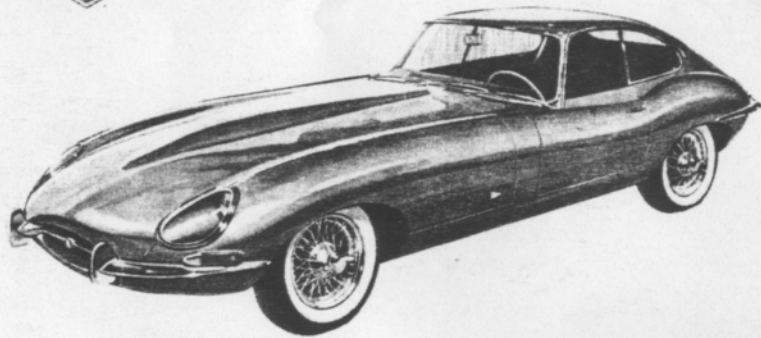


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AUGUST 15-16, 1964/Price 25 cents



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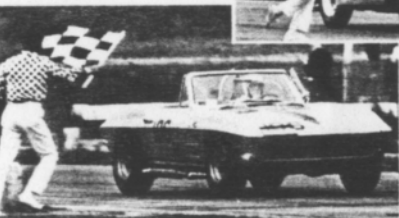
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# WHI digest



Starter Ed Houlehan drops the green flag for the F-Production Race.

## CONTENTS

The Inside Line .....	3
Calendar of Events .....	4
In the Early Days: SCCA .....	7
The Numbers Racket -- Racing Style .....	8
Lap Speed Chart .....	10
Class Records .....	11
Race Results -- Midsummer Trophy Races .....	12
SCCA: Local Favorites .....	18
Ice Run .....	20
Harry Keeler .....	25
A Letter to the Editor .....	26
SCCA Racing Classes .....	29
Midsummer Madness .....	30
Course Map .....	32

Editor - Elaine Fischer

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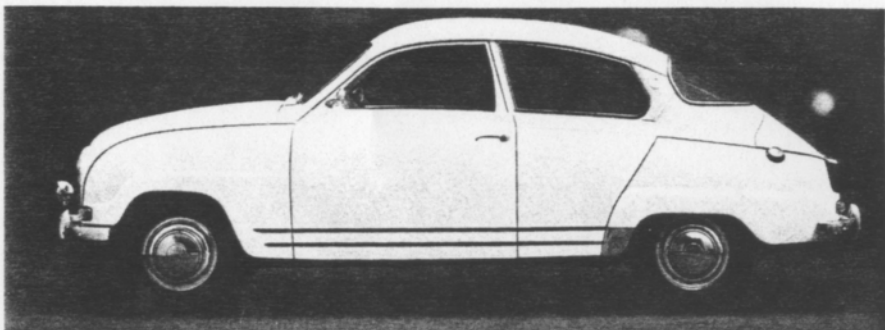
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# THE INSIDE LINE



Far from settling down, the races seem to get more exciting as the summer wears on. Races that we had thought were fairly routine, such as the Formula Junior event (Ken Woodward always seems to win the Front-Engine class), have suddenly taken on new dimensions. In a burst of speed Ken broke a class record that has been untouched since October of 1961. And then Bob Dorn turned around and broke the G-Modified record set by Canadian Francis Bradley in August of the same year.

The Formula Vee race has "settled down" to a three-way contest between Larry Wilhelm, Frank Cipelle, and Tom Faulkner. One of the closest races of the weekend was Sunday's Small Production Feature, with Jerry Tobin (Sunbeam Alpine) and Don Eichstaedt (Corvair) nose to tail for the entire 15 laps. The Corvair finally won out in the last lap, but Tobin was right behind.

Good news for all you patient optimists: after much finagling and many long discussions, the OCSRRC has decided to hold a third Drivers' School. The School will be held Friday night, Saturday, and Sunday morning, September 18, 19, and 20. And the best part is, you don't need to be a club member to enter! There's a bit more information on page 4, including a phone number for more precise information. We'll be there -- hope to see you, too.

We recently spent an enjoyable evening with Mr. Harold Lance, one of the first members of the Detroit Region of SCCA. This gentleman, besides owning an immaculate Lotus Elite, an Aston Martin, and Renault, has the most complete file of sports car magazines, photographs, and general information we've ever seen. We expect to be camping on his doorstep this winter, since he has so generously offered us the use of his files for future issues of the Digest. We have used some of his material and several photographs for the SCCA article in this issue. Our thanks to Joe Mulholland for making the initial contacts.

Time to thank a few people again: Sherrill Burt of Michigan Bearing Company for the sweep truck; Dick Bauer and S. M. Vass, both of the Ford Motor Company, for the Ford Mustang and the AC Cobra, used for pace cars at the last race. And, most important, all the people behind the scenes who make the race weekends so successful.



# CALENDAR OF EVENTS AUGUST/SEPTEMBER 1964

Date	Event	Sponsor	Information
Aug. 22	Picnic & Gymkhana	KSCC	VI 2-0938
23	Championship Gymkhana	MSCC	SL 7-4319
23	Rally	DTC	VE 9-0330
30	Rally	VWCD	588-5108
Sept. 6	Championship Gymkhana	AROC	
6	Gymkhana	KSCC	VI 2-0938
12-13	Midwest Rally	FMC	
12-13	Rally & Gymkhana	MSCC	SL 7-4319
18-19-20	Drivers' School	OCSRRC	341-4694
19	Rally	ECSCC	735-2870
20	Town & County Rally	DTC	VE 9-0330
20	Gymkhana	CCM	338-9780
20	Gymkhana	VCC	LO 1-4918
20	Gymkhana	VWCD	588-5108
26-27	Race	OCSRRC	VE 5-8573

Events listed are coordinated with the Detroit Council of Sports Car Clubs.

