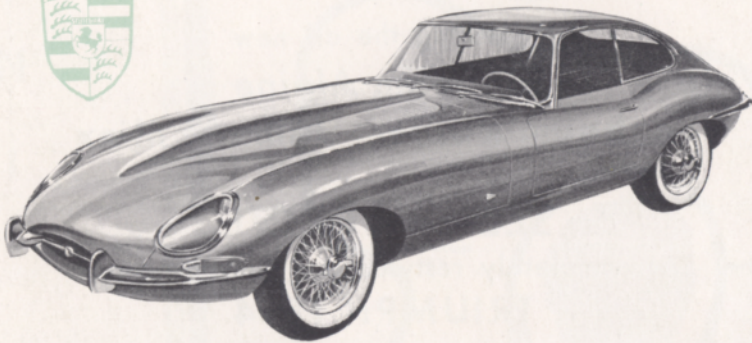


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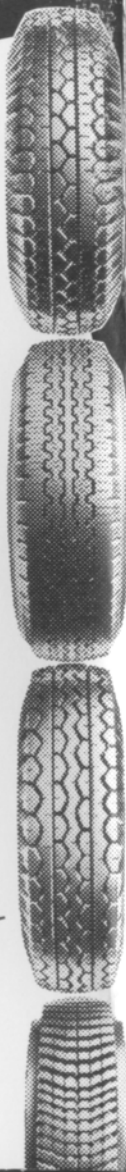
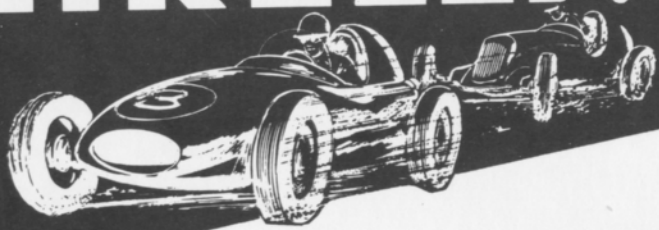
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July 27/28, 1963 / Price 25 cents



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WHI digest



THE WOODWARD-DKW Formula Junior

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|------------------------|-------------------|-------------------|--------------------|
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THE INSIDE LINE



For those of you that are interested in such things, the track temperature at the MSCC races last month was reported to be 130° F. It was also reported that the temperature was only in the mid-90's in the shade; this I can't vouch for - I couldn't find the shade. I think I'll take up SCUBA diving!

In spite of the heat, and it can get mighty hot zipped up in racing coveralls and helmet, several lap records were broken including Ken Nielson breaking his own course record in the Lotus XX. This last cannot be considered news as Ken seems to break his own course record every other race or so. There must be a limit to how fast that thing can go!

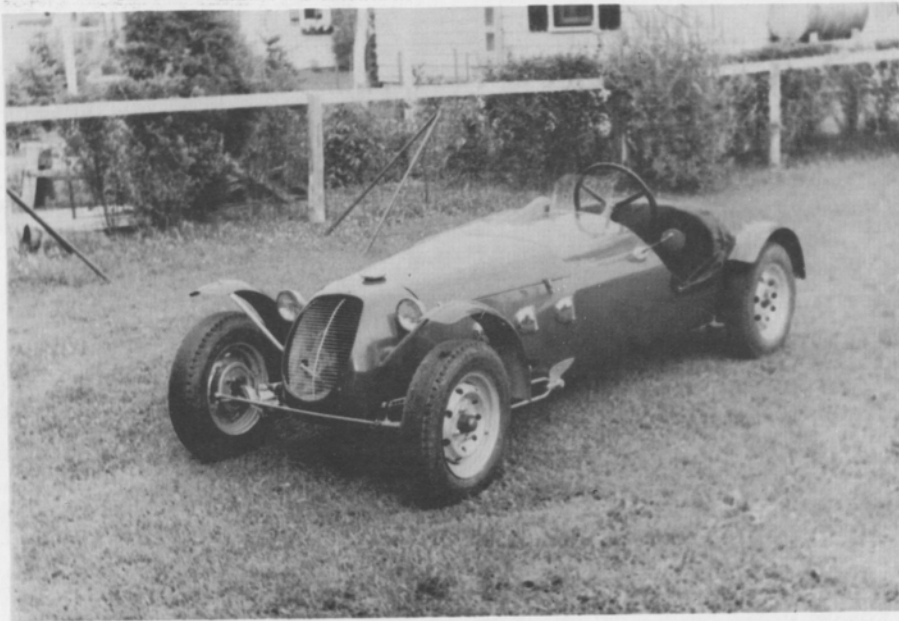
Round Two of the Sprite - Spitfire battle in Class 'G' went to the Sprites. Jim Latimer has his Spit up for sale so I guess we won't have the opportunity to see a race between him and Joe Charette. Come on Jim, one more race?

