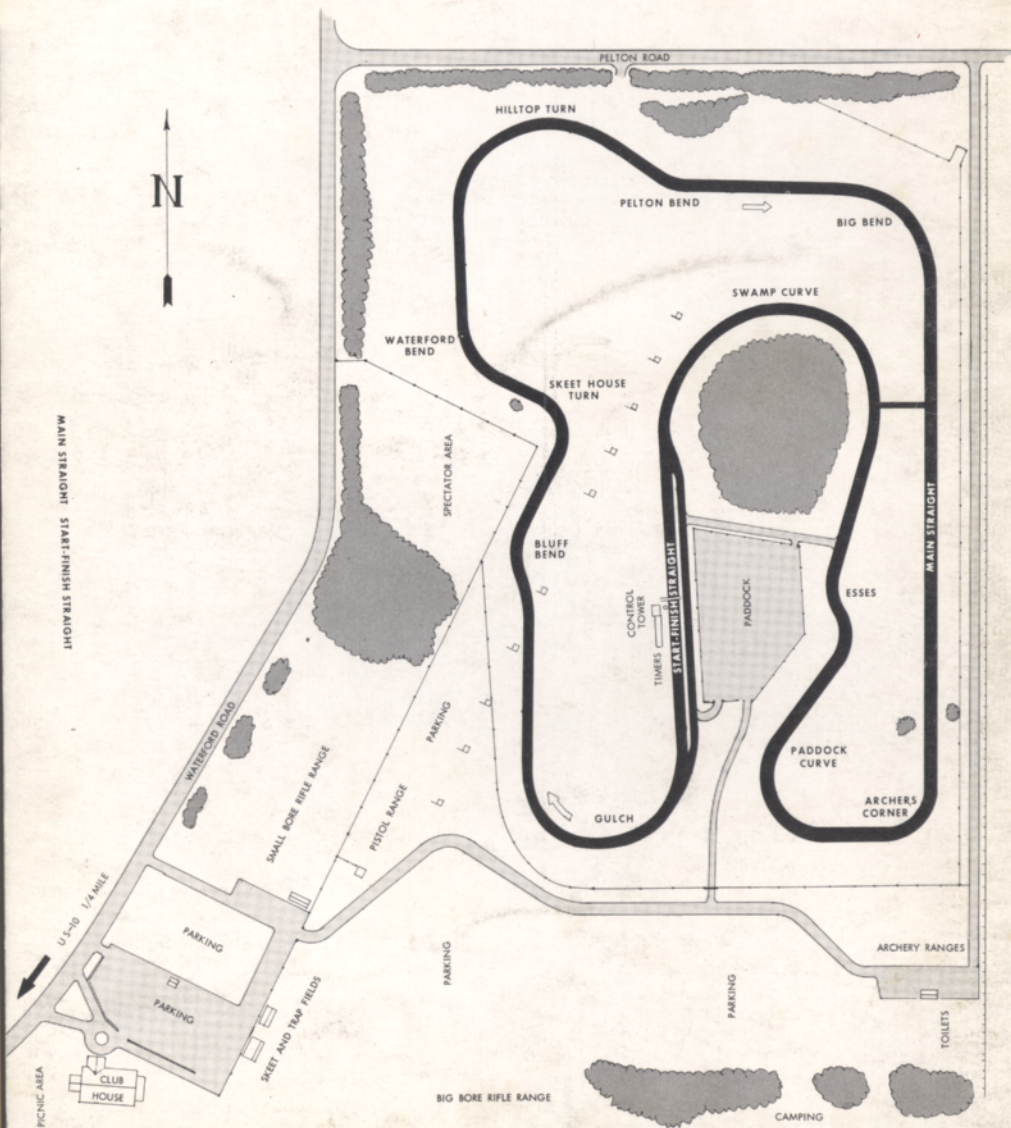


WATERFORD HILLS ROAD COURSE



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WATERFORD HILLS digest

AUGUST 13-14, 1960 / PRICE 25 CENTS



MID-SUMMER TROPHY RACE ISSUE

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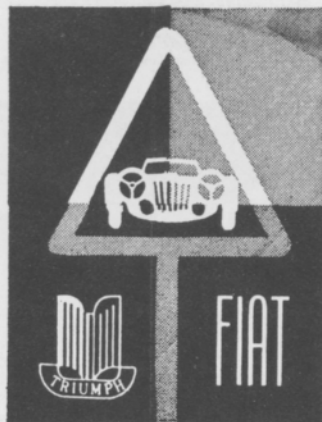


The inside line is usually the quickest, most interesting one for a sports car to take through a corner.

The "Inside Line" as it will appear in the digest henceforth will we hope, bring you some quick, interesting and timely editorial comment.

The bi-line of this issues' feature story contains a name familiar to a lot of you. His voice is heard along with that of Chuck Louis of WPON Pontiac, bringing you the color and excitement of the race via our PA system. The story is wirtten from experience, not notes. Many of the grunts, groans, and busted nuckels mentioned were his own. A fair amount of the credit for turning a "pile of junk" into this areas' most fantastic sports-racing machine is due the "White Mules" co-builder, Bob Moody.

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WHdigest



Photo by A. Bizer

COVER PHOTO With his pit crew pushing, Clift gets his Corvette into position on the starting grid.

CONTENTS

The Inside Line	1
Milestone of Motoring.....	4
Clift/Corvette	6
Preview and Review	10
Technical Inspection.....	16
Personality Profile	21
SCCA Regional Race Revue	24
OCSRC Rifle Club.....	26

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Photo R. Podvin

A typical pit scene at the Harewood circuit in Ontario, an XK-55 Jag.

MILESTONE OF MOTORING

Monza, Brands Hatch, Goodwood Sebring, these are names indeed to quicken the pulse of the Sports Car addict. These far away "Meccas of Motoring" are, except for the fortunate few, merely a dream.

