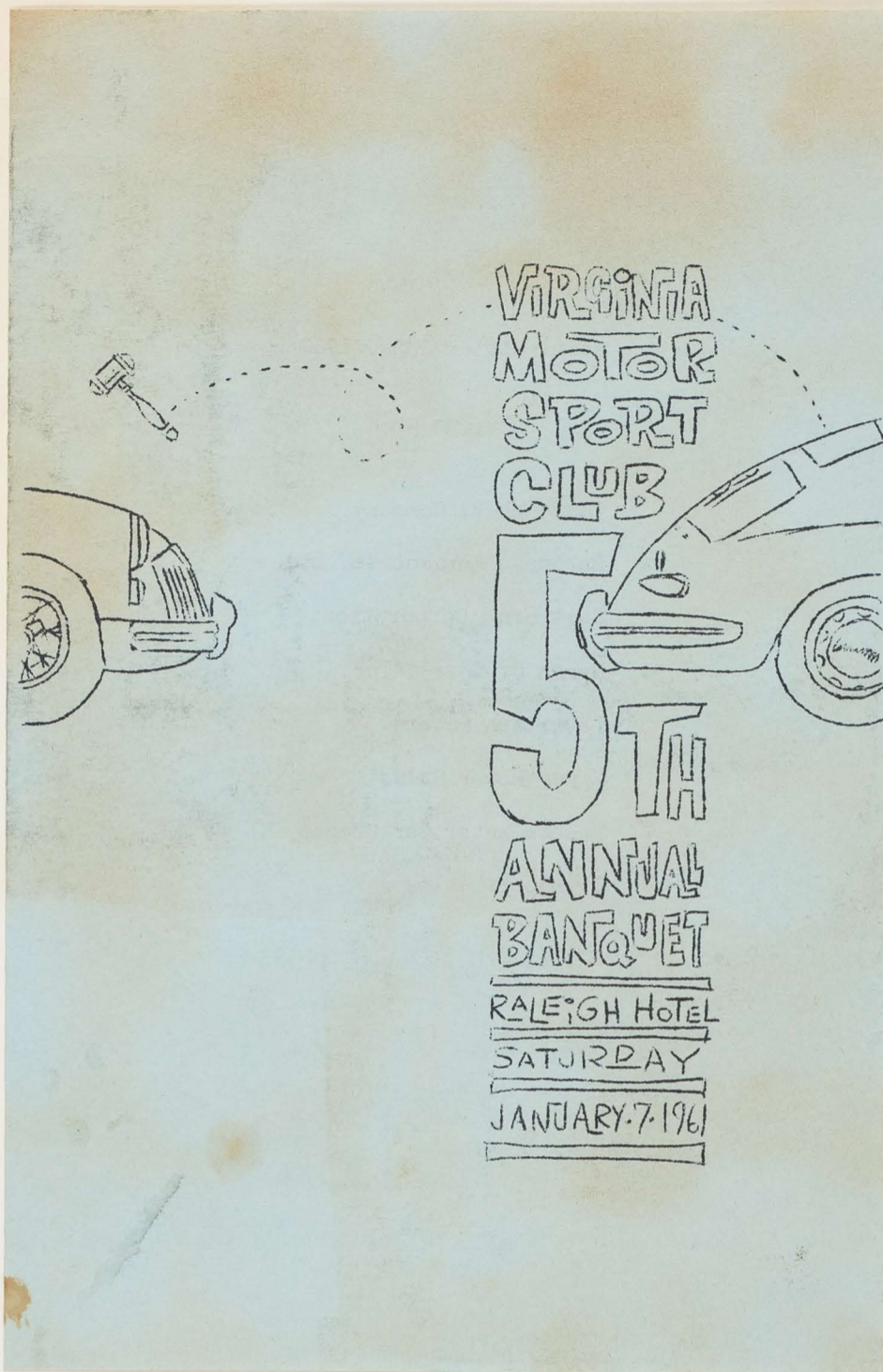


1961



Sports Car Club Names Officials

The Virginia Motor Sport Club held its fifth annual banquet last night at Hotel Raleigh.

Charles Larus was elected the club president for the coming year, the 11th president in the club's ten-year history. Other new officials are: Alpon Davis, first vice president; Stuart Jenks, second vice president; Harold Applewhite, treasurer; Mary Jenks, secretary; Sarah Chamberlain, assistant secretary.

Stuart was recognized as point leader for the past year, having compiled the highest number of points in the club's gymkhanas and rallies.

The first event of the new year will be the annual ladies rally to be held January 29.

Porsche Captures European Rally

George Patteson and Shirley Ward, driving a Porsche, won the Virginia Motor Sport Club's 136-mile European type rally yesterday.

The rally was run in Hanover and Caroline counties. In a European type rally, points are awarded for elapsed time between route reference points.

Charles Larus and Tucker Smith were second in an MGA. Robert Henkle and Laura Teavy were third in a TR.

T.D. 2-20-61

SULPHUR *Amalasses* RALLYE!

JUST PLAIN RALLY



- ▼ DATE — MAY 21, 1961
 - ▼ STARTING POINT — MIRACLE MART
PARKING LOT
(STAPLES MILL ROAD - JUST NORTH OF BROAD)
 - ▼ STARTING TIME — 1:00 PM (EDT)
- EQUIPMENT NEEDED — USUAL RALLY
EQUIPMENT AND ANYTHING ELSE
YOU CAN THINK OF TO HELP
YOU WIN. (F.I.A. LICENSE NOT NEEDED)

O.D. - S. JENKS

Thorntons Win Sports Car Rally
 Dr. and Mrs. John Thornton took first place yesterday in a 157.2-mile sports rally sponsored by the Virginia Motor Sport Club. The event carried through Goochland, Hanover, Cumberland, Buckingham, Fluvanna, Louisa and Henrico counties.
 Dr. and Mrs. Thornton were driving a Triumph-3. Sam and Jackie Carmine, in a Corvette, took second, followed by Ed Watson and John Musgrove, in a Austin Healy Sprite.