## FLASH! OCSRRC TO HOLD DRIVERS' SCHOOL ON SEPTEMBER 18-19-20!

In response to many requests, OCSRRC will hold its third Drivers' School of the season on September 18-19-20. As before, the Friday night session will consist of registration, movies, and lecture/discussions on safety equipment, tires, flag procedures, and car handling. Saturday's schedule will include technical inspection, drivers' meetings, a walk around the track, driving demonstrations, practice sessions with and without an instructor, and, if time permits, some green-flag practice. On Sunday there will be more practice and testing. The afternoon will be devoted to an open practice for club members.

You need not be a member of OCSRRC to attend the School. However, no license will be issued to non-members. If you should join the club at a future date, the experience will be taken into account when you apply for a license. The fee for the School is \$10. for OCSRRC members and \$20. for others. Equipment, as before, includes a roll bar, metal-to-metal seat belts, flame-proof driver's suit, approved crash hat, and goggles. You must be 18 with notarized parent or guardian's consent, or 21 without, to attend the School. Further information is available from Frank Cipelle, at 341-4694.

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## IN THE EARLY DAYS: SCCA

SPORTS CAR ASSOCIATION—Those interested in attending a dinner for laying plans for a Sports Car Association of Detroit, call Del Lee, 10 to 8 daily, VE 9-1015, or Geo. Gaston, Fitz. 0362, after 6 p.m.

This classified ad, which appeared in the Detroit News of Sunday, January 18, 1948, marked the beginning of the Detroit Region of the Sports Car Club of America (SCCA).

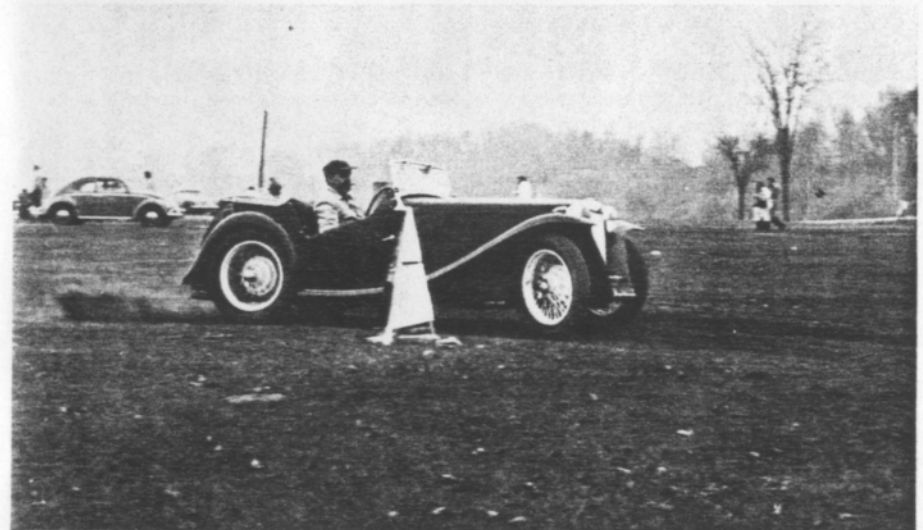
To go back a bit, the SCCA was a rebirth of the ARCA (American Racing Car Association), which went into hibernation during the war and never emerged. Early members included Briggs Cunningham and cartoonist Charles Adams; the first post-war race was run at the Glen, in 1948, at which time there were 200 members of the national organization. Within five or so years

membership had jumped to nearly 10,000.

When the Detroit group was formed, it included such enthusiasts as Frank Burrell, Dick Haynes, George Hendrie, Bill Wood, Del Lee, George Gaston, Charlie Davison, and Harold Lance. First organized to include Cleveland, Grand Rapids, and other far-off places, the area proved too large for member participation. The present Detroit Region includes Detroit, Ann Arbor, Pontiac -- the southeast corner of the state. The region is part of the Central Division, which includes Michigan, Ohio, Indiana, Illinois, Wisconsin, Minnesota, Iowa, and Kentucky.

The first local SCCA event was a Concours, a gathering of oddball machinery at Little Harry's, then owned by

(Continued on page 14)



Harold Lance demonstrates maneuverability of MG-TC on a gymkhana course (1956).

# THE NUMBERS RACKET-- RACING STYLE

by Chuck Emerson

Many members of the Waterford Race Watchers Society have trouble making sense out of all the jazzy numbers and letters on the race cars. If you're confused, don't worry. It's the car drivers who have to worry. Just imagine how the driver of a car lettered DP feels when one lettered EP or FP passes him. It's humiliating!

The big numbers are just numbers, so the timers can tell one car from another. If Number 50 bashes Number 60 at the Skeet House Turn, the flagman has to phone this fact to the record keepers so Number 50 can be lectured -- if not disqualified. If a driver is smart, he reserves himself a number for the whole season so he won't have to change it each week. But many drivers race at different tracks, so they can't do this.