Our feature article this month is on Mr. Ken Woodward of Lake Orion. Ken is a 'Backyard Designer-Builder' in the finest sense of the term. His Formula Junior is the equal of the best factory cars in design and workmanship. If you ever have the opportunity to see this little jewel at close range, don't pass it up.

The beautiful illustration of the Austin Healey Sprite on page 14 was drawn by Mr. Al Weston. We hope to prevail upon Al to do some more work for us in the very near future.

Al Bizer, our Staff Photographer, not only took the photos but designed and laid out the photo page as well. You may be sorry, Al!

THE WOODWARD SPECIALS



The First Woodward Special

Backyard Specials can be competitive as well as beautifully engineered. The Martin Tanner creations are examples of such cars, as is the Woodward DKW. This latter is the seventh in a series of Specials built by a man with interests ranging from boats to race cars.

In 1953 Ken Woodward answered an ad in the newspaper for a Crosley engine, with an eye toward building a hydroplane. When he found out that for a few dollars more he could pick up the rest of the parts, he bought them too, and his thoughts turned to building a "Special." Buying welding equipment and learning to use it were the next steps, after which he began building the car itself. It weighed between 450 and 500 lbs. and cost about \$300 to build. The work was done in his basement

workshop, as with most of his cars, and the car was carried out sideways without the body.

Ken's second car, built in 1955, was a rear engine job similar to a Formula 3, powered by a 2-cylinder Crosley engine. His first run in this car was made on the dirt roads near his home before the brakes were fitted, which resulted in a "metal-to-metal contact" when he encountered another car which had slowed down for a left turn.

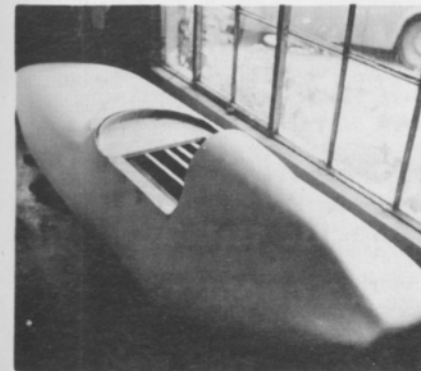
The next two cars were an H-modified special built for Art Brennan, who helped with the bodywork on the present Junior, and an Austin-powered car without a body.

In the spring of 1958 Ken began work on a Crosley-powered car, in which the engine was mounted sideways behind the driver, power being transmitted

to the rear wheels through a motorcycle gearbox and a series of chains and sprockets. (Total cost: \$800.) It was road-tested that year, and in December it was driven on the Waterford track in the ice and snow. Ken ran the "Sidewinder" for two years at Waterford Hills, through 1960. At that time it was sold to Charlie Moore, who raced it at Elkhart Lake. It is back at Waterford today, run by Don Carr as the CC Special.

The sale of the Sidewinder financed the current Junior's bits and pieces. This car, which was two years ahead on ideas (the front-engine car was a going thing when it started), and two years late in finishing. It started out as an engine only, a 900 cc DKW engine. Art Brennan designed the body using a wood model made by Ken. The framework for the body model was built at Rochester and plastered at Keego Harbor. The 500 lb. mould was then hauled by truck (a rather ticklish business) to Ken's home in Lake Orion.

The next few weeks were spent in sanding the plaster, painting, resanding and repainting. Then the frame itself was made from the plaster mould. Work began in earnest in January of 1961, with Ken hoping to have the car ready for the August practice. On July 1 the car was nearly ready, and Ken took 4 weeks off from his job, spending 6-11 hours a day on his Junior. The car



The Formula Jr Body Mold ready to receive the fibreglass at Ken's workshop.



The Woodward-DKW (#73) and the Woodward "Sidewinder" (#66) at the June Races.

was finally ready to run on the morning of August 6. It handled well, the only problem being grease leaking from the Sprite wheel bearing seals.