Enthusiasts in this part of the country were, up until recently in a position where a long day's journey awaited them if they wished to compete or spectate at the few airfield circuits available. Put-in-Bay of course was in a class by itself, and when this "Round the barn, and up the streets" became unavailable, it left but one place where true and continental type road-racing could flourish, Waterford Hills, at Waterford, Michigan.

But for the energy and effort of the dedicated ladies and gentlemen of the Oakland County Sportsmans Club, who had the fortitude to 'get out', finance, promote, and literally work on their track, sports car racing would still be that long jaunt to the limited airfield type circuit.

As a non-member of this club, I cannot be accused of being biased toward them, when I say that all the clubs in this district would thank their lucky stars that we have such a group in our midst.

In giving out plaudits, the unanimous choice of all the "Oakland Gang" would I think be their dynamic chairman, Harry Barnes, one of the 'instigators' of the whole project. (You can't miss Harry, he is the big guy with the grin, and you will probably see him sometime to-day screaming at full chat round the course on his Go-Kart.)

How can we as sports car enthusiasts assist these nice people, and in so doing help our sport? Well to begin with, we can attend every event and enjoy racing at its best, we can 'talk it up' and get Mr. and Mrs. Average Joe and the kids to come, picnic, and enjoy themselves.

By John Marsh

AVERAGE LAP SPEED CHART

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1.20	64.00	1.30	56.89	1.40	51.20	1.50	46.54
1.21	63.21	1.31	56.26	1.41	50.69	1.51	46.12
1.22	62.44	1.32	55.65	1.42	50.16	1.52	45.71
1.23	61.68	1.33	55.05	1.43	49.71	1.53	45.31
1.24	60.95	1.34	54.47	1.44	49.23	1.54	44.91
1.25	60.23	1.35	53.89	1.45	48.76	1.55	44.52
1.26	59.53	1.36	53.33	1.46	48.30	1.56	44.14
1.27	58.85	1.37	52.78	1.47	47.85	1.57	43.76
1.28	58.18	1.38	52.24	1.48	47.41	1.58	43.39
1.29	57.53	1.39	51.72	1.49	46.97	1.59	43.02

The Waterford Hills Course is 1.4221 miles long (7,509 ft. center line of track). To determine the speed of any individual car, time it for one complete lap and read off the speed from this table.

The Official Time Piece used at Waterford Hills Road Course is CERTIFIED BULOVA MASTER WATCHES. These instruments are made available to OCSRR through the courtesy of BULOVA WATCH CO.

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CLIFT/CORVETTE

By Bob Moody



The "White Mule" drifting through Gulch turn in perfect form.

If it was ever to become a *real* sports car it would sure take a lot of work. It didn't even have an engine. Many of its body panels, looking like pieces of a king sized jig saw puzzle, it carried in its cockpit. And, certainly, a 1954 Corvette wasn't considered a sports car by those who considered sports cars.

That was what Bob Clift rescued from a junk yard one spring day in 1957. That was the start of what was to become probably the most thoughtfully and most continually modified Corvette in this neck of the woods.

The relatively easy job of body repair was accomplished quickly for because this was to be a race car there was no need for exact body contours and smooth finishes. The big jobs had to get under way if the car was to be raced at Grayling five weeks away.

Replacing the original six cylinder engine with a V-8 presented a problem which Clift must solve himself because up to this time there was no information available on how to make the switch.

Stock '57 Corvette engine mounts were cut, welded, filed, and fitted by hand to fit the frame and the well used a 265 cu. in. Chev. truck engine which was to give the old car new life. A single four barred carbureator filled in 'till something better could be found.

Luckily, for at the time they were scarce as Ferraris at a bash, Bob found a four speed Corvette transmission to fill the space left by the original Powerglide. Camouflaging this distinct advantage, however, was the old Powerglide shift knob with its R, N, F, and L which was to raise the devil with the paddock pundits. This little joke provided lots of laughs among Bob's friends who dropped in occasionally while the knuckle busting work on the all important brakes was going on. Air scoops let to gaping holes in the backing plates to cool the then organic type linings. A new combination of brake cylinder sizes and stiffer return springs were installed but these as well as many other things were to be changed again and again before Bob would ever hold the checkered flag.

A 12 volt electrical system, a radiator header tank, stiffer shocks, cut down front springs, rear springs

with an extra leaf added, redesigned throttle and clutch linkages, even a clutch pedal, reworked hood latches, quick steering linkage: These were just some of the things that had to be changed or added before Clift would have his race car.

On Thursday, before the race on Saturday at Grayling, the car was still many hours from being finished. It still had not yet left the garage. Friday after work would finish it up. Friday *midnight* was the deadline for finishing, getting a little sleep and making Grayling before inspection closed. Saturday, 4:00 a.m. was the deadline for making inspection. — Both passed with "just a few more things to do". There was more to be done than Bob's optimism would permit him to see. The Clift/Corvette debut would be at Akron, Ohio two weeks later. And every spare minute of these two weeks would be needed.

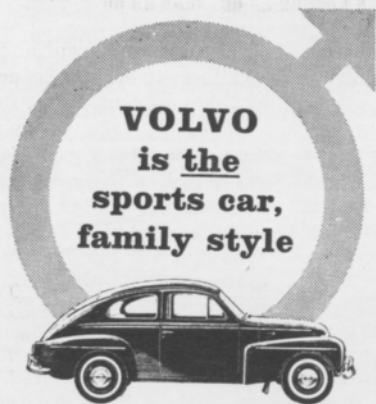
During this time the Corvette came to life once more; its eight little noises funneled to one tremendous roar. A welcome relief to the clink and grunt punctuated silence of before. These next two weeks the Scott Lake Road area reverberated with the staccato roar of the new heart of the old car. It winced at screaming tires as the brakes were tested, reworked and re-tested.