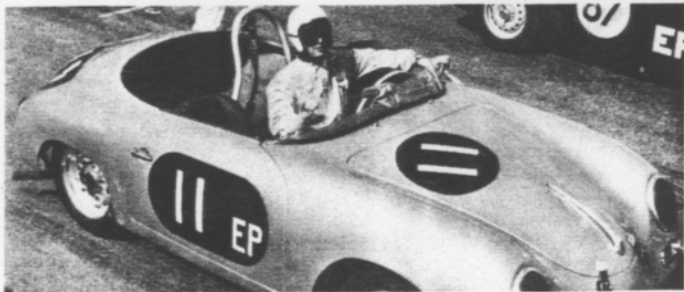
The letters are more complicated, but they don't change. A-B-C-D-E-F-G and H are performance classifications. A being fastest and H slowest. A new Sprite, for example, is G; and a Sting Ray is A or B, depending on which engine option the owner has installed. (Cars are classified on the basis of average performance on a national survey.)

The letters P or M mean Production or Modified. Just to get the worst mess out of the way, Modified means anything goes -- almost. The body is special, the engine is special, the tires are special, and the whole car can be put together any way the owner likes -- within certain detailed limitations. The size letters for these cars -- ABC etc. -- mean just the same as they do in Production cars.

Production cars -- lettered P -- are racers that look more or less like the same car you could buy straight from a dealer's showroom. The bumpers are often removed to save weight -- and because bumpers are harder to repair than bodywork, if the car is damaged.

SCCA (Sports Car Club of America) allows certain kinds of minor modifications to be made to a Production car -- mostly filing and grinding on the engine, changing shock absorbers and other suspension parts, and changing some other bits and pieces for safety. What the racers usually do to make the cars go faster is mill the head to raise the compression ratio, grind the manifold and ports to let the air-gasoline mixture flow more smoothly, grind the combustion chamber to make the power

(Continued on page 13)



One of those not-so-tame puddy cat Porsches. In an OCSRRC-sponsored event, #11 indicates club president Bob Schiffer.



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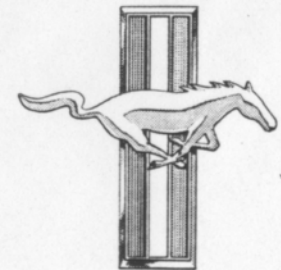


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1.13	71.44	1.23	61.68	1.33	55.05	1.43	49.71
1.14	70.48	1.24	60.95	1.34	54.47	1.44	49.23
1.15	69.54	1.25	60.23	1.35	53.89	1.45	48.76
1.16	68.63	1.26	59.53	1.36	53.33	1.46	48.30
1.17	67.75	1.27	58.85	1.37	52.78	1.47	47.85
1.18	65.61	1.28	58.18	1.38	52.24	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 it off the speed from this table.

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CLASS:	CAR	DRIVER	TIME	SPEED	DATE
Production Sports:					
A-P	AC Cobra	T. Payne	1:22.3	62.206	5/64
B-P	Jaguar XKE	J. Mulholland	1:24.5	60.587	5/64
C-P	Lotus S7	R. Justice	1:27.6	58.442	6/64
D-P	GSM Delta	W. Osband	1:28.7	57.718	5/63
E-P	Porsche	R. Dorn	1:29.4	57.377	8/63
F-P	MG-A	C. Cantwell	1:29.0	57.520	9/63
G-P	TR Spitfire	R. Clemens	1:30.2	56.758	5/64
H-P	Sprite	F. Salo	1:31.0	55.490	7/64
Modified Sports:					
C-M	SCD Ford	G. Lyall	1:23.2	61.533	5/64
D-M	Torus	O. Clubine	1:27.5	58.510	5/62
E-M	Porsche RS	T. Payne	1:23.4	61.387	10/61
F-M	Lotus 23-B	E. Cicotte	1:22.0	62.434	5/64
G-M	Bobsy Mk.2	R. Dorn	1:23.1	61.607	7/64
H-M	Special	R. Hull	1:27.5	58.510	9/62
Formula Junior:					
Rear Engine	Lotus 20	R. Durbin	1:20.4	63.676	8/63**
Front Engine	Woodward DKW	K. Woodward	1:24.4	60.658	7/64
Sedans:					
Modified	VW Porsche	E. Dahm	1:29.5	57.171	5/63
Class I	Volkswagen	J. Purcell	1:34.0	54.463	5/64
Class II	Volvo	G. Blass	1:33.2	54.931	6/64
Class III	Austin Cooper S	R. Brown	1:30.5	56.570	5/64
Formula Vee:		L. Wilhelm	1:26.9	58.913	7/64
Formula Libre		J. Purcell	1:24.7	60.444	6/64
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# RACE RESULTS MIDSUMMER TROPHY RACES

Saturday

## Race #1 - E-F-G-Production\*

1 EP	Erhard Dahm	Porsche
1 FP	Glen Lyall	Sunbeam Alpine
1 GP	Ralph Yeckley	Sprite

## Race #2 - Sedans & H-Production\*

1 Sed. 1	Jim Purcell	Volkswagen
1 Sed. 2 & 3	Don Eichstaedt	Corvair
1 HP	Fred Salo	Sprite

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

1 A&BP	Norm Luther	Corvette
1 CP	Ron Justice	Lotus S7
1 DP	Don Grohs	GSM Delta

## Race #4 - Ladies' Race

1 overall	Andrea VonHagen	Corvair
2 overall	Barbara Purcell	Volkswagen
3 overall	Carol Henning	MG-A