From a 900 cc engine in August Ken went to a 1000 cc engine in September, and the car is still running without reworking. The only change has been in tires (he now runs R-6 Dunlops), and the total investment was just \$1300.

To pay for parts Ken acquired a wrecked Morris Minor which he traded (saving out various pieces) for a fully-modified Morris engine which he sold. He adapted the DKW to fit the Morris rack and pinion steering. The engine was laid on its side, and the drive shaft run along the right side to lower the seating position. The engine and running gear pieces were set up on wooden blocks in the shape finally decided on, and 2-3/4" steel tubing was used to hook them all together. It sounds and looks simple, but since the whole thing had to be inexpensive and of relatively simple construction, Ken ended up with 4 different ways to put the car together.

The chassis is of a ladder frame type, which supports the body. Suspension is Morris Minor torsion bars in the front and coil shock units (made by Ken) at the rear. There was a problem with the gearbox, in that the Morris box was unable to stand the vibrations of the DKW engine. The box cracked the first time out and was fixed. Next time it pulled the bolts loose. After it was fixed a second time it cracked again. An Anglia gearbox was installed, but it

Continued on Page 21

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OFF TO ELKHART LAKE

"Getting There is Half the Fun"

What happens when you take off for a weekend at the races? If you're an average sort of sports car enthusiast you leave after work on Friday and drive all night, staking out at a motel or campsite near the track, and spend the next two days watching the races. Come Sunday afternoon you climb back in your car and head for home.

But supposing you're the type who has out-of-the-way experiences just driving to work or the supermarket? We were part of an expedition to Elkhart lake last year and ran into all sorts of complications.

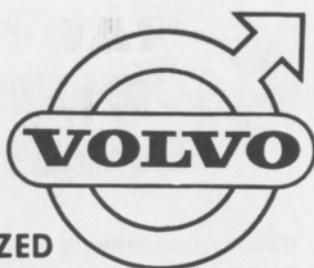
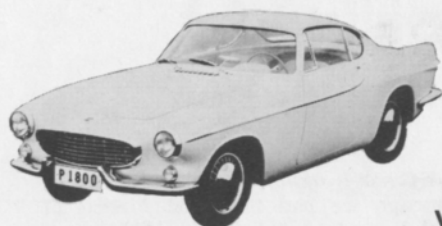
We started from Ann Arbor one Friday afternoon, with one member of the party moving a VW bus full of furniture to Detroit prior to departure for the races. Made it most of the way to the point of rendezvous when the bus bounced off a Cadillac and turned over. On discovering that the friend from whom we had borrowed said VW had neglected to give us current registration for the vehicle and had mistakenly picked up the wrong set of plates for it, we had the sad experience of watching our bus towed off to the nearest police pound, complete with camping equipment, clothes, and furniture. We crawled home with our tail between our legs, hoping to forget the whole mess and sleep all weekend.

Seems our traveling companion had other ideas, so after a brief pause to grab a bite to eat and some spare clothes, we went back after the bus and somehow (no details available) managed to remove sleeping bags, etc., and get under way. End of chapter one.

Halfway down the expressway to Chicago we had the good fortune of losing our fan belt (understand Corvairs have that trouble), with nary a service station in sight. After alternating short runs with long cooling-off periods for 40 miles we found a gas station and were back in business. That is, until we turned north instead of south at the cut-off for Chicago. Back on the road once again, things went along smoothly until we were about three miles inside Chicago on the toll road. Seems our fuel indicator was feeling uncooperative, so while we thought we had plenty of gas left, the tank had other ideas. A mile's walk down off the toll road and back, again under way. We slept the rest of the way, letting our companion tend to the driving. Pulled into Elkhart at 8:00 in the morning, just in time to sign in and pick up our passes.

The rest was quite an anticlimax--we slept in the shade all weekend, while our friend worked in the Cunningham pits. We did spend Saturday night in the Corvair (torrential rains made camping out slightly impractical), and managed to leave the doors open throughout. A severe case of sunburn and mosquito bites made the weekend complete.

We were back at work Monday morning (through no fault of our own) with the firm resolve to take up knitting this year and leave racing to the hale and hearty. So far we've sprained three fingers and discovered an allergy to wool. . . .



