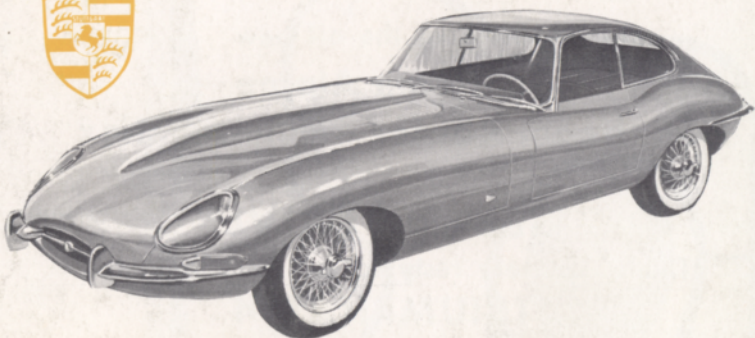


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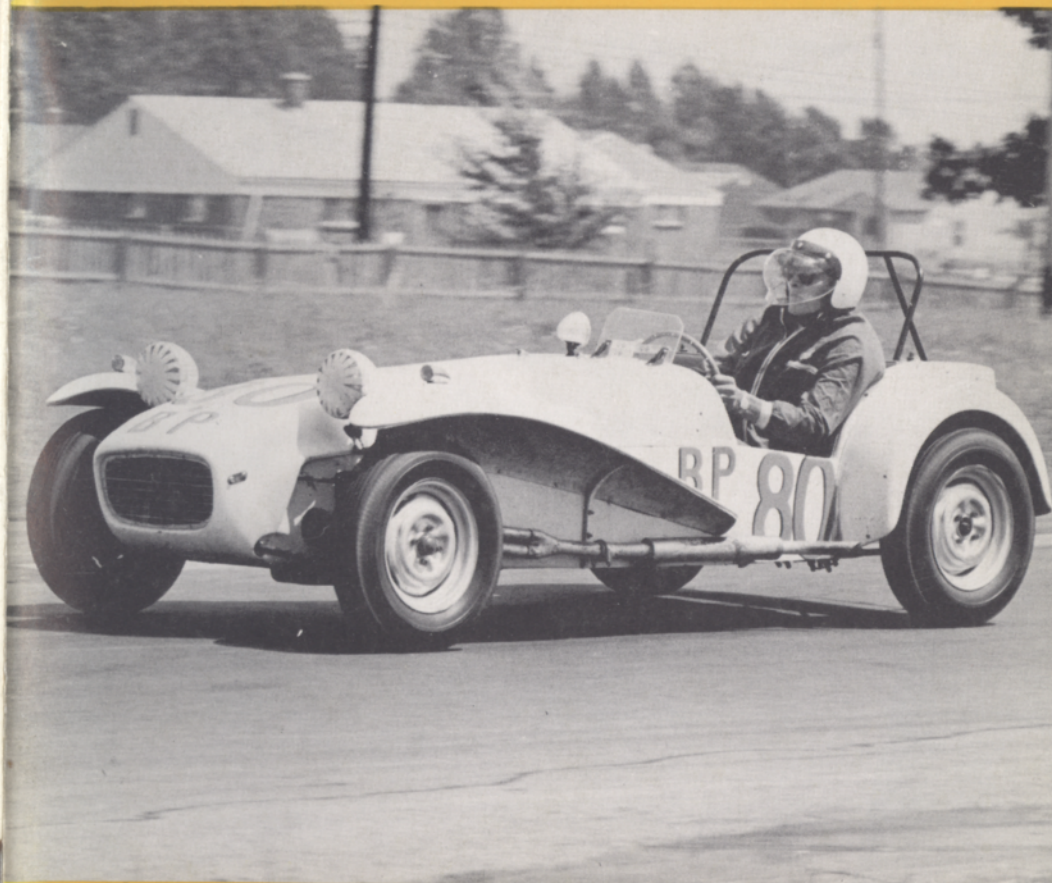