## Race #5 - All Modified and Formula\*

1 F.Jr.	Ken Nielsen	Lotus 20
1 F.Vee	Larry Wilhelm	Formula Vee
1 Mod.	Dave Moothart	Merlyn

## Race #6 - F-G-Production & Sedans\*\*

1 FP	Bill Petree	Sunbeam Alpine
1 GP	Art Hackman	Sprite
1 Sed. 1	Earl Stevenson	Sunbeam Imp
1 Sed. 2 & 3	Jim Roan	Saab

## Race #7 - A-B-C-D-E-Production, Modified & Formula\*\*

1 B&CP	James Ford	Lotus S7
1 D&EP	Bob Stout	Elva Courier
1 Mod.	Pino Morrini	OSCA
1 F.Vee	Jim Clark	Form Car
2 F. Vee	Roger Roeske	Formula Vee

\* Licensed Drivers Only.

\*\* Novices Only.

Sunday

## Race #1 - G-H-Production

1 GP	Art Hackman	Sprite
1 HP	Robert Mynek	Sprite
2 HP	Bill Larson	Sprite
3 HP	Fred Salo	Sprite

## Race #2 - All Formula

1 F.Jr.R	Ken Nielsen	Lotus 20
1 F.Jr.F	Ken Woodward	Woodward DKW
1 F.Vee	Larry Wilhelm	Formula Vee
2 F.Vee	Frank Cipelle	Formula Vee
3 F.Vee	Tom Faulkner	Formula Vee

## Race #3 - All Sedans

1 Sed. 1	Jim Purcell	Volkswagen
2 Sed. 1	Larry Naar	Volkswagen
3 Sed. 1	Barratt Wayburn	Volkswagen
1 Sed. 2 & 3	Don Eichstaedt	Corvair
2 Sed. 2 & 3	Ernie Mohawk	Corvair
3 Sed. 2 & 3	Art Sutphin	Austin Cooper

## Race #4 - All Modified

1 overall	Bob Dorn	Bobsy Mk. 2
-----------	----------	-------------

## Race #5 - E-F-Production

1 EP	Erhard Dahm	Porsche
2 EP	Pete Hutchinson	Porsche
3 EP	Bob Stout	Elva Courier
1 FP	John Pierce	MG-A
2 FP	Jerry Tobin	Sunbeam Alpine
3 FP	Jim Latimer	Sunbeam Alpine

## Race #6 - A-B-C-D-Production

1 A&BP	Tom Swindell	Corvette
2 A&BP	Joe Mulholland	Jaguar XKE
1 CP	Ron Justice	Lotus S7
2 CP	Craig Fisher	Simca Abarth
1 DP	Don Grohs	GSM Delta
2 DP	Cliff O'Grady	Austin Healey
3 DP	Jim Branham	MG-B

## Race #7 - FORMULA FEATURE\*\*\*

1 overall	Ken Nielsen	Lotus 20
2 overall	Tom Monarch	Lotus 18
3 overall	Larry Wilhelm	Formula Vee
1 F.Jr.F	Hazen Briggs	Elva

## Race #8 - SMALL PRODUCTION FEATURE\*\*\*\*

1 overall	Don Eichstaedt	Corvair
2 overall	Jerry Tobin	Sunbeam Alpine
3 overall	Conrad Lapinski	Triumph TR-3
1 HP	Fred Salo	Sprite
1 Sed. 1	Barrett Wayburn	Volkswagen

## Race #9 - LARGE PRODUCTION FEATURE\*\*\*\*

1 overall	Joe Mulholland	Jaguar XKE
2 overall	Bob Dorn	Bobsy Mk. 2
3 overall	Ron Justice	Lotus S7
1 AP	William Schumacher	Corvette
1 DP	Don Grohs	GSM Delta
1 EP	Erhard Dahm	Porsche

\*\*\* All Formula cars were invited to enter this race in order to make a large enough grid.

\*\*\*\* Class Winners on Sunday and by Invitation. No Novices.

## THE NUMBERS RACKET-- RACING STYLE Continued

stroke smoother and stronger, and fiddle endlessly with the ignition to make sure the spark ignites the gasoline just at the right split second.

They also "tune" the suspension system -- springs and shock absorbers -- so the car won't slide or bounce right off the track at the first corner.

If you tried to follow one of these racing cars with your own version of the same car, you'd soon find out that a little here and a little there adds up to a lot. Following a racing Porsche around the Waterford track with your own tame puddycat Porsche is a sure way to end up in a ditch.

There's a lot in knowing how, too; and experience does count. Everyone who races nowadays has to go through a fairly exhaustive training course in racing. Most students are both surprised

and pleased to find out how much faster they can drive after going to school than they could before -- and it isn't just a matter of cutting down on safety. Although many may flatter themselves into thinking they could go as fast as Joe Mulholland if they just had as good a car, the chances are they're out of their minds.

One special thing at Waterford is that it's a tough, twisting, busy course, and sometimes a smaller car has a good chance to beat a bigger one if he can turn the corners better. Watch for EP Porsches to pass D and C cars -- it's a natural course for Porsches, because they "handle" so well. Race drivers say Waterford is one of the most challenging road racing courses in the country; and anyone who wins here is really an expert.

