

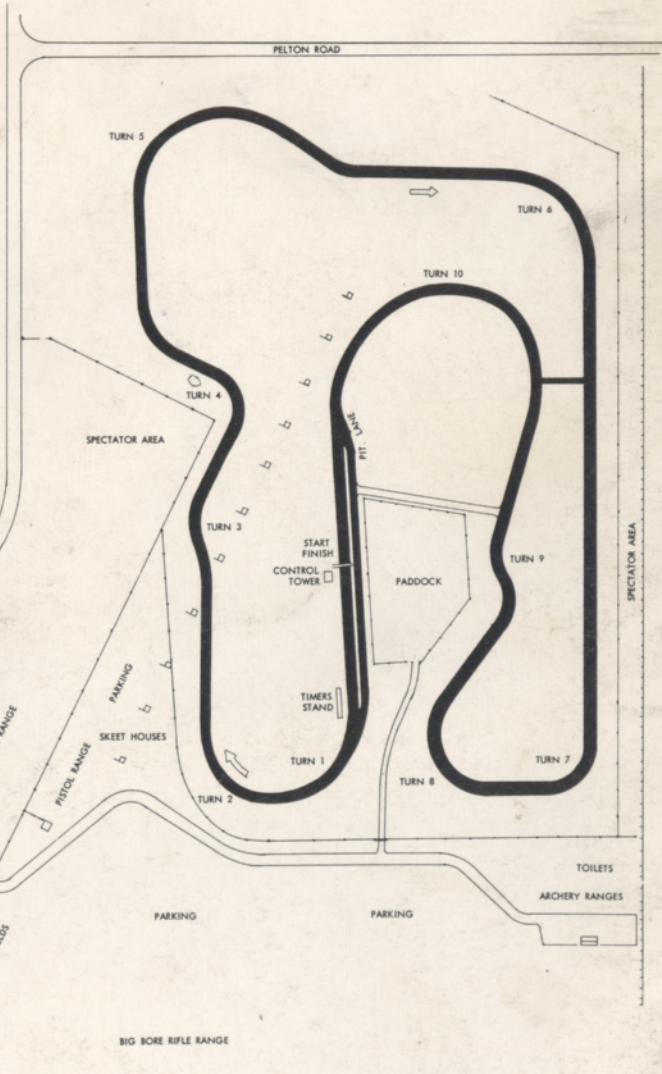
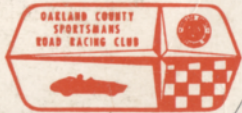
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JUNE 25-26, 1960 PRICE 25 CENTS

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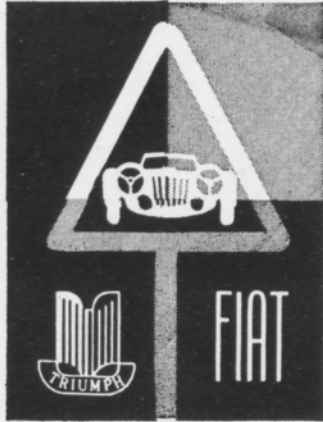
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Spring Sprints Scrapbook



The Hurb Swan Porsche Spyder storming up the hill.



Spring showers didn't stop the crew of this Elva Formula Jr.



Ralph Durbin and friends relaxing around the Arnolt Bristol.



Three TR-3's together in the gulch.

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Photo R. Podvin

In deep concentration, Herb Swan is shown on this issue's cover driving his Porsche Spyder to a class victory during the Spring Sprints Race.

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ADVERTISING ADDRESS:
Harry Barnes
21440 Westhampton
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EDITORIAL CONTRIBUTIONS

Dick Dittus Dick Norton
Jim Grady Floyd Lawrence

Address all other communications to:
Waterford Hills Digest
20431 West Chicago Boulevard
Detroit 28, Michigan



Photo by R. Nameth

Of Flags and Flagmen

To the casual spectator, racing may seem like a good way to overcome the frustrations of everyday driving. To a degree it is but it is not complete freedom from rules either. There are some twenty pages of SCCA rules covering sports car racing which make it a little more fun and quite a bit safer. Well over a page is devoted to the "Rules of the Road" and the majority of this space is spent in describing the various flags used in signaling the driver.