Work continued until the last possible moment before leaving for Akron.

Continued On Page 13

Photo by J. Wilson





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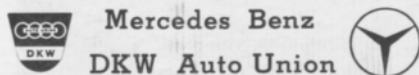


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New Performance Classes

The so-called "performance class" system was adopted nationally this year by the race-sanctioning Sports Car Club of America to equalize competition for its amateur drivers.

Close competition and new racing excitement should be provided sports car racing fans by the new grouping of cars on the basis of proven racing performance.

CLASS-B

All Corvettes
Ferrari Berlinetta
California
Aston Martin DB-4

CLASS-C

Mercedes-Benz 300SL
Jaquar 150, 3.8 liter
Aston Martin DB-2, DB2-4
Ferrari 250 GT
Porsche Carrera

CLASS-D

Jaquar (except 3.8)
Austin Healey 3000
BMW 507
Morgan
Porsche Super 90
Arnolt-Bristol
AC and Aceca Bristol
Frazer-Nash 2 liter

CLASS-E

Triumph
Austin-Healey 100
MGA Twin Cam (DOHC)
Porsche Super
Alfa Romeo Veloce
Turner Climax
AC Ace and Aceca
Flat 1500 Spyder

CLASS-F

MGA
Fiat Abarth 750 (DOHC)
Normal Porsche
Turner 950 Sports
Austin Healey Sprite
(with Factory Options)
Berkeley B95, B105
Fairthorpe Electron
Elva Courier
Siata 2085
Mercedes-Benz 190 SL

CLASS-G

Alfa Romeo Giuletta
Sunbeam Alpine
Fiat Abarth 750 & 850
(with Pushrod)
Renault Alpine
MG TC, TD, TF
Berkeley 492CC
Fairthorpe Electron Minor
Flat 1200 Spyder
Lotus MK Seven A

CLASS-H

Fiat Abarth GT Coupe and Spyder
Lancia Appia GT
Berkeley 328 CC
NSU Sport Prinz
Auto Union 1000 SP
Austin Healey Sprite
(without Factory Options)
Morgan 4-4
(Ford 100 E Engine)



Previews and Reviews

By Dick Norton

The final major wheel to wheel sports car races of the 1960 season will be sponsored by the O.C.S.R.R.C. and held on the Waterford Hills Road Course Saturday and Sunday, Oct. 1st and 2nd. Various activities on the course have been planned during the necessary breaks between some of the races. These activities will introduce you to some of the other events held on the course such as; Go-Carts and Gymkanas. Negotiations are now under way with Formula Jr. owners and drivers to organize a long distance Formula Jr. race to be included in the October event.

The June S.C.C.A. Regional Races at the Waterford Hills Road Course provided many exciting races and

examples of race strategy and driving skill. The sedan race turned into a real Donnybrook with the all out battle for position between Clemenshaw/SAAB, Henderson/Volvo, Stica/Sprite and Lidgard/VW with no quarter given or asked, finally ending with the SAAB in front.

The small class H modified and Formula Jr. cars were smooth, pretty and very fast, as Beasley in the Stenguellini F Jr. took first, followed closely by Tanner/Martin T-III and Bradley/Sadler F Jr.

A truly thrilling example of skill and strategy developed in the G production race after Holcombe worked his way from 7th place on the grid to 2nd behind Dr. Phil Seven. These two Alfa Romeos ran five laps as

though on rails and only feet apart until in the Swamp Turn just before the finish, Dr. Seven faltered and Holcombe passed to win.

The Kilburn/Lotus and Clift/Corvette resumed their duel from the Spring Sprint Races with Clift winning race #7 followed by three Lotuses driven by Kilburn, Keller, and Baldwin. The spectator's view of Clift and Kilburn coming out of the Skeet House Turn and starting up the hill is a never to be forgotten sight.

Johnson drove his Corvette beautifully to win race #8 followed by Beasley/Stanguillini F Jr. and Durbin in the Arnolt-Bristol.

The feature race again found Clift and Kilburn side by side in the front of the starting grid. As the green flag

fell, Kilburn was away first with Clift in hot pursuit, but Clift's valiant effort to catch up and pass was a little too much for the "White Mule", for as it thundered into Big Bend in the first lap, its tires still cold, it slid gracefully off of the roadway, across the shoulder and into the fence. With Clift caught like a fly in a spider web, Kilburn went on to an easy victory. Bradley/Elva and four other Lotuses piloted by Keller, Turnridge, Henry and Baldwin followed Kilburn's Lotus across the finish line.

The Clift - Kilburn scoreboard stands at Clift; 2 first, 1 second, 1 third and 1 did-not-finish. Kilburn; 3 first, 1 second and 1 fourth. What changes will today and October bring to this scoreboard?