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# WATERFORD HILLS digest

August 31/September 1, 1963/Price 25 cents



## SCCA DIVISIONAL RACE



## 1963 RACING DATES

August 31 and Sept. 1 -

SCCA Divisional

September 28 and 29 - Fall Classic

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# THE INSIDE LINE



The Midsummer Trophy Races were a bit hairy, with five spills occurring early Saturday. Most of the turnovers were caused by wheel or axle failures, possibly aggravated by the condition of the course which felt, in the opinion of one driver, like it was "covered with molasses." Although the pace was slowed somewhat after the rash of accidents, one new class record was set: Bob Schiffer broke his own E-Production record, pushing his Porsche to 1:31.1, or 56.16 mph.

This weekend should see quite a bit of action, with drivers from nine states competing for points towards the National Championship. This is the first Divisional Race put on by SCCA at the Waterford Hills Course, although they have held Regional Races here before.

To help you follow the action around the track we have added numbers to the corners on the Course Map, page 24. We are also including an article on Flags and Communications at Waterford, by way of explaining the duties of the Turn Marshals and the meaning of the various flags displayed on the course. Another aid to record-keeping is the Average Lap Speed Chart and the Class Records list, both on page 19.

The Racing Thoroughbred this month is the almighty Volvo (drawing by John McKinnon), and credit for the photo page goes again to Al Bizer. Ed Fischer, one of our traveling enthusiasts, reports on racing at Harewood Acres, Ontario.

A note of interest for you Put-in-Bay fans: the Bay is back in business this year, with races scheduled for October 5. Our congratulations to the crew who set it up.

# HAREWOOD HOLIDAY

It's a 4-hour drive from Detroit to Harewood Acres, through Ontario's tobacco country. Chatham, London, St. Thomas, Simcoe, and finally Jarvis. About 3 miles southeast of Jarvis lies an abandoned RCAF gunnery training field, whose criss-cross runways are ideal for a road racing course.

Practice is on Friday, from 11:00 A.M. to 8:00 P.M. We register and pick a spot in the paddock. Scrutineering (tech inspection) opens late. There are dozens of Scrutineers, it seems, looking at, pulling, pushing, touching, and discussing every part of your car. They are genuinely interested in the car, seeking information and ideas for their next year's Special.

After Scrutineering, we have a little time to get ready for practice. Actually a lot of time, since practice starts late. Many Canadians also work on Friday, so we find only about 25 cars in the paddock. Most of the drivers are tearing apart or putting together some major part of their car, which seems to be the fashion for Canadian racers.



When practice opens, we are delighted to find that we have the track

to ourselves. After two laps we are thankful. This is a fast track, not much like Waterford, and is somewhat triangular in shape. The runways have been narrowed from 40 to 50 feet on the straights to about 20 feet in the Esses. The narrowing is accomplished by placing hay bales several yards apart on both sides of the roadway.

And those straights are long. Even the short ones are long. We had a chance to use fourth gear in two places, actually winding out on the longest one (117 mph). Of course, the Esses are at the end of this section, which means we have to do some fancy slowing down, to about 40 mph. We realize just how fast 117 is when we start braking and dropping down two gears. The other corners are fast, 60 to 90 mph for us.

The road surface changes from concrete to asphalt and back again in several corners, making them sporty, to say the least. One corner is so bad that we must stop turning and go straight for an instant crossing the big bump. If we don't, the steering won't last much more than six or eight laps. One of the nice things about the track is that there are lots of nice, safe places to go if we goof. No trees, gullies, embankments, or swamps, just runways and pancake-flat pastures to drive off onto. In fact, they don't require you to stop if you run off, just to look and make sure it's safe to re-enter. It's kind of strange to see someone slide off a corner, go out through the hay bales, and go racing along outside the course markers until he finds a good spot to scoot back in. (The Officials frown on missing the Esses consistently, however.)