The chief flagman is of course the starter. Contrary to most opinion, his job just starts with the dropping of the green flag. During the race he is in complete control and the drivers are obliged to obey his signals (or those of the corner flagmen) without question. Each time a car passes the starter during the race he receives information about his car and those in his immediate vicinity. Even the green flag which you expect to see tells you that the course is clear. The starter and flagmen are therefore of great im-

portance to the driver. The flags that they use have the following meanings.

GREEN - The race has started, the course is clear.

YELLOW - (Motionless): Take care, danger, **NO PASSING**. (Waved): Great danger, be prepared to stop, **NO PASSING**.

RED - Stop immediately. Clear the circuit as well as circumstances permit. The race has been stopped.

BLUE with diagonal **YELLOW STRIPE** - Motionless: Another competitor is following you very closely. Waved: A faster competitor is trying to overtake you. Give way.

YELLOW with vertical **RED STRIPES** - Take care. Oil has been spilled or a slippery condition exists somewhere on the course.

WHITE - An ambulance or service vehicle is on the circuit. Take care.

BLACK - Stop at your pit.

CHECKERED - You have finished the race. Complete one lap more at reduced speed before stopping.

AVERAGE LAP SPEED CHART

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1.21	63.21	1.31	56.26	1.41	50.69	1.51	46.12
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1.23	61.68	1.33	55.05	1.43	49.71	1.53	45.31
1.24	60.95	1.34	54.47	1.44	49.23	1.54	44.91
1.25	60.23	1.35	53.89	1.45	48.76	1.55	44.52
1.26	59.53	1.36	53.33	1.46	48.30	1.56	44.14
1.27	58.85	1.37	52.78	1.47	47.85	1.57	43.76
1.28	58.18	1.38	52.24	1.48	47.41	1.58	43.39
1.29	57.53	1.39	51.72	1.49	46.97	1.59	43.02

The Waterford Hills Course is 1.4221 miles long (7,509 ft. center line of track). To determine the speed of any individual car, time it for one complete lap and read off the speed from this table.

The Official Time Piece used at Waterford Hills Road Course is **CERTIFIED BULOVA MASTER WATCHES**. These instruments are made available to SCCA through the courtesy of **BULOVA WATCH CO.**

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SCCA DETROIT REGION

By Jim Grady

The Detroit Region of the Sports Car Club of America welcomes you to the June Regional race on the Waterford Hills Road Racing course. This exceptional course, operated by the Oakland County Sportsman's Road Racing Corporation, will provide an interesting event for both drives and spectators. The race is being conducted by The Detroit Region, S.C.C.A., under regulations administered by the National S.C.C.A. organization. The Oakland County Sportsman's Road Racing Club is conducting the balance of the affairs of this event in bringing to you what should be a highly enjoyable race week end.

The Sports Car Club of America is the largest organized group of sport-car enthusiasts in the world. Its thousands of members are organized into logical geographical location groups called Regions. Each region conducts its own meetings and sponsors its own

events for the enjoyment of motoring. The Regions are divided into areas, each with an elected representative, who in turn speaks for the region to an elected Board of Governors who guide the affairs of the entire club. There is a paid staff of full time administrators and clerical help at a handsome headquarters in Westport, Connecticut. There are appointed committees for the overall direction of national activities such as rallies and races.

Each region conducts regional events as it chooses, including Rallies, which consist of following directions over a prescribed course on public roads, all the while maintaining various directed average speeds, and Gymkhanas, which consist of various tests of car handling ability including negotiating narrow twisted courses, backing up, stopping on a prescribed mark and similar tests of skill. Gymkhanas



Photo by R. Roe

The driver's meeting, where vital last minute information about the race is discussed.

are conducted at low speeds in a limited area such as a parking lot. The other major type of event is the race meet, of the type you are seeing here today.

