

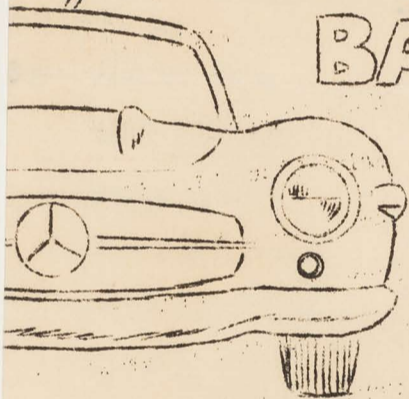
1960



4TH

ANNUAL

BANQUET



SATURDAY • JANUARY 9, 1960 •

• RALEIGH HOTEL •

1960

1959 POINT CHAMPIONSHIP
TROPHIES

Donated by

- Virginia Sports Cars
- Moers Motor Car Co.
- Tran-sport Sales & Service
- European Automotive, Ltd.
- R. E. B. Blanton Co.
- Dixie Wheel Co.
- Richmond Motor Co.
- McKimmie Motors
- Hyman Bros. Pontiac
- Whitten Bros.
- Lakeside Pharmacy
- Emrick Chevrolet
- Advertising Associates, Inc.
- Lauritzen Motors, Inc.

V.M.S.C. 4TH ANNUAL BANQUET

PROGRAM

- 6:00 Cocktails
- 7:00 Invocation - Dave Davis
- Dinner
 - Tomato Juice
 - Top Sirloin of Beef
 - Mashed Potatoes Green Peas
 - Apple Pie
- 8:00 Call to order - John Kessler
- Brief Club Business
- Coming Events
- Door Prize Drawing - Tom Rennie
- Christmas Rallye Results - Stan Clark
- Award of 1959 Point
Championship Trophies - Joe Crenshaw
- Installation of 1960 Officers
- 9:00 (til midnight) . . . Dance
- Music by Ken Parker Combo



Ladies Rallye - Jan. 1960



Ladies Rallye - Jan. 1960



The Ladies Map Out Car Rally

Story and Pictures
By Ray Lovenbury

"None of our sports cars is missing."

That was the encouraging word that came from the Virginia Motor Sport Club last Sunday night as men drivers in the club returned from a rally which was charted by women.

Once a year, the club, whose purpose is to promote motoring, embarks on its "female fiasco"—usually with the idea that if the women plan a trip the cars might end up anywhere.

For four and a half hours last Sunday afternoon, the men drivers and navigators toured 150 miles of highways and biways in Goochland county before ending up just about where they started—at Willow Lawn.

A RALLY is a new sort of game played on the highways. Individual cars travel from one given point to a second over a specified time and over the shortest distance. It involves precision navigation, map

motor, undercarriage and other parts of the vehicle generally hidden from view.

SPEEDING IS something ruled out in a rally. Plenty of time is allowed to reach various destinations at speeds considerably under those allowed by law.

In fact drivers are warned against excessive speed in their instructions: "Don't get stopped by a cop or you'll be bopped and dropped."

Along most of the route, average speeds are listed. Reaching one of the check points ahead of time costs a driver 10 penalty points for each half-minute he is early. It costs him only five points for each half minute he is overdue.

An accurate speedometer is a necessity in a rally. For each tenth of a mile under the official mileage, a driver is charged 20 penalty points. He is assessed 10 points for each tenth of a mile over.

THERE ARE TWO major penalties facing drivers, both 300-pointers. One is for missing a check point and the second is for incor-



LET'S SEND THEM members of Virginia Motor rally on which they s once-a-year event at t

drivers changed to five speeds. They turned left th then were given nine high intersections in the country, which they were scheduled over the shortest possible Ten items along the route v noted and these constitu subjects on which drive quizzed.

ON A DIFFERENT ROUTE ward, the cars made eight in average speed.



Miss Jane Lewis Sale
Engaged to Robert Page Henley Jr.

Miss Jane Sale Is Engaged

Mrs. William Goodridge Sale Jr. of Charleston, W. Va., announces the engagement of her daughter, Jane Lewis, to Robert Page Henley Jr., son of Mr. and Mrs. Henley of Charleston.

Miss Sale, daughter of the late Mr. Sale, was graduated from Duke University where she was a member of Zeta Tau Alpha sorority and Kappa Delta Pi honorary sorority.

Miss Dale is granddaughter of Mrs. William Goodridge Sale of Richmond and the late Mr. Sale and the late Dr. and Mrs. Meriwether Lewis Anderson who lived in Richmond. Miss Sale's mother is the former Miss Ann Anderson of Richmond. She is the niece of Mrs. Fred M. Hodges, Mrs. William G. Tarrant Jr., Mrs. Fred W. Chapman and Mrs. Johnson McRee, all of Richmond.

Mr. Henley was graduated from Woodberry Forest School and the University of Virginia where he is a member of Delta Kappa Epsilon fraternity and Pi Delta Epsilon. He is attending the law school at the Uni-

versity. Mr. Henley is grandson of Dr. and Mrs. Chichester Tapscot Pierce of Nuttsville and of the late Mr. and Mrs. Charles plan



Miss Barbara Branch
Engaged to George William Jo

Rosenberger, Bilecky Troth Told

Mrs. George Spitler Rosenberger of Staunton announces the engagement of her daughter, Mary Caperton, to Adam Bilecky of Washington, son of Mrs. John Bilecky of Kiev, Ukraine, and the late Mr. Bilecky.

Miss Rosenberger, daughter of the late Mr. Rosenberger, was graduated from Stuart Hall and Vassar College. She is

MONTA

Grace and F

Above: Black Patent with Peau de Soie
Collar and Vamp Tabs . . . Medium Heel
Below: Black Patent Laced with
Grosgrain Ribbon . . . High Heel
Both \$36.95



with re-embroidered Alencon lace wreathing
the skirt . . . from our new bridal collection.
ing at 89.95 . . . in our

Brides Magazine...



Bridal Salon

VIRGINIA MOTOR SPORT CLUB, INC.

