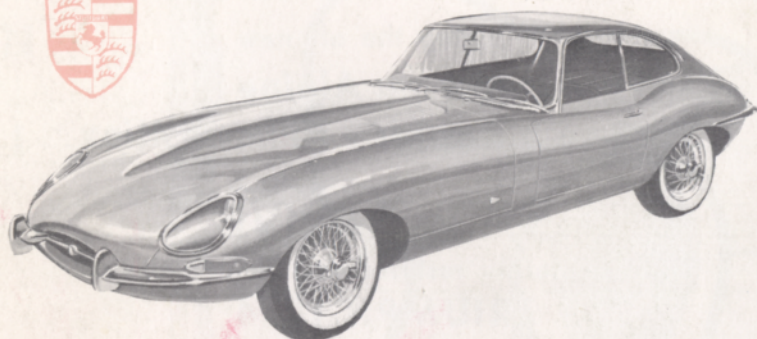


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# THE INSIDE LINE

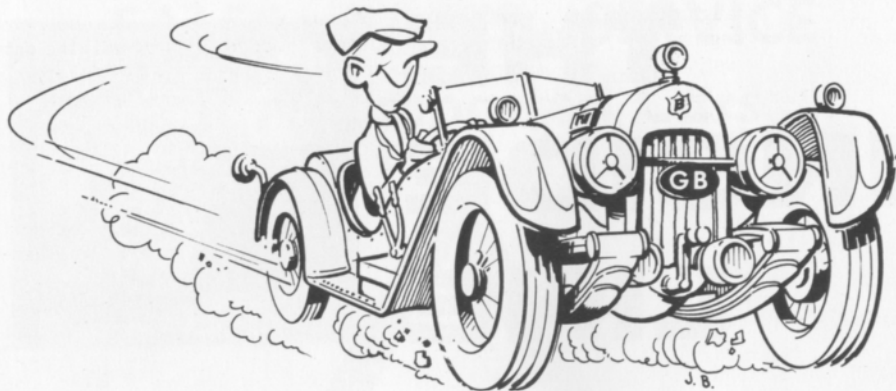


This SCCA race should provide an interesting comparison with last months Canadian Trophy Race in that the improved production cars run by the Canadians closely approach the type of machinery that may be seen next year if the proposed revisions of the SCCA rules take effect. Talking about improved production cars we must mention Eppie Weitzes and his Sunbeam Alpine, both of which were strangers to the circuit. This proved to be an almost fantastic combination - the quick ability of Weitzes to learn the course and the machine that proved that Alpines do not have to understeer so drastically were a joy to watch.

The Canadian race was an altogether interesting event - not only a new lap record of 1:21.7 by Ken Nielsen (Lotus Jr.) with Pappy Durbin posting a 1:21.8 in the same lap, but we also had Chapter 3 of the Corvette vs. E Type Jaguar fracas with the Vettes on top this time. The Corvettes of Thompson and Swindel using a new rear axle ratio seem to have found that little extra they needed (however, we understand that there is also a lower ratio available for the Jag). We have heard the Jag is now being put back together and should be running here today. These facts would indicate that there may be some close duals forthcoming. Any bets? Although, from this observers point of view, it really seems worthwhile to pay good attention to the dices that are going on behind the leaders. There have been some interesting pitched battles recently with the contestants either switching places every lap or so, or in some cases the lead being determined entirely upon the observers position along the course.

Attention should be called to this months feature article - something a little different from the usual Digest article - the work of Charlie Davidson, author, and Joe Brancik, illustrator, a team (though they have never met) that has created a great deal of enthusiasm among the Editorial Staff.

Next months Fall Classic Race, September 29th & 30th will be the last race in which members of OCSRRC will be able to garner points toward this seasons point championship, and from the latest information this should be a battle right down to the wire with quite a number of the drivers still in contention.