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RACE RESULTS -- MSCC RACE

Saturday

Race #1 - G-H-Production & Sedans 53.89 mph

| | | |
|----------|---------------|------------|
| 1 GP | J. Charette | Sprite |
| 1 HP | B. Larson | Sprite |
| 1 Sed. M | E. Dahm | VW Porsche |
| 1 Sed. O | D. Eichstaedt | Corvaire |
| 1 Sed. U | J. Mulholland | MG 1100 |

Race #2 - E-F-Production 55.05 mph

| | | |
|------|-------------|---------|
| 1 EP | R. Schiffer | Porsche |
| 1 FP | J. Forester | TR3 |

Race #3 - A-B-C-D-Production 57.53 mph

| | | |
|----------|---------------|----------------|
| 1 A & BP | J. Mulholland | Jaguar XKE |
| 1 CP | A. Pease | MGB Imp. Prod. |
| 1 DP | B. Osband | GSM Delta |

Race #4 - F. Jr. & Modified 60.95 mph

| | | |
|----------|------------|------------|
| 1 F. Jr. | R. Durbin | Lotus 20 |
| 1 CM | O. Russell | Russler |
| 1 F & GM | A. Pease | Lotus 23 |
| 1 HM | D. Carr | CC Special |

Sunday

Race #1 - G-H-Production 52.24 mph

| | | |
|------|-------------|----------|
| 1 GP | J. Charette | Sprite |
| 2 GP | R. Yeckley | Sprite |
| 3 GP | L. Rigoulot | Spitfire |

| | | |
|------|------------|--------|
| 1 HP | B. Larson | Sprite |
| 2 HP | R. Kliffel | Sprite |
| 3 HP | J. Syze | Sprite |

Race #2 - D-F-Production

| | | |
|------|------------|-------------|
| 1 DP | B. Osband | GSM Delta |
| 2 DP | A. Novak | Alfa Veloce |
| 3 DP | C. O'Grady | A-H 100-6 |

| | | |
|------|-------------|--------------|
| 1 FP | J. Forester | TR3 |
| 2 FP | R. Hull | Volvo P-1800 |
| 3 FP | H. Klose | Alfa |

Race #3 - All Sedans 55.05 mph

| | | |
|----------|---------------|------------|
| 1 Sed. M | E. Dahm | VW Porsche |
| 1 Sed. O | D. Eichstaedt | Corvaire |
| 1 Sed. U | J. Mulholland | MG 1100 |
| 2 Sed. U | A. Dubel | Simca |
| 3 Sed. U | T. Faulkner | Volkswagen |

Race #4 - E-Production 53.89 mph

| | | |
|------|------------|---------|
| 1 EP | L. Sherman | Porsche |
| 2 EP | W. Wooding | Alpine |
| 3 EP | B. Barber | Porsche |

Race #5 - F. Jr. & Modified 60.95 mph

| | | |
|------------|--------------|--------------|
| 1 F. Jr. R | R. Durbin | Lotus 20 |
| 1 F. Jr. F | K. Woodward | Woodward DKW |
| 1 CM | K. Ihrman | Russler |
| 1 FM | B. Bradley | Merlyn 4A |
| 1 HM | W. Henderson | Kurtis-Saab |

Race #7 - A-B-C-Production 56.89 mph

| | | |
|------|---------------|------------|
| 1 AP | J. Mulholland | Jaguar XKE |
| 2 AP | N. Luther | Corvette |
| 3 AP | J. Holcombe | Corvette |

1 BP J. Thompson Lotus S7

1 CP A. Pease MGB Imp. Prod.

Race #8 - F. Jr. & Modified FEATURE 61.68 mph

| | | |
|----------------------|-------------|--------------|
| 1st overall F. Jr. R | K. Nielson | Lotus 20 |
| 2nd overall F. Jr. R | R. Durbin | Lotus 20 |
| 3rd overall F. Jr. F | K. Woodward | Woodward DKW |

| | | |
|----------|--------------|-------------|
| 1 Sed. M | E. Dahm | VW Porsche |
| 1 HM | W. Henderson | Kurtis-Saab |