1 May 1960

Absher, Capt. R. C., Sup. Dept. Q.M.S., Fort Lee, Va.
 Adamson, Vincent Cassel, Jr., 3905 Dover Road, Richmond, Va.
 Applegate, Mr. & Mrs. Harold S., 106 East Laburnum Ave., Apt. 3, Richmond, Va.
 Armstrong, Charles A., 2502 Hilliard Road, Richmond, Va.
 Ballard, Miss Patricia A., 2708 Grove Avenue, Richmond 20, Va.
 Baylor, Miss Julia Craig, 5226 Wythe Ave., Apt. 4, Richmond, Va.
 Bell, Julian E., 810 Debora Drive, Richmond 25, Va.
 Bragg, Wray S., 2114-A Dumbarton Road, Richmond 28, Va.
 Brown, George W., "Malvern," Midlothian, Va.
 Brown, William Forrest, Jr., 521 Highland Drive, Highland Springs, Va.
 Browning, B. N., Manakin, Va.
 Carmine, Mr. & Mrs. Sam, Jr., 602 Gardiner Road, Richmond 29, Va.
 Cato, William W., 9 West Tabb Street, Petersburg, Va.
 Chamberlain, Mr. & Mrs. Jerome P., Box 65-A, Bon Air, Va.
 Clark, Murray O., 2122 Stuart Avenue, Richmond 20, Va.
 Cobb, R. Edward, 1100 Beverly Drive, Richmond 29, Va.
 Crenshaw, Mr. & Mrs. Joe, 3317 Stuart Avenue, Richmond, Va.
 Davis, Mr. & Mrs. Alton T., 1212 Grumman Drive, Richmond 29, Va.
 Davis, Mr. & Mrs. Ian, 4201 Forest Hill Avenue, Richmond 25, Va.
 Davis, Mr. & Mrs. M. T., Jr., 7230 Berwick Road, Richmond 25, Va.
 Dickerson, Richie H., 9310 Overhill Road, Richmond 29, Va.
 Elliott, John W., 2514 Kensington Avenue, Richmond 20, Va.
 Enright, Mr. & Mrs. S. Thomas, 6700 Cottage Street, Richmond 28, Va.
 Fine, Allen B., 1207 North Boulevard, Richmond, Va.
 Fitch, Dr. Willard M., 508 Gardiner Road, Richmond 26, Va.
 Glenn, Miss Patricia H., 2522 Grove Avenue, Richmond 20, Va.
 Gooding, Mr. & Mrs. Hume P., Jr., 12 Pine Avenue, Highland Springs, Va.
 Gunn, James A., 3808 Hawthorne Avenue, Richmond, Va.
 Gunn, Richard E., 3807 Chamberlayne Avenue, Richmond, Va.
 Harding, William C., 4311 Park Avenue, Richmond, Va.
 Hart, Perry L., 1726 Grove Avenue, Richmond 20, Va.
 Hatch, Leonard Daniel, Jr., 412 Maple Avenue, Richmond, Va.
 Hawthorne, E. W., 1010 North Boulevard, Richmond, Va.
 Hileman, Mr. & Mrs. John R., 2420 Longview Ave., S.W., Apt. 9, Roanoke, Va.
 Irby, Ernest B., 1614 Grove Ave., Apt. 5, Richmond 20, Va.
 Jenks, Mr. & Mrs. Stuart C., 5706 Park Avenue, Richmond 26, Va.
 Johnson, Mr. & Mrs. Fred M., Jr., 1600 Robert Bruce Drive, Bon Air, Va.
 Johnson, Kent B., Jr., 7 North Monroe Street, Apt. 2, Richmond 20, Va.
 Joyner, Miss Phyllis, 2708 Grove Avenue, Richmond 20, Va.
 Kessler, Mr. & Mrs. John, 3124 Custis Road, Richmond 25, Va.
 Larus, Charles D., IV, 17 Maxwell Road, Richmond, Va.
 Lyman, Ted, 3407 Fendall Avenue, Richmond, Va.
 Mahoney, Miss Janie, 2129 Park Avenue, Richmond 20, Va.
 Melvin, Paul Bryant, 200 Edwards Avenue, Richmond 24, Va.
 Moore, R. C., 300 West Franklin Street, Richmond 20, Va.
 Moss, Dr. Carl A., 2913 Park Avenue, Richmond 21, Va.
 McClintic, Madison, 1010 North Boulevard, Richmond 21, Va.
 Palmer, John Edwin, 2300 Halifax Avenue, Richmond 24, Va.
 Patteson, George W., III, 233 Ross Road, Richmond 26, Va.
 Payne, Dr. Kenneth N., 1417 East 45th Street, Richmond, Va.
 Pettit, Bill, P. O. Box 115, Natural Bridge, Va.
 Powell, Mr. & Mrs. Wendell B., 3201 Grove Avenue, Richmond 21, Va.



Ladies Pallas Jan 1960

Radcliffe, Dr. Edward H., 8830 Chippenham Road, Richmond 25, Va.
 Remick, Edward T., 300 West Franklin Street, Richmond 20, Va.
 Rennie, T. C., 3607 Moss Side Avenue, Richmond, Va.
 Roberson, R. Barry, Box 683, University of Richmond, Va.
 Roney, John Jos., Jr., 204-A Battery Place, Colonial Heights, Va.
 Rucker, Dr. & Mrs. Douglas P., 211 Nottingham Road, Richmond 21, Va.
 Rucker, Dr. & Mrs. Edwin, 3114 Monument Avenue, Richmond, Va.
 Rothgeb, Richard Price, 505 Petersburg Pike, Richmond, Va.
 Schwab, Mr. & Mrs. Leonard C., 85-D Bastogne Road, Fort Lee, Va.
 Seay, Mr. & Mrs. Louis Porter, Jr., 8221 West Bonview Drive, Bon Air 35, Va.
 Sherrill, N. Webb, 9015 Mid aux Lane, Richmond 29, Va.
 Simcsak, Mr. & Mrs. Walter F., 1608 Chesterfield Drive, Richmond 24, Va.
 Thornton, Dr. and Mrs. John L., 8514 Chelmsford Road, Richmond 25, Va.
 Toepffer, Carroll, 1511 Glenside Drive, Richmond 26, Va.
 Vaughan, Mr. & Mrs. Thomas H., Jr., 2609 Dumbarton Road, Richmond 28, Va.
 Vincent, Mr. & Mrs. Ronald D., 4421 Stanley Drive, Richmond 34, Va.
 Ward, Miss Shirley Anne, 5 Malvern Ave., Apt. 2, Richmond 21, Va.
 Wells, W. Leonard, Route 3, Box 223, Ellerson, Va.
 Wenk, Christian Montgomery, 1913 Fon Du Lac Road, Richmond 29, Va.
 West, Beverley W., 2937 Brook Road, Richmond 22, Va.
 Williams, Mr. & Mrs. Gordon P., 7608 Chesire Road, Richmond 29, Va.
 Winslow, Leonard F., Jr., 420 Beechwood Drive, Old Westham, Richmond 29, Va.
 Wiseman, Mr. & Mrs. H. Donald, Jr., Box 108-B, Bon Air, Va.
 Wood, Alfred E., 8310 Hood Drive, Richmond, Va.
 Wood, Dr. Amelia Gardner, 4404 South Ashlawn Drive, Richmond 21, Va.
 Wood, Thomas Gardner, 4404 South Ashlawn Drive, Richmond 21, Va.
 Wright, A. E., Jr., 3806 Dover Road, Richmond, Va.
 Wylie, John S., 819 East 45th Street, Richmond, Va.
 Lewis, Mr. & Mrs. Richard M., 6009 Clover Lane, Richmond 28, Va.



