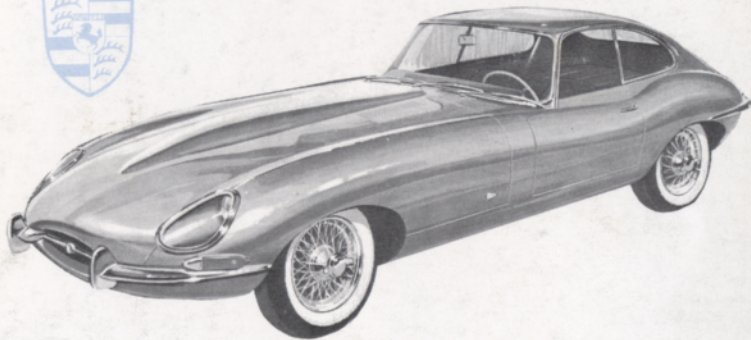


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# THE INSIDE LINE



Six new lap records set at the Spring Sprints. Jerry Thompson pushed his Corvette to an A Production record of 1:28.6 during the Production Feature in his effort to catch the Mulholland XKE Jaguar, Bob Clift turned 1:30.7 in the GSM Delta Sunday to break the D Production mark set the day before by Bob Shiffer in his Porsche Super. Tom Payne, who holds the F Modified record of 1:23.4 (1/10th second off the course record) in his Porsche RS 61, walked away from everything in F Production with his new Sunbeam Alpine posting a 1:33.2. Erhard Dahm clipped 2/10ths of a second off the Sedan record with his highly "Porsche-ized" Volkswagen chalking up a 1:36.8. In the modified classes we had new records in D and E with Oliver Clubine in the Torus breaking John Drawe's two year old mark in D Modified with a sizzling 1:27.5, and Dave Vallance setting the new E Modified time of 1:36.0.

The high point of the day was undoubtedly the fantastic modified Morris Mini-Minor Sedan of William Brack. This little green car, with utter disregard for its proper place in the world, was passing everything and anything, everywhere and anywhere -- all this and four seats too!

This month's feature article, "Racing - Does It Improve The Breed?" by Dave Davis, seems to be somewhat controversial judging by the debate it touched off at the latest Digest staff meeting. We will publish an article giving the opposing viewpoint in an early issue - the line forms to the right.

The Canadian Invitational Races, to be held here on July 28 and 29, will be another first for Waterford Hills. We believe that this is the first time a Canadian club has held a race in the United States. The event will be put on by the Essex County Sports Car Club and will be run under the Canadian regulations and classes which are quite different from those in use on this side of the border.



## AUTOMOBILE RACING..

### HOW DOES IT AFFECT CONTEMPORARY CAR DESIGN?

As far as sedans are concerned, it doesn't, much. The Indianapolis 500 regularly attempts to justify its existence with some vague nonsense about being "America's greatest automotive testing ground", but the facts don't support this. What racing really seems to develop is better racing cars. Indy's only real claim to fame is the rear-view mirror, introduced there around the time of the Kaiser War. As it happens, today's Indy cars don't even have 'em anymore. So much for America's greatest automotive testing ground.

A few items, pioneered on road racing machines, do seem to be making a breakthrough though. One of these is disc brakes, now available on most medium-and-above-priced English cars. Another is independent rear suspension, although this claim is somewhat clouded by the fact that Volkswagen and Mercedes-Benz both built fully independent family sedans long before that design became the vogue for racing cars, as it is today.

An interesting side note here is the knowledge that Volkswagen, brainchild of that great race car designer, Dr. Ferdinand Porsche, is vehemently opposed to racing. The managing director of VW, Heinz Nordhoff, is foursquare against it. He says it's a waste of time, effort, and money, and it proves nothing. I wish he could see Erhard Dahm hauling his silver beetle around Waterford; he might change his tune. (He might also froth at the mouth and tell Erhard to take that thing home and use it for what it was designed.)

What racing represents to those manufacturers who take part in it, is not any kind of proving ground at all, but rather a great big public relations gimmick. It's generally accepted that competition success results directly in sales success. That's why Pontiac does it, that's why Mercedes-Benz does it, and that's why literally hun-

dreds of men in the American automobile industry are heavily involved in it, even though the industry has imposed a no-racing ban on itself.

