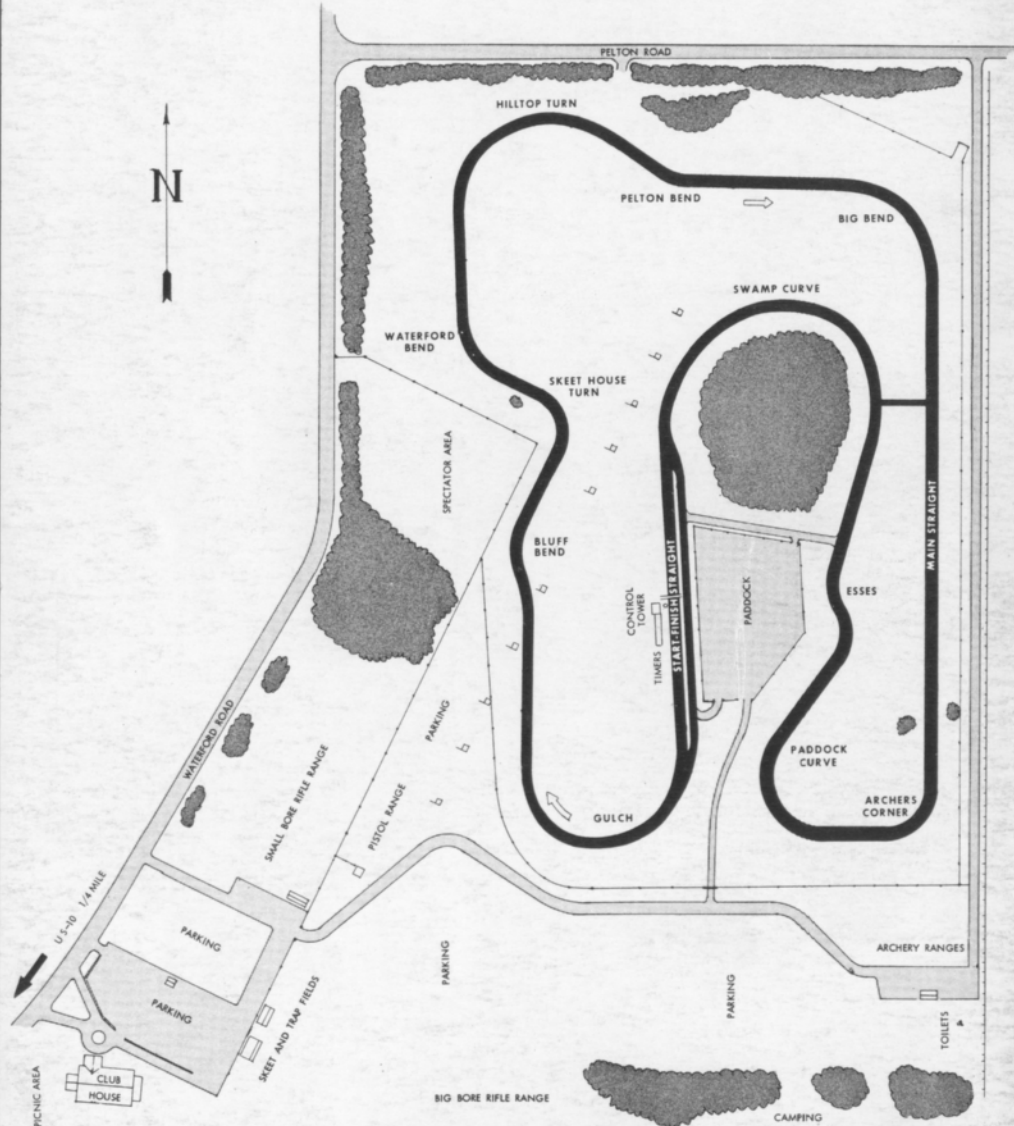


WATERFORD HILLS

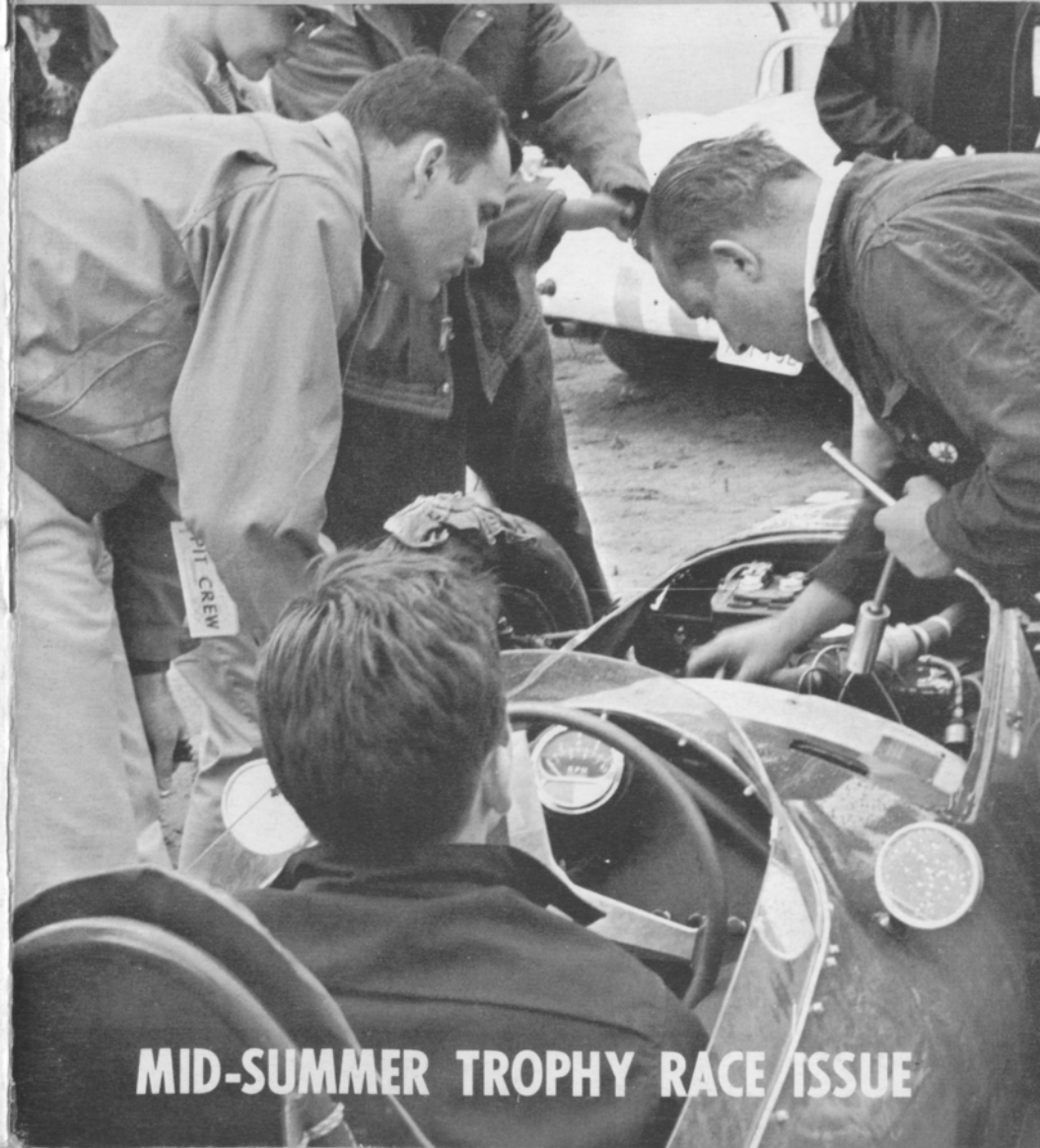


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WATERFORD HILLS digest

August 12-13, 1961/Price 25 cents



MID-SUMMER TROPHY RACE ISSUE

THE INSIDE LINE



Three interesting new cars to watch this weekend will be -- the Woodward F Jr., the GSM Delta, and the Lotus XVII. None of them have been raced in this area as yet.

Ken Woodward's car though a true backyard F Jr. in every sense of the word, turns out to be a very professional looking machine. Although Ken's still getting used to the car, he tells us that it's handling and braking seems entirely satisfactory. He also said it needs a little more power on the straight -- then added with a grin, "a couple more carburetors will help that."

Having only been brought into this country a few weeks ago, the GSM Delta has already posted some impressive wins at Green Acres and Mosport in Canada. This pretty little 1100 lb. automobile is powered by an English 105E Ford engine which has been brought up to 90 HP.

Glen Baldwin's Lotus XVII is one of 3 built for, but never raced at the 24 hour endurance race at LeMans, France, it is the only one still powered by the original 750 cc Coventry Climax engine. The other two having been fitted with 1100 cc engines. From the way the car looked and sounded at practice last weekend, this should be the Class H-M car to beat.