Ladies Rally Jan 1960

1960



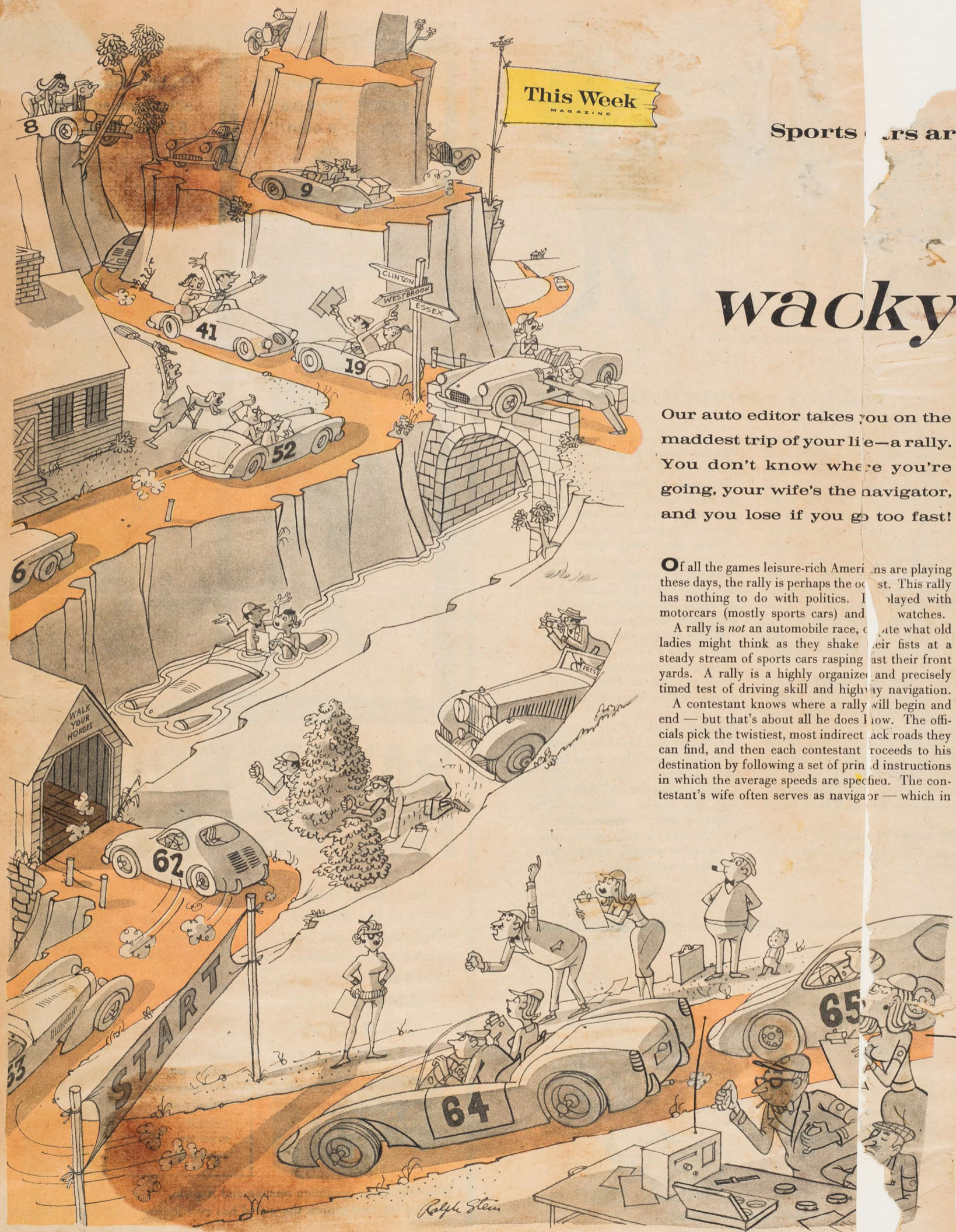
Ladies Rallye - Jan. 1960



Ladies Rallye - Jan. 1960



Ladies Rallye - Jan. 1960



Sports cars are

wacky

Our auto editor takes you on the maddest trip of your life—a rally. You don't know where you're going, your wife's the navigator, and you lose if you go too fast!

Of all the games leisure-rich Americans are playing these days, the rally is perhaps the oddest. This rally has nothing to do with politics. It's played with motorcars (mostly sports cars) and is watched by a steady stream of sports cars rasping past their front yards. A rally is a highly organized and precisely timed test of driving skill and highway navigation. A contestant knows where a rally will begin and end — but that's about all he does know. The officials pick the twistiest, most indirect back roads they can find, and then each contestant proceeds to his destination by following a set of printed instructions in which the average speeds are specified. The contestant's wife often serves as navigator — which in

By THIS WEEK'S Automobile Editor

RALPH STEIN



buzzing the country!

