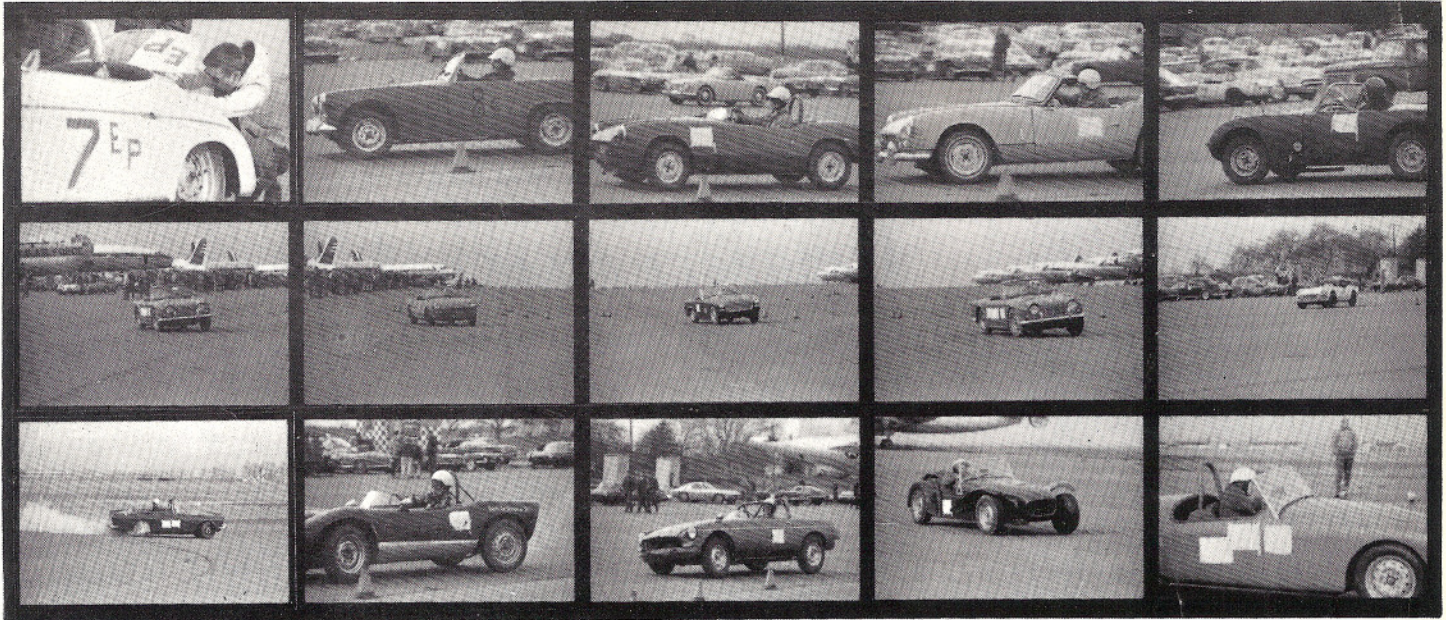


Delaware Autosprint Championships I & II



PHOTOGRAPHY BY FRANK FAHEY

by TOP GEAR Delaware Correspondent STEVE DUNN

Sunday, February 21, marked the first of the eight sprints for this year's Delaware Autosprint Championship. This sprint was held at the Greater Wilmington Airport. Someone lit a match under the mercury and the temperature soared to 51°, resulting in a most pleasant day for dusting the cobwebs off the throttle plates.

Seventy people competed, most of whom left tired but satisfied, and ready for the next sprint. The course was around $\frac{3}{4}$ of a mile in length and faster than usual. The faster course favors the bigger cars but does not hurt the smaller, more maneuverable cars. The Detroit compacts are becoming popular and room should be made for their entry in the sporty car circle.

Best time of day was all Ott Sr.'s until the last run when Willis Weldin, II, sorted-out the gear box trouble in his Lotus 7. Cobras, XKEs and Sunbeam Tigers put on a tire burning exhibition, due to their gross power; these cars did, however, exhibit more road-handling ability than most true-blue, side-curtain sporty car owners like to admit.

The uniform inspection procedure that has been adopted should eliminate the problems which were the major complaint of last year's series. This inspection revealed a few cars with snow tires, but the drivers borrowed spares from other participants and were able to compete. All things considered, the first sprint was a success, and the rest promise to be at least as successful.

A/B: 1—Tom Henry, Corvette, 1.015; 2—James Wyeth, Cobra, 1.035; 3—Tom Baldwin, XKE, 1.036.

D: 1—Stuart Outten, TR-4, 1.074; 2—Bill Tattersall, TR-4, 1.076; 3—Andy Egeressy, TR-4, 1.1000.