A regional rally or race will attract not only the members of the Region conduction, but members from nearby Regions, who are always welcome. A well conducted Rally or Race will earn for the sponsoring Region the status of a National event, which will attract the most skillful and enthusiastic members of the S.C.C.A. from coast to coast. The Detroit Region enjoys the privilege of conducting a National Rally, the POR (Press on Regardless), which it has conducted for the past three years after many years as a successful local event. The Detroit Region has not conducted a regular series of racing events due to the lack of a dependable site for racing. It is hoped that this condition will be changed, and your attendance here at future events will help to make regular racing, and perhaps a National Race, a reality.

Regional races attract novices, others with a limited amount of experience, and seasoned veterans of National racing events who find an off weekend in the National Calendar.

For those beginning to race in regional events, the S.C.C.A. issues a temporary permit to race. After suitable experience and observation, a driver may apply for a full competition license, which is renewable yearly if the driver maintains his competence and passes a physical examination.

The national races attract drivers of proven ability with the best sports car machinery that can be bought plus hours of labor to extract the last ounce of performance. However, the regional races do not suffer from lack of thrills. Cars may not all be the fastest of their type, but similar performance and driver skills frequently furnish the best of suspense with cars running so closely that the slightest lapse on the part of the driver will cost the loss of one or several positions in the line up of cars.

All of the drivers you will be seeing in the June Region Race are

members of the S.C.C.A., which prefers to have only drivers who are licensed by the S.C.C.A., and therefore known to them, participate in their events. While racing may not be your idea of a participation sport, the S.C.C.A. also offers the rallies and gymkhanas, and in the case of the Detroit Region, monthly meetings which include talks and movies on motor sports which are of interest to any motoring enthusiast.

In addition to the S.C.C.A., there are many local clubs whose members prefer to operate independantly of a National organization and to conduct there affairs as they prefer. The Oakland County Sportsman's Road Racing Club is an outstanding example of this type of organization. In addition, there are national clubs of enthusiasts devoted to the interests of a particular make of car. Both of these types of organizations conduct events and hold meetings, usually of high competence and interest, to judge by those in the Detroit area.



In practice, many enthusiasts belong to more than one club, and if one wishes to pursue an interest in motor sports to a high degree, it is possible to attend meetings and events nearly every week.

Whether veteran spectator or novice, the Sports Car Club of America and the Oakland County Sportsman's Road Racing Club hope you enjoy this weekend of racing, which is made possible by your attendance, and hope you plan to attend future events for continued enjoyment for all of us.

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New Performance Classes

Close competition and new racing excitement should be provided sports car racing fans by the new grouping of cars on the basis of proven racing performance. With a solid chance of winning, every driver goes his fastest in an effort to win one of the trophies.

The so-called "performance class" system was adopted nationally this year by the race-sanctioning Sports Car Club of America to equalize competition for its amateur drivers. The new sports car racing system is being shown locally for the first time here at the Waterford Hills Road Course during the Detroit Region SCCA's event.

Previously, production sports cars were grouped on the basis of engine size. However, because the drivers were permitted to make no modifications to their cars as delivered off the showroom floor other than for safety, owners of cars heavier or not quite so powerful as others with the same engine size were stymied. In particular, Alfa Romeo, Porsche, and Austin-Healey Sprite cars come in more than one model, price and speed, although all have the same engine size. The owners of the less costly models were at a serious disadvantage during the races. The result was frustration for the driver who knew he was unlikely to win

and lopsided races for the spectators.

The new performance classes designed to give every car a chance to win were arrived at by taking actual race showings in competition around the country from SCCA official records. Cars which showed they were evenly matched were grouped to form a given "performance class". So evenly is the competition matched that seven classes are required for the groupings.