The wonderful, stop-watch derby

this race is actually a more important job than driving. A rally usually goes on for a whole weekend, and contestants have to put up at hotels along the route overnight.

The rally is old stuff in Europe, but it is only since World War II and the revival of interest in sporting cars that the rally has become *the* thing to do in this country. I helped to organize the first rally ever held in the U. S. back in 1946, and now as THIS WEEK'S Automobile Editor I decided to follow a modern rally and report on this booming sport. I cranked up my venerable Rolls Royce and went along on the Rip van Winkle Rally, a three-day test, put on by the Sports Car Club of America.

Synchronize your watches!

The rally was scheduled to begin in the late afternoon. When I arrived at the starting point at the Westchester County Airport near White Plains, N. Y., one group of officials was already checking the entrants' cars for mechanical fitness while another group of officials clustered around a short-wave radio on the tailgate of a station wagon and fiddled with a collection of fancy stop watches in plush-lined cases. They were synchronizing the watches with time signals from CHU, the Canadian Observatory Station.

As soon as the watches were ready they were distributed to other officials who leaped into cars and disappeared down the road. These people were to time the rally cars. Meanwhile some 65 cars manned by normal-looking people had formed up for the start. Ahead lay darkness, unknown roads and a certain amount of danger. All the contestants could hope to win was a little silver cup. Why do they do it?

Let us suppose you are the proud owner of the racy little brazen-voiced

sports car of your dreams. Now you fondly imagine yourself as a daring racing driver, helmeted and goggled and with big numbers decorating the flanks of your car. You put it up to the dear wife.

"No soap," she says. "We have three kids and not enough life insurance. Furthermore you might bend that darling car. Anyhow, if you're going anywhere in it, I'm riding with you." So you enter a rally. It's fairly safe, you've heard it's fun, and you can do it with your wife sitting beside you. You have a big number 6 on the sides of your car, too.

At the starting line there are five cars ahead of you. One minute after the announced starting hour somebody says, "Go!" And the first car in line blares away down the road with a squeal of tires. At two minutes past, the second car goes off, at three minutes past the third car goes off, and so on.

And now *you* are at the head of the line. Your wife sits next to you rustling a sheaf of instructions and fidgeting with a stop watch.

"Go!" says the man. Your wife presses the button on the watch and starts reading off the instructions. They go something like this:

No. 1..... 00 Miles Start at airport gate. Average speed 39.8 mph

No. 2....11.21 Miles Turn left at Simpkins' store. Average speed 31.6 mph

No. 3....16.91 Miles Turn left at red barn, on to Route 10. Average speed 42.1 mph

... And so on for pages and pages ...
It's easy enough to get lost as your wife watches

for Simpkins' store or the red barn, but you'll notice that with each instruction an average speed is specified. This is the hard part. You're supposed to keep your car at the *exact* average speed stated in the instructions for each section of the rally course. The officials who went out ahead hide along the roadside to see that you do.

"H-m-m," they say as they see your No. 6 pass them, "He was due here at 4:56, it's 4:56 and ten and three-tenths seconds. Must have lost his way!"

The crews straggle in

You can get lost all right — I did. I had started following the rally cars but I missed a turn someplace in the dark and finally gave up. I arrived at the overnight stop in time to meet the rally crews as they came in, bleary-eyed and hungry.

Tired as they were you'd think the rally contestants would have had enough for one day and would be off to bed. But not this bunch! They sat around talking happily about their adventures:

"How many minutes did it take you?"

"Twenty-two hundred and forty-one."

"H-m-m, it took me twenty-two hundred and forty-one and four-tenths seconds, something cock-eyed there."

When I asked Mrs. Vic Wallder, of Nutley, N. J., why she and her husband went out rallying every few weeks, worrying about tenths of seconds and hundredths of miles, sleeping on hard beds in country hotels, eating indifferent meals at noon stops, she said:

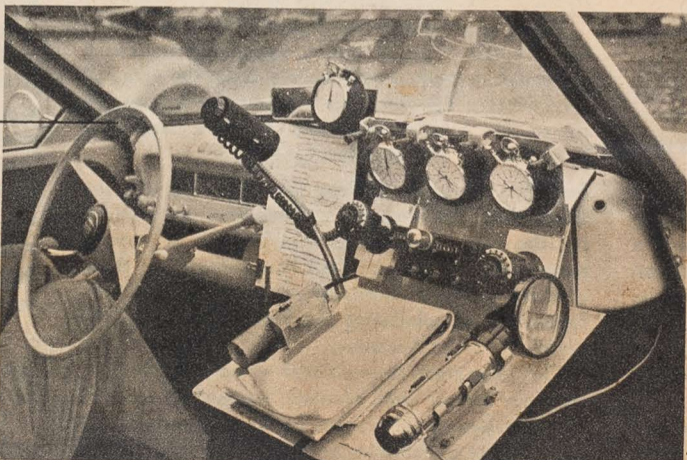
"It's the fun of competing with others, I guess.

We'd love to race, of course, but racing is expensive and dangerous. We have been in over fifty rallies in three years, and we've won about twenty trophies.

"Mr. Wallder is a chemist, and rallying in our Alfa Romeo gives him an entirely new outlet on weekends. He likes to work with his hands and has devised much of the computing equipment we have in the car." I looked into the Wallders' Alfa Romeo; its cockpit was crammed with computing equipment which seemed more complicated than the dashboard of an intercontinental bomber.

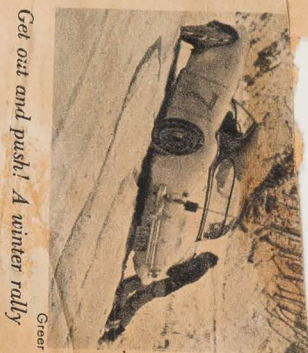
The Wallder car was typical of those run by the successful rallyists. The odometer on your station wagon records mileage to the tenth of a mile. Rallyists have surveyors' odometers (in duplicate) to record

Continued on page 30



Irving Dolan

All out for the big rally! At left, author-artist Ralph Stein depicts a few of the hazards a rallyist may encounter in the course of a race — instructions that seem to lead nowhere, irate old ladies, time-keepers hidden behind every bush and tree. Mr. Stein's humor notwithstanding, most rallyists are deadly serious about their sport — just how serious is shown by the maze of instruments in a rallyist's car at right.