Rally - 5-21-61
-D- 5-22-61

SULPHUR Molasses RALLY!

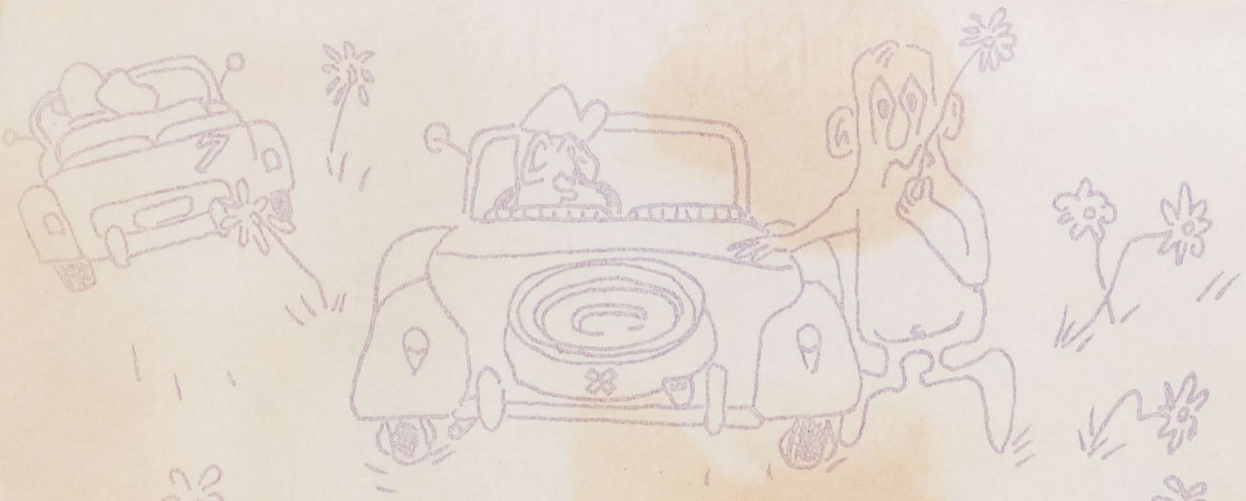
STORERS' MESS
2311 BRIDGE AVENUE
Rt. 5 Box 100 Chesapeake

-- A TACH TICKLING TIME AND TURN TESTING TONIC --
"It's a Da-Seay"

1961
Sunday, April 23 ---- First Car Out At 1:00 P.M.

Colonial Store Parking Lot
At McGuire Circle
(South End of Hull St. Opposite Southside Plaza)

--- Al Davis and Porter Seay, O.D.s ---



"SURE ITS SPRING -- BUT SHOULDN'T
WE HAVE TURNED AT THAT LAST T?"

Thorntons Win Sports Car Rally

Dr. and Mrs. John Thornton took first place yesterday in a 157.2-mile sports rally sponsored by the Virginia Motor Sport Club. The event carried through Goochland, Hanover, Cumberland, Buckingham, Fluvanna, Louisa and Henrico counties. Dr. and Mrs. Thornton were driving a Triumph-3. Sam and Jackie Carmine, in a Corvette, took second, followed by Ed Watson and John Musgrove, in a Austin Healy Sprite.