Qualifying starts around 2:00 p.m., late. Qualifying and practice are run simultaneously, so we try to signal the timers to take our time when we think there is no one out there to get in our way. With qualifying out of

the way, we have time to tinker with the car and get in some more leisurely practice.

By now people are arriving by the score. The petroleum and parts people are here, and we'll get our allotment of free oil, gas, spark plugs, and such. It sure would be nice if they did more of that sort of thing in the States. Lots of our old friends are here now, too, and the Waterford contingent finally made it.

Enough cars are here so we can check out our competitors. We pick out the production cars, as we haven't much chance against the improved production ones. The Canadians allow all sorts of beefing up of suspensions, lightening of bodywork, special heads and pistons, etc., which makes an improved production car a really hot race machine. (That's why we move them up one class when they come over here.) The Canadians class their cars by engine displacement, which means that we are running against TR3's, MGB's, Arnolt Bristols, and the like. We find ourselves fairly competitive with these production cars.

Back at Simcoe for the night, we find the motel literally taken over by Waterford people. By midnight there are more guests than rooms. Someone wasn't specific enough when the reservations were made, so one pit crew member slept in his Sting Ray (UNCOMFORTABLE).

Saturday: We're out at the track early, with warm-up scheduled for 9:00. What happened to that great big paddock space we had yesterday? The place is packed—they must have been coming in all night. They have moved in on both sides of us, squeezing us into an area barely big enough for our car, let alone paddock vehicle and tools. The Sprite on one side has the head off, the whatever-it-is on the other has the car off. No one seems at all worried, even though they have only an hour or two before their race. These Canadians are wonderfully casual about their racing. And speaking of casual, warm-up starts an hour late, luckily. We weren't nearly ready at 9:00.



Out for warm-up, we come across our closest competitors. We don't learn much about the way they drive during this short period, but we do find the rear body section of a modified car lying smack in the center of the road at the fastest part of the long straight. It stays there all through warm-up.

Finally, there is a lots-of-fun Drivers' Meeting, opening with "You guys know all about the flags, so I won't bother you with that . . ."

Our first race, we get a poor start, but we have a chance to follow our competition around, taking notes on his cornering techniques. Next race we get a swell start, managing to stay ahead of the competition for five laps. In the next lap, he beats us to the Esses. We stay on his bumper until we get to his favorite corner, where we lose our head, get outfoxed, and run off the road. We finish third and 12 seconds behind, but feel great afterward and satisfied in having had a nice dice with a fine competitor.

We offer congratulations, exchange a few ideas, and pack up. A good part of the trip home is spent thinking about our next trip to Harewood and round two with those crazy Canadians.

--Ed Fischer

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## **FLAGS AND COMMUNICATIONS**

Each year the Oakland County Sportsmen's Road Racing Club conducts a Flag and Communications School, for the purpose of training personnel to man the flag stations at our course. The School, which consists of two classroom sessions and on-course training, includes explanations of the various flags, communications techniques, and practice in the use of equipment.

In order to obtain a Turn Marshal's License, a trainee must attend the School and work a certain number of hours on a flag station. Points are accumulated in the following manner: 20 points are given for work at practice sessions and Driver's Schools, 10 for a Saturday race, 5 for a Sunday race, and additional 5 points if a person works both the Saturday and Sunday races. The Turn Marshal's License is automatically renewed if he earns 100 points during the season.

At each of the seven flag stations on the course there must be a minimum of three qualified flag personnel. One is in charge of watching the cars that go by his corner, being alert to any unusual situation occurring between his station and the next, ready to use the yellow (caution) and waving yellow (distress) flags. His alternate watches the progress of cars coming toward the station, informing him of any approaching danger. He is prepared to display the red flag (stopping the race) in case of a serious accident. The third member of the group operates the telephone, a direct line to the communications tower at the Start-Finish line. This person reports conditions at his station and relays information and orders from the tower to the flag personnel. He (or she) must also record any reports directed to the tower.