Get out and push! A winter rally. Greer

Slow down! Turn left! We're lost!

distances to the hundredth of a mile. They also have little German and Swedish calculating devices to correlate quickly time and distance and tell the navigator if the team is exactly on schedule. And stop watches are mounted everywhere in driver's compartments.

Some cars even have the type of calculating machine you see in business offices mounted between the seats. On the lap of every navigator is an electrically lit clipboard with more watches, calculators and slide rules. On this board the navigator is continually scribbling calculations on his of paper while giving instructions to the driver: "Slow down, we're eight tenths of a second ahead."

"Turn at a red sign."
"Speed up, that herd of cows on the road cost us two seconds!"
"Stop! We're lost!"

Lost and confused

The Rip van Winkle Rally twisted on for another day and a half. I got lost again, at one place where the instructions seemed purposely unclear about following some arrows. For a while, rallyists were going in two directions on the same road and, as rallyists will, they always thought the other fellow knew the right road so people passing each other would both turn around. Many lost points.

The winners of this rally turned out to be Andrew S. Denning, of Washington, D. C., and Thomas Lusk, of Alexandria, Va., in a Swedish Volvo sedan. They were only 74 seconds off schedule in three days and 523 miles. Denning is an engineer and Lusk a tax estimator for the Treasury Dept. How could they lose? — The End

Richmond, Virginia
April 2, 1865

Memo to:
Lee's Lieutenants, V.M.S.C., C. S. A

Gentlemen:

Gen. Grant's success yesterday at Five Forks has effectively cut off our right and leaves us no other choice than to order the immediate evacuation of Richmond.

We know you will conduct yourselves in accordance with the finest principles of the Army of Northern Virginia and will not handle your equipment in such a manner as to arouse the ire of the local constabulary. Such conduct can only mean an immediate dishonorable discharge--or imprisonment.

As in all of our previous movements you will continue along the designated road until ordered to do otherwise. Your times of arrival and departure at our Command Posts will be considered identical unless orders to the contrary are issued. Time is not accumulative.

Please remember that in the conduct of this operation the Articles of War provide the following demerits:

20 demerits per minute early at Command Post
10 demerits per minute late at Command Post
500 " for failure to report to a Command Post
250 " for entering Command Post from wrong direction
100 " for incorrectly answering queries put to you
by this headquarters
1 " for each tenth mile variation from official
army mileage

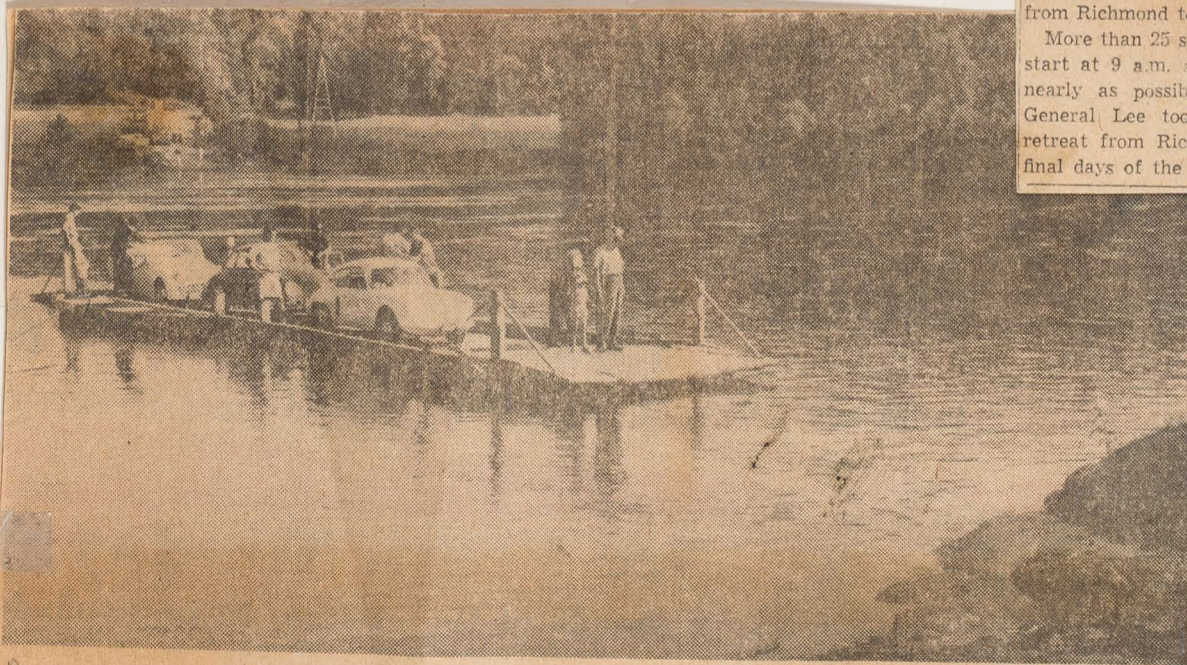
Should you find yourself hopelessly separated from this campaign, you will be expected to proceed independently to rendezvous for noon mess at Appomattox Court House Nat'l Historical Park.

Very respectfully,
Your obt. scrvts.

R. E. Lee
G. W. Patteson
J. M. Kessler

Historical Rally Scheduled Today

The sixth annual Historical Rally will be held by the Virginia Motor Sport Club today from Richmond to Appomattox. More than 25 sports cars will start at 9 a.m. and follow, as nearly as possible, the route General Lee took during his retreat from Richmond in the final days of the Civil War.



May 23, 1960
TJD

SPORTS CARS TAKE A FERRY RIDE

—Photo by John M. Blamphin

More than a score of sports cars set out from Richmond yesterday morning on the Virginia Motor Sport Club's historical rally. The autos followed, as near as possible, the route General Lee took during his retreat from the Confederate capitol. One of the check points was Warren's

ferry, near Scottsville, where the cars slowed up for a leisurely boat ride across the James. First place was captured by Dr. and Mrs. John Thornton in a TR-3; second place by Mr. and Mrs. Stuart Jenks in a TR-2, and third by Len Wells and Bill Fitzhugh in a Renault-Alpine.