Rally - 5-21-61
D-5-22-61

100 MIN (E.I.V. LICENSE NOT NEEDED)
200 GALL. THINK OF TO HELP
FORBIDMENT AND VIOLATION FINE

Field Trials - July 31, 1961

John Kessler & the Course



Kent Johnson Pick Dickerson John Kessler



Hume Gooding Porter Seay Ed Cobb

Sam Carmine



Kent Johnson Bill Brown Hume Gooding Don Wiseman

Charlie Larus



Tom Vughan

Tom Geddy

Gooding, Larus, Wiseman, Dickerson
Len Wells





SAM CARMINE
JOHN KESSLER



~ THE COURSE ~



LEN WELLS, C. LARUS, W. BRAGG



JIM MORRISSEY



JOHN KESSLER



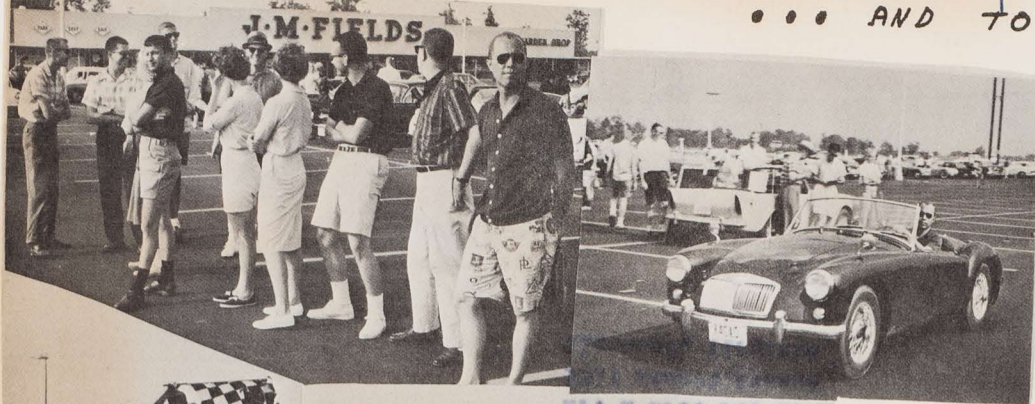
T. VAUGHAN, P. DICKERSON, K. JOHNSON



D. DICKERSON, C. LARUS, D. WISEMAN

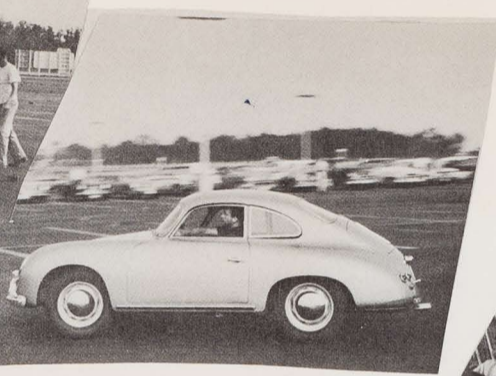


Old Dominion Region SCCA - Miniature Marlboro - August 13, 1961
... AND TO THE



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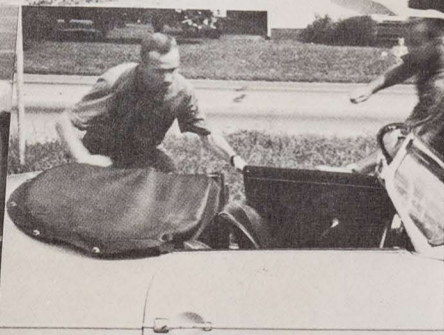
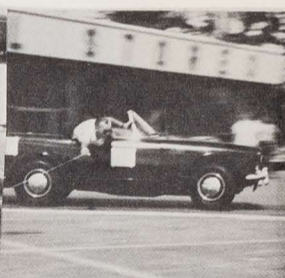
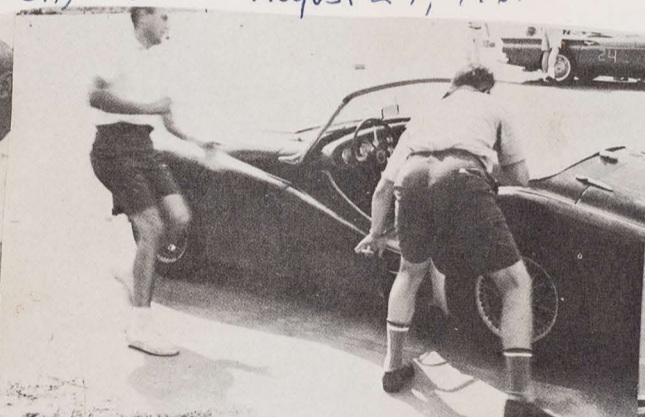
WE



W
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T



... AND WE HAD ONE TOO ...
Gymkhana - Bragg & Dickerson, O.D.'s - August 27, 1961



October 1961

Attend Anniversary Dinner

R. W. Smith of Quaker Town, Pa. (seated), national rally champion of 1957 and '60, was the speaker at the Virginia Motor Sport Club's 10th anniversary dinner here last night. Shown with him are Charles D. Larus IV, president, and Miss Shirley Ward, secretary, both of the VMSC.

(Staff Photo)

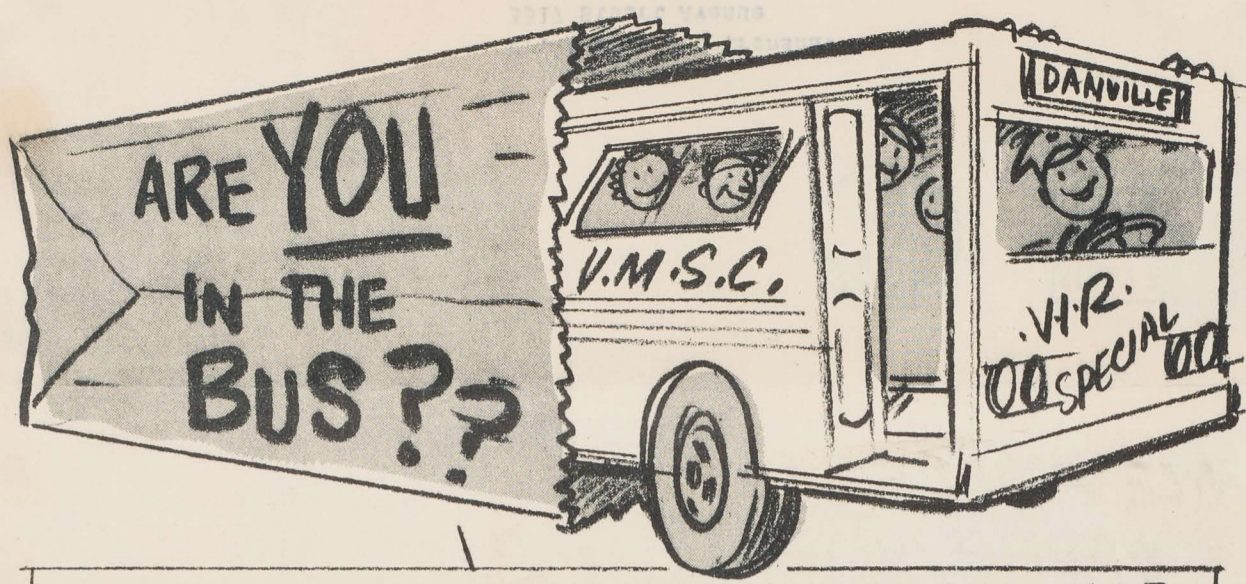
1962



Boy Scout Rallye - April 1, 1962

John Kessler

THE BUS IS IN THE BAG!



