

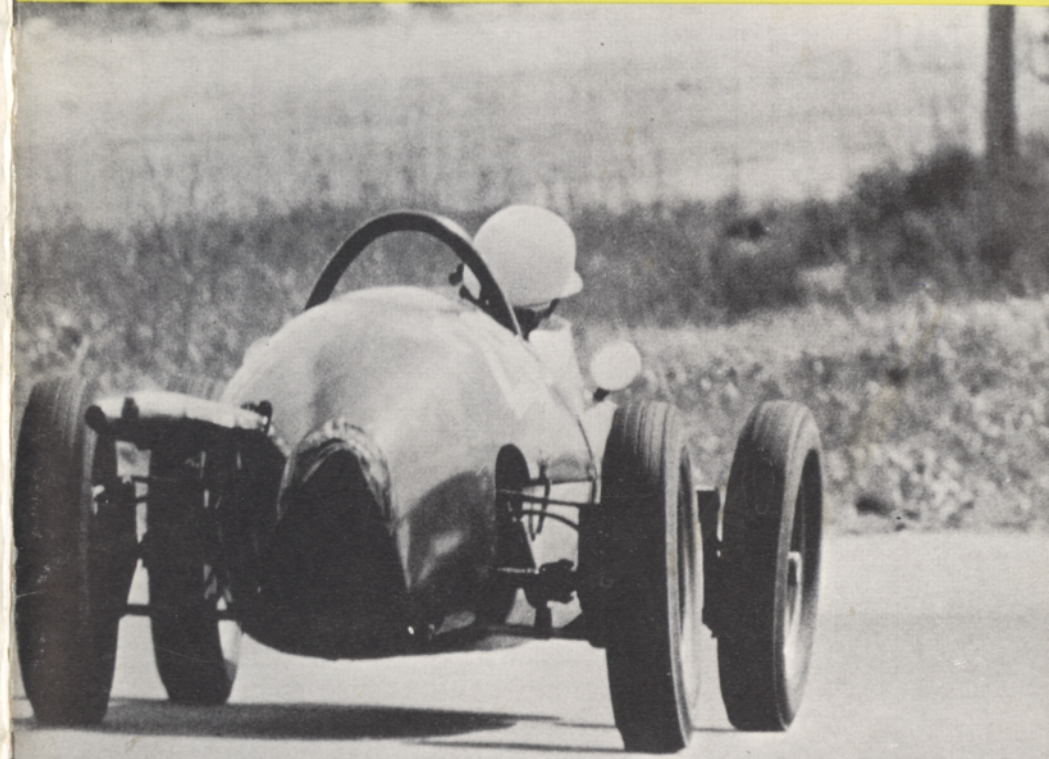
WATERFORD HILLS



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WATERFORD HILLS digest

June 24-25, 1961/Price 25 cents



SCCA REGIONAL RACE ISSUE



THE INSIDE LINE



You may have noticed the short lengths of pipe on the shoulders in some of the corners. They are partially buried and anchored in a two foot concrete foundation. Their purpose is to let the driver know that he has gone off the road. Dropping a wheel off the inside of the corner is a bad habit for a driver to develop. It breaks the edges of the pavement, it throws sand and stones out on the road. It is a dangerous habit too. Slipping out of the rut that the "Corner Choppers" make, often causes a nasty spin. We hope a few harmless bumpy rides across the pipes will teach the drivers where the road ends and the shoulder begins.

What do you do with your car after you have flipped it in a race? If your name is Al Pease, you get some new fenders, put them on, fix up some of the other dings, and go on winning races the next week end at the Green Acre Circuit, Ontario.

In gathering material for our story on Glenn Baldwin, we stumbled on a real scoop. We knew Glenn had something up his sleeve, but we never suspected it was the one and only Lotus XVII. We are all anxious to see how it will do against the Martin T-4 in our next race here at the Waterford Hills Road Course on August 12-13.

While on the subject of one and only Lotuses, the Nielsen Lotus XX entry in todays race is, we believe, the first one to be delivered in the United States. This beautiful Formula Junior machine in the hands of its promising young driver stands a good chance of setting a new course record.



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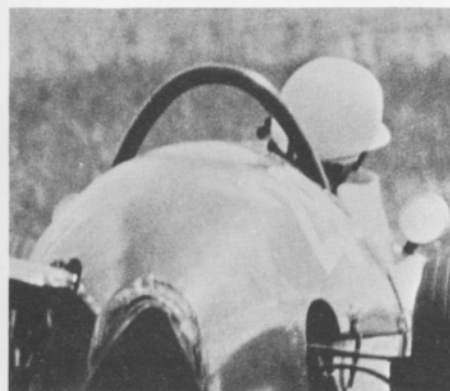
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WHAT TO WATCH FOR AT WATERFORD HILLS

by Dave Davis Jr. & Trant Jarman

At first glance, the first-time spectator at Waterford Hills will find excitement aplenty, just trying to watch the cars go 'round and keep track of the leaders. However, the seasoned race-watcher knows that there's a lot more to look for, and these few important points will make all your trips to Waterford Hills a lot more fun, and sort of put you "on the inside".