The final race of the season here at Waterford Hills on September 30 - October 1 promises to be one of the finest. Besides competing for the annual Detroit News and Lawrence Memorial Trophies, this will be the last opportunity for drivers to accumulate championship points. It will also be your last chance of the year to see sports car road racing in Michigan.



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COVER PHOTO—A busy pit crew makes a final change of plugs before the race

CONTENTS

The Inside Line	1
The Pit Crew	4
Previews and Reviews	8
Personality Profile	13
Motorcycle Road Racing	15

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THE PIT CREW

Its Habits and Function

— by Dave Davis Jr.

Pit crews come in all shapes and sizes. (Shapes are very important, as we shall soon discover). To the average American, pit crew means the Rockette-like precision of the mechanics in the Indianapolis 500, who change three tires, fill up with gas and oil and swear at each other all in less than thirty seconds. The average road racing pit crew couldn't

even start swearing in thirty seconds, much less accomplish anything worthwhile in the driver's behalf.

Some of the European factory teams enjoy Indy-type efficiency, but they're the rare exception; the average Ferrari or Maserati pit stop looks like a Chinese life-boat drill. Mercedes-Benz and Aston Martin teams have always been noted for their speedy

pit work, but evidently this is because the Anglo-Saxon and Teutonic temperaments are more easily regimented; Italians and fiery south-of-the-border types just don't adapt to all that jazz about teamwork and efficiency. They like to yell at each other too much.

Having dispatched European racing with the above, we come to the sort of pitwork you can expect at Waterford Hills today. Amateur racing drivers can't afford a full crew of professionals, so they make do with wives, girl friends, business associates, and for a few of the more affluent, a hired mechanic from their favorite service garage. Occasionally these people

(the wives, et al) know something about what's going on, but more often than not their contribution is limited to moral support and sneering remarks about the opposition.

Next to the one crew member who knows anything about cars, the most important person is a pretty girl; the more spectacular the better. This has obvious advantages for the driver and other male crew members, but she also serves another very important function. By ambling around through the pits, she can go a long way toward demoralizing the opposition and getting them off guard. Further, members of the press will tend to be

attracted by good display of femininity, and the can help the driver's cause by slanting their reports in his favor. Thus, you see, there's more to racing than cars and drivers.

The basic responsibility of a pit crew, whether it gets done or not, is as follows: (1) Have the car ready to race. (2) Have the driver ready to race. (3) Maintain communication with the driver during the race via signals, to advise him of his lap speeds, relative position in the field, and the progress of the race. (4) Be ready to effect emergency repairs should something go awry with their car.

Normally, this last part is unimportant at Waterford because a pit stop will put a car hopelessly behind. The emergency service aspect of pit work is generally limited to longer races like the Elkhart Lake 500 or LeMans. Even in European Grand Prix racing a pit stop can put the leader right out of contention. So, for the most part,

you'll see male pit people holding up cryptic signs for their drivers and you'll see a jillion young women, without any apparent duties, wandering aimlessly through the paddock, smiling. These are the hardworking pit crews and their contribution is an important one. They may not do much actual good, but racing wouldn't be as much fun without them; especially that one, in the striped capri pants . . . but that's a whole other story.

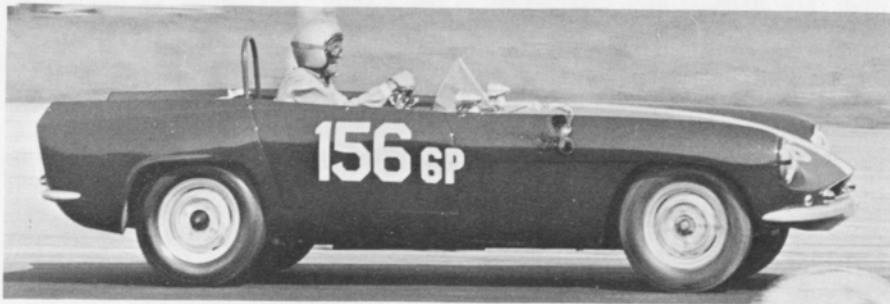


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Wet but happy — Tom Payne



PREVIEWS AND REVIEWS



Motorcycle Racing August 27



Lawrence Memorial Race Sept. 30 — Oct. 1



Chief Steward congratulates Chuck Detrick on his over-all win of the Sunday Feature Race