THE V.M.S.C. CHARTERED BUS TO DANVILLE
V.I.R. SPORTS CAR RACES
 HAS BECOME A REALITY !!

LEAVING SOUTHSIDE PLAZA
5:30 A.M. SHARP!

SUNDAY,
APRIL 29 - 1962

BUS FARE: Only \$4.90 ROUND TRIP

DRAWING TO BE HELD FOR
LUCKY FREE BUS TICKET!

(Sure, there's room in the
 luggage compartment for
 your **BIG COOLER!**)

LIMITED NUMBER OF SEATS LEFT...

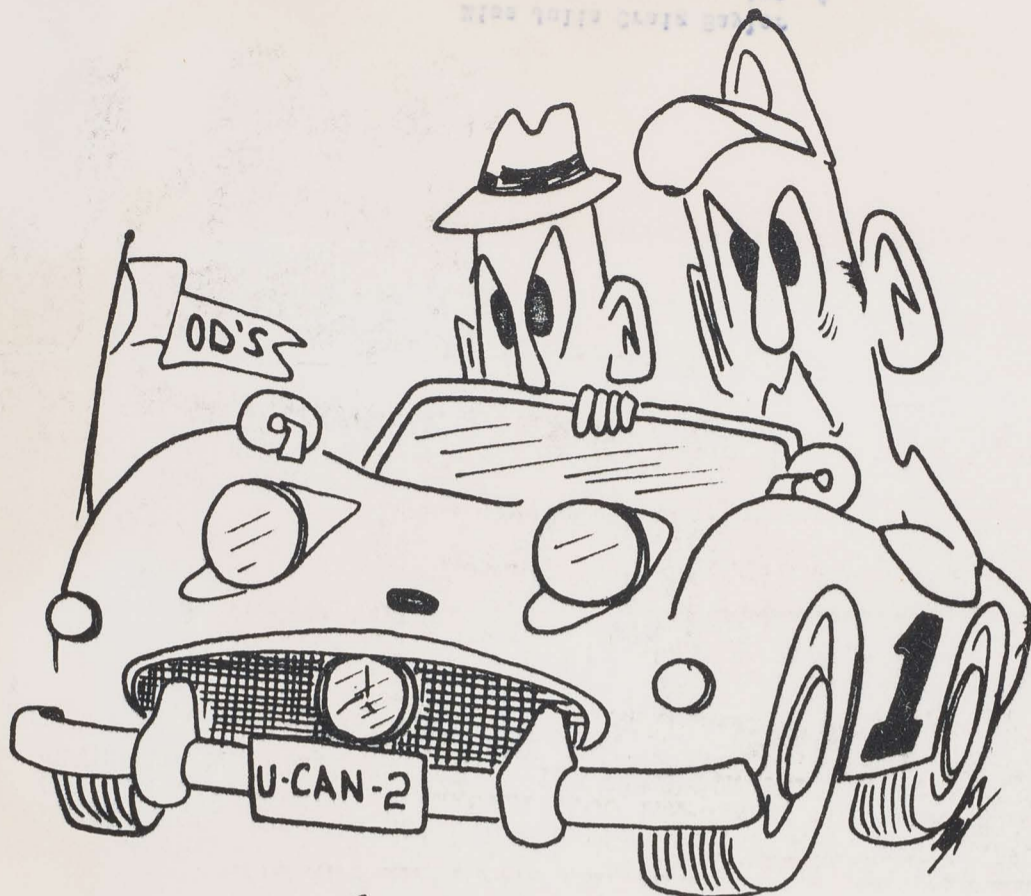
YOUR LAST CHANCE TO
SIGN UP + PAY UP
 WILL BE AT V.M.S.C.

MEETING, APR. 19, 7:30 pm,
 AT THE BRANCH HOUSE

JK

CALL KENDALL PARKER
 (HOME) AT 8-1854
 (WORK) MI 4-7611 EXT. 324





AL SMITH & DAVE FOX
PRESENT THE

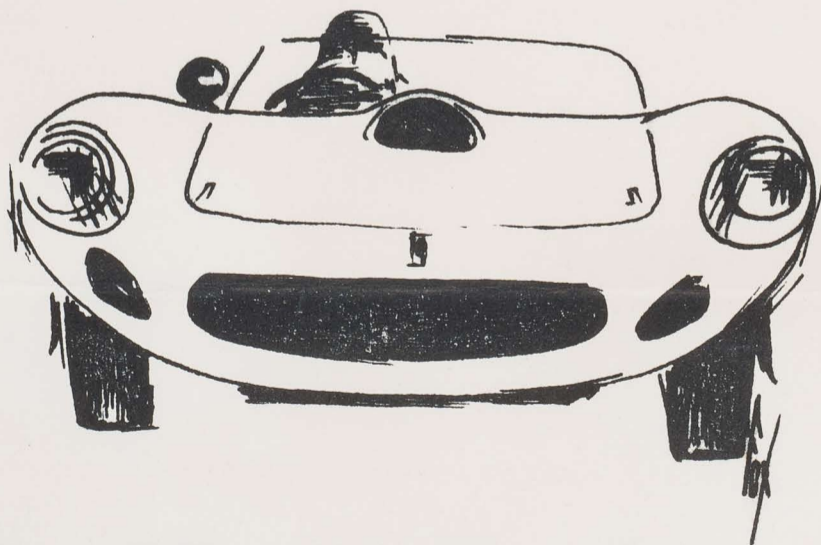
POWHATAN ROUTE RALLYE

THE POWHATAN ROUTE RALLYE WILL BEGIN AT THE JOHN MARSHALL
HIGH SCHOOL PARKING LOT SUNDAY, THE 27TH OF MAY, 1962. THE FIRST
CAR OUT WILL LEAVE AT EXACTLY 1:00 PM. DASH PLACQUES WILL BE
GIVEN TO THE FIRST 20 CARS. THE OD'S FOR THIS EVENT ARE SMITH &
FOX

1962

JUNE 24

GYMKHANA



1⁰⁰
pm

VMSC

BY
WRAY BRAGG
JIM MORRISSEY
FOR

JUNE 24TH 1962

MECHANICSVILLE "500"
TO BE HELD AT THE COLONIAL STORE
PARKING LOT, FARTHER OUT THE MECHANICS-
VILLE PIKE THAN WRIGHTS RESTAURANT.
THE SAME PLACE AS LAST YEARS EVENT.