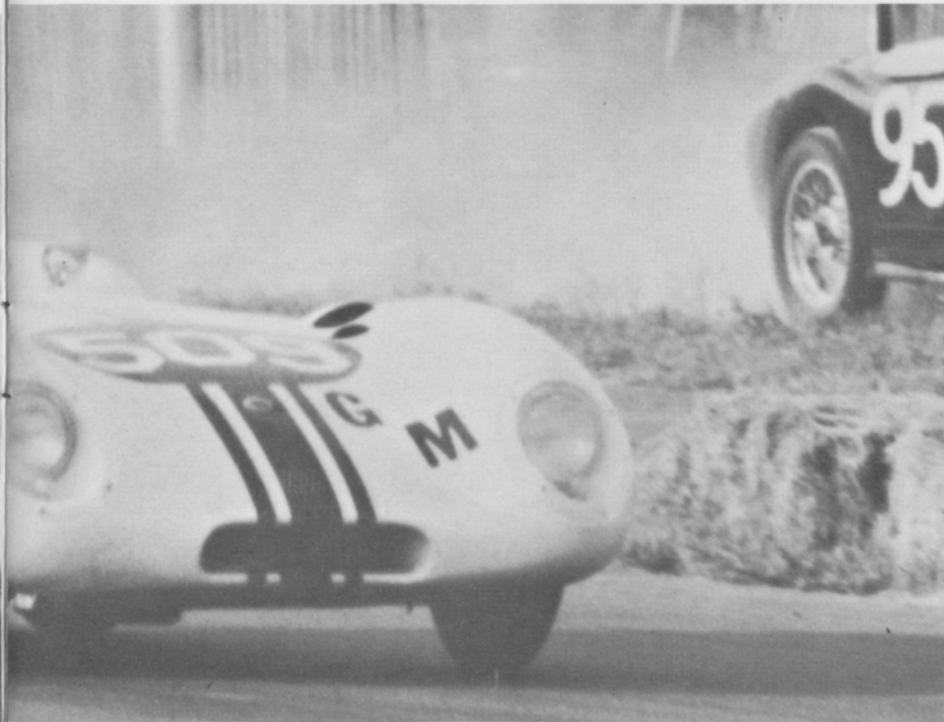
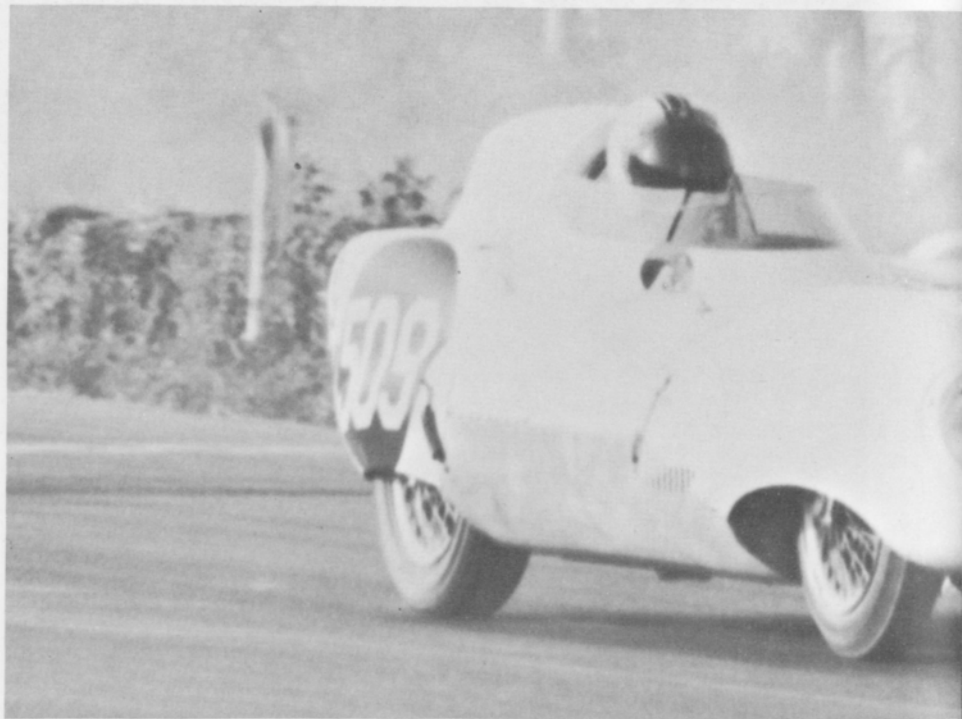


Photo by J. Wilson

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Continued From Page 7

One of the last jobs was crowning the old engine with the ultimate of "goodies": A Chevy fuel injection unit. Things had to be right before the car left Pontiac because there had been no time to build a trailer, and for the next two years it would go to the races under its own power; with one exception, returning the same way.

On the Big Day the car wasn't really noticed until the grid was formed. Clift was number 2, but this was easily explained because practice had been too limited and grid positions were drawn from a hat! The green flag was dropped and for anyone watching the expected happened — most of the 26 car field passed Bob before the first turn. He had popped the clutch too fast and for precious seconds just stood still and burned rubber. First time around Clift was 14th but looking pretty fast. He was. Next time around he was 7th! Already *everyone* (some 22,000 spectators) was interested in that white '54 Corvette. That Dee-troit iron that was passing Jags and Healeys and a 300 SL ultimately to finish 1st in class and 4th over-all behind a 2.9 Ferrari, a '57 Corvette, and a 300 SL. Bob and the car were mobbed after the race. Everyone just had to see that fuel injected V8 in the '54 body. Even the ticket he got on the way home for

"excessive noise" failed to dampen Bob's spirits.

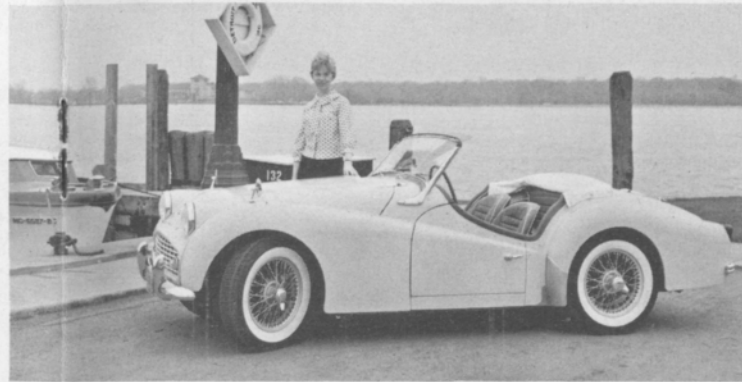
Between races for the next two seasons, work was to continue to strengthen and improve the performance which Bob felt he needed. A 283 cu. in. engine, a larger baffled oil pan, bucket seats, electric fuel pump, metallic brake linings, finned drums, battery relocated to the trunk, larger fuel capacity were a few more items on the lengthening list of modifications.