1960

PHOTOGRAPHS

HISTORICAL

RALLYE

MAY 1960

No. 90 CLASP
9 x 12

























1960



Joy Cobb

Ed Cobb

John Kessler

Clark Wins Sports Car Race

Richmonder Murry Clark, driving a Stanguellini, won the formula junior race during the fourth annual Glen Classic road races Saturday at Watkins Glen, N. Y.

Two other Richmonders failed to finish in the class F production race. They were D. Sam Perry Jr. who threw a rod in his Elva Courier on the next-to-last lap and was forced from the race, and John Elliot who was disqualified on a mechanical technicality early in the race.

Perry Winner At Marlboro

Sam Perry Jr. of Richmond, driving an Elva Courier, won first place in the Class F production sprint race for sports cars at Marlboro, Md. yesterday.

Perry also teamed with Craig Pelouze of Richmond to finish fourth in index and performance in the six-hour endurance race.

Another Richmonder, Jim Waters, driving TR-3, owned by John M. Wyatt III, finished third in Class E production sprint race. John and Tom Elliott, two other Richmond drivers, were third in the Class H production race.

McClintic, Larus Capture Rally

Madison McClintic and Charley Larue, in a Triumph, took first in a rally held yesterday by the Virginia Motor Sports Club. The event, covering 125 miles, was run in Powhatan and Chesterfield counties.

Second place went to George Patterson and Miss Shirley Ward in a Porsche. Third was taken by Mrs. John Thornton and Miss Judy Baylor in a Triumph.

Applewhite, Walker Win Auto Rally

Harold Applewhite and Robert Walker driving a Porsche, won the Virginia Sports Car Association's rally held yesterday in Goochland county.

In second place were Gordon Williams and Raymond Bragg in an Austin-Healy and in third were Stuart Jenks and John Thornton in a Triumph.

Times Dispatch 1/25/60



—Staff Photo

George Pattenon III, President of Sports Car Club, Shows How It's Done
'Once You're in It, It's One of the Most Comfortable You'll Find'

FEW WILL ADMIT IT

Pains Plague Small-Car Fans

By Robert M. Andrews

As if the hoots and jeers of big-car owners weren't enough, the driver of a new small car is now under the watchful eye of the medical profession.

A Chicago doctor has warned his colleagues that a new set of ailments has cropped up with the advent of the small-car boom.

Dr. Jerome F. Strauss Jr., reporting in the current issue of the Journal of the American Medical Association, said he has seen four patients in the past six months who had developed pains in the chest, hip or back a day or two after they began using a small car.

In two cases, Dr. Strauss traced chest pains to driving imported sports cars with manual gear shifts and without power steering.

The hip-and-back symptoms, the report explained, are prob-

ably caused by "the limitation in footroom due to intrusion of the wheel well into the front of the compartment compelling the driver to sit with the lower half of the body rotated in order to secure the maximum available space."

Dr. Strauss had news for those who stare in wonderment at the sight of a tall, lanky driver who folds up like a carpenter's rule to get into his little car.

The aches and pains aren't limited to the big boys, he said. Only one of his four patients was more than 5 feet 10 inches tall.

The symptoms, lasting two or three weeks, disappeared with the return to a big car, the doctor said, but "the patients were content to live with their discomfort."

Suffer in Silence

With all this suffering in silence, he concluded, "It is unlikely that the individual practitioner will see many cases of 'Jaguar chest' or 'Corvette hip.'"

Out of a dozen local doctors reached yesterday, only one reported complaints from the small-car set. One sports car owner was treated for leg cramps; another's inflamed coccyx (tailbone) was removed. And from the blithely happy

drivers came these indignant outcries: "Ridiculous . . . bet that guy Strauss drives a Cadillac . . . never had a more comfortable drive in my life . . ."

It may be more than coincidence that many doctors here are small-car fans themselves. "We are very prone to them," said one.

Repairing Risk

An obstetrician admitted a spasm of the back, but said he got it from repairing a sports car, not from driving it.

Another said the only reason he got rid of his "nice little toy" was because he wanted to go hunting one day and couldn't find room for his hound.

George W. Pattenon III, president of the Virginia Motor Sport Club, says of his low-slung sports car, "Once you're in it, it's one of the most comfortable you'll find."

When he thought about it a while, Pattenon recalled his left foot was cramped a bit painfully when he drove his first one four years ago.

Then, lowering his voice as if to tell a secret, Pattenon added: "Some of us get so excited about small cars—feel they're the greatest thing that ever happened—that I guess we try not to worry too much about aches and pains."

Sports Cars, Carts Satisfy Craving for Speed, Noise

By Robert M. Andrews

As the oppressive heat of summer settles over the land, more and more Americans are swept by a curious fever, a restless craving for speed and noise.

Day and night, on thousands of race tracks, men on wheels roar off at full throttle, hell-bent for nowhere in particular as long as it's fast.

The vehicles might be tiny, homemade go-carts, souped-up stock cars or sleek, imported sports cars. In the driver's seat you'll find just about anyone, from soda jerks to middle-aged lawyers.

Who are these people, and what compels them to race?

One of them is a young Richmonder, M. O. Clark, who has driven go-carts and stock cars and now is considered the hottest sports car driver in the city.

"It's the excitement . . . the danger involved," said Clark. "I enjoy it just for the plain, sheer excitement. Danger or speed—I don't know what the thrill comes from but it's there."

Clark Part of Group

Clark is a member of an elite, sophisticated fraternity of eight or nine active sports car drivers in Richmond. Theirs is a form of racing, in the Grand Prix tradition, that demands time and money, and its growing popularity in America coincides with the nation's newfound leisure wealth.

In other areas, professional men such as doctors, lawyers or business executives own and drive their own cars. Here, most of the drivers are young men who, like Clark, have found patrons willing to pick up the tab.

Clark drives a \$5,200 Stanguellini, an all-aluminum racer hand-made in Italy and owned by Kelso Autodynamics in Wilmington, Del.

Now 30, Clark gave up a white-collar job with Reynolds Metals Co. and bought his own service station so he could afford the time to race.

