

WALTERBORO RACES

by Paul Worrell

A CROWD of 7000 watched a Porsche Spyder have a field day at the first running of the Walterboro, S. C., AFB races on Thanksgiving Day. Located about 40 miles inland from Charleston, this new 2-mile course should prove to be one of the best air base grids on the east coast.

Practice on Wednesday brought forth several 300 SLs, the brand new Porsche Spyder, a Bandini, Siatas, the M-Jags, Miss Isabelle Haskell's Crosley Special, her beautiful new 1500 cc Maserati, and numerous others.

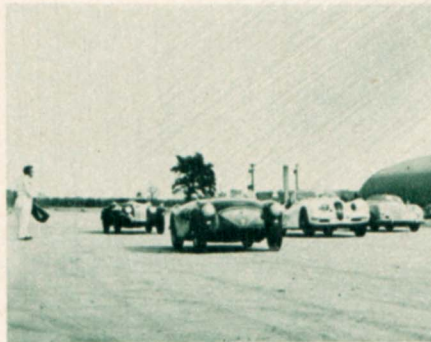
Mechanical failure plagued many of the cars, and it was apparent that preparation would be a deciding factor in the races. George Arent's 300 SL blew its head gasket and retired. Tracy Van Buren dropped his Bandini's clutch and replaced it with a standard Fiat unit, which proved too frail in the main event. H. L. Johnson's PBJ Special was fast, but its much modified Crosley engine was temperamental. Michael Marshall in his second "go," and the Porsche Spyder in its first, made a perfect team. Credit is given to the two young mechanics from Stuttgart who had this car running flawlessly, clocking 133 mph on the straight and 1'49" for the circuit.

It was a disappointment that Miss Haskell's Maserati stayed on its trailer due to lack of proper oil at the last minute. A real hassle was expected between this car and the Spyder.

After an hour's practice Thursday morning, the first race, Edisto Cup, got under way at 10:30. Heppenstall, Siata, was first around, and although he spun out, clobbered a haybale and jumped a ditch, he was never overtaken. Heppenstall lapped all but the 2nd place man and was followed across by Dunne (MG) and Brecht (Crosley). Cramer's Porsche Speedster and Van Buren's Bandini both went out with clutch trouble. Ed Welsh, driving the PBJ, retired early. Reving to 9,000 was somewhat hard on the Crosley's bearings!

Chief starter Jessie Coleman dropped the green flag on five ladies in the second event, 5 laps. This race brought happiness and heartbreak—heartbreak for Mrs. Paul Fisk, who led the first four laps in her Austin-Healey, driving fast and consistently; happiness for Mrs. George Koehne, who did a nice "860" on the 4th lap and then put her foot in the carburetor to overtake Mrs. Fisk

Above, left to right: top car of the day, Mike Marshall's Porsche Spyder; Bill Dunne gets the checkered flag; Dave Cunningham in trouble on turn 2.



photography: Harold Neal

and win by less than a car length in her XK-120M.

The 20-lap Ashepoo Trophy brought 7 Jags, 2 TR-2's a 300 SL, a Siata, a blown MG, and the Porsche Spyder to the grid. Dust hid the cars in the first turn, but everyone got around. 2'4" after the flag, the first 6 cars came over the line so bunched that the drivers could have shaken hands.

George Koehne took the lead from Frank Wilmott, both M-Jags, in the 3rd. But, the 4th time around Marshall's Porsche was half a lap ahead. He lapped the tail-place man in the 5th and continued to pull away 3-to-4 seconds per lap. Bill Bowen and George Koehne battled all the way for 2nd place, with Koehne finishing only a few feet ahead of Bowen's Jag.

The Cheehan Trophy handicap got underway at 1:25 p.m.. Five minutes separated the first and last cars off. Peter Jay Leach, MG-TF was second away and came home first, leading the 15 laps. Heppenstall (Siata) and Archibald (TR-2) were 2nd & 3rd. The Jags in the rear were never able to make up the handicap time.

After the Porsche Spyder displayed its braking, acceleration and speed in the 2nd race, it was fairly conclusive that it would

take the 100-mile main event, unless it had mechanical trouble. This proved true, Marshall taking the lead from Koehne in the 3rd lap, and slowly leaving the pack all the way. It was Koehne 2nd, Rahal (Jag Convertible) 3rd, and Wilson (300 SL) 4th from the 8th to the 34th lap. Koehne blew a tire, and Rahal and Wilson finished the last 15 laps, 2nd and 3rd. T. P. Waring's Porsche Super took 4th slot behind the SL.

When Marshall got the checkered flag, he was a lap and 30 seconds ahead.

Sand from the preceding races produced some spectacular spins. Rahal's Jaguar Convertible, with taped down top, was faster than most of the M-type roadsters. Welsh transplanted the Haskell Special's engine to the PBJ in less than two hours between races! He dropped early in the 100 miles, however. Bill Brown had great fun motor-ing around in a VW. As far, as can be determined, the only thing he overtook was the grandstand. Crowd control was very good, thanks to the ham operators who kept all flagmen in touch with starter Jessie Coleman.

The next running, which will be an SCCA National Event, is planned for early March. It will be a good test-bed for the big cars on their way to Sebring.

RESULTS

Sports Car Races, Walterboro, S.C.

Race 1—Edisto Cup—under 1500—20 laps

1. R. Heppenstall	Siata	57.5 mph
2. W. Dunne	MG-TF	
3. C. Brecht	Crosley Spl.	

Race 2—Ladies—5 laps

1. Mrs. G. H. Koehne	Jaguar	55.8 mph
2. Mrs. P. T. Fisk	A-H 100	

Race 3—Ashepoo—Classes B-F—20 laps

1. M. Marshall	Porsche 550	63.4 mph
2. K. Koehne	Jaguar	
3. W. Bowen	Jaguar	

Race 4—Cheehaw—handicap—15 laps

1. P. Leach	MG-TF	52.5 mph
2. R. Heppenstall	Siata	

Race 5—Colletonian—all classes—50 laps

1. M. Marshall	Porsche 550	62.8 mph
2. G. Rahal	Jaguar	
3. D. Wilson	M-B 300SL	