The list (if one was kept) of races entered and trophies won also continued to grow. By now, nick named the "White Mule", the car has been entered in everything from bashes to a professional sports car-stock car challenge race. This last go gave the stockers a quick look at the posterior of the "White Mule" as Bob took the checkered flag for a 3rd over-all and 900 Canadian dollars. Last October, Bob became the first winner of the Edwin P. Lawrence Memorial Trophy here at Waterford Hill Road Course. Several *boxes* of trophies attest to Bob's skill in rejuvenating a once dead Corvette.

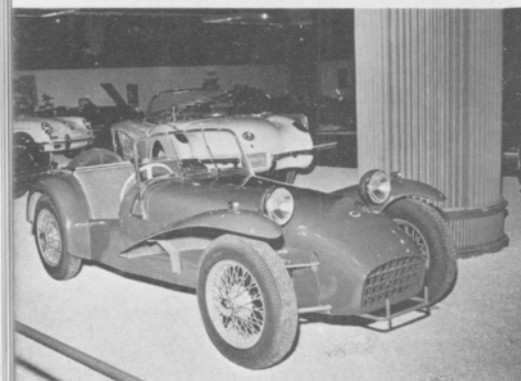
The work continues as the wins pile up, and the day comes closer when Bob will begin to build his long dreamed of Super Sports Corette. You see, this is just the beginning.



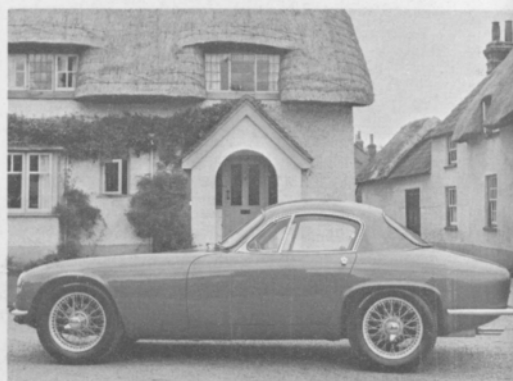
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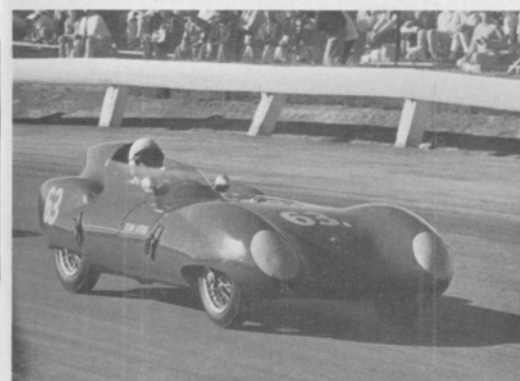
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TECHNICAL INSPECTION

By Bill Corliss

WHAT DOES IT MEAN?

Before any car sets wheel on a race course it must pass a rigid technical inspection. What is a tech inspection and what does it consist of? Pick up your drivers pass at the registration desk, wheel your car off the trailer, and come through the Waterford Hill Technical Inspection with us.

We pull in to the inspection line and hand our check list to the inspector

at the first station. Here the top side of the car is checked. The hood goes up. No dirt or grease on our engine! Dirt and grease are fire hazards and may cover up mechanical defects. We wince as the inspector shakes the radiator and battery and tugs the wiring and hoses, wondering if he's going to pull them out by the roots, but there's nothing loose and the hood comes down.



. . . no dirt or grease . . . shake the radiator and battery . . . tug at the wiring and hoses . . .

Sportsman's Headquarters

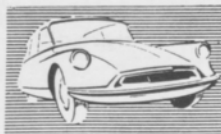
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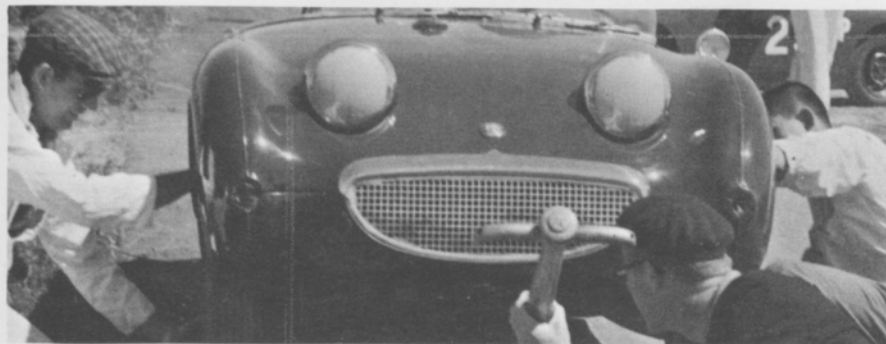
We pile out of the car as the inspector moves back to the cockpit. Doors, seats, seat belts, roll bar, mirrors, and controls are all given a thorough check. The trunk is opened. This is a sports car so we must carry a spare tire in the race, it's there and fastened securely. The inspector slams the trunk lid and it latches tightly. We don't want *that* flying open in the race. He checks us OK, hands us our check sheet, and we move on to the next station.

Here we are given a hydraulic jack of the type used in gas stations, and are asked to raise both front wheels off the ground. The front end is checked for alignment and tightness. The brake lines, steering linkage, exhaust system, tires and wheels, all are carefully examined. These must be in perfect condition. We try to be good neighbors so at our course mufflers are required on all cars. The inspector checks the muffler and also sees that there is nothing hanging loose under the

car that might fall off during the race and endanger the spectators or other competitors. We let the car down off the jack, pick up our check list again, and prepare ourselves for the toughest test of all--the brake test.