COMPETITION PREPARATION BULLETIN NOW AVAILABLE

The competition preparation bulletin has been revised completely. It now contains most of the information necessary for the serious racing competitor to prepare his car.

A head and valve modification drawing is included as is a template for the fuel pump mounting. A complete list of competition options and their parts numbers is also included.

Due to the technical nature of this publication and the necessary cost, it is only recommended for the serious competitor or his mechanic.

You can order your copy now by sending \$1.00 to: TSOA, Box 3273, Grand Central Station, New York 17, N. Y.



John Kessler and Ed Cobb drove their TR-4 to top Triumph and 8th Overall awards in the recent SCCA National Virginia Reel Rally. 75 cars were entered in the difficult 600-mile event.

BRITISH PRESS ACCLAIMS THE NEW TRIUMPH SPORTS SIX

THE OBSERVER

"High performance for the family"

SUNDAY TIMES

"A Triumph with double power"

LONDON TIMES

"Smooth, Stable and full of power"

DAILY TELEGRAPH AND MORNING POST

"Evidence of . . . quality of furnishings and wealth of equipment . . . exceptional mechanical quietness"

MANCHESTER GUARDIAN

"Lively four-seater . . . high degree of speed and safety"

DAILY MIRROR

"Triumph with a difference . . . smooth and sparkling performance"

BIRMINGHAM POST

"Sports Six cruises at quiet 80 mph"

DAILY HERALD

"Spanking new six-cylinder small car"

DAILY SKETCH

"Fast new Triumph has sports touch"

DAILY MAIL

"Here's a Triumph for the get up and go man . . . Hard to rival anywhere at the price"

DAILY EXPRESS

"Another winner for Coventry"

THE SUNDAY TELEGRAPH

"Sports Six gives a silky ride"



Triumph's "Works" Rally Team at the finish of the 1962 Alpine Rally. With their fully equipped TR-4's are Thuner/Gretener (Swiss Rally Champions), Sutcliffe/Fidler and Wisdom/Uren. Their trophies and Coupe Des Alpes are displayed on the hood of the center car.

COUPE DES ALPES FOR TRIUMPH

A Triumph TR-4, driven by M. Sutcliffe/R. Fidler, finished 4th overall in the recent Alpine Rally. This was the second international rally for Standard-Triumph's "Works" Rally Team and they scored 1st, 2nd and 3rd in Class and 2nd overall for the Team Prize.

The rugged Alpine Rally has been the scene of many Triumph successes in past years. 1960, 1st in Class. 1959, 1st and 2nd in the 1600-2000cc Class and 1st in the over 2000cc Class. 1958, 1st and 2nd in Class. 1956, Team Prize and 1st, 2nd, 3rd, 4th and 5th in Class. 1954, Team Prize, 6th Overall and 2nd, 3rd and 4th in Class.

The Alpine rally is one of the severest tests of machine and man and includes many of Europe's worst back roads and highest mountain passes, hot flat lowlands and freezing mountain snows. These are the trials that have developed, tested and proven Triumph's top performance and rugged dependability.

This year, only five cars were awarded Coupes des Alpes for no loss of penalty points. The Class winning Sutcliffe/Fidler TR-4 won one of these coveted awards.

Of over 60 entrants, just 28 completed the 1962 Alpine. The Thuner/Gretener TR-4 (Swiss Rally Champions) was holding fifth overall until the final stage when a tire puncture cost them a two minute penalty.

The three Triumph TR-4's were classified as follows:

Class 3, GT 1601cc - 2500cc	
1st	M. Sutcliffe/R. Fidler 4th Overall
2nd	J. Thuner/J. Gretener 6th Overall
3rd	T. Wisdom/J. Uren 9th Overall



Bob Stanton of Binghamton, New York, put a Triumph engine in this AC Ace and claims higher performance and better reliability.

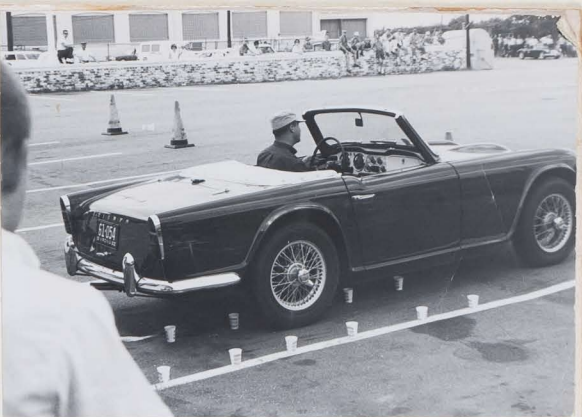


The Finish - Seay



July 8, 1962
GYMKHANA

Johnson O.D. Harding



? Remick



Bragg at Start
Harding - Brown



"Mac"



John Kessler's
Winners Smile!