## FOR SALE

1928 Bugonda, le Mans team car, ex. Major the Rt. Hon. Hardcam-Throttle-bottom. This famous sports car reluctantly for sale by R. A. F. officer posted to overseas duty. Car in mint condition lovingly cared for, no expense spared, bills available, bags of spares, will sell only to enthusiast devoted to this marque. Offers over \$.....

You spot the above ad while thumbing through a back issue of a British motoring journal--Fantastic! only four made--how many people have seen this ad? Two months old--not too many people would know the car--worth a try, but not a chance, perhaps some have made offers but failed to qualify, give it a try!

What about the dough--the excuse to your wife--the extension on the garage--all trifles, this thing could be a goldmine! The first thing is to find out if it's sold.

You carefully compose a letter reciting your knowledge of the car, its performance, history of races and drivers, your intense desire to be the proud owner of such a famous car. Prepared to remodel garage to the extent of carpeting in British Racing Green and boldly ending with an offer of money you haven't got. Get it in the mail before you have a chance to be practical.

For a couple of days you dream of tooling over to the club--the boys will go ape over the gleaming beauty--mint condition (visions of a shiny new half-dollar fresh from Philadelphia) the rasp of tearing calico from its exhaust. Then the dreams turn to more practical matters.

Your marriage has been a fine partnership, sharing everything--this is a sneaky thing to do, how can you justify such an expenditure? Of course you haven't spent the dough and probably won't have to, but what if R. A. F. accepts? you're stuck! You can't back out after such a passionate plea. R.A.F., Battle of Britain, top drawer stuff! he'd think you a weasel.

Begins a subtle campaign--the business advantages of a reputation for something unusual like being a champion golfer, collector of fine porcelain or owning an interesting car--that's it! not nearly so expensive and something the whole family could enjoy!

Son and daughter think it's great and partner begins to pay attention, skeptical at first, she begins to melt under the 3 to 1 pressure. Maybe this isn't going to be so bad after all.

From this point it's fairly easy to reveal you are making some casual inquiries and finally that you think you are onto something really good--an investment--could realize some profit in fact.

Those old War Bonds should be put to work--no change in the family budget--you've got it made! Not your usual approach to family financial matters, in fact, you damned near told some lies. After all, you're not such a bad guy--don't drink, one woman man, and a guy should have a hobby, makes him a more interesting person.

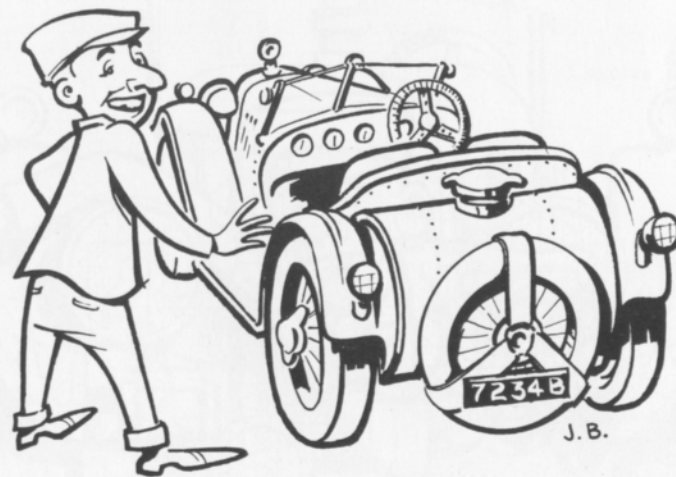
The day the overseas letter arrives you open it half hoping that you are off the hook, but not really, "If you care to meet an offer of \$200 more--you sound like a man who really would do justice to the car, etc." Off goes a cable agreeing to buy before the price goes up again.

Weeks go by and much correspondence crosses the sea until the day you receive notice of the arrival of the ship carrying its precious cargo to New York--off you go by plane to supervise the unloading and to explain to the curious spectators all about the famous car.

After disbursing checks as if you had money in the bank you are allowed on the pier to see the car.