Down the pit lane at 20 miles an hour, we raise both hands over our head and hit the brake pedal--HARD. Tires screech on the asphalt but the inspector says the left rear didn't "lock-up." Racing brakes don't work well when they're cold, so we are allowed three runs on the brake test pad. Back around for our second try keeping a light pressure on the brake pedal to warm up the brakes. Here we go again. Better this time but still not perfect.

Back again for our last chance. This time we take her to nearly 30 MPH and really stand on 'em. We are rewarded by four beautiful black streaks on the pavement, and by a little blue and white sticker that means that our long hours of work spent preparing the car have paid off.



. . . raise both front wheels off the ground . . . check for alignment and tightness

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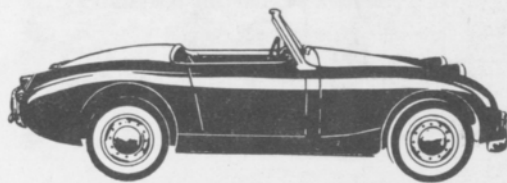
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FOR YOUR SAFETY

Sports car racing can be a dangerous sport for drivers and spectators alike. Yet its popularity continues to grow. We believe the Waterford Hills road course to be among the safest racing circuits. OCSRRRC has taken all possible precautions to ensure the safety of spectators and competitors at this meeting today. We have an accident-free record and we intend to retain it, but we need your cooperation.

Please stay within the bounds of spectator areas shown on the circuit map. Fencing has been erected for your protection. Do not stand, sit or climb on it.

Crowd Control Marshals have been posted

at vital points around the track for your safety. They know their job . . . please co-operate with them.

Please keep a tight rein on your children and if you have a dog with you, make sure it cannot run onto the track.

The Paddock area is open to authorized persons only.

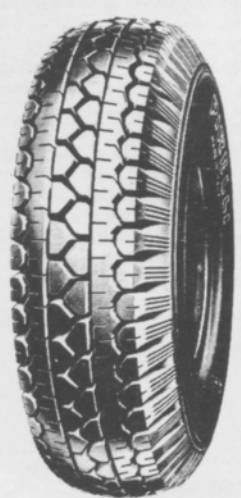
The State and Local Police who are here today to help us watch for your safety, will be on the highways after the event to continue their duties. Drive home carefully . . . the track is the place for racing, not the highway!

We hope you will enjoy today's races and come again.



Photo R. Podvin

PIRELLI



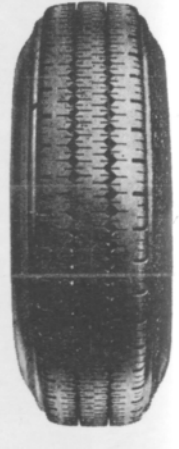
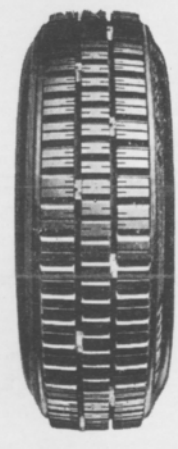
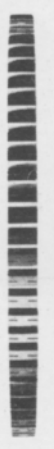
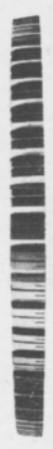
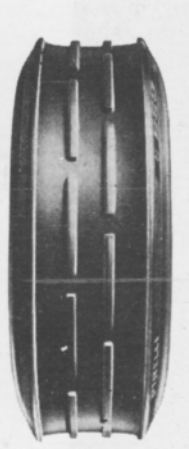
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Personality Profile

By Tony Franco

BILL CLAWSON



Photo by J. Wilson

If you happen to meet a lot of people from Dearborn here at Waterford Hills today, it is probably because of their favorite son - racing son is "Wild Bill" Clawson.

Bill, who lives at 747 N. Martha, Dearborn, is 46 years young, married to Mrs. Clawson, and the father of three beautiful children.

It seems that cars are in Bill Clawson's blood. He works for the Ford Motor Company, on the manufacturing staff, all of his outside activities center around sports cars, and he has one hobby - guess - of course, sports cars.

He is past president of the Ford Motor Sports Club, Ford Employees

Recreation Association, director of the Oakland County Sportsmens Road Racing Club, and the Thunderbird Club of America.

Although Bill has driven a very fast Thunderbird for the past five years, he has driven in competition an M. G., Porsche and Jaguar at such courses as Mr. Clemens, Flat Rock, Michigan State Fairgrounds, Livonia, Daytona Beach, Toledo and our own Waterford Hills.

Wild Bill Clawson has been a real example of the kind of sportsmen we have in our Club and driving our course. We are proud to salute such a fine personality and a fine gentlemen.