Equipment found at a flag station includes an assortment of flags, a fire extinguisher, battery acid neutralizer, broom, pry-bar, telephone, clip board and pencil, and a whistle. The latter is used to recall any flagmen who may be on the course sweeping up debris or aiding a driver who is off the course at that station. (The

communications person at the tower checks each station by phone before each race to make sure the course is clear.)

Turn Marshals dress in white, as this color is not distracting to the drivers, and it readily draws attention to the displayed flags. The flags are extremely important to the driver, as they inform him of conditions ahead on the course, allowing him to anticipate unusual situations and plan his maneuvers accordingly.

The following is an explanation of the flags used at Waterford Hills: (flags are used at all stations unless otherwise noted)

**GREEN** -- course is clear (Start-Finish only).

**YELLOW** -- (motionless) -- take care, danger, no passing.

**YELLOW** -- (waving) -- great danger, be prepared to stop, no passing.

**RED** -- stop immediately, clear the course as well as circumstances permit, the race has been stopped (This year the use of the red flag is left to the discretion of the Turn Marshals, eliminating the delay caused by waiting for clearance from the tower.)

**BLUE WITH DIAGONAL YELLOW STRIPE** -- (motionless) -- another competitor is following you closely (Start-Finish, Gulch, Hilltop, Esses)

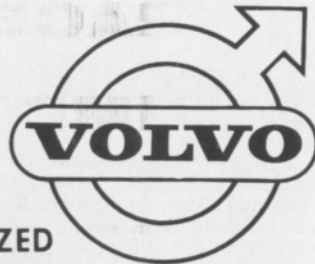
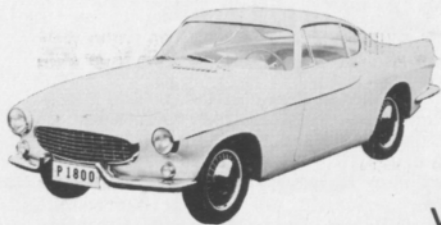
**BLUE WITH DIAGONAL YELLOW STRIPE** -- (waving) -- a faster competitor is trying to overtake you (See above).

**YELLOW WITH VERTICAL RED STRIPES** -- take care, oil has been spilled or a slippery condition exists somewhere on the course.

**BLACK** -- complete the lap you are on, then stop for consultation with the Chief Steward at the Start-Finish line (Start-Finish and Esses).

**BLACK WITH ORANGE BALL IN CENTER** -- (meatball black flag) -- there is something mechanically wrong with your car. Proceed to your pits at reduced speed. (See above).

**CHECKERED** -- you have finished the race (or practice session). Complete one lap at reduced speed before entering the pits. (Start-Finish only).



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# RACE RESULTS -- SUMMER TROPHY RACE

Saturday

Race #1 - H-Production & Sedans

1 HP	B. Larson	Sprite
1 Sed. O	D. Eichstaedt	Corvair
1 Sed. U	A. Dubel	Simca

Race #2 - E-F-G-Production

1 EP	R. Schiffer	Porsche
1 FP	B. Pell	MGA
1 GP	B. Clemens	Spitfire

Race #3 - A-B-C-D-Production

1 AP	J. Mulholland	Jaguar XKE
1 BP	J. Thompson	Lotus S7
1 CP	R. Gubbins	AC Bristol
1 DP	B. Osband	GSM Delta

Race #4 - Mod. & F. Jr.