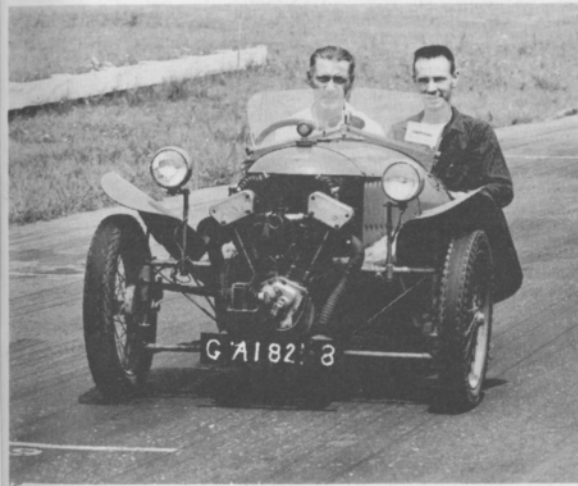
Race #9 - Production FEATURE

| | | |
|----------------|---------------|------------|
| 1st overall AP | N. Luther | Corvette |
| 2nd overall AP | J. Mulholland | Jaguar XKE |
| 3rd overall BP | J. Thompson | Lotus S7 |

| | | |
|----------|-------------|----------------|
| 1 C & DP | A. Pease | MGB Imp. Prod. |
| 1 EP | B. Barber | Porsche |
| 1 FP | B. Pell | MGA |
| 1 GP | J. Charette | Sprite |
| 1 HP | B. Larson | Sprite |

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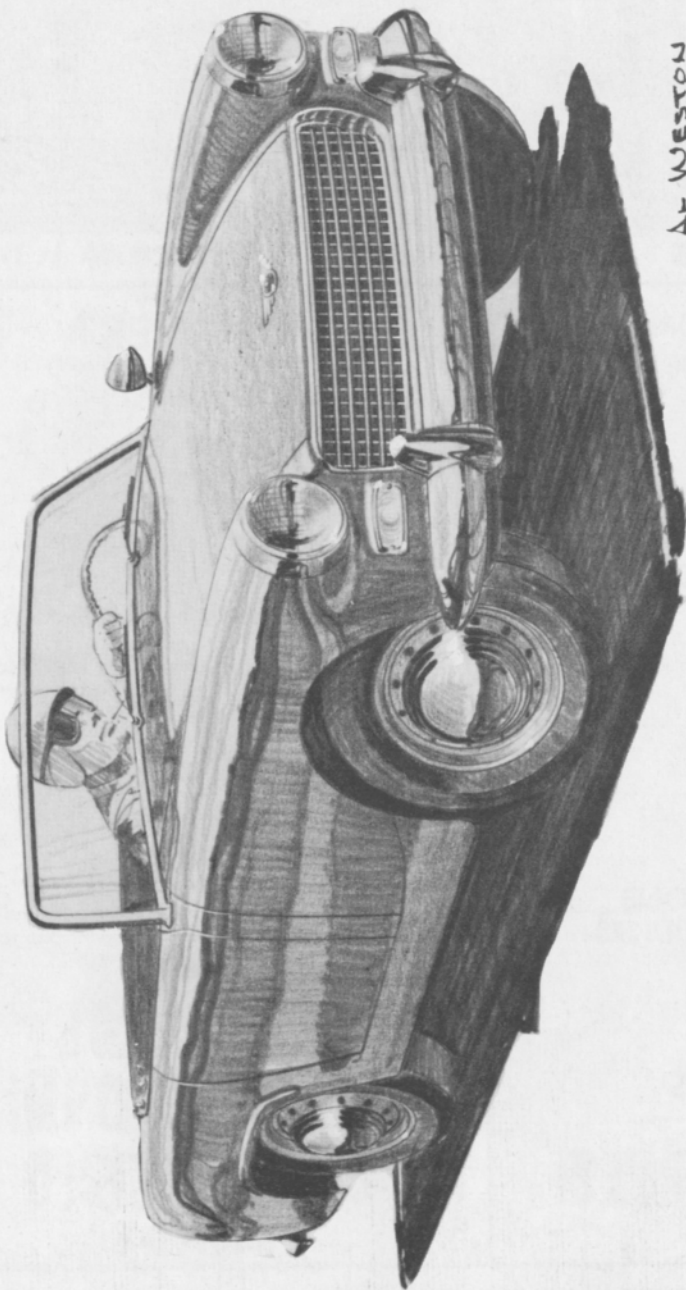
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| 1.18 | 65.61 | 1.28 | 58.18 | 1.38 | 52.24 | 1.48 | 47.41 |
| 1.19 | 64.78 | 1.29 | 57.53 | 1.39 | 51.72 | 1.49 | 46.97 |