Football fans and basketball fans know that every move the players make in practice, warming up, or just skylarking around the sidelines, is a clue to their performance in the contest to come. The consummate skill of Johnny Unitas or Bobby Layne compared to the efforts of a freshman quarterback is immediately obvious to the knowledgeable man-in-the-stands. This

applies directly to motor racing and you'll see it here today, if you watch carefully and know what to look for.

You'll see some first-rate drivers, with real skill and competitive spirit, fighting it out for that checkered flag. The first step in learning to judge their performances here, is to learn to distinguish between headstrong enthusiasm and true top-line race driving. The easiest way to determine a driver's level of skill is to time him for several laps and to compare his times on consecutive laps, both against themselves and against those of other competitors. Good drivers aren't just fast, they're consistently fast, and that makes the difference.

Top drivers lap times won't vary more than tenths of a second for an entire race. Neither will their technique change from lap to lap as they brake, corner, and accelerate toward the next turn. The best men establish the shortest route around the track in practice; this is their "line," and they'll follow it within inches every time they pass the spot you're watching.

Beware the driver who doesn't do this! Wild slides and screaming tires don't necessarily mean fast driving, and the man who screeches around the course and never takes the same line twice is not apt to be in the winner's circle at the end.

Waterford Hills is a course that requires a lot of practice and careful study before it can be driven well in a fast car. In an MGA or a Sprite the driver can "set the car up" for each turn as it comes, because he's never going much faster than sixty-five or seventy miles per hour. But in a truly fast car, such as a Corvette, Lotus or Porsche, the driver must know, by practice and instinct, what he will do on the entire race course, at every turn. For once he accelerates to racing speed and begins flying around this very tricky stretch of road, he has no time to sort out each turn as it comes; he must be ready for them well in advance, or he runs the risk of spinning out, or going off the road.

Watch Martin Tanner in his SAAB Special, the Martin T-4, he offers one of the best examples of a smooth driver who has the turns set up before he ever gets to them. His line around Waterford Hills is just a smooth, flowing series of gentle changes of direction. He never wastes motion or mistreats his car. Another example of this style, in another kind of car, is Frank Cipele in the Porsche Speedster. Still another driver, who, more than anyone demonstrates the necessity for knowing the road



Relaxed and confident, this TR driver sets up his line for the Skeet House turn.

and being ready, is Bob Clift, in the Corvette Special.

Bob's car is immensely fast, and it requires skill far beyond that of the average driver. To the driver of such a car, the track is never straight, he's always entering or leaving a turn, with the next one staring him in the face before he has time to think or plan. In watching Bob Clift, and the handful of drivers who'll be in the front of the pack with him, observe his complete alertness and amazing consistency. While he may look wild, he actually is only driving the car at its full potential, and it's a car that takes a lot of driving. With this apparent handicap, his technique, his line around Waterford Hills never changes. His is a style and a car that suit this track very well, as evidenced by the fact that he's a consistent winner and holder of the track record.

So watch carefully; notice the way a good driver avoids any frantic sawing at the wheel, the way each shift is fast and smooth, the way he takes each turn; coming in wide, cut to the inside, drifting to very edge of the road as he tears away toward the next one. This is real motor racing, one of the greatest spectator sports in the world!



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Bill MacDonald/Cooper FJ leads Swan/Porsche RS61 and Clift/Corvette through Gulch Turn in the first lap of the May 21 feature race.



Bob Jeris nips at the heels of Art Sutphin's Corvette



The new mock grid in the paddock

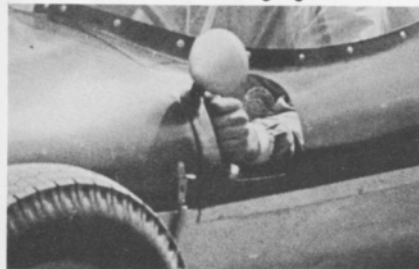


Driver and crew

PREVIEWS AND REVIEWS



Hands . . . acknowledging the finish



. . . shifting the gears



Winner of the feature race, Herb Swan, takes the checker flag

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Performance Classes for Production Cars

The so-called "performance class" system was adopted nationally last year by the race-sanctioning Sports Car Club of America to equalize competition for its amateur drivers.