1 F. Jr.	R. Durbin	Lotus 20
1 CM	E. Manker	Corvette
1 G & HM	H. Keeler	Lotus 11

Race #7 - Ladies' Handicap

1	M. Swindell	Corvette
2	A. VonHagen	Fiat Abarth
3	C. Henning	MGA

Sunday

Race #1 - G-H-Production

1 GP	J. Suessmuth	MG-TC
2 GP	B. Clemens	Spitfire
3 GP	W. McFarlan	Sprite

1 HP	B. Larson	Sprite
2 HP	R. Guerrieri	Fiat Abarth
3 HP	K. Hughes	Sprite

Race #2 - E-F-Production

1 EP	R. Schiffer	Porsche
2 EP	B. Barber	Porsche
3 EP	L. Sherman	Porsche

1 FP	R. Hull	Volvo P-1800
2 FP	B. Pell	MGA
3 FP	B. Dennis	TR3

Race #3 - Sedans

1 Sed. M	E. Dahm	VW Porsche
1 Sed. O	D. Eichstaedt	Corvair
2 Sed. O	G. Henderson	Volvo

1 Sed. U	T. Faulkner	VW
2 Sed. U	A. Dubel	Simca
3 Sed. U	J. Mulholland	MG 1100

Race #4 - C-D-Production

1 CP	R. Gubbins	AC Bristol
1 DP	B. Osband	GSM Delta
2 DP	C. O'Grady	Austin Healey
3 DP	B. Bradley	Alfa Veloce

Race #6 - F. Jr. & Mod.

1 F. Jr.	K. Woodward	Woodward DKW
1 CM	E. Manker	Corvette
1 F & GM	B. Bradley	Merlyn
1 HM	E. Pohl	Lotus

Race #7 - A-B-Production

1 AP	T. Swindell	Corvette
2 AP	J. Mulholland	Jaguar XKE
3 AP	W. Schumacher	Corvette

1 BP	J. Thompson	Lotus S7
2 BP	M. Sullivan	Corvette

Race #8 - Small Production FEATURE

1st overall GP	B. Clemens	Spitfire
2nd overall GP	J. Suessmuth	MG-TC
3rd overall Sed. O	D. Eichstaedt	Corvair

1 FP	B. Dennis	TR3
1 HP	B. Larson	Sprite

Race #9 - Modified & F. Jr. FEATURE

1st overall F. Jr.	R. Durbin	Lotus 20
2nd overall Sed. M	E. Dahm	VW Porsche
3rd overall FM	B. Bradley	Merlyn

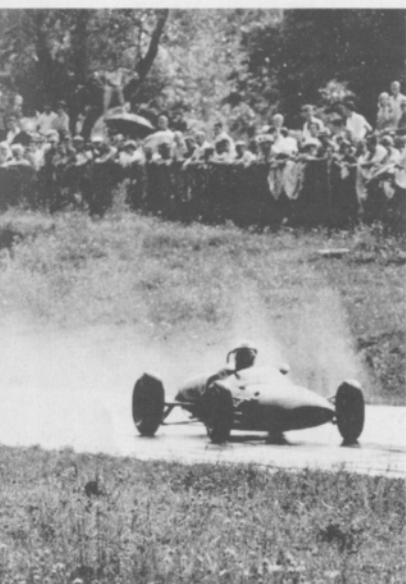
Race #10 - Big Production FEATURE

1st overall BP	J. Thompson	Lotus S7
2nd overall AP	J. Mulholland	Jaguar XKE
3rd overall AP	T. Swindell	Corvette