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CLASS RECORDS

| CLASS | CAR | DRIVER | TIME | SPEED | DATE |
|---------------------------|----------------|------------|--------|--------|--------|
| Production Sports: | | | | | |
| 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 | 1:31.3 | 56.074 | 6/63 |
| 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 |
| Modified Sports: | | | | | |
| 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 |
| Formula Junior: | | | | | |
| Rear Eng. | Lotus 20 | Nielson | 1:21.3 | 62.971 | 6/63** |
| Front Eng. | Stanguellini | Brown | 1:25.2 | 60.090 | 10/61 |
| Sedans: | | | | | |
| Modified | VW Porsche | Dahm | 1:29.5 | 57.171 | 5/63 |
| Over 1300 | Corvaire | Eichstaedt | 1:32.8 | 55.168 | 6/63 |
| Under 1300 | Volkswagen | Lidgard | 1:37.0 | 52.780 | 10/61 |

**New Course Record



Victory lap for Bill Wooding, Ann Arbor, and his Volvo 544 at Waterford Hills

The Family Car that Goes to the Races—and Wins!

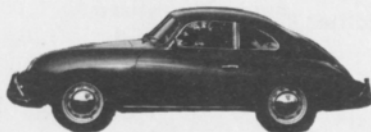


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THE WOODWARD SPECIALS CONTINUED

also cracked after four laps of practice prior to the race. The car was taken home, and a replacement unit was found at 10:00 race morning. The mounting was reworked and the car shoved back on the trailer. Ken reached the track just as the green flag was dropped on his race. He jumped in the car, roared up to the Start-Finish line, was given the go-ahead, and pushed his way up through the pack to win a First in Class, the first time he had ever received that award.

Ken lives in Lake Orion with his wife and six children. He works at Pontiac Motors as a production foreman on the machining of flywheels and exhaust manifolds. He has been on the Executive

Board of the OCSRRC for the past year, and was nearly a charter member of the Road Racing Club. As he was on his way up to the clubhouse the car in which he was riding was struck by another. The ensuing delay to collect insurance information caused him to miss the deadline for memberships by only ten minutes.

Although he has no set plans for his next Special, Ken is thinking in terms of a Formula 2 or another Junior, 60 cubic inches, with a Lotus twin cam head and fuel injection. Whatever it is, we are sure it will be another highly competitive machine.

Elaine Sublette

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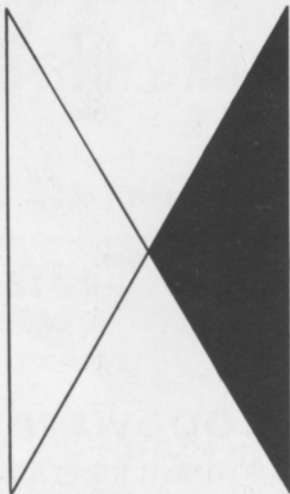
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OCSRRC RACING CLASSES

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; Arnolt 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

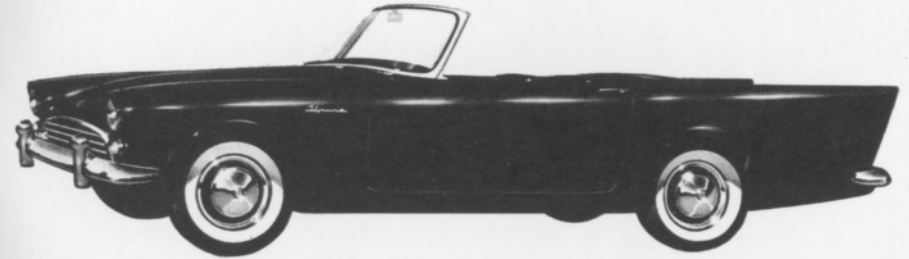


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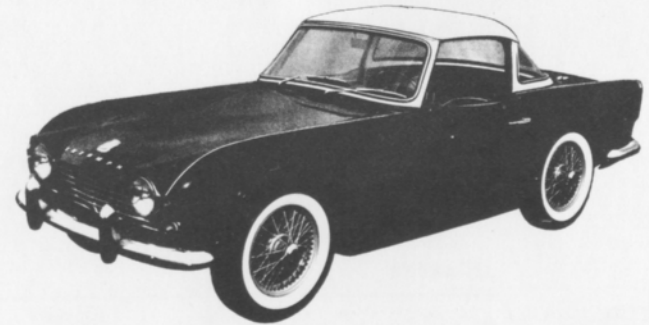
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