Bragg Larus Musgrove



Ready at Start White head



Fred O.D.



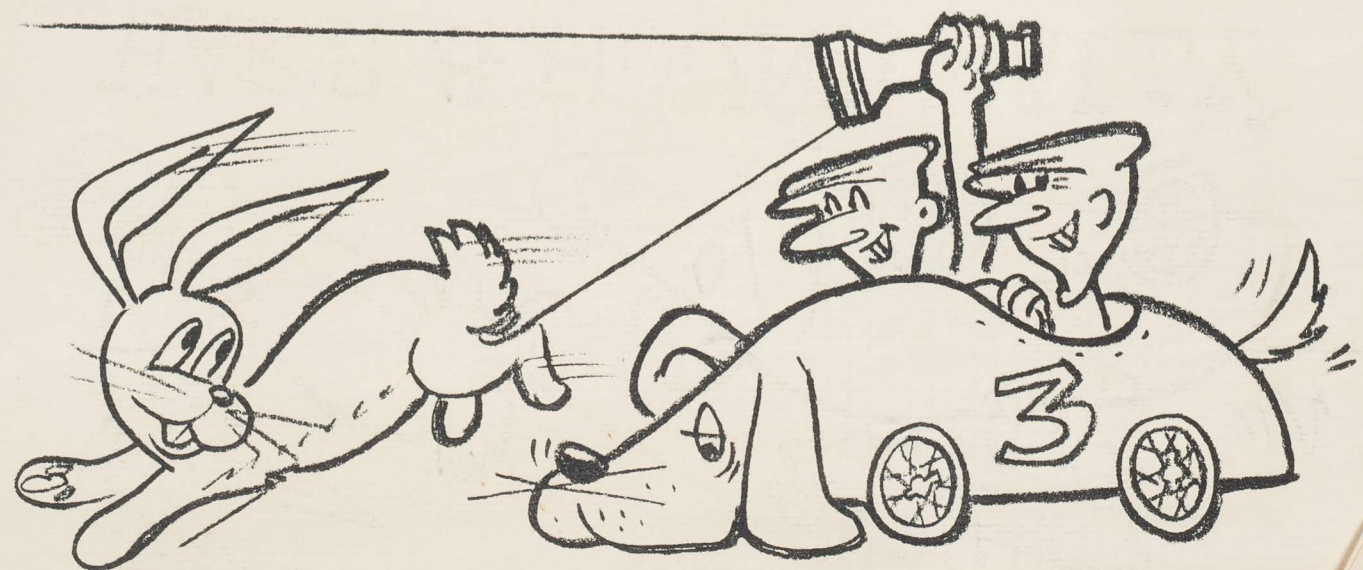
"The Start" OD Powell

V.M.S.G Meeting!

1962

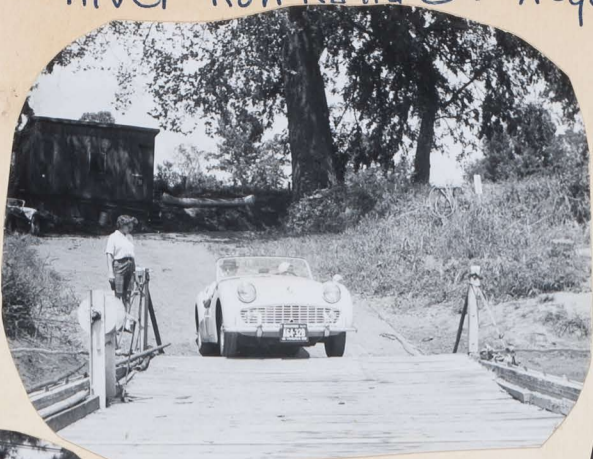
THURSDAY • AUG. 16th • 7:30 P.M.

BRANCH HOUSE



HARE & HOUND RALLY

River Run Rallye - August 26, 1962



Suzanne & John Kessler



Cecil Wagner

Dave Fox

Jim & Karen Spivey

Irving Sanderson



Ann Seay



Photo 13 1/4" to 10 1/2"



Dave Fox



Joyce Sarvag & Kent Johnson



John Mosgrove



Ann & Porter Seay



Edith Wagner

DRU & ED INABINET



Sheet 5109

VIRGINIA MOTOR SPORT CLUB

RIVER
UN
ALLYE

1962

SUNDAY-AUGUST 26

First car out 10 a.m.



★ Beverley Hills Shopping Center - Patterson Avenue & Ridge Road

★ AN ALL-DAY FUN-TYPE RALLYE

★ NO AVERAGE SPEEDS

★ BRING FOOD & DRINK (Non-Alcoholic)
FOR LUNCH IN OUTDOOR PICNIC AREA
(No Cooking Facilities)

O.D.'s

Cecil Wright

Bob Buchanan

Ken Parker



Jim Marshall
Kendall
Parker
←





—Staff Photo

Roger Penske Takes Time Out at VMSC Meeting
Standout Sports Car Driver Was Here Last Night

HOBBY' FOR PENSKE

Car Racer Drives Like Pro

By Jerry Lindquist

You'd have to say Roger Penske has one of the more successful hobbies around.

In fact, that may be the understatement of the year.

For Penske, at 25, has become one of the finest sports car racing competitors in the United States. He's been at this high-speed racing now for four years on the Sports Car Club of America circuit, has been named "Driver of the Year" by one motorsport magazine, is challenging king of the hill Dan Gurney for North American championship honors, and most recently pulled down top money in a pair of Grand Prix events on the West Coast.

Not bad for a fellow who likes to give the impression he's an amateur—but drives like a professional.

PENSKE WAS in town last night for a featured speaker chore at a meeting of the Virginia Motor Sports Club.