Sports cars are a little different, since they must behave a bit like racing cars or they won't sell; but they're an exception. For example, the American sedan never profited much from stock car racing; it just got more and more powerful, and bigger and bigger. Tradition and costs are two major factors that have always prevented any race-born innovations from filtering down to the consumer level. Although today's American sedans do handle and stop better than they used to, it's more because of the influx of good-handling European cars, than any lessons learned in racing.

So, we come again to the bare fact that racing is more for the benefit of the sales department than the engineering department. You, the fans, can take some smug pleasure from the knowledge that you're the cause of it all. All over Detroit, Stuttgart, Turin, Coventry, and the world's other auto-producing centers, there are gangs of expensive executive types, all hoping to come up with new cars that'll blow off everything on the track - just so you'll be impressed enough to buy one of the little dears.

You can poo-poo the whole thing and say that you're much too intelligent a car buyer to ever get roped in by such transparent goings-on, but if you're at all honest with yourself (as if anybody was), you'll admit that you're sort of pleased that Pontiacs like yours can lap Daytona at 150 - or that a Volvo like yours is a regular winner in the sedan races at Waterford - or that your Jaguar is powered by the same engine that won at LeMans year after year after year. After all, you're only human.

Aren't you?

David E. Davis, Jr.

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## WHAT IS SPORTS CAR RACING?

... High gear, the wind whistling by, 4,800 rpm's, ease off the accelerator, jab the brake hard, get those revs down, downshift into third, the tach reaches out for the red line at 6,500, another hundred feet and hit the accelerator sending the car into the first corner, shift into fourth and ready yourself for the next one ... This is just a part of sport car racing.

Fashionable road courses, abandoned air strips and the dwindling once popular streets and highways have made up the stages for motor racing, now more popular than ever. The beautiful countryside with running brook or placid glade now catering to the tanned bermuda clad lass on the arm of her tanned bermuda clad boy friend, exponent of the ways and means of cornering Maseratis at speed. The more serious spectator with stop watches, neatly ruled pages of lap charts and a camera or two to catch the action as it happens.

The hotels, the motels filled to capacity. Tents along the roadside. The local bars bristling with talk of rear end changes, broken this and that. Scotch and soda trying to compete with lap times.

Race cars still coming, some on beautifully equipped trailers, others being driven by sleepy-eyed drivers arriving later than scheduled. The night air pierced with a fuel injected Corvette dragging the local boys to the next light. The small crowds gather under street lights peering into and under the more elegant Ferrari, its owner well versed in its qualities keeping the mighty MG owner wrapped in a dream of fairy tales.

Mechanics and drivers busy to the last hour. The curses when the trouble cannot be found and the fresh night air the only consolation. Hour after hour the work goes on, tired hands and minds wanting sleep but unable to grasp a second's rest until the highly tuned beast has been made ready.

Such places as Sebring and River-

side. A little different breed of driver here be he French, German, English, Italian or American. The linguist, popular with driver and mechanic, trying vainly to help remedy the aches and pains of engine failure or driver failure as the case may be. The greater speed, the driver excellence tuned to a pitch unexcelled anywhere but on the pavement of a Grand Prix course.

Regional and club races try-and-succeed-in mimicking their bigger brothers less the Moss's, Hill's, Shelby's and factory prepared Masers, Porsches and Jags.

And when it is all over the cars are taken away. Trailored or driven, just the ways they came, many showing the bruises of metal and hay bales, and others just as fresh as they came. Some cars have performed to their owner's wishes, others have failed and will undoubtedly be improved before the next race. Dollar and time sharing equally in number but in many cases little solace for the vanquished and for the present little thought for the winner. The nerves tensed by hours of competition now lacking the response they had only minutes ago. Drivers relaxing with one another at a much slower pace than on the course. Mechanics tired but eager to listen once more to their engines they had skillfully prepared.