1961 SCCA REGIONAL RACE



Payne's Porsche RS-61 leads the pack into the skeet house turn

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

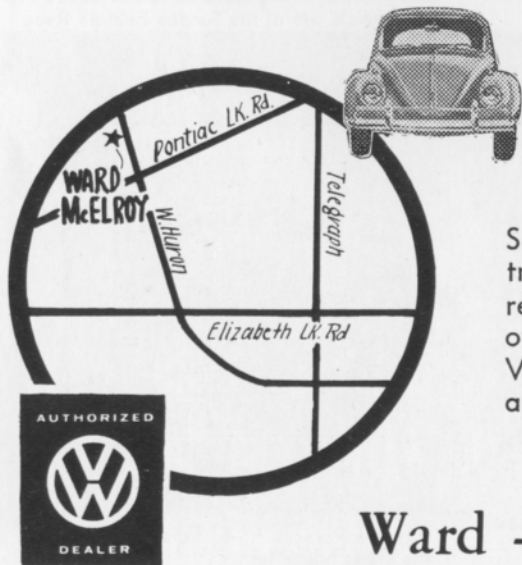
Close competition and new racing excitement were provided sports car racing fans by the new grouping of cars on the basis of proven racing performance.

- CLASS A** - Aston Martin DB4 GT
- CLASS B** - Corvette, Thunderbird (2-Passenger), Porsche Carrera (including 1600 engine and Weber Carburetors) Ferrari 250 GT (except short wheel-base), Aston Martin DB4, DB2-4.
- CLASS C** - Jaguar XK-120, 140, 150, 150S, 3.4 - 3.8, AC-Ace Bristol, Aceca Bristol, Arnold-Bristol, Frazer Nash, Porsche Super 90, Daimler SP-200, AH-3000 (BN7), (T) Lotus Elite, Morgan Plus 4 (Aluminum body and competition options.)
- CLASS D** - Alfa Romeo Veloce, Alfa Romeo 2000, Porsche 1500S, 1600S, Austin Healy-100, 100-6, Siata 208-S, Turner Climax, AC ACE, Aceca, Lancia Aurelia GT and Spyder.
- CLASS E** - Triumph TR-2, TR-3, MGA Twin Cam, Elva Courier, Morgan Plus 4, Fairthorpe Electron, Fiat-Abarth 750 (dohc), Mercedes 190SL, Fiat 1500 Spyder.

- CLASS F** - MGA, Sunbeam Alpine, Porsche 1500, 1600, Denzel 1300S, Fiat-Abarth 850S, Turner 950 Sports (Stage II), D-B Dual Super HBR-5, 850 and 950, D-B (T) HBR-950.
- CLASS G** - Alfa Romeo Guilietta, Austin Healy Sprite with competition options, MGTF-1500, Porsche 1300, 1300S, Fiat-Abarth 750 (Pushrod Mille-Miglia engine), Fiat-Abarth 850 Allemano coupe, D-B HBR-5, 850 and 750, Berkeley B-95, B-105, Alpine (Renault), (T) Lotus 7A, Auto Union 1000 SP, Fairthorpe Minor, Fiat 1200 Spyder.
- CLASS H** - Austin Healy Sprite, Berkeley 49, MSTC, TD, TF-1250, Fiat-Abarth 750GT (standard pushrod), Lancia Appia GT, NSU-Sports-Prinz, NSU-Sport Prinz, Morgan 4-4.

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Personality Profile

ERHARD DAHM



The gray Volkswagen that spectators saw barking at the heels of the Sprites during the SCCA Regionals last June belongs to Erhard Dahm. Although he is a newcomer to sports car racing, Erhard and his Volkswagen have done quite well for themselves.

Erhard's first venture into racing was the Waterford Hills Fall Classics last September. Since then, in less than a year's time, he has picked up eighteen trophies in races at Water-

ford Hills, Mt. Clemens and numerous gym khannas. This included a first in class for the Spring Sprints and a third in class at the SCCA races this year.

Erhard arrived in this country in May of 1958 from Hamburg, Germany. Before leaving Germany, he worked for Mercedes-Benz for four years. He now operates his own garage in which he specializes in repair work on Volkswagens and Porphes.

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Erhard's work and a life-long interest in racing finally led him into competition last year. When asked what he liked most about the sport, he quickly answered, "It's fun."

Although he eventually hopes to work up to driving the Porsche, Erhard enjoys racing his Volkswagen. "It is one of the toughest cars made," he said. "It takes to racing pretty well. You don't see too many VW's blow up".

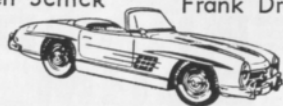
Erhard resides in Northwest Detroit with his wife and two children, a boy and a girl. As an added point of interest this weekend, he will race an Auto Union 1000 in the G Production class. "It belongs to a friend and we want to see how well it will do."