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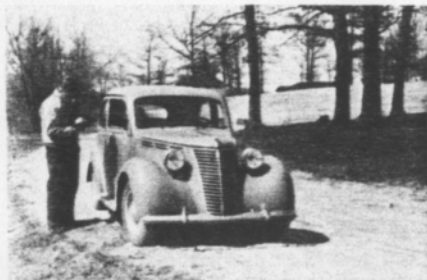
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## IN THE EARLY DAYS: SCCA Continued

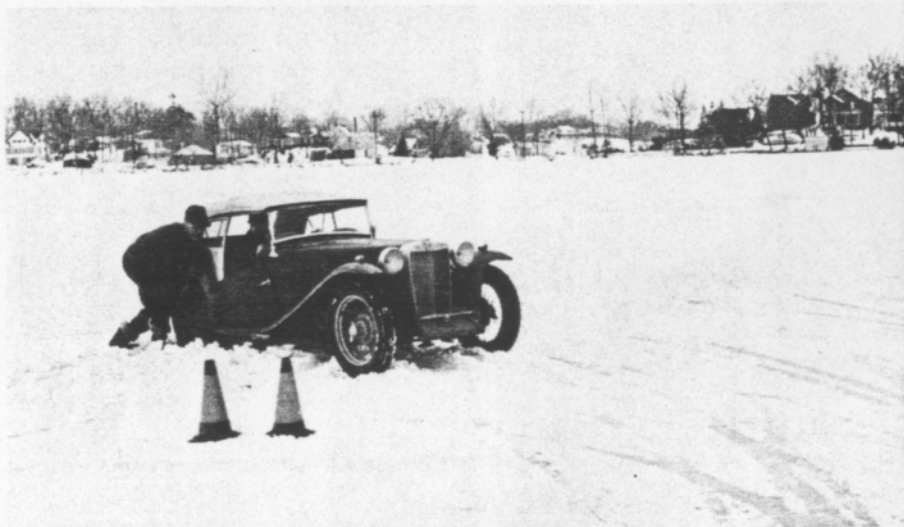
Dick Haynes. The first real event was the POR (Press on Regardless) Rally, organized by Harold Lance and Bob Collins in 1949 to put the Detroit Region on the map. This was a real winging event: a two-day rally in which average speeds and timing were as important as finding the check points. (Former rallies were of the time and direction trial type, in which the only important thing was getting there and back.) The three-part event started at the Dearborn Inn, proceeded to Battle Creek for dinner, then on to Flint in the evening. The cars were locked up for the night when they reached Flint, and the drivers got some much-needed rest. In the morning the procession headed back to Dearborn and a victory banquet. Cars entered included such classics as the Duesenberg, Riley, SS 100 Jaguar, Citroen, BMW, Fiat, M-type MG, Cord, LaSalle, and Austin A40.

In 1952 the first regionals race was run at the Fairgrounds. By 1953 there



Paul Farago and Del Lance at a check point on Park Island, Lake Orion. The car: a Fiat 1100. The event: a local rally, 1949.

were 300 members, and small segments began to break away to form marque groups. The calendar of events for 1954 included half a dozen rallies, ice runs, a gymkhana, hill climb (the Haven Hill Climb was first organized in 1954, ran through '58, was revived last year), and a family day. Active in planning these events were Dave Davis (now of Car and Driver), Floyd



Harold Lance, MG-TC, gets a push at Lake Orion ice run, 1954.



A parking lot gymkhana, held behind the Woods Theatre, 1948. The car is an Austin A40.

Lawrence, Harold Lance, John Fitzgerald, and Charlie Davison (who currently runs a Mini at Waterford).

Licensing procedures for would-be racers have come a long way in the last 15 years: up until 1950, the only requirement was ownership of a car. The Regional Executive authorized the issuance of licenses, and at one time the cars themselves were registered. If you didn't own a car, you weren't allowed to join the organization, and if you sold the car, you were required to offer it to club members first. This rule was much-protested, finally discarded.

National licensing began around 1950, and regional licensing was first seen in the mid-fifties. A potential driver was observed by the competition committee -- all you really needed was a little confidence behind the wheel and a friend to assure them that you wouldn't lose your head in a touchy situation and go off the deep end. (Current Driver's Schools include two days of

driving on the track and evaluation by trained observers.)

Safety equipment requirements were set up, with new items added as the need was proven. Roll bars became standard when someone landed on his head, flameproof coveralls when someone else was badly burned, metal-to-metal seat belts when a driver burned to death while trying to unfasten the other type. The latest requirement involves separation of open- and closed-wheel cars in practice and races. This was set up to avoid accidents caused by locking wheels.

Throughout the years the SCCA has expanded and improved operations to the point where a multitude of events are available for members to participate in, and races are held almost every weekend during the summer months. This is the fifth year the Detroit Region has held a race at the Waterford Hills Road Course, and with the skill and experience of the organizers, we look forward to a weekend of good racing.





## ICE RUN

August may seem a strange time to talk about ice runs, but with all the heat and humidity, about the only thing that keeps us going is the thought of all that wonderful ice and snow this winter.

What is an ice run? It's a speed event, similar to a time trial or speed khana, held on the ice of some lake, in the middle of winter. The course simulates a road course, with a long straight, fast corners, slow corners, esses, and the like. Made as long as space permits, the courses are often set up as miniatures of existing road courses, such as LeMans or Riverside.

There are several ways of indicating a course: sometimes a car is run around it several times as a "trail-blazer," sometimes the snow is shov-

eled from the entire course, and sometimes the outline is merely indicated by placing snow-filled bags at strategic points (in lieu of hay bales). An occasional organizer will call for sand spread on certain corners to give better traction, and make handling easier.