Mint condition! probably just dirty from the trip--R.A.F. wouldn't mislead a fellow enthusiast, perhaps it's a matter of location--which "mint", obviously he wasn't referring to the Philadelphia mint--more likely the Roman mint where they used to cut coins out with a cold chisel and engrave them with the blunt end of a pick-axe.

No time to think about definitions of expressions, got to get it off the pier and have a good look at it. Dock workers are strongly UNION and hand pushing a car is not listed amongst their activities so you push it a quarter mile yourself to a gas station which does not look quite worthy of the



honour of servicing your Bugonda, but under the circumstances---after much arguing you convince them you are not attempting to dump anything and get the necessary fuel, oil and water. A few swipes with a rag reveals the paint in good condition--in spots--also some ominous cracks and ripples in the aluminum but it is a beauty and when you get it cleaned up--a bit of bumping and painting here and there will have it looking great.

You are ready to fire it up and give those gas station jerks the scare of their lives. Everything anchored down? Emergency full on--hope there aren't any loose windows around--here goes--a couple of gentle coughs and a mild pop out of the exhaust and she's off! Gently wheezing like a tired steam engine--timing must be off--where's that fierce crackle of the Le Mans days--

On the road you find the crash box a bit of a problem since you are not used to double-clutching up and down--the noise attracts unpleasant glances from nearby motorists.

But in the country things seem a lot brighter--she really pulls well and

you have a chance to practice shifting without an audience.

A casual glance downward reveals a peculiar sense of movement--a longer look shows you are seeing the road through a gap in the floor boards--odd--particularly when you hit a puddle and are enveloped in steam and have to pull off the road till everything clears--those old Le Mans types must have been rugged individuals. She handles nicely--light steering--cart sprung of course--definite feel of the road--true sports car--a good chunk of foam rubber under the pants won't hurt a bit either.

Now for some brisk cornering--road nice and dry--build up a little speed for the bend ahead--here goes--and you are suddenly enveloped in smoke from those floorboards--hit the brake and onto the shoulder--out quick--leaving most of your left pant leg on the door catch. From a safe distance you watch the smoke billowing up waiting for that flash of flame and the end of your "interesting car" wondering how much you can collect on the insurance--if any.



After a few minutes things quiet down and all you can hear is the sound of gently frying oil and you dare to lift the bonnet--everything seems to be O.K.--the reason for the smoke screen seems to be a few oil leaks which form in puddles on the various flanges and ledges and just fall onto the hot exhaust pipe when cornering--a few new gaskets and she'll be as tight as a drum.

Ah, yes, these old cars really have character--just a matter of learning their little habits and treating them like humans--they have spirit--you can't treat them like truck horses--they are sensitive--like polo ponies--if you are heavy handed you must expect to be thrown out.

Ominous looking clouds ahead, perhaps this a good time to try the top--one of the straps breaks, the leather a bit dry--probably original--up goes the top--omigod! down quick before a car comes along--rather have pneumonia then be seen in that--obviously for emergencies only.

Comes the rain and here the floor boards are useful--the water runs right through and except for the gallon or two you soak up on the seat things aren't so bad, you are only mildly miserable.

At last you are home--and your dear family shows their affection by being glad you are alive with only a second glance at the "investment".

The months go by--your savings, week-ends, and vacation are spent in the garage--you acquire a reputation--not always the one you had planned on but you do get a lot of compliments on the car. The family is quite decent about it, even enjoying the mild notoriety.