Virginia Has One Track

The only Virginia track is the Virginia International Raceway, at Danville, where one race is held each season. Clark races no less than twice a month at other tracks at Upper Marlboro, Md., and in New York, Connecticut, New Jersey and Long Island.

For his pit crew, Clark carries a Richmond doctor. Another local driver, James W. W. Waters, drives a Triumph TR3A owned by a Richmond businessman and has a pit crew of three—a chemist, a mechanic and a photographer.

The TR3A owner, said Waters, spends \$6,000 a year entering his car in races. Sometimes, in more expensive models, the cost can rise to \$10,000.

The owner declined identification "because I don't want my creditors to know," but he summed up his liking for sports cars this way:

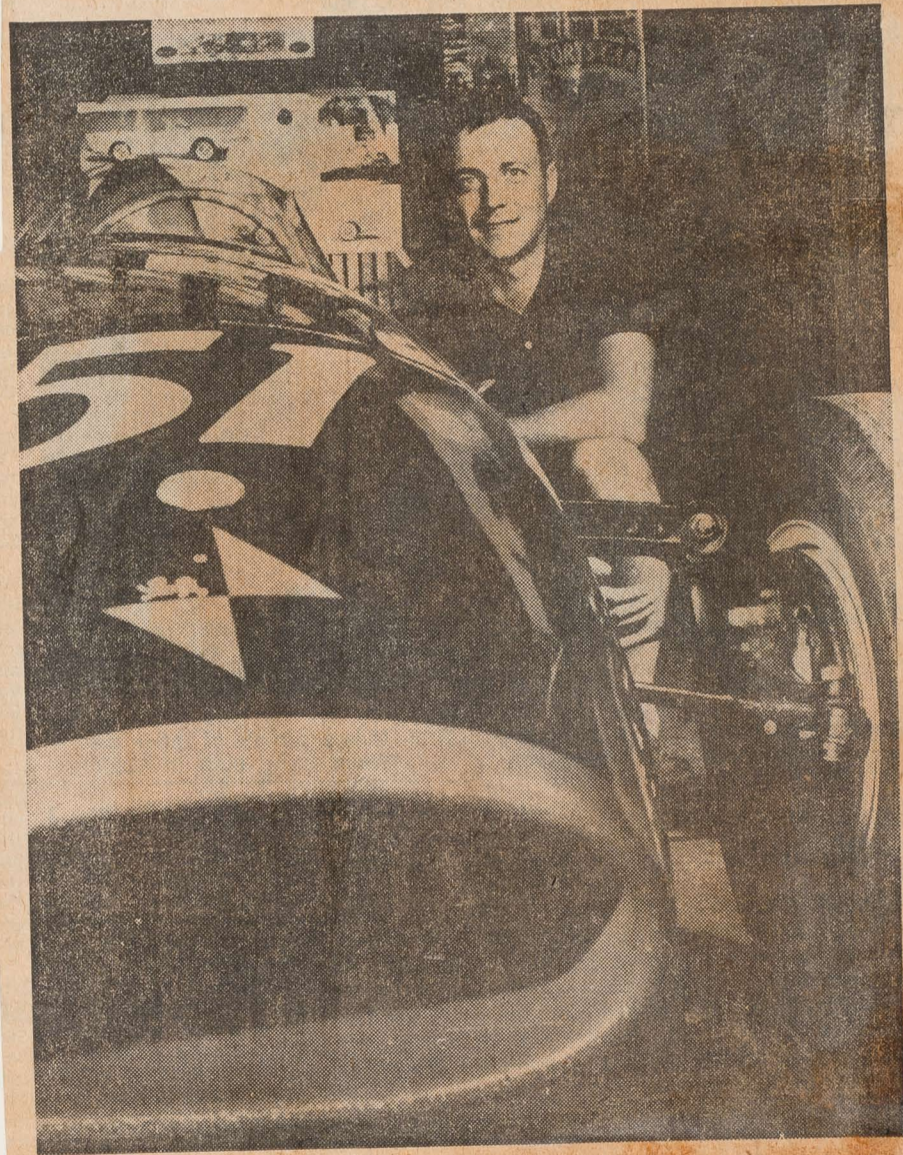
Owner Finds Racing 'Haughty'

"To me, it's a haughty, high-class, stylish sport, and it's nice because it's amateur. I really believe it compares favorably with thoroughbred horse racing or the steeplechase."

Clark likes sports cars because of the skill involved in shifting gears, braking and maneuvering on a rugged road track. "In stock cars on an oval track," he said, "it's all acceleration. When you're through, all you've got is a crick in your neck."

His greatest thrill? It comes on the curve at Marlboro, "when you're up in the air. There's nothing else to do but shift up, and when you do there's a wonderful 'wham' from the exhaust that bounces off the wall."

The well-mannered roar of such precision-made "machines" as the \$15,000 Ferrari of Italy or the \$9,000 Lister-Jaguar of England warms the hearts of sports car fans.



—Staff Photos

M. O. Clark Is Considered Richmond's Hottest Sports Car Driver
He Races Low-Slung Italian Stanguellini for Delaware Owner

Times-Dispatch

Sec. A
Part II

Richmond 11, Virginia, Sunday, August 14, 1960

A-25

Ballet-Dancing Secretary Turns Week End Sports Car Enthusiast

By Nancy Smith

During the week Miss Julia "Judy" C. Baylor works as a secretary and uses her spare time to pursue a very feminine hobby—ballet dancing.

But when week ends come, Judy steps out of her "tutu" into slacks and uses a dancer's agility only for getting in and out of her ivory-colored sports car.

Judy became the first girl member of the Virginia Motor Sport Club in 1955 and now serves as secretary. She is also a member of the local Porsche Club.

A friend's invitation to attend one of the rallies sparked Judy's interest in sports cars. (A rally is a game played on the highways. Individual cars travel from one given point to a second in a specified time, and over the shortest distance.

It involves precision navigation, using stop watch and calculator, map reading and close observation in order to answer questions which might be asked at any one of a dozen or so check points along the way.)

Starts As Navigator

First actual participation in sports events came when Judy navigated (deciphered directions and read maps to the driver) in a rally which followed Lee's Retreat to Appomattox. Their car placed 'way down the line that time, but on her second try at navigation, she won. From then on Judy was a true sports car enthusiast, both as driver and navigator.