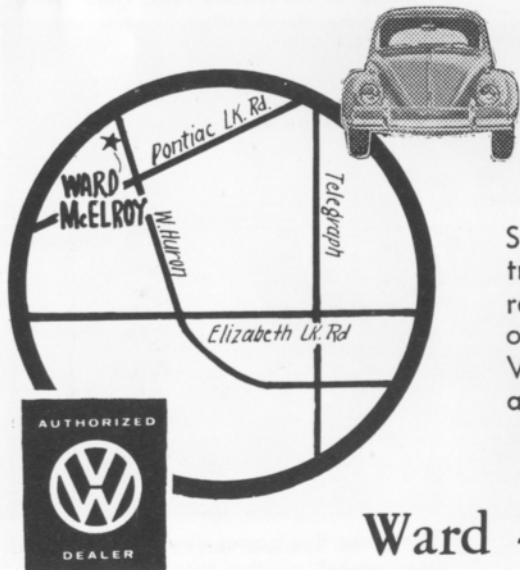
Close competition and new racing excitement were provided sports car racing fans by the new grouping of cars on the basis of proven racing performance.

CLASS A - Aston Martin DB4 GT
CLASS B - Corvette, Thunderbird (2-Passenger), Porsche Carrera (including 1600 engine and Weber Carburetors) Ferrari 250 GT (except short wheel-base), Aston Martin DB4, DB2-4.
CLASS C - Jaguar XK-120, 140, 150, 150S, 3.4 - 3.8, AC-Ace Bristol, Aceca Bristol, Arnold-Bristol, Frazer Nash, Porsche Super 90, Daimler SP-200, AH-3000 (BN7), (T) Lotus Elite, Morgan Plus 4 (Aluminum body and competition options.)
CLASS D - Alfa Romeo Veloce, Alfa Romeo 2000, Porsche 1500S, 1600S, Austin Healy-100, 100-6, Siata 208-S, Turner Climax, AC ACE, Aceca, Lancia Aurelia GT and Spyder.
CLASS E - Triumph TR-2, TR-3, MGA Twin Cam, Elva Courier, Morgan Plus 4, Fairthorpe Electron, Fiat-Abarth 750 (dohc), Mercedes 190SL, Fiat 1500 Spyder.

CLASS F - MGA, Sunbeam Alpine, Porsche 1500, 1600, Denzel 1300S, Fiat-Abarth 850S, Turner 950 Sports (Stage II), D-B Dual Super HBR-5, 850 and 950, D-B (T) HBR-950.
CLASS G - Alfa Romeo Guilietta, Austin Healy Sprite with competition options, MGTF-1500, Porsche 1300, 1300S, Fiat-Abarth 750 (Pushrod Mille-Miglia engine), Fiat-Abarth 850 Allemano coupe, D-B HBR-5, 850 and 750, Berkeley B-95, B-105, Alpine (Renault), (T) Lotus 7A, Auto Union 1000 SP, Fairthorpe Minor, Fiat 1200 Spyder.
CLASS H - Austin Healy Sprite, Berkeley 49, MSTC, TD, TF-1250, Fiat-Abarth 750GT (standard pushrod), Lancia Appia GT, NSU-Sports Prinz, NSU-Sport Prinz, Morgan 4-4.

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Personality Profile

GLENN BALDWIN



The Chief Steward for this weekend's races is Glenn Baldwin, a man well-known in sports car racing circles throughout the country. Glenn's background in the sport goes back 30 years. He is one of the original founders of the Corvette Club of Michigan, which was actually the forerunner of the Corvette Club of America. Glenn is also one of the first members of the Oakland Country Sportsmans Road Racing Club.

As Chief Steward, it will be Glenn's job to see that all drivers are licensed, qualified, pass the safety inspection and fulfill all practice requirements. He is charged with the responsibility of

conducting the race in accordance with the rules of the Sports Car Club of America. He will also be in control of the use of the red and black flags and initiate appropriate action in case of emergency. In addition, he will be responsible for the determination and publication of race winners and rule on any protests.

Though his duties as Chief Steward prevent him from racing this weekend, Glenn has compiled an impressive track record. In addition to the Waterford Hills Road Course, he has raced at tracks throughout the United States and Canada. Two years ago at the 500 mile sports car race at Elkhart Lake,

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Wisc. Glenn teamed with Lt. Morriset in a Corvette to finish 6th in the C Modified Class. This was quite an accomplishment against the cream of European sports cars.