The vacant road course with its ghost like nakedness. Your ears still aware of the wonderful sounds that are so familiar to this exciting sport. The high pitched Lotus and the low pitched scream of a Jag, the Maserati, MG,

Porsche, TR's still ringing in one's ear. All these sounds go to make up this wonderful sport. The odor of racing oil hanging over the course, a familiar reminder to all. What's left now but the empty pop bottles and the paper cup containers blowing lazily across the course. The corners, where the Sprite has met his bigger brother on near equal ground, now quiet and rather lonely. The communication posts, soldier like in

appearance standing guard till all returns. Gone are neatly ruled lap charts, stop watches and assorted accessories required by the race enthusiast.

This is certainly not the end, it will go on weekend after weekend. The mechanic, the driver and car, officials, spectators all returning again to the sights and sounds that make it so popular.

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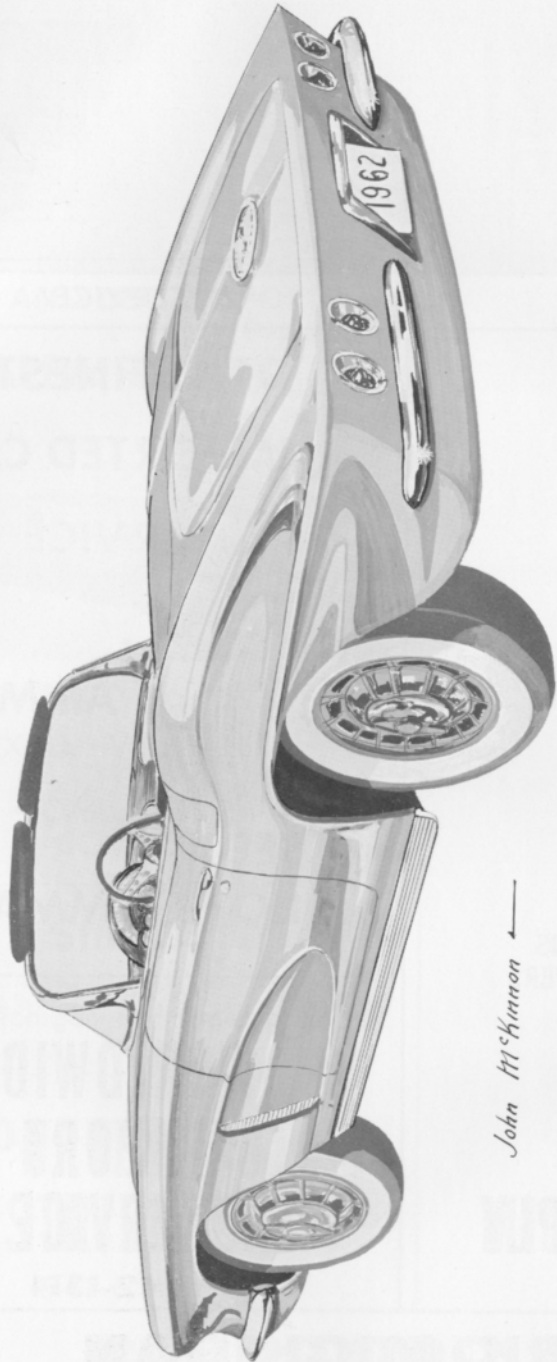
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*John H. Kinnon* →

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For a prospective Corvette owner various options are available all the way up to a 360 h.p. fuel injected special high performance engine, a chassis equipped with metallic brake linings, faster steering, stiffer suspension, four speed synchromesh transmission and limited-slip rear axle with several different ratios. Due to these, and many other improvements, the Corvette has dominated the B-Production sports car class in America for several years and, it is hoped, through continuous improvement, it will develop into a car that will be a consistent winner in international competition.

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## Personality Profile

## GORDON HARRISON



Gordon Harrison, charter member of O.C.S.R.R.C., who has in past seasons driven an assortment of six Morgans and one Jaguar on the Waterford Track, is entering the Summer Trophy Races in an E-production Elva Courier.

Starting back in the early days of the club, Gordon drove on the original dirt track. He has held several lap records, and, in 1960, won the Detroit News Production Feature in the Fall Classic Race. Now he has high hopes for his first race in this little white car with his lucky 777 on the side.