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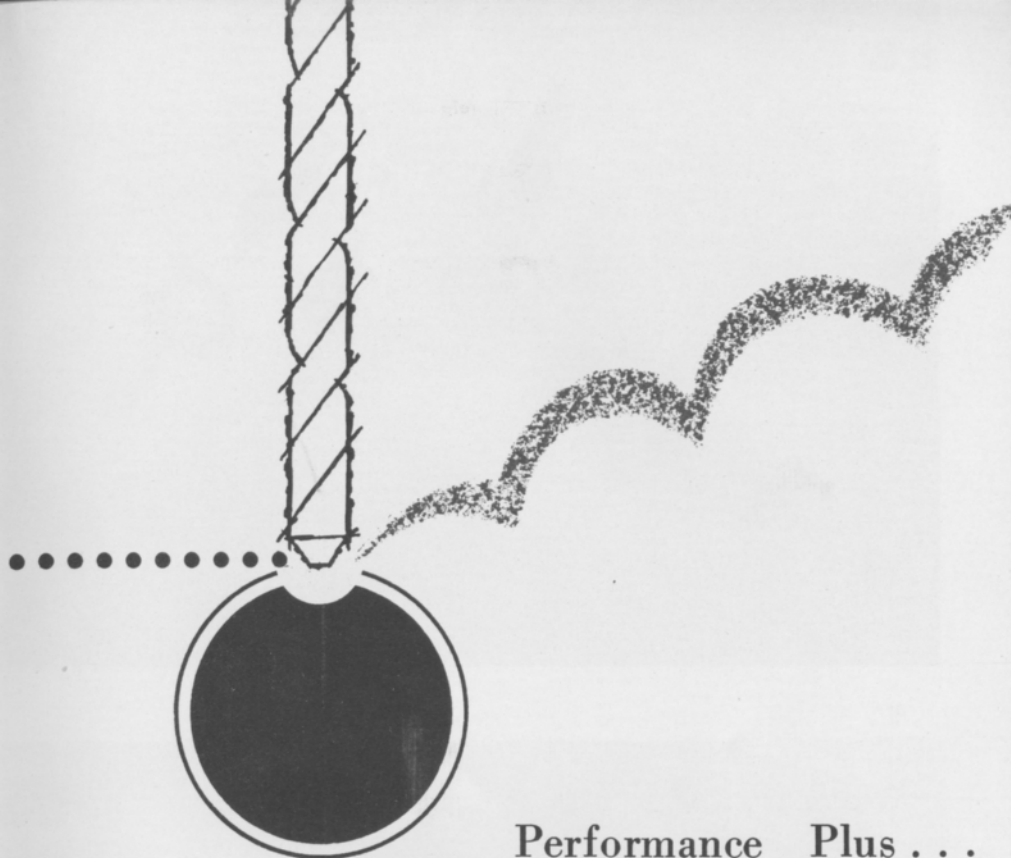
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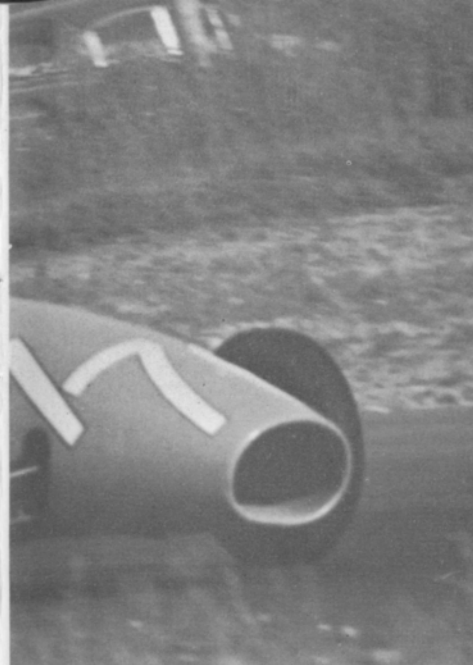
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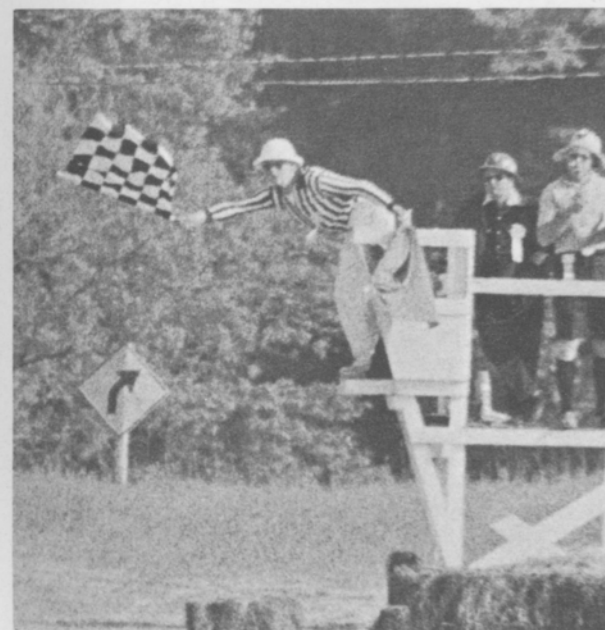
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SCCA REGIONAL RACE REVIEW



OCSC RIFLE CLUB

As you entered the grounds of the Oakland County Sportsmens Club today, you probably were not aware that one of the finest Military Type Big Bore Rifle Ranges exists on the southeast corner just behind the clubhouse. Just north of the clubhouse to your left as you entered the gate leading to our Sports Car Track, is the 50 and 100 yard Small Bore Rifle Range. We have ample reason for being proud of these facilities as well as of our riflemen.

Recently, the Summer Competition Matches were held at Bay City. Our riflemen made a fine showing, for example, Chuck Luxmore, a very active OCSC rifleman, was the match winner with a score of 241 - II.V. He collected a medal in his class in six of the seven events - five firsts and one second place. Mrs. Don Bennett, our lady representative, won a trophy as high woman with a score of 421 - 14 V. These are just two of our sharp shooters and many more of our rifle club members cam home with "brass" to show us. George Forstrom, Robert Waggoner, Ken Farnum will represent OCSC at the Ohio State Championship Matches and later at the National Matches at Camp Perry.

The Big Bore Rifle Range will accomodate eight shooters at a time and the club supplies its shooters with 30 caliber ammunition given to us by the Department of Civilian Marksmanship for the purpose of markmanship training. The most popular rifle for use on this 200 and 300 yard rifle range is the M I Garand Service 30 Caliber Rifle, also loaned to us by the D.C.M.

The Small Bore Rifle Range has facilities for forty five shooters at a time. Each year the Junior Sectional Rifle Shoot is held here with over one hundred Juniors registered. Mr. & Mrs. Robert Gubbins have assisted the Rifle Club with this annual event for a number of years. The Gubbins' interests are varied at OCSC and one may find them on the rifle range or doing numerous jobs on the track. Mr. Gubbins is a Trustee of the Sports Car Track and the owner of an AC Bristol.