Cars are classed by performance potential, as in other sports car events, but the classes for an ice run are completely different. Obviously top speed is not a very important factor in this type of event; the things that do make a difference are a rear engine, positraction, and the like. Saabs usually walk away from everything, with Porsches and Volkswagens not too far behind. Slowest are the large, heavy cars, such as Corvettes. Classing, then, is by rear engine, front engine/front-wheel drive, smaller sports cars, and

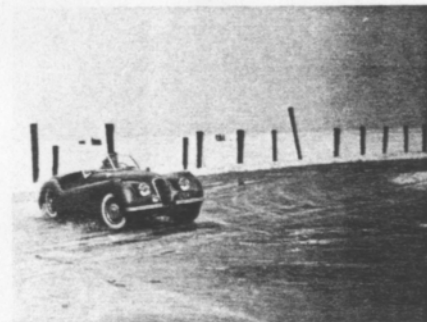


larger ones. (Although we speak of it as being a "sports car event," ice runs are nearly always open to any type of car, including big, hairy, American machines.)

Entrants are usually allowed two or three practice laps, and as many timed runs. Scoring may be based on overall time or the best timed lap. The nice thing about this type of event is that they require no special equipment in the way of roll bars, helmets, or seat belts, and are about the safest kind of event going. There's no danger of flipping (unless you do something really weird), no other cars to pass or be passed by (each car runs by itself), and nothing to hit if you spin out. With all these safety factors, an ice run is a good opportunity to try race driving without risk of banging up your car or the expense of racing equipment. Too, the things that happen at low speeds on the ice are the same things that happen at high speeds on the race course, so if you can learn to control the bobbles at low speed, you've got a head start when you go in for racing. It's also an excellent opportunity to gain experience in winter driving, since

the conditions are similar to those encountered on icy roads, but there's no danger of hitting something while learning to cope with winter driving conditions.

All in all, an ice run is a safe, invigorating, cold, fun type of event, with no limitations as to type of car or driver, no equipment requirements except a set of long underwear, an extra thermos of coffee, and a blanket or two, plus a couple of dollars for entry fees. And don't worry -- the ice is checked for safety, and we've never heard of anyone falling in!





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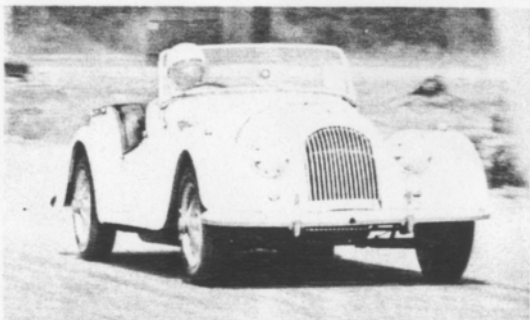
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## HARRY KEELER



Harry Keeler

Harry's sports car history dates back to 1932 and the purchase of an MG which he owned up through the war. The car sparked an interest in racing (and vice-versa), and he nearly joined the A.R.C.A. (American Racing Car Association) in the early thirties.

In 1947, after attending races for several years, Harry joined the SCCA and spent much time at rallies and time trials. Soon after this he went to work for American Motors, with instructions to "play with and evaluate" the 25 or more foreign cars at his disposal. In looking for ideas for his employers, Harry thoroughly tested the cars (which included a Fiat Topolino, Mercedes Benz 300S sedan, etc.) by entering them in time trials, rallies, ice runs, hill climbs, and the like.

The mid-fifties found Harry spectating and flagging at the Glen, and in 1956 he ran an MG-TD there as an alternate. The MG was run for three years at such courses as Elkhart Lake, Put-in-Bay, Owosso, and Harewood. He was Competition Chairman for SCCA during this period, and was quite active in the recently-revived Haven Hill Climb.

In 1958, while working for Chevrolet, Harry came across Bob Clift, who interested him in the idea of a road course at Waterford. He bought stock in the venture, thus becoming an OCSRR Corporation member, and soon found himself spending all his

weekends digging post holes and putting up fencing "on location."

With the completion of the track, Harry quit traveling, preferring to race the new Alfa Veloce at home. He helped to set up the basic safety rules for the OCSRR, became Licensing Chairman in 1961.

The current race car, a G-Modified Lotus 11 (see below), has been a highly competitive machine, earning Harry ninth place in the Championship Points last year. (At Waterford, numbers one through ten are reserved for the top ten drivers of the previous year, while number 11 indicates the President of OCSRR.)

Harry does all his own work on the race car, which was easy on the Alfa, a bit more difficult on the Lotus. Asked about every racer's dream, the "super special," Harry admits he has had a design for one for nearly ten years, but will probably never build it because he lacks adequate facilities.

Questioned about professional racing, Harry thinks this is fine, but the advantages of "sponsored" cars in a non-professional event are not fair to the average driver. As for the trend in sports cars, he sees about the same thing in the future as we have now: big and little cars, but always sports cars. Sedan races are fine, both for drivers and spectators.

Harry is 53 years old, lives in Farmington, drives an E-type Jaguar and Andrea VonHagen's old Fiat on the road. He works at the Arsenal, travels to California every five weeks or so in connection with his job. Future plans call for many more years of racing at Waterford, and a return to rallying when time permits.