1 DP	D. Miller	Porsche S90
1 EP	B. Barber	Porsche S



# SUMMER TROPHY RACES



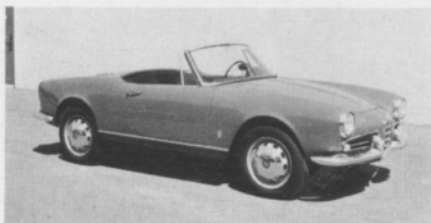
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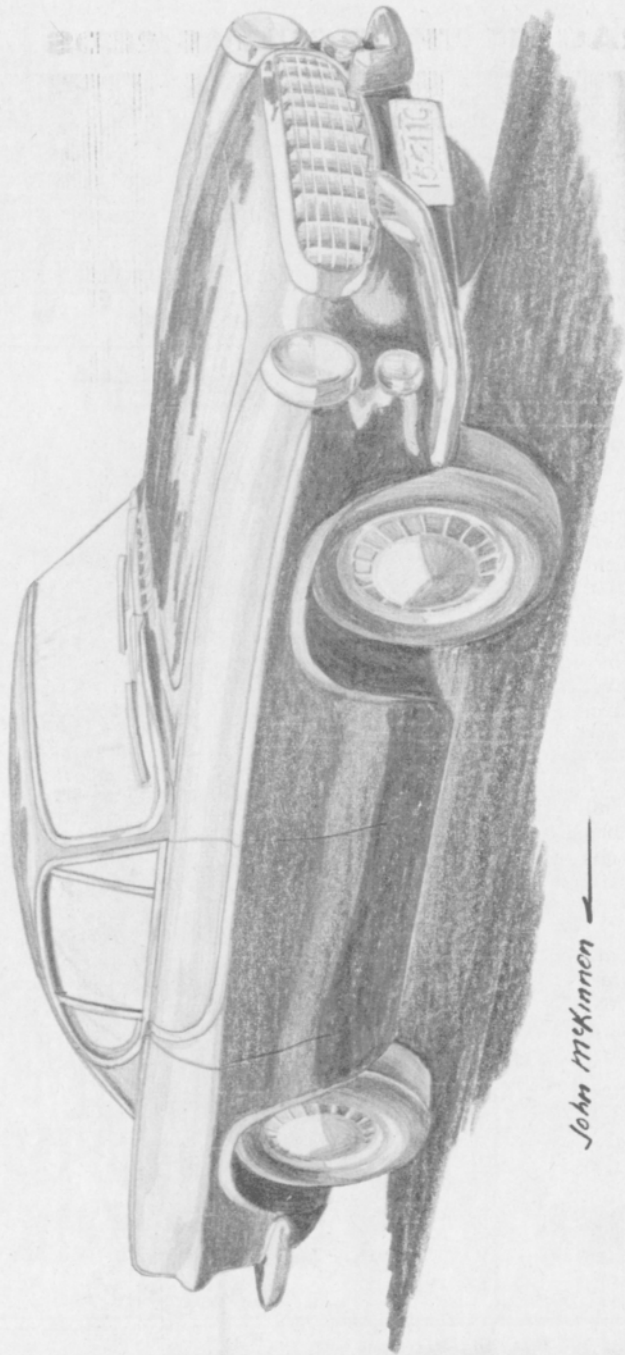
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Bred in Sweden where there are no speed limits and very few paved roads, the Volvo is a product of its environment, and is consequently a natural on the race track. This has been evidenced ever since the car's early promotion in the United States in 1956 when Jack Brabham and Art Riley appeared on the eastern racing circuits with these tall misfits and proceeded to show many a sports car the way through the turns.

All models feature unit body construction, individual front suspension, and live rear axles. Currently we see the newer 122S and P-1800 models being raced more frequently with the

same degree of success which is typical of these high-quality Swedish products. With their four-speed fully synchronized transmissions and robust five main bearing engines, they are proving even more indestructible than the older models.

The current favorite Volvo pilot at Waterford is Gene Henderson, who boots his red 122S around the course like a scalded cat. Scotty Lidgard, a former Volkswagen exponent, moved into the ranks of Volvo drivers this season with a new green 544, which can always be spotted among the leaders. You will probably see one of the new P-1800 models leading the F production go this weekend, piloted by Rich Hull.

The Volvo has earned itself the title of "the family sports car," and for good reason: it holds its own on the race track and the highway, and provides entertainment for driver and spectator alike.