The result provides some rather strange bedfellows. The well-known Chevrolet Corvette, for example races against Italian Ferraris costing two or three times its price. The Austin-Healey Sprite, popular little English car which retails for about \$2000, nearly gets lost among cars several times its size and price . . . while beating many of them. For regional races, small sedans are frequently permitted to race, and will probably be placed in class H when entered.

Most cars will have their class letter on the side of the car next to the car number. It will be important to watch for these letters as cars similar in appearance (such as Porsche Super and Normal) will be running in the same race, but in different classes (E and F).

By Floyd Lawrence

CLASS-B

All Corvettes
Ferrari Berlinetta
California
Aston Martin DB-4

CLASS-C

Mercedes-Benz 300SL
Jaquar 150, 3.8 liter
Aston Martin DB-2, DB2-4
Ferrari 250 GT
Porsche Carrera

CLASS-D

Jaquar (except 3.8)
Austin Healey 3000
BMW 507
Morgan
Porsche Super 90
Arnolt-Bristol
AC and Aceca Bristol
Frazer-Nash 2 liter

CLASS-E

Triumph
Austin-Healey 100
MGA Twin Cam (DOHC)
Porsche Super
Alfa Romeo Veloce
Turner Climax
AC Ace and Aceca
Fiat 1500 Spyder

CLASS-F

MGA
Fiat Abarth 750 (DOHC)
Normal Porsche
Turner 950 Sports
Austin Healey Sprite
(with Factory Options)
Berkeley B95, B105
Fairthorpe Electron
Elva Courier
Siata 2085
Mercedes-Benz 190 SL

CLASS-G

Alfa Romeo Giulietta
Sunbeam Alpine
Fiat Abarth 750 & 850
(with Pushrod)
Renault Alpine
MG TC, TD, TF
Berkeley 492CC
Fairthorpe Electron Minor
Fiat 1200 Spyder
Lotus MK Seven A

CLASS-H

Fiat Abarth GT Coupe and Spyder
Lancia Appia GT
Berkeley 328 CC
NSU Sport Prinz
Auto Union 1000 SP
Austin Healey Sprite
(without Factory Options)
Morgan 4-4 (Ford 100 E Engine)



Photo R. Podvin



How To Win While Losing

When organizing a race, it is almost impossible to provide a separate race for each production and modified class of car, due to time limitations. Also, in several classes, there would not be enough cars available to make a full race line-up.

The usual device used to cope with this situation is to run from two to four or five different classes of cars in one race, however production and modified classes are not usually run together. The classes are grouped so

that very slow cars are not mixed with very fast cars, for safety. Ideally, there should be a minimum of passing of the slower classes by the faster classes.

Using this device, it is necessary to provide for rewarding the drivers of slower classes of cars for their performance in relation to other cars of their own class. In some races, no trophies are awarded for winning the race overall but only for being the best of a particular class. In a race with

three classes, for instance, trophies may be awarded for the first three places of each class, with no overall trophies. In other instances, trophies are awarded for the first three finishers of the race, as well as the various class awards. This frequently is done where there is very little distinction between the performance of the cars although they are in different classes. For example, on a short course such as Waterford Hills, modified classes F, G, and H can be so close in performance that any car has a chance for an overall win.

If there are not enough cars of a given class entered in a race, the num-

ber of places awarded a trophy is reduced, from the usual maximum of three to one or two, or even none in the case of a single entry.

In watching a race, keep in mind the various classes running in it, which are listed in the race program. Do not think a car isn't doing well because it is not running up in front. It may be on its way to a very creditable first place in its particular class. Try to keep track of the cars by class, which is given by the letters on the side of the cars, and you will be able to tell who is leading each class in the race.