At Last

# A LETTER TO THE EDITOR

To the Editor:

I compliment you and your staff on a very fine and interesting publication. In the June issue I particularly enjoyed the article on Francorchamps.

Besides publishing the race results of previous races, I think a report on the races would make for more interesting and exciting reading, especially for the people who missed the races or do not know what happened to the various drivers. For instance, on page 30 of the June issue a picture shows the Cortina GT flipping. I was on the back straight and was unaware of what happened.



Class I Sedans have a displacement limit of 1000 cc. Why is the Class I record held by a Volkswagen, which is 1200 cc?

Last fall I had the memorable experience of seeing the U.S. Grand Prix at the Glen. I urge all enthusiasts to make this migration to the mecca of champions. If your wife does not enjoy road racing in the purest form, she will indeed enjoy the most beautiful display of nature in all her Autumn colors. Watkins Glen during the Grand Prix is very exciting and only for the young at heart. We made the trip by train on the weekend, leaving early Saturday morning and arriving home

early Monday morning. There was much liquor consumed and almost everyone (60,000 of us), was out of it by 9:00 Saturday night, allowing us plenty of sleep for Sunday's excitement. This year I plan to take four days (one strictly devoted to recuperating), and drive. Don't miss it!

Sincerely,

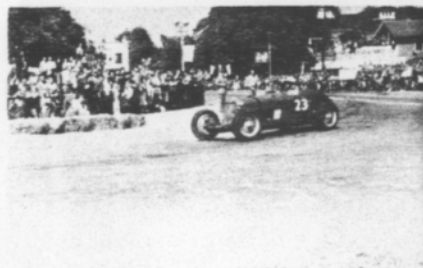
David Roberts  
Detroit

*Editor's Notes:*

*On the checkered flag lap, the Cortina bobbled coming through Swamp Turn, hit the inside guard rail, turned on its side, then turned right side up. The driver was unhurt.*

*The Sedan Class breaks come at approximately 1000, 2000, and 3000 cc. In our Sedan article in the July issue we gave a complete breakdown of the classes, which should clarify the situation.*

*We were at the Grand Prix two years ago, and weren't aware that anyone slept before three or four in the morning. Most notable event of the weekend was Stirling Moss touring the course in the original Mustang. It was indeed a memorable weekend, in spite of rain, mud, and sleeplessness, and we certainly intend to go back.*



The first post-war race at the Glen.

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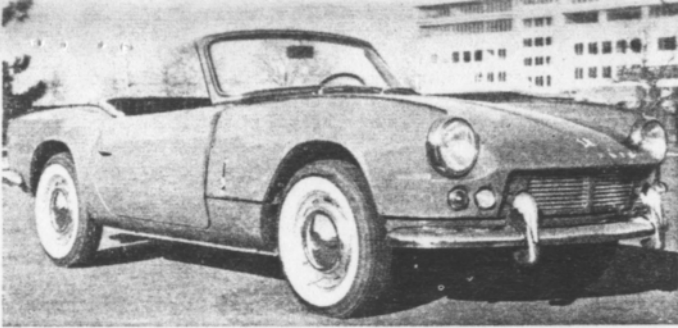
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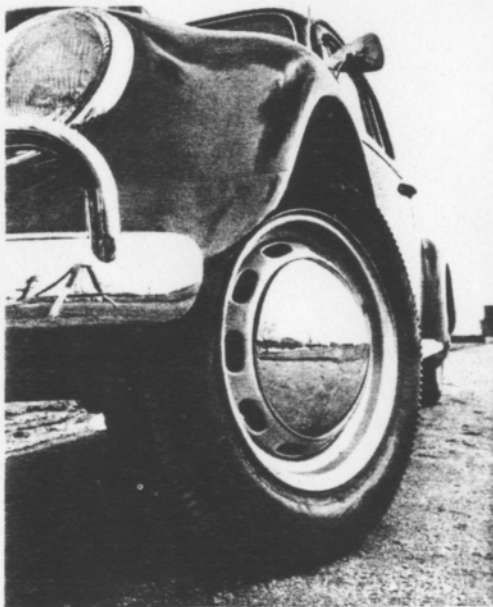
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**PRODUCTION SPORTS CARS:**

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

**CLASS A:**

Abarth Simca 2000; AC Cobra; Corvette 237-cu in; Corvette Sting Ray; Ferrari 250 GT (short wheelbase); Ferrari GTO; Griffith 200; Porsche GTS 904 coupe.

**CLASS B:**

Aston Martin DB-4 GT & Zagato, DB-2, DB-2/4, DB-4; DB-5; Corvette 283 cu in; Ferrari 250 GT (long wheelbase); Sunbeam-Ford Thunderbolt; Jaguar XKE; Mercedes 300-SL.

**CLASS C:**

Alfa Romeo Giulia TZ; Alfa Sprint Speciale & Zagato; Elva Courier Mk III 1800, Mk IV 1800, 1800-T; Lotus Super 7 (Ford 109E & Ford 116E); Lotus Elan; Marcos GT 1000; Morgan Super Sports OSCA, 1600 GT; Porsche Carrera 1500, 1600, 2000; Simca-Abarth 1300; Sprinzel Sebring Sprite; TVR (MGB or Climax engine); WSM GT Toupe.