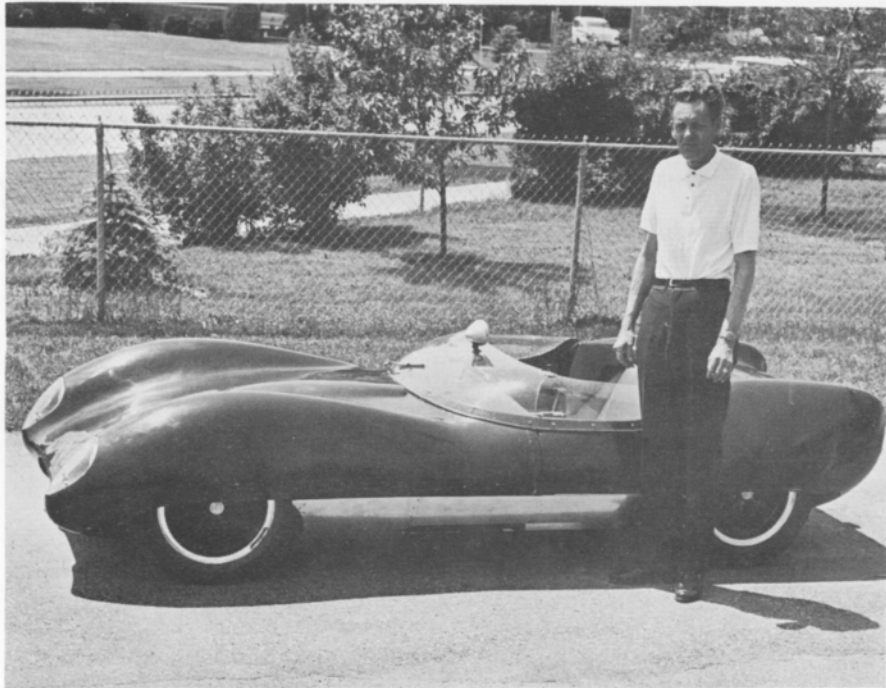
Later Glenn switched to a Lotus XI, which runs in G Modified Class. In this car he won many first, second and third place trophies at races throughout the country. Last year he competed in the International Nassau Trophy Races at Nassau, Bahamas, a real honor since only about 50 American drivers are accepted for this classic.

Just before press time, Glenn confided that he has recently purchased a new Lotus XVII, the only model of its kind in the country. It was built especially for the factory team to race at LeMans, France. When they elected not to enter the race, Glenn was able to purchase the car. It is powered by a 750 CC Coventry Cli-

max engine. The body is made from thin fiberglass and the entire car weighs less than 700 pounds. It will run in Class H Modified and Glenn hopes it will prove to be a "Martin Tanner Chaser".

Glenn, a racing grandfather, has two married sons, and is an engineer for the Brown-Lipe-Chapin Division of General Motors. He lives in Birmingham with his wife and 12-year-old daughter. His wife and daughter, incidentally, are his pit crew on race days.

When asked for his expert opinion of the OCSRRC track, Glenn answered, "Once you have learned to drive on this course, you probably can drive anywhere in the world. It might not be as long as some but the hills and turns provide a real challenge to any driver. As a matter of fact, the only difference between this and the famous English courses is that theirs are a little wider".
by Lou Owin



Large man, small car . . . Glenn Baldwin, Lotus XVII



As you may know, driving a sports car is fun. More than fun, it is a challenge to drive the car will . . . learning to enjoy all the handling and performance that has been designed and crafted into it.

This is the challenge that was the beginning of the S.C.C.A. some 12 years ago. Sports car racing and rally competition are the primary activities of the Sports Car Club of America. Demanding regulations developed through experience dating back to 1948 have won for the S.C.C.A. national leadership in the conducting of these sports car events. The Detroit Region is one of some 93 regions established geographically throughout the United

States. It was one of the first chartered by the S.C.C.A and dates from 1949.

From an original membership of less than two dozen persons, the Detroit Region has grown to some 300 members today. Included are many of Detroit's most illustrious automotive industry figures such as: William L. Mitchell, Vice President for Styling of General Motors; Virgil Exner, Vice President of Styling for Chrysler Corp.; Charles Chayne, Vice President for Engineering of General Motors; Edmund Anderson, Vice President for Styling of American Motors . . . and many more.

The Detroit Region has also produced some outstanding race cars including the Corvette SR2 and SS, the Martin-T and the Stingray. Among nationally famous drivers in sports car racing in the Detroit Region are Ralph Durbin, Martin Tanner, Bill Romig, Max Goldman, Bill Bradley, and Corvette's outstanding racing mechanic who drove to victory in the first Sebring race, Frank Burrell.

Winner of the Regional Achievement Award for 1955 as the most outstanding Region in the S.C.C.A. nationally, the Detroit Region is a group with many past achievements and traditions of which its members are understandably proud.
—by Floyd Lawrence

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1.24	60.95	1.34	54.47	1.44	49.23	1.54	44.91
1.25	60.23	1.35	53.89	1.45	48.76	1.55	44.52
1.26	59.53	1.36	53.33	1.46	48.30	1.56	44.14
1.27	58.85	1.37	52.78	1.47	47.85	1.57	43.76
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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 OCSRRC through the courtesy of BULOVA WATCH CO.

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