome! Drive Right In

We don't recommend you try this with your Cadillac, but if you happen to be the owner of a little-bitty sports car like this Lotus, you could drive right up to the desk at Hotel Suffolk to register. The vehicle will be on display in the lobby until the Jaycee-sponsored Old Dominion Sports Car Sprints May 25 and 26 to plug attendance at the race.

Sports Car Is Driven Into Hotel Lobby Here

Getting ready for the Old Dominion Jaycee Sprints, which are sports car races scheduled for the Suffolk Municipal Airport on May 25-26, means many things to many people. But for Felix J. Troiano, general manager of the display throughout the race week-end. The hotel is headquarters for the race, and registration of race entrants will be conducted there. The task was accomplished Saturday afternoon, and the car is there now. It will remain on

Two easily-constructed ramps were put on the stairs at the hotel's main entrance. The car was then, very simply, driven in the front door, turned, then backed into position on the lobby's red carpet.

More than 75 cars are expected to enter the 11-race event. The Suffolk-Nansemond and Portsmouth Junior Chamber of Commerce are the sponsoring groups for the second consecutive year. Old Dominion Regional Sports Car Club of America is the hosting group for the races.

All profits from the race will be used by the sponsoring Jaycee groups for projects in community

(Continued on Page 2)

on BACK

V.I.R. WINNER ENTERS N.L. 8-11-66

Marlboro Sedan Race Attracts Field of 50

By SHIRLEY PATTESON They're calling it "The Great Race" at Marlboro Raceway Sunday and if star drivers and a large entry mean anything, the 12-hour contest may be well named.

Whatever it's called, the fifth of the eight-race Trans-American Sedan Championship series has attracted 50 teams that will qualify Saturday for 36 starting positions.

VIR winner Bob Johnson in that potent Ford Mustang will be back to give second-place Danville finishers Pete Feistmann and Russ Norburn, also in a Mustang, another booming go. Johnson, however, will take in a new co-driver, SCCA veteran Don Sessler, while Feistmann and Norburn add a third teammate, Pete Cregar.



Patteson

A third Mustang will be manned by Dr. Dick Thompson and Cobra-driver Ed Lowther who hope for better luck this time out.

Other Class A sedans include two Dodge Darts — one to be driven by Bob Tullius and Tony Adamowicz and the other by Brock Yates—and two Team Starfish Barracudas with Bruce Jennings and track-owner Les Netherton at the wheel of one.

Finally, a "surprise" Corvair entry should keep both the Fords and Plymouths at company best since this same Corvair has been giving a good account of itself in SCCA's Central Division. Anthony J. D. Lorenzo and General Motors engineer Don Eichstadet will co-drive.

Two British and one Australian Ford Cortina will add class and the-hope-for activity against the onslaught of Alfa GTA's in the Class B sedan group. Working to improve the Cortinas' poor showing in last year's endurance event, European sedan champion Sir John Whitmore and Frank Gardner will be co-piloting one of the Alan Mann entries while Hubert Hahne and Jack Ickx take over the other. The Tricon Racing team colors will be carried by Bryar winners Allan Moffat and Ray Parsons.

No less than six Alfas led by last year's 12-hour leaders Monty Winkler and Pete Vander Vate will be on hand to see that these English Ford entries don't have their way. The Alfas currently lead the sedan series in points and purse earnings.

Looking for a better ride from the one two weeks ago, Richmonders Sam Perry and Craig Pelouze will give their Saab 96 another outing.

Starting time is 10 a.m. Finishing time—12 hours and 800 miles later.