At last you have the car in really decent condition, also sanity is beginning to set in. You've got about all the "reputation" you need and a lot less money than you had so let's put the profit angle to the test:

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Charles Davidson



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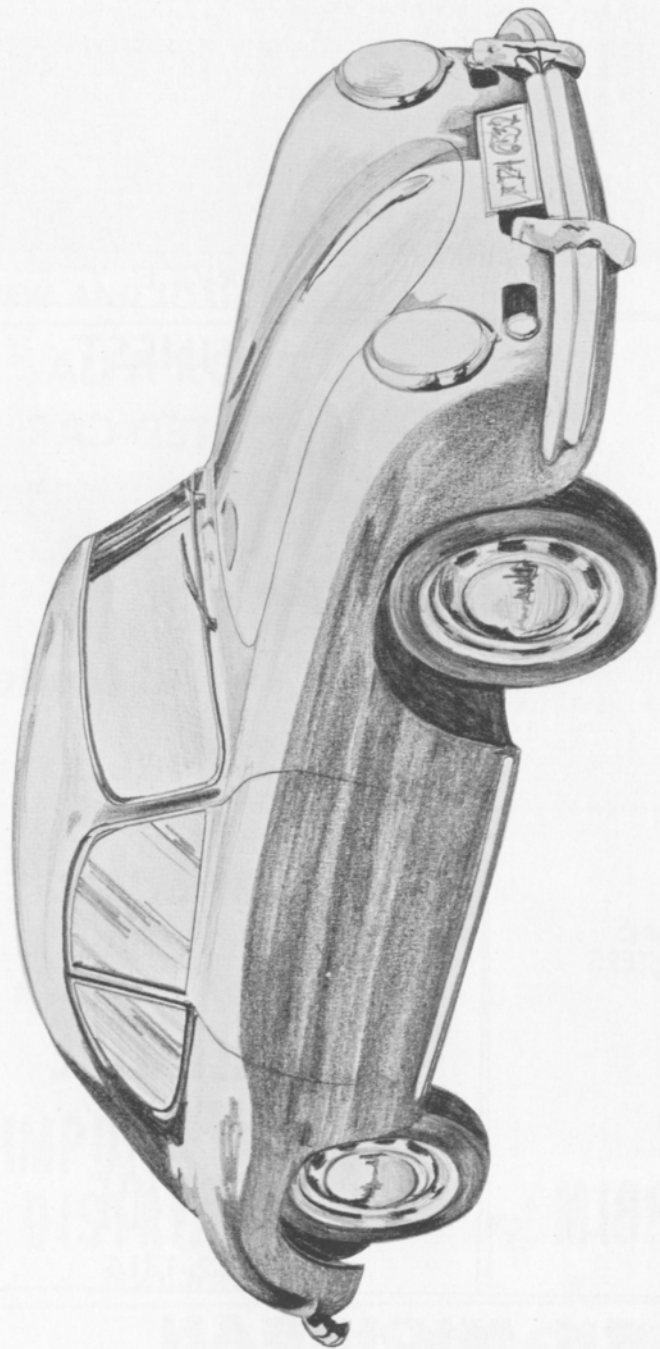
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*John McKinnon*

## RACING THOROUGHBREDS



### PORSCHE

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Little did we know what mechanical excellence was housed under the comparative unattractiveness (by American standards) of the beetle body. Keeping up with the times Porsche has added improvements as the years have gone by; Horsepower increased slightly, suspension modified to satisfy those who desired a more comfortable ride, and the already much discussed transmission improved even more. The fact that a car can go for so many years with so little change speaks very well for the original designer - Ferdinand Porsche.

As we have learned here at Waterford there are few marques that can negotiate our extremely tight course as quickly as a Porsche considering the comparatively heavy 22 - 34 pounds per horsepower. What the Porsche lacks on the straight away it more



than makes up in the turns. Several times we have seen near "show room stock" Porsches toured around our track with better than passable times for the class. Again this speaks well for the original design.

Bearing this all in mind, what is your impression of Porsche now as Classes B, C, D, and F Production and E and F Modified show this marque as a constant winner throughout the country.

Bob Schiffer

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## Personality Profile

# JERRY THOMPSON

The picture of confidence. This is what I thought when I saw Jerry Thompson on the grid with ten Corvettes behind him, a Jaguar XKE beside him and he is sitting there yawning! Of course this must have been due to nervousness because he says, "If I'm crazy enough to be out there racing then I sure am crazy enough to be nervous".