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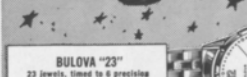
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1.11	73.46	1.21	63.21	1.31	56.26	1.41	50.69
1.12	72.44	1.22	62.44	1.32	55.65	1.42	50.16
1.13	71.44	1.23	61.68	1.33	55.05	1.43	49.71
1.14	70.48	1.24	60.95	1.34	54.47	1.44	49.23
1.15	69.54	1.25	60.23	1.35	53.89	1.45	48.76
1.16	68.63	1.26	59.53	1.36	53.33	1.46	48.30
1.17	67.75	1.27	58.85	1.37	52.78	1.47	47.85
1.18	65.61	1.28	58.18	1.38	52.24	1.48	47.41
1.19	64.78	1.29	57.53	1.39	51.72	1.49	46.97

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 OCSRRRC through the courtesy of BULOVA WATCH CO.

## CLASS RECORDS

CLASS	CAR	DRIVER	TIME	SPEED	DATE
<b>Production Sports:</b>					
A-P	Jaguar XKE	Mulholland	1:26.0	59.530	6/63
B-P	Lotus 7A	Lyall	1:25.1	60.159	5/63
C-P	MGB Imp. Prod.	Pease	1:28.6	57.783	6/63
D-P	GSM Delta	Osband	1:28.7	57.718	5/63
E-P	Porsche	Schiffer	1:31.1	56.160	7/63
F-P	Alpine	Latimer	1:32.2	55.527	9/62
G-P	Sprite	Charette	1:33.4	54.813	6/63
H-P	Sprite	Salo	1:34.2	54.360	5/63
<b>Modified Sports:</b>					
C-M	Elva-Buick	Keller	1:24.3	60.731	9/62
D-M	Torus	Clubine	1:27.5	58.510	5/62
E-M	Porsche RS	Payne	1:23.4	61.387	10/61
F-M	Lotus 23	Bradshaw	1:22.5	62.056	9/62
G-M	Lola	Bradley	1:24.7	60.444	8/61
H-M	Special	Hull	1:27.5	58.510	9/62
<b>Formula Junior:</b>					
Rear Eng.	Lotus 20	Nielson	1:21.3	62.971	6/63**
Front Eng.	Stanguellini	Brown	1:25.2	60.090	10/61
<b>Sedans:</b>					
Modified	VW Porsche	Dahm	1:29.5	57.171	5/63
Over 1300	Corvair	Eichstaedt	1:32.8	55.168	6/63
Under 1300	Volkswagen	Lidgard	1:37.0	52.780	10/61

\*\*New Course Record



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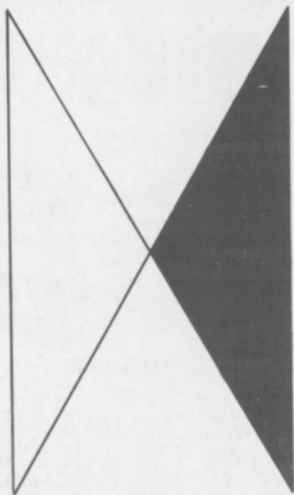
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# OCSRRC RACING CLASSES

## 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:

AC Cobra; Aston Martin DB4-GT; Corvette '327'; Corvette Sting Ray; Ferrari 250 GT (2400 mm wheelbase); Jaguar XKE; Lotus Super 7 Ford 116E.

### CLASS B:

Aston-Martin DB-2, 2-4, DB4; Corvette 1953-1961; Ferrari 250 GT (2600 mm wheelbase); Lotus Super 7 (Ford 109E); Lotus Elan; Mercedes 300SL; OSCA 1600 GT; Porsche Carrera; Simca Abarth.

### CLASS C:

AC Bristol, Aceca Bristol; Alfa Romeo Sprint Special and Sprint Zagato; Alfa Romeo 2600; BMW-507; Daimler SP-250; Elva Courier 1800 (MGB); FIAT-Abarth 1000 (DOC); Frazer-Nash; Jaguar XK120, 140, 150, 150S; Lotus Elite; Morgan Plus 4 Super Sport; Turner-Climax; TVR-Climax; TVR-1800 (MGB); Sprinzel Sebring Sprite; WSM (Sprite).