And, naturally enough, the talk was centered around the Penske "hobby"—racing and his approach to the subject.

Now it should be explained about here that Penske is not a full-time racer. He's quick to point out it's a week end and vacation sport for him.

He works for the Aluminum Company of America as a sales engineer. He has a family, his wife Lisa and two boys. It's this combination of work and family that keeps his racing life restricted.

Not only has it restricted his competition in this country but also has limited his freedom of choice—to a degree. He was offered a ride this year with one of the automobile manufacturers teams on the European Formula One circuit (Stirling Moss, Graham Hill, Phil Hill, etc.) He turned it down. "I would have liked to, but . . ."

He has been offered a ride in next year's Indianapolis 500. He says he hasn't made up his mind about that one yet. "If I had to make a decision right now, I'd say 'no'."

But he's not complaining. In fact, he says he might quit right now. "But once you get into it, you just don't want to stop." Moderation, yes. Pulling over for good, no.

This then is a capsule profile of the fellow knowledgeable sports car rail birds say could

a statement made by stock car standout "Fireball" Roberts.

It may be remembered Roberts, here early this past summer, went on record with "Sports car racing is for the amateurs and the birds."

Now Penske didn't make an impassioned plea in defense of his hobby. But he did make one thing clear.

"Evidently Roberts doesn't know much about sports car racing."

He did use an example—Rodger Ward winner of this year's Indianapolis 500 and one of the most versatile drivers in this country. "Ward, on the Coast, was having all kinds of trouble with his (sports) car. He couldn't get synchronized to downshifting and braking. He kept blowing engines or couldn't keep on the track.

"He said this was no easy man's sport."

MORE PENSKE: On his experience racing at the super-speed Daytona International Raceway this year: "I drove down there in a Cooper down the straightaway about 165 miles per hour. Jim Rathmann passed me and I pulled in behind him looking for a tow. The suction pulled the car right off the ground."

"Look for Gurney and Jimmy Clark, currently in the running for the Formula One title won last year by Phil Hill, to race at Indianapolis this year in a light-weight car with a Ford engine. "One feature designed to give it that light-weight look . . . rubber bags for gas tanks.

—Equipment is the real difference between American com-

petitors and the Europeans. "If given a real chance, Americans can do as well as the Europeans. Look at Phil Hill, Gurney, Richie Ginther!"

—Plans are being formulated for the American manufacturers, General Motors and Ford, to compete with the Europeans with a sports car line.

—Last words on stock car driving as observed at Daytona: "It's real exciting to watch. Those cars are just like tanks really. If they turn over, the driver seldom gets hurt. What you need at Daytona is the best car and the ability to keep your foot down."



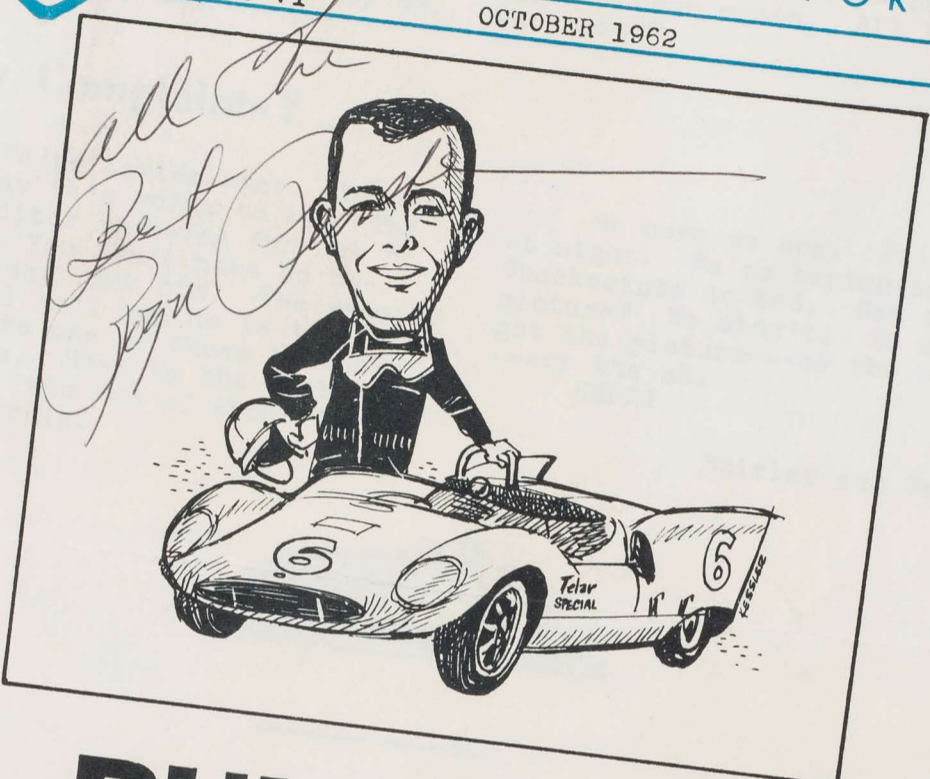
Checkpoints

VIRGINIA MOTOR SPORT CLUB

Volume VI

OCTOBER 1962

Number 9



BULLETIN:

RICHMOND, Oct. '62---

Roger Penske, noted racing driver, will speak to VMSC members and guests, October 25, at the Club's fourth annual dinner meeting to be held at Wright's Country House, 3710 Mechanicsville Pike.
Penske of Gladwyne, Pennsylvania, captured the SCCA National Point Championships in 1960 and 1961 and is well on his way to a third one this year in his fast, red Number 6, Cooper Monaco. He also finished well up in the 1962 U.S. Grand Prix at Watkins Glen,

in a Formula I Lotus V-8. Previous speakers for the dinner meetings have been "the man in the lavender suit" Richard N. "Tex" Hopkins, starter at Marlboro and other courses for many years; and R. W. Smith, national rally champion in 1957 and 1960. Hopkins spoke at two meetings.