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Earhard Dahm sneaking by an unsuspecting Saab

MOTORCYCLE ROAD RACING

An Introduction

On Aug. 27, Waterford Hills will again be the scene of exciting racing as motorcycle road racing is presented for the first time in the Michigan area.

You will be thrilled and amazed at the speed and cornering ability of the two-wheeled machines, as the riders come through the straights wheel to wheel, lean sharply into the turns, and rapidly accelerate on into the next straightaway, all the while maneuvering for a good position for overtaking the man ahead.

The Waterford Hills course is ideal for displaying the capabilities of the racing motorcycle. This tight, twisting circuit, with more than ample room for passing will provide the rider with many opportunities to outguess his competitors.

In compliance with the regulations of the American Motorcycling Association, the sanctioning body for this event, the races will be run in a counter-clockwise direction. This will make lap time comparison between the cars and bikes difficult. However, on a course with straightaways that

are not extremely long, the times set by the sportscars and motorcycles have been very close.

These races are being sponsored by the Detroit Motorcycling Club, Inc. with the co-operation and assistance of the Oakland County Sportsmens Road Racing Club. The DMC is a group devoted to presenting to the public the true picture of motorcycling, a safe, exciting, and enjoyable motorsport.

Every effort is being made to present a program that measures up to the standard of fine racing always seen at Waterford Hills. Riders from several states, (even as far away as Conn.) and Canada have announced their intentions to compete at this meet.

We invite you to enjoy all the excitement and color of road racing, and to discover the special quality of motorcycle racing as the riders battle it out, foot peg to foot peg, here, at Waterford Hills on Aug. 27.

Practice will begin at 9:00 a.m. and the starters flag will drop for the first race at 1:30 p.m.

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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 OCSRRC through the courtesy of BULOVA WATCH CO.

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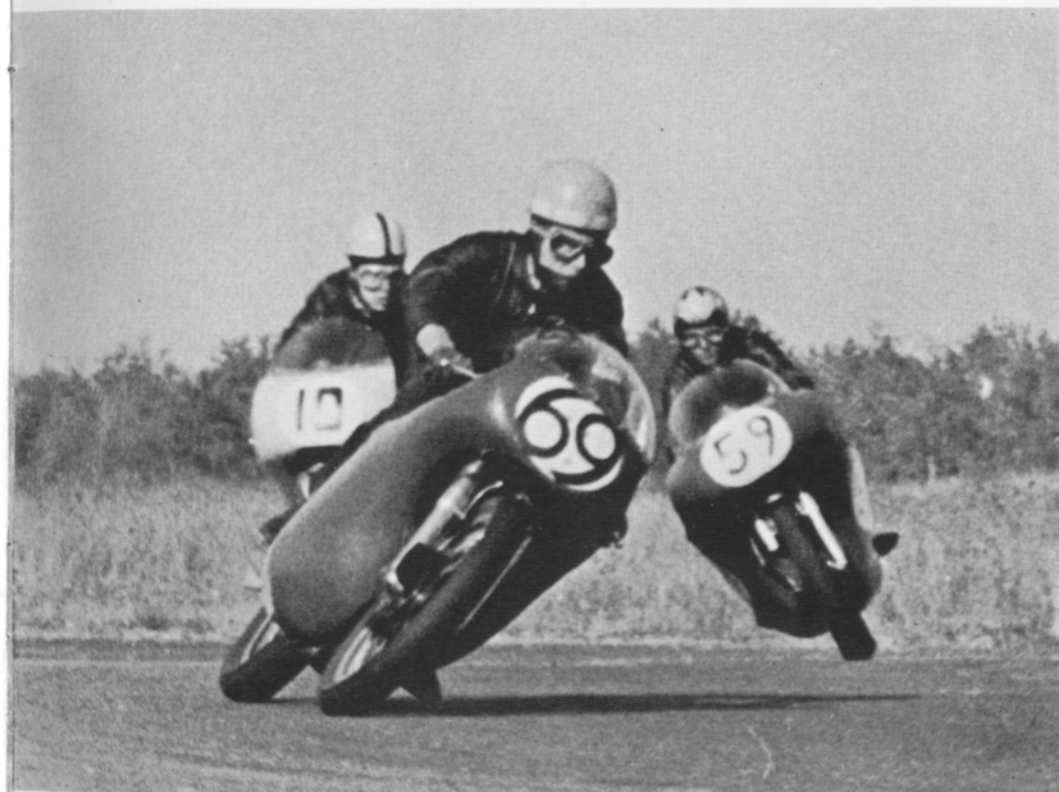
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