During the summer of 1957, Judy and a cousin visited Germany. In Frankfurt, with the help of her brother, who was stationed there, she picked up

"Brunhilde," the name she has affectionately bestowed upon her Porsche.

"I don't see how the man who sold it to me ever let it go," Judy said with a smile. "He must have thought I would never learn to handle it properly. And sports car drivers—even salesmen—have a respect and consideration for their cars."

Masters Handling

But Judy did master her car and quickly developed "respect and consideration." In fact it soon became a very real part of her life. At the French border, where customs men did not speak English, as she could not read German, difficulties over her car's papers developed. She says this has nothing to do with it, but she now is studying German.

She is now a permanent

sports car enthusiast and says, "I wouldn't want to go back to a conventional car."

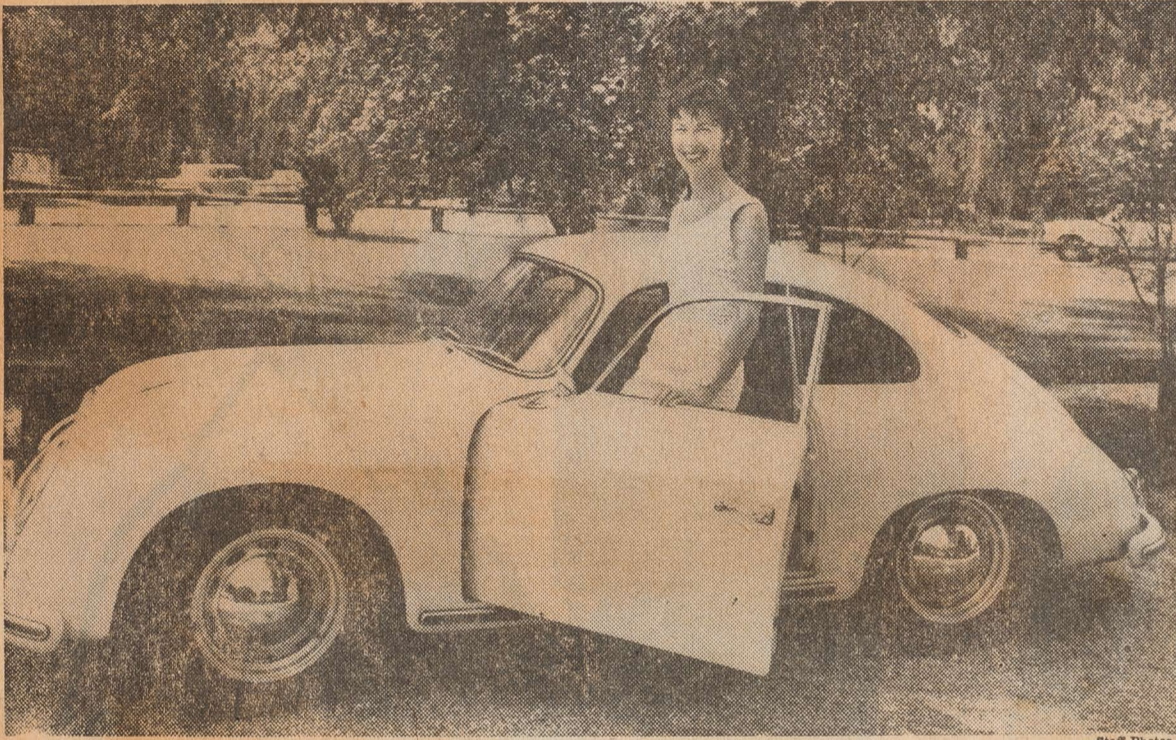
Trophies are given for the first three places in events, and Judy has copped her share. In her collection are eight trophies and three dashboard plaques, plus a trophy for placing twelfth in the year's totals.

Although she was once the only woman member, the Virginia Motor Sport Club, with a total membership of 115, now has 25 women participating. A number of the wives drive while their husbands navigate, and often there is a friendly rivalry between women and men. Judy commented, "I sincerely believe that women drivers are at least as good as the men."

Some of the men who must remain anonymous go even further—they say the girls are better drivers.



Ballet Dancing Is Judy's Hobby



—Staff Photos

Judy Baylor Has Developed 'Respect, Consideration' for Ivory-Colored Sports Car

Times-Dispatch, Mon., Nov. 21, 1960

Cobb, Wilensky Capture Rally

Ed Cobb and Allen Wilensky teamed to win the Virginia Motor Sport Club's annual Thanksgiving rally yesterday.

The rally was run over an 81-mile course in eastern Henrico County.

Cobb was driver, Wilensky navigator for the winning team. They were in a MG.

Second place was taken by George Patteson and Shirley Ward in a Porsche. Stuart Jenks and Pam Jenks were third in a TR-3.

Richmond News Leader, Wednesday, Oct. 26, 1960

Racing Official To Speak Here

Richard N. "Tex" Hopkins, chief starter of the sports car races at Marlboro, Md., will speak here tomorrow night at the annual dinner gathering of the Virginia Motor Sports Club at 6:30 o'clock at Dunn's Restaurant on Mechanicsville pike. He will discuss sports cars and his experiences in racing.

George Patteson is president of the local club.

Hopkins has been selected starter for the Nassau "Speed Week," November 27-December 4, sponsored by Federation Internationale Automobile (FIA).

Richmond Times-Dispatch, Monday, Oct. 24, 1960

Richmonders Win Sports Car Rally

The sixth annual Old Dominion Sports Car Rally, sponsored this year by the Tidewater Sports Car Club of Norfolk, concluded yesterday with Richmonders winning the first two places.

Stewart and Mary Jenks won the rally, driving a Triumph TR3 and John and Marge Thornton took second place, also in a Triumph TR3.

Third were Jim Harvey and Carol Webb from Norfolk, in a Karman-Ghia.

20 Richmond News Leader Monday, Dec. 12, 1960

Trophy Winner

Richmonder D. Sam Perry Jr. has been awarded the perpetual Frank S. Pohanka Jr. trophy as having had the highest point total in F production sports car racing this past season for the Washington region.