By Jim Grady

See

Dick Rowland

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The initial expenses for operation of this road racing course, as you can well imagine, are tremendous. For instance, the insurance for your protection amounts to over three thousand dollars a year. This is just one item and there are numerous other necessary expenses. This is how you, our spectators, are helping us make this the finest racing course in Michigan.

Plans for future improvements such as spectator seating in the form of bleachers, bigger and more elaborate concession stands and toilet facilities, big name entertainers, and playground areas for the children are all in the planning stage and will materialize as

quickly as financially possible.

Being a non-profit organization, we have tried to keep admission fees at a minimum. All we are interested in is covering our paving debt, maintenance expenses and gradual improvements. The only profits our club members can receive are a place to race their cars and the friendship of some very fine club members.

For two dollars we offer you a day out-of-doors watching some of the world's finest machinery in action and the privilege of enjoying the grounds of our parent organization, The Oakland County Sportsmens Club. A lovely log clubhouse and beautiful picnic areas are at your disposal all day.

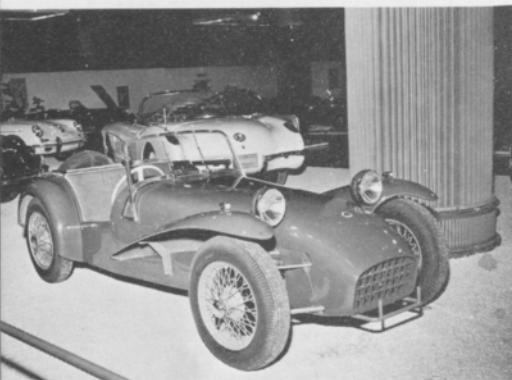
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Look for our racing schedule on Page 21

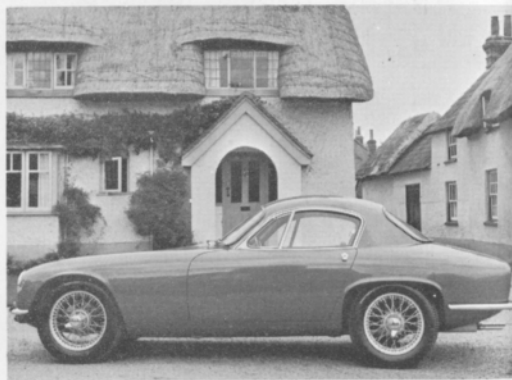
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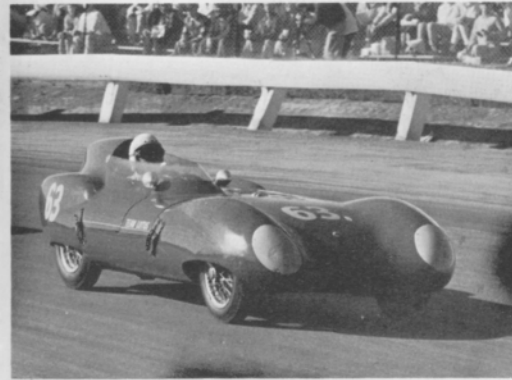
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Photo by R. Roe



OUR FORMULA BABIES

By Louise Barnes

It was called to our attention recently that some of our members have interests in racing machinery other than expensive sports cars. We have classified these four wheelers as our "Formula Babies".

The first and third Saturdays and any open Sunday each month will be your opportunity to observe this new class of vehicle at Waterford Hills.

This is to be a family affair - so Ma, Paw, and kiddies come out and spend the day.

The only restrictions are that you be an OCSRRC member and your "Formula Baby" is equipped with no more than one 3 1/2 h.p. motor. Any other modifications are acceptable. If enough interest is shown, races will be formulated and rules and safety requirements set up.