Jerry tells of a couple of exciting moments and some of the various points he learned in his year of novice racing. "In the Fall Classics of 1961 I was practically assured of a third overall in the feature race but about half way through the race my car stopped. Someone had forgotten to put the gas cap on and all the gas had spilled out". Cars do not run without gas was one lesson. "On another occasion at the Green Acres Circuit my car lost a wheel. I had the best seat in the house out in the boondocks waving at all my competitors. I almost had company on several occasions as they waved back at me". The second lesson was to try to always have four wheels on the car.

Last year Jerry had several third and fourth places and several DNFs but this year has been consistent firsts and seconds with him setting a new record for Production Corvettes of 1:28.6 in the Spring Sprints and 1:26.8



in the Essex County race. He enjoys driving and wants to win and has worked hard in order to do so. A great deal of credit goes to Glen Baldwin who, Jerry says, has had a lot to do with his winning 1962 season.

When asked to give his opinion on the Corvette he states, "Maybe it is not the best race car and not the best road car but it is one of the best compromises". The Charger I is driven to work every day and does other domestic chores.

Commenting about his own driving, Jerry replies that he goes along with the general opinion that this is a 'squirrel' behind the wheel.

Although there wasn't a road-racing course in Cedar Falls, Iowa, his home town, he enjoyed his 'hot rods' and boats. "Anything that had a motor" he enjoyed but never got into road racing until he and his wife, Jean, came here three years ago. Jerry graduated from Iowa State University with a B.S. in Mechanical Engineering and is now working at the Chevrolet Engineering Center as a Junior Engineer.

For the future Jerry says he would like to run in more and bigger races. As for racing as a lively-hood the answer is no but if there is someone who has a Corvette and would like for it to be a winning Corvette then Jerry Thompson says definitely yes!



Mary Swindell

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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
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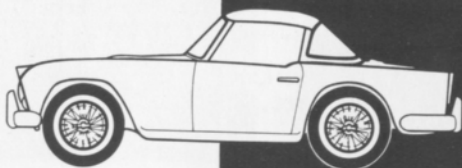
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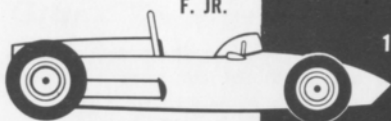
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## SCCA RACING CLASSES

### PRODUCTION SPORTS CARS:

"Production" Sports Cars (i.e. cars not designed primarily for racing) are grouped in classes according to their racing performance. This system of classing was adopted by the Sports Car Club of America in 1960 to make driver skill rather than car performance the primary factor in winning races.

### CLASS A:

Jaguar XKE, Ferrari 250GT (short wheelbase), Corvette 327, Aston Martin DB4GT.

### CLASS B:

Corvette (other than 327), Ferrari 250GT (long wheelbase), Mercedes 300 SL, Porsche Carrera, Aston Martin DB2, DB2/4, and DB4.

### CLASS C:

Daimler 250SP, Morgan Plus 4 (with options), AC Bristol, Porsche Super 90, Jaguar XK 120, XK 140, XK 150, and XK 150S, Alfa Romeo Sprint Zagato and Sprint Speciale, Frazer Nash, Arnolt Bristol, Fiat Abarth 1000, Lotus Elite (stage 3 Climax), TVR Climax, Sprinzel Sebring Sprite, Lotus 7 Super Classic (Ford 109E).

### CLASS D:

Austin Healey 3000, Alfa Romeo Veloce and 2000, Porsche 1500 and 1600 Super, Siata 208S, Lancia Aurelia GT Spyder, Turner Climax, Jensen, AC Ace, GSM Delta.