### CLASS D:

Alfa Romeo Super Sprint, Super Spider; Alfa Romeo 1600 Giulia Sprint, Spider; Alfa Romeo 2000; Arnclt Bristol; Austin-Healey 3000; Gineta Sports; GSM Delta - Twin Carb.; Jensen; Lancia Aurelia GT; MG-B 1800; Porsche S-90; SIATA 208S; Triumph TR4; TVR-1600 (MGA).

### CLASS E:

AC-Ace, Aceca; Austin-Healey 100-6, 100-4; Elva Courier 1600 (MGA); Fairthorpe Electron; FIAT-Abarth 700 DOC, 750 DOC, 1000 (pushrod); GSM Delta - Single Carb.; MGA (DOC); Morgan Plus 4; Porsche 1500, 1600; Sabra Sport; Sunbeam Alpine and Harrington Alpine.

### CLASS F:

Alfa Romeo Giulietta Sprint and Spider; Berkeley B-95, B-105; Deutsch-Bonnet; Denzel 1300-S; Facel-Vega Facellia; Fairthorpe Electron Minor; Lotus 7-A (Sprite) and Ford 105E; Mercedes 190SL; MGA; Renault Alpine; Triumph TR2, TR3; Turner 950-S; Volvo P-1800.

### CLASS G:

Austin-Healey Sprite Mk. I (with options); Austin-Healey Sprite Mk. II; Austin-Healey Sprite 1100 (limited options); Fiat 1500 Spider; FIAT-Abarth 750 MM, 850/S; MG-Midget; MG-Midget 1100 (limited options); Morgan 4/4 Series IV; Porsche 1300; Triumph Spitfire.

### CLASS H:

Austin-Healey Sprite Mk. I (limited options); Berkeley 328 & 500; Fiat 1200 Spider; FIAT-Abarth 750 GT; Lancia Appia GT; MG-TC, TD, TF.

## 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.

**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:** 1150 to 1600 cc (67 to 97-1/2 cu. in.)

**CLASS G:** 850 to 1150 cc (46 to 67 cu. in.)

**CLASS H:** Under 850 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.

## PRODUCTION SEDANS:

At our course Production Sedans compete in two classes; under 80 cubic inches and 80 to 200 cubic inches. Sedans of over 200 cubic inch displacement or over 110 inch wheelbase are not permitted to run because we believe such cars would be too difficult to handle on a short, twisty course such as Waterford Hills.

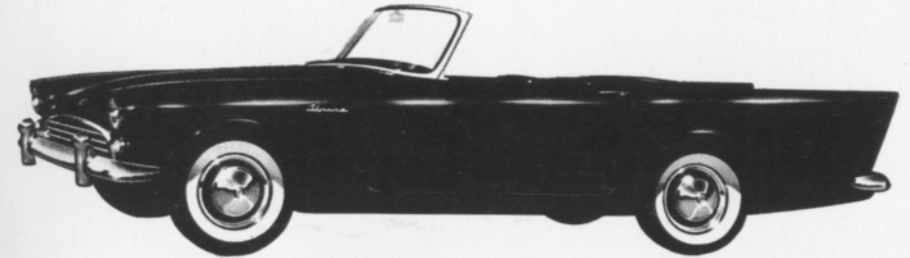
# WATERFORD HILLS



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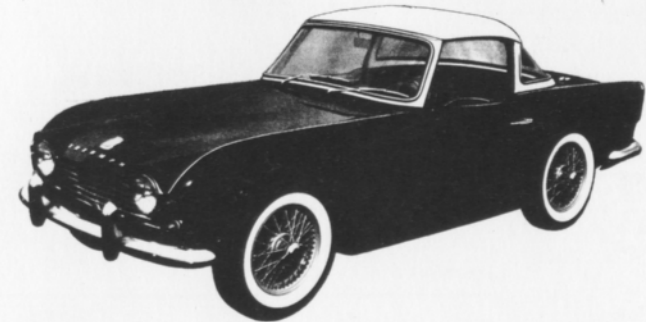


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