As this digest goes to press, we have only observed two days of running but it was surprising to see how much interest these little four wheelers

caused. For instance, who can resist watching two male members, one weighing about 160 lbs. and the other about 240 lbs., competing for speed on the same type vehicle! The big guy thought it only fair that the little guy carry an 80 lb. hay bale as a handicap. The little guy didn't feel he should pay for his competitors extra weight so he simply told him dieting would remedy the situation! The ladies got into the act too - there must be a hidden tea room at the end of the straight because it shouldn't take ten minutes to complete the course even on Go Karts. Whoops - it slipped, now you know what our Formula Babies are! Well, perhaps it's just as well. Your interest may be stirred enough to buss the course with us. All are welcome and the kiddies can drive too.

Interested in a membership? Just talk to any OCSRRC member or drop a line to us in care of 21440 Westhampton, Oak Park 37, Mich.

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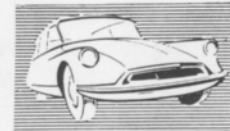
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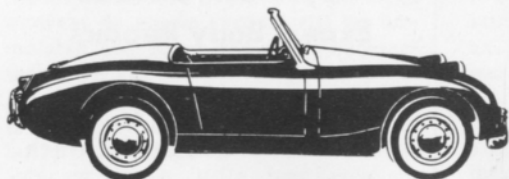


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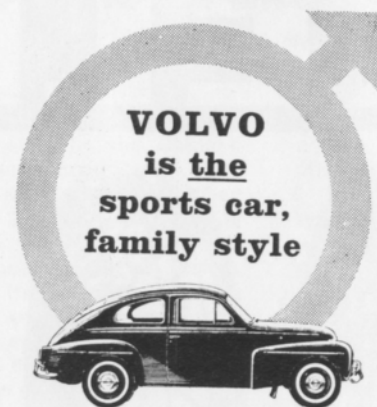
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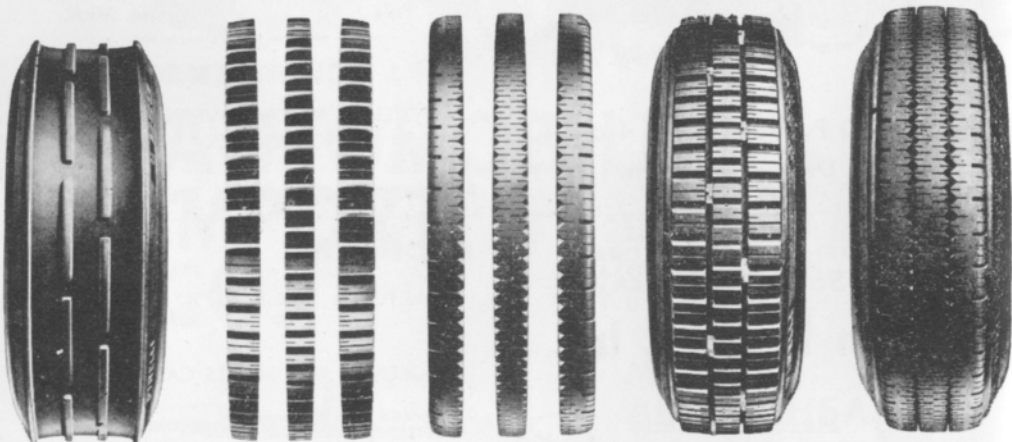
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Previews and Reviews

By Dick Norton

Exciting sports car road racing will again be presented by the Oakland County Sportsman's Road Racing Club on August 13th and 14th. In October on the 1st and 2nd, the Road Racing Club will sponsor the 2nd Annual Edwin P. Lawrence Memorial Races. You can expect the usual and unusual thrilling action over the entire road course during everyone of these races. You may see the car you drive; the car you would like to drive, engaged in the greatest tests of car and driver.

Ye Digest Editors picked the winner of the Spring Sprints several weeks before the races by putting a picture

of J. C. Kilburn in his Lotus MKX1 on the cover. Kilburn won both the 5th and the feature races.

The thrilling action in the pack was typified by Scotty Lidgard in his VW as he worked his way past a 2.4 JAG and repeatedly exchanged positions with a Sprite, taking 3rd in the 1st race Sunday.