### CLASS E:

Austin Healey 100-6 and 100-4, Triumph TR-2, TR-3, and TR-4, Morgan Plus 4, MGA Twin Cam, Fairthorpe Electron, Fiat Abarth 700 DOHC and 750 DOHC, Elva Courier, TVR (MGA 1600), Lotus Elite (stage I and II Climax), Volvo P1800.

### CLASS F:

Sunbeam Alpine, Porsche 1500 and 1600 Normal, D.B. Dual Super HBR-5 850 and 950, Mercedes 190SL, Fiat 1500 Spyder, Denzel 1300S, Renault Alpine, MGA 1500, 1600, and 1600 Mk II, Sabra Sports, Facellia, Fiat Abarth 850 Spider, Turner 950S.

### CLASS G:

Porsche 1300 and 1300S, Alfa Romeo Guilietta, Sprite Mk I (with

options), Sprite Mk II, MG Midget, Lotus 7 (BMC engine), D.B. HBR5 850, MG TF1500, Fiat Abarth 750 Mille Miglia, Berkeley B-95 and B-105 Fairthorpe Minor, Morgan 4/4 Series III (Ford 105E).

### CLASS H:

Sprite Mk I, Fiat Abarth 750, Auto Union 100SP, Fiat 1200 Spyder, MG TC, TD, and TF1250, Berkeley 500, Lancia Appia GT, NSU Sport Prinz, Dyna Panhard Junior, Morgan 4/4 (Ford 100E).

### MODIFIED SPORTS CARS:

"Modified" Sports Cars (i.e. sports cars designed specifically for racing and "Production" cars that have been modified for racing) are grouped according to engine size as in the past. This year, however, some of the very large and very small classes have been dropped.

CLASS C: Over 3000 cc (Over 183 cu. in.)

CLASS D: 2000 to 3000 cc (122 to 183 cu. in.)

CLASS E: 1600 to 2000 cc (97-1/2 to 122 cu. in.)

CLASS F: 1100 to 1600 cc (67 to 97-1/2 cu. in.)

CLASS G: 750 to 1100 cc (46 to 67 cu. in.)

CLASS H: Under 750 cc (Under 46 cu. in.)

### FORMULA JUNIOR:

The Formula Junior (F. Jr. on your entry list) is a new class of single seat, open wheel racing cars using engines from small imported sedans. These engines, although under 67 cubic inches in displacement, are modified to produce up to 100 horsepower and drive the 800 pound racers at speeds as high as 125 miles per hour.



# WATERFORD HILLS

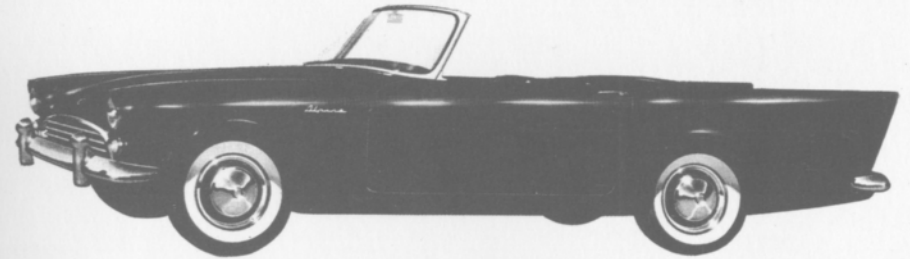


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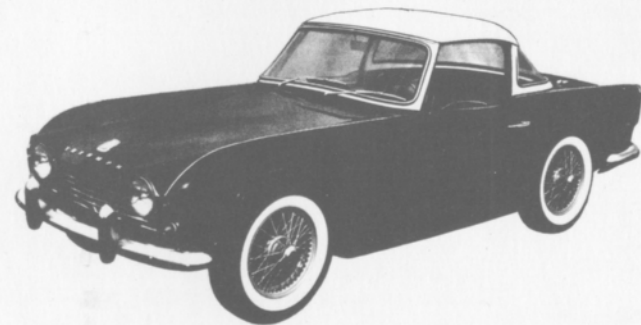
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