On Sept 17th the Junior Rifle Clinic will be held on our grounds. The Clinic is co-sponsored by the J.L. Hudson Co. of Detroit and the Sportsmen's Service Bureau, a division of Sporting Arms and Ammunitions Manufacturers Institute. Our own riflemen will handle the Ranges on this day giving 500 boys and girls instructions on the handling and safety of the 22 caliber rifle.

Many requests have been made to our Rifle Club by parents wishing us to express our opinion about what rifle to buy for their youngsters who wish to be tops in the 22 caliber small bore shooting game. Here is a list of the guns used by boys and girls who recently competed on the small bore range in the Junior Championships.

Remington 513-10, Winchester 75-8, Stevens 416-2, These are good, medium-priced rifles for beginners; Mossberg 144LS-4, J.C. Higgins 103-1. These are fair, low-priced rifles for beginners;

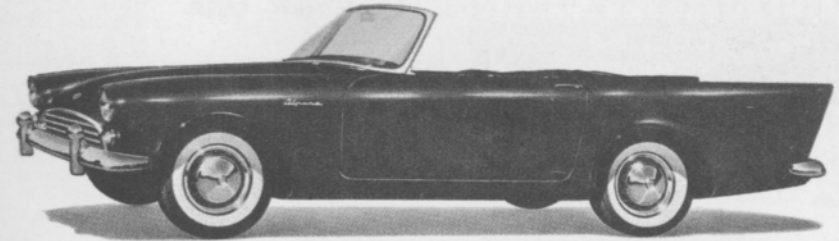
Remington 40X-5, Winchester 52 (A, B and C)-32, B.S.A. Martin-1, Anschutz 54-4. These are excellent rifles for any smallbore shooter. They cost about \$150.00 with good iron sights; Winchester 52 Bull-6 Anschutz Super 54-1, Hammerli-1. These are the tops for champion-type shooters. They cost to \$450.00, completely equipped, and are worth it for the serious, precision-type shooter who intends to follow the game for a lifetime. Remington 37-10, Winchester 47-1, Winchester 72A-1, Walther Military Style-1;

Despite their high cost, the foreign-made rifles are not of higher quality than our American rifles, and except in the free rifle category, will not shoot any better. We have riflemen at O.C.S.C. who have proved this in competition and who are willing at any time to demonstrate the quality of American gun craftsmanship.

The Rifle Club is a fine example of what OCSC has to offer its members. The Waterford Hilles Digest will continue to bring you articles on the various activities available to all interested out-of-door sportsmen.

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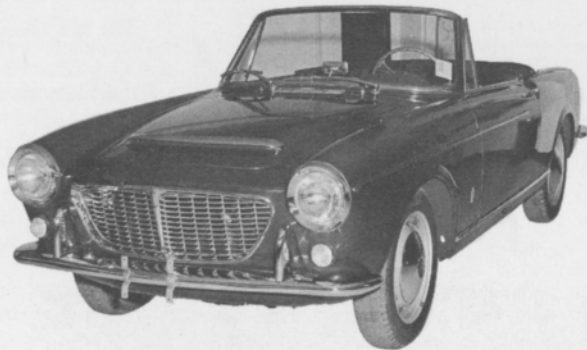
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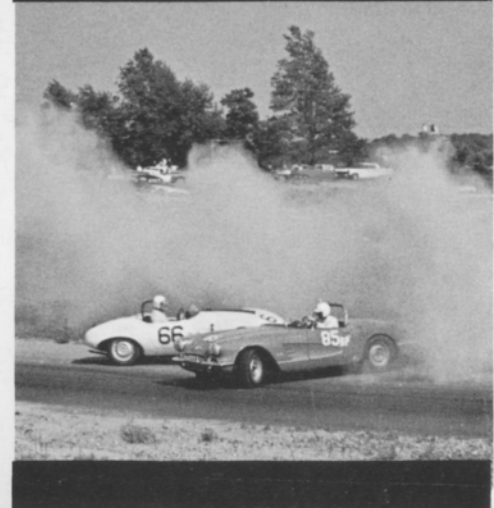
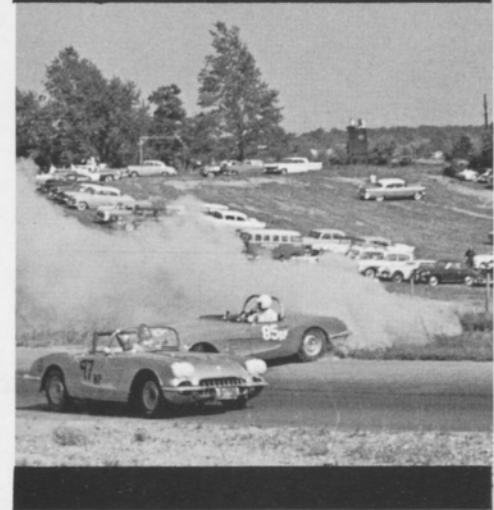
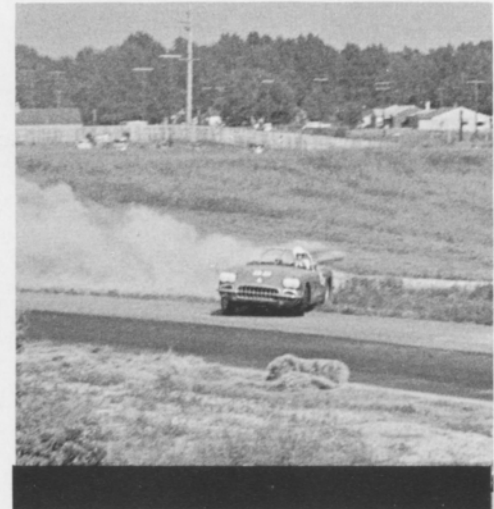
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