The real surprise of the day was the frantic attempt by Don Wolf in an Elva Climax to catch the leaders in the 2nd lap of the feature race which resulted in the new course lap record of 1:25.8 or 60.092 MPH, really shattering Bob Clifts record set last fall in his Mod. Corvette of 1:29.2.

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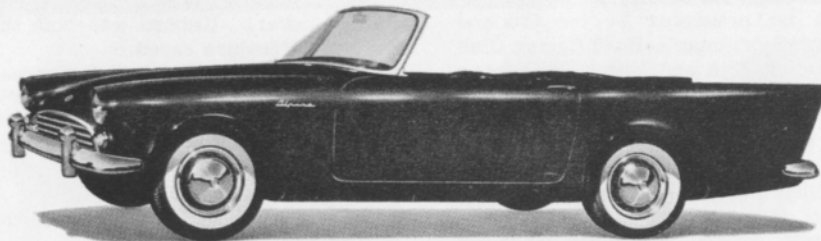
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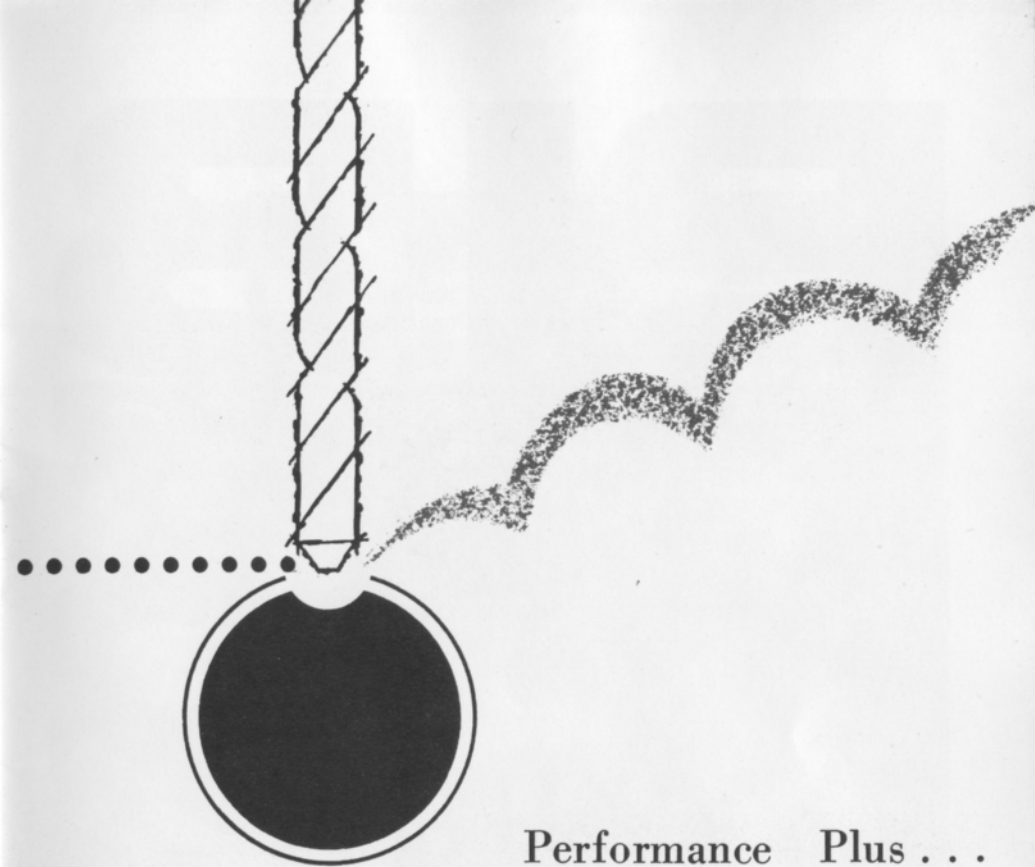
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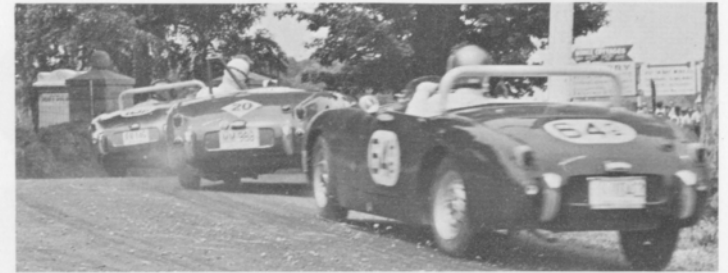
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PIB