Reservations for the meeting which begins with a cocktail hour at 6:30 (BYOL) followed by dinner at 7:30 must be made not later than October 20.



1. Tickets, please. 2. Who's in charge here?
 3. Us Domino smokers would rather fight than
 switch. 4. Ain't love grand! 5. Cecil, that
 tickles. 6. Hmmm. 7. O.K., Milford, give it
 back. You've held it long enough. 8. Pure
 pleasure. 9. Not THE Stirling Moss? 10. The
 eyes of Texas are upon you. 11. Wait till my
 dates see this! 12. Personally, I wouldn't
 use anything except BeeFeaters. 13. This will

show Cecil. 14. Noisy traffic outside the
 Dolphin. 15. Just what I've always wanted.
 16. Grand Prix. 17. Siblings. 18. Never mind,
 John. There are only two taller than this one.
 19. Good grief, Porter, all mud roads! 20. I
 guess you are all wondering why I called you
 here tonight. 21. 1-2-3-4.... 22. 196-197-
 198-199.... 23. Point event. 24. Local
 Porsche Parade. 25. Smile, you're on Candid
 Camera.

Center Picture - Caryl Hatch

**START
CANAL ST
PARKING
DECK**

**BETWEEN 7th
+ 9th ON CANAL**

**7:30 PM
OCT 31
1962**



RALLY

**WHITE
HEAD
INAB
INET
OD's**



BRING A FLASHLIGHT

**Cobb Winner
In Auto Events**

Ed Cobb, with 12,300 points, took top honors for 1962 at the annual Virginia Motor Sports Cars banquet over the week end.

All events including ralleys and gymkanas, are scored on a point basis. There were 16 competitive events during 1962, from these 16 the top 12 were counted.

Cobb participated in 15 of the 16 events and placed first in nine.

Holding down the second place spot, was George Patterson with 8,650 points. Third place honors went to Shirley Patterson with 8,000; fourth was John Kessler with 7,900, and fifth, Bob Kwass with 6,450.

Other winners were: Al Smith 5,950, Kent Johnson, 5,800, Cecil Wright, 5,400, Bill Whitehead, 5,300 and Charlie Larus, 5,000.

**Gymkhana Draws
Total of 45 Cars**

A total of 45 cars, largest representation to date, took part in the Virginia Motor Sports Club gymkhana at Elwood and Thompson streets yesterday.

Leaders in order named:

CLASS A (over 1,600-cc.)—Gene Atkinson, Petersburg Motor Sports Club, Austin-Healy 3,000; Bob Kwass, Virginia Motor Sports Club, Triumph TR-4; John Kessler, Virginia Motor Sports Club, Triumph TR-4.

CLASS B (under 1,600-cc.)—Frank Keyser, Corvair Club, Austin-Healy Sprite; Dave Pauling, Corvair Club, Austin-Healy Sprite; Mike Pocklington, Corvair Club, Austin-Healy Sprite.

1963



VMSC

7th ANNUAL AWARDS BANQUET

MENU

HOLIDAY INN • JANUARY 5, 1963

Roger Penske Again Wins Cup Race ^{g. 13}

By SHIRLEY PATTESON

Roger Penske, two-time winner of the annual President's Cup Race at Marlboro, Md., without a doubt had his own way again yesterday to make his "Cup" wins three.

In a Zerex Special and before the largest crowd ever at Upper Marlboro, Md.—10,000 spectators—this Gladwyne, Pa., race driver won over a field of 36 cars in the feature modified sports car race.

Penske led the second-place car, Bob Holbert's Porsche RSK at the end of the first lap by 4.8 seconds and increased his lead to 31 seconds at the finish. During practice Saturday, he broke the track record driving around the 1.09 mile-course in 1:31:30.

29 CIRCUITS

Completing 29 circuits, Penske lapped every car but three—Holbert's, Skip Barber's third-place Lotus 23, and Herb Swan's fourth-place Porsche.

The Zerex Special, controversial at one time because of the placement of the seats, was built by Penske from a Formula I Cooper late last year but was not the car in which he received his fourth overall win at the Sebring 12-hour two weeks ago. Penske drove a three-liter Ferrari GTO then.

Even though the feature race drew major interest, the seven 45-minute races preceding it were not dull.

In the A and B Production

Continued on Page 17

Penske ¹⁻⁸⁻⁶³

Continued from Page 16

race, Dr. Dick Thompson of Washington, D.C., drove his Stingray to first place in a heavy field of other Stingrays, Corvettes, Porsches, Lotuses, and the new Ford-engined AC Cobras.

For a few minutes, there was a rousing battle between Thompson's car and Bob Johnson's Cobra until the Cobra upon entering the oval spun and hit the fence. Johnson lost a lap in the pits but was able to renew his duel with Thompson, although one lap behind. Thompson was the easy victor but Johnson put pressure on the field of cars in front of him and advanced himself to sixth overall.

In this race Dick Lang drove his Corvette to second-place position overall and Grady Davis, his Corvette, to third place in the production classification.

In another race, Richmonder Sam White drove a steady race to place fourth overall and second in class in his C-Production Daimler. This race earlier saw a little one-liter Fiat-Abarth running as high as second position, close behind the winning Daimler of Duncan Black of Parkton, Md. Mechanical failure, however, sidelined it.