**CLASS D:**

AC, Aceca Bristol; Alfa Romeo 2600, 2000, 1600 Giulia Sprint GT, Alfa Romeo Giulia Spyder Veloce; Arnolt Bristol; Austin-Healey 3000 & Mk II; Austin Healey BJ8 3000; BMW 507; Daimler SP-250; Fiat-Abarth 1000 dohc; Frazer-Nash; Ginetta G4 (single weber); GSM Delta; Jaguar XK-120, 140, 150, 150-S, & 3.8; Jensen 541-R; Lancia Aurelia GT & Spyder; Lotus Elite; MG-B; Porsche 356-B, 356-C, Super 90, 1600 SC; Siata 208-S; Triumph TR-4; Turner (Climax or Ford 116E).

**CLASS E:**

AC Ace & Aceca; Alfa Giulietta Veloce; Alfa Giulia 1600 Standard, Alpine A110-1100, Austin-Healey BN-1, 2, 4, 6; Elva Courier Mk III, 1622 cc & Mk IV, 1622 cc; Fairthorpe Electron; Fiat-

Abarth 700 dohc, 750 dohc, 1000 push-rod; MG-A dohc; Morgan Plus 4, 4/4 Mk V; Porsche 356, 356-A, 356-B 1600, 356-C 1600; Renault Alpine.

**CLASS F:**

Alfa Giulietta Standard; Berkeley B-95, B-105; Deutsch-Bonnet; Denzel 1300-S; Facellia; Fairthorpe Minor; GSM Delta (Ford 105E single weber); Lotus 7 (BMC or Ford 105E); Mercedes 190-SL; Mercedes Benz 230SL; MG-A; Rene Bonnet CRB-1; Sabra Sports; Sunbeam Alpine; Triumph TR-2, TR-3; Turner 950-S; Volvo P-1800.

**CLASS G:**

Austin Healey Sprite AU8; Sprite 948 cc w/options; Sprite 1100; Datsun SPL-310-U; Fiat-Abarth 850-S; Fiat 1500 Spyder; MG Midget 948 & 1100; MG Midget AU3; Morgan 4/4 Mk IV; Porsche 1300-S; Triumph Spitfire.

**CLASS H:**

Sprite, 948 cc, limited options; Auto-Union 1000-SP; Berkeley 500cc; Fiat-Abarth 750 GT Mille Miglia; Fiat 1200; Fiat 1500 Cabriolet; Lancia Appia GT; MG-TC, TD, TF 1500.

**MODIFIED SPORTS CARS:**

"Modified" Sports Cars (i.e. sports car designed specifically for racing and "Production" cars that have been modified for racing) are grouped according to engine size.

**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:**

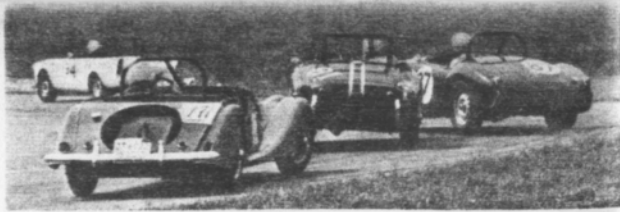
The F.Jr. is a class of single seat, open-wheel racing cars using engines from small imported sedans. These engines, although under 67 cu. in. in displacement, are modified to produce up to 100 horsepower. The **FORMULA VEE** is a type of Junior using Volkswagen components.

**SEDANS:**

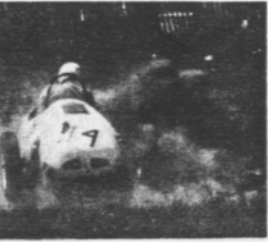
At the Waterford course Production Sedans are classed by performance potential. Class I includes the VW, Renault, Imp, and other small cars; Class II is made up of slightly faster cars, including the 6-cylinder American compacts; and Class III includes the larger sedans, plus the 8-cylinder compacts. Limits of 300 cubic inch displacement 110" wheelbase, and 3500 pounds weight are placed on all sedans, since it is felt that larger cars would be too difficult to handle on this short, twisty course.



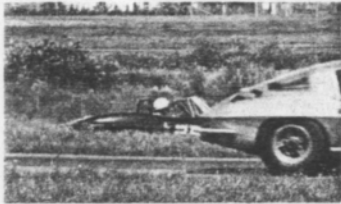
# MIDSUMMER MADNESS



Skeet House brings old friends together.



Cartier tries his hand at cing.



Ernie Humprey winds up in the swamp after being . . .



. . . clobbered by Jud Holcombe, who continued on . . . for a while.

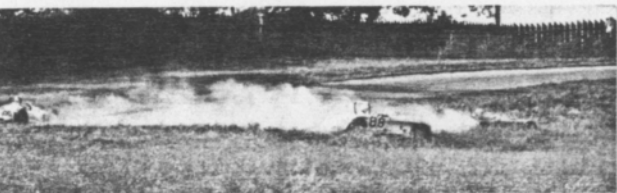


Donald Kitch poses for the photographer.

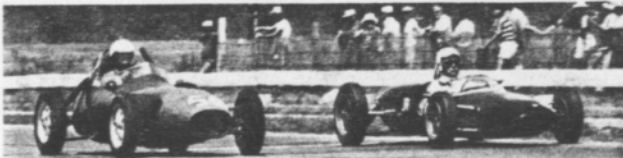


Jerry Tobin and Don Eichstaedt in the greatest dice of the weekend.

photos: A. Bizer



Let's see if it's any shorter this way.



Ken Nielsen laps Spike Briggs on his way to another win. Carol Henning stops to powder her nose.



Mary Swindell tries a Formula Vee.



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