MEMORIAL RACE

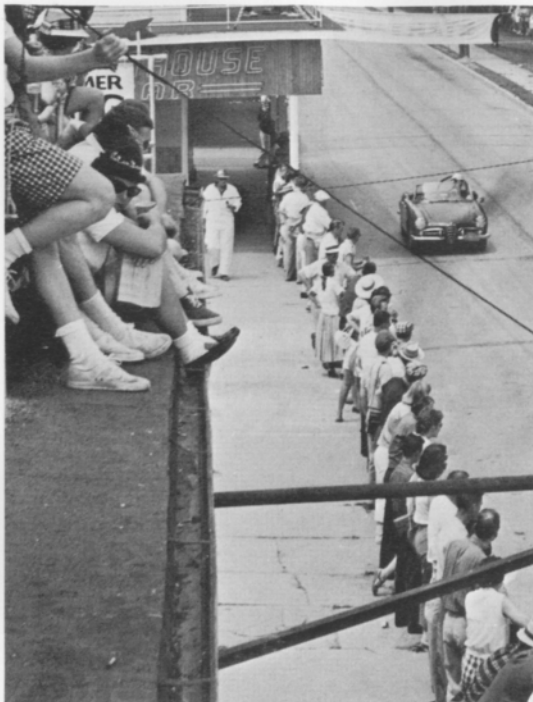


As you have noticed the first race is billed as the "PIB Memorial". This is a deliberate attempt to eulogize the last "road race" in the U.S.A. For the past eight years the town of Put-In-Bay on South Bass Island in Lake Erie was the springtime Mecca of most mid-western sports car racers and race watchers. Though there were longer, tougher faster and more challenging courses in the mid-west, none anywhere were considered more of a "fun" course. This spring there was no racing at Put-In-Bay for reasons we'll not delve in here. This year the island that one hundred forty-seven years ago echoed to the roar of shot from the ships Niagara and Lawrence was quiet to the blast of open exhausts and the scream of tires snatching the last shred of traction. . . more's the pity. With this in mind we dedicate the "PIB Memorial Race".

*Epitaph by Dick Dittus
Photos by Ron Nameth*



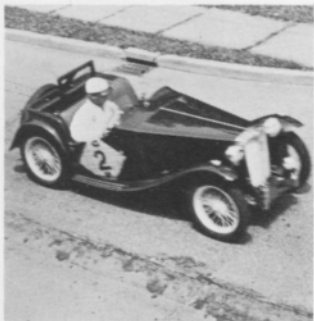
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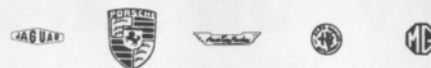
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Please stay within the bounds of spectator areas shown on the circuit map. Fencing has been erected for your protection. Do not stand, sit or climb on it.

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at vital points around the track for your safety. They know their job . . . please co-operate with them.

Please keep a tight rein on your children and if you have a dog with you, make sure it cannot run onto the track.

The Paddock area is open to authorized persons only.

The State and Local Police who are here today to help us watch for your safety, will be on the highways after the event to continue their duties. Drive home carefully . . . the track is the place for racing, not the highway!

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Photo R. Podvin

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