E: 1—Horace Ott, Sr., Porsche, .972; 2—Horace Ott, Jr., Porsche, .994; 3—Jay Gallinger, Porsche, 1.018.

F: 1—Robert Gardner, MGA, 1.051; 2—Jim Mathews, MGA, 1.070; 3—Earl Urion, TR-3, 1.081.

G: 1—Bill Church, Spitfire, 1.040; 2—Vic Richards, Sprite, 1.068; 3—William Worrall, Sprite, 1.103.

H: 1—Dave Wheeler, Sprite, 1.094; 2—Billy Couch, Sprite, 1.123; 3—Richard McCarthy, Sprite, 1.169.

MODIFIED: 1—Willis Weldin, Lotus 7, .950 (BTD); 2—Jacob Weldin, Lotus 7, .986; 3—Steve Dunn, Saab Special, .991.

T/O 1200: 1—Harry Smith, Mustang, 1.039; 2—Gerald Donovan, Mustang, 1.089; 3—Jack Lofland, Corvair, 1.098.

T/U 1200: 1—Bob Dawson, Jr., Saab, 1.130; 2—Robert Hewitt, Austin Cooper, 1.131; 3—Nelson Sanborn, Sunbeam, 1.182.

I/T: 1—Dennis Dougherty, Saab, 1.075; 2—Edsel Miller, VW, 1.129; 3—Howard Dougherty, Saab, 1.175.

LADIES: 1—Pat Oliver, TR-4, 1.126 (96.7%); 2—Carole Dunn, MG-A, 1.209 (88.7%); 3—Marilyn Alderman, Lotus 7, 1.143 (85.6%).

Contrary to the usual downpour which accompanies DASC autosprints, the weatherman was kind and gave us a clear, cool, windy day Sunday, March 7, at the Wilmington Airport. This was DASC's first sprint of the '65 season and the second in the Delaware Championship Autosprint Series. It was well attended and a total of 76 entries were recorded. The event was co-chaired by Edsel Miller and Harry Smith.

The course was not tight, and many cars easily got into 4th gear on the back straight, while trying to maneuver through the peach basket esses. Contestants came from as far as Bethlehem, Pa., and Baltimore, Md., and entered everything from a Cooper/Alfa to a Renault R-8. While both Willis Weldin and his kid brother Jacob Weldin drove the Alderman/Weldin Cooper/Alfa, the younger and less experienced Weldin turned BTD, much to the chagrin of his older brother.

During one run, an unexpected participant in the form of the airport policeman sauntered out onto the course while apparently making a check of the taxiway on which the sprint was set up. No one thought to time him, but he probably would not have been in the running for silver. By the way, what class would a '55 Chevy with a flasher light run in? Production or modified?

The sprint was held on an unused portion of taxiway among many old derelict airplanes. The next time the airport policeman checks that old dilapidated KC-97 and sees the C/D 1 sticker on it, he might wonder if it ran in the sprint too!! Presentation of the trophies was made at the Officers Club on the backside of the airport.

A & B: 1—James Kirby, Jaguar, 1.075; 2—Richard Baxter, Stingray, 1.078; 3—R. Bruce Manning, Sunbeam Tiger, 1.089.

C & D: 1—Jan Klair, TR-4, 1.026; 2—E. Stuart Outten, Jr., TR-4, 1.065; 3—Andy Egeressy, TR-4, 1.074.

E: 1—Horace Ott, Sr., Porsche, .951; 2—Jay Gallinger, Porsche, .968; 3—Horace Ott, Jr., Porsche, .977.

F: 1—Paul Fruckbone, TR-3, 1.093; 2—John Charamella, Volvo 1800, 1.094; 3—Richard Crabtree, MGA, 1.100.

G: 1—Nick Brahy, Spitfire, 1.046; 2—Bill Fetzer, Spitfire, 1.058; 3—Vic Richards, Sprite MK II, 1.061.

H: 1—Dave Wheeler, Sprite, 1.085; 2—Charles O'Connell, Jr., Sprite, 1.107.

MODIFIED: 1—Jacob Weldin, Cooper/Alfa, .907 (B.T.D.); 2—Willis Weldin, Cooper/Alfa, .921; 3—George Alderman, Lotus, 1.040.

T/O 1200: 1—Harry Smith, Mustang 2+2, 1.030; 2—Robert Yeatman, Corvair, 1.093; 3—Jerry Donovan, Mustang 2+2, 1.104.

T/U 1200: 1—Bob Dawson, Jr., Saab 850, 1.071; 2—W. Graves, BMW, 1.099; 3—Willi Ascher, VW, 1.114.

LADIES: 1—Patricia Oliver, TR-4, 1.138 (93.66%); 2—Marilyn Alderman, Lotus, 1.099 (83.17%); 3—Lolly Thomas, TR-4, 1.316 (81.08%).