Holder of a SCCA national license, Gordon has raced at Grayling, Elkhart Lake and Put-In-Bay in the U.S. and at Mosport Park, Harewood, and Green Acres in Canada. This interest in racing started early - at age 15 in fact, on outboard hydroplanes and later in the Modified Stocks at Detroit's old Motor City Speedway and Bob's Picnic Park in Pontiac. While stationed in Alaska with the U.S. Air Force, Gordon was "bitten by the sports car bug" and as soon as he was discharged he

acquired a XK 140 Jaguar which he raced at the Michigan State Fair Grounds.

When, in 1959, he was approached by a small group of enthusiasts with the dream of building a road racing course on the grounds of the Oakland County Sportsmen's Club, he eagerly joined them and has been one of our most consistent - and most successful - competitors ever since.

Gordon's enthusiasm for sports car racing is shared by his attractive wife, Sue, who has raced in the women's classes. Whether their two youngsters will grow up to follow in papa's and mama's footsteps provides interesting conjecture! Incidentally, Gordon makes sports cars his business, too, for he is Import Manager at Superior Auto Sales in Pontiac.



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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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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

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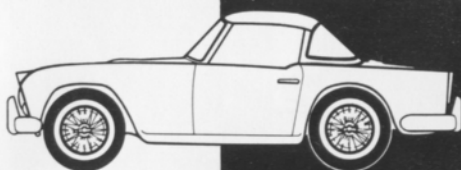
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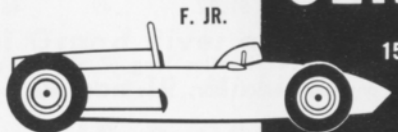
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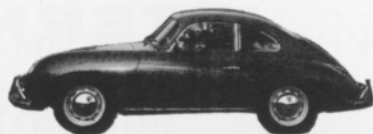
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## OCSRRC RACING CLASSES

### 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:

Jaguar XKE, Ferrari 250GT (short wheelbase), Corvette 327, Aston Martin DB4GT.

#### CLASS B:

Corvette (other than 327), Ferrari 250GT (long wheelbase), Mercedes 300 SL, Porsche Carrera, Aston Martin DB2, DB2/4, and DB4.

#### CLASS C:

Daimler 250SP, Morgan Plus 4 (with options), AC Bristol, Porsche Super 90, Jaguar XK 120, XK 140, XK 150, and XK 150S, Alfa Romeo Sprint Zagato and Sprint Speciale, Frazer Nash, Arnolt Bristol, Fiat Abarth 1000, Lotus Elite (stage 3 Climax), TVR Climax, Sprinzel Sebring Sprite, Lotus 7 Super Classic (Ford 109E).

#### CLASS D:

Austin Healey 3000, Alfa Romeo Veloce and 2000, Porsche 1500 and 1600 Super, Siata 208S, Lancia Aurelia GT Spyder, Turner Climax, Jensen, AC Ace, GSM Delta.

#### CLASS E:

Austin Healey 100-6 and 100-4, Triumph TR-2, TR-3, and TR-4, Morgan Plus 4, MGA Twin Cam, Fairthorpe Electron, Fiat Abarth 700DOHC and 750 DOHC, Elva Courier, TVR (MGA 1600), Lotus Elite (stage I and II Climax), Volvo P1800.

#### CLASS F:

Sunbeam Alpine, Porsche 1500 and 1600 Normal, D.B. Dual Super HBR-5 850 and 950, Mercedes 190SL, Fiat 1500 Spyder, Denzel 1300S, Renault Alpine, MGA 1500, 1600, and 1600 Mk II, Sabra Sports, Facellia, Fiat Abarth 850 Spider, Turner 950S.

#### CLASS G:

Porsche 1300 and 1300S, Alfa Romeo Guilietta, Sprite Mk I (with

options), Sprite Mk II, MG Midget, Lotus 7 (BMC engine), D.B. HBR5 850, MG TF1500, Fiat Abarth 750 Mille Miglia, Berkeley B-95 and B-105 Fairthorpe Minor, Morgan 4/4 Series III (Ford 105E).

#### CLASS H:

Sprite Mk I, Fiat Abarth 750, Auto Union 100SP, Fiat 1200 Spyder, MG TC, TD, and TF1250, Berkeley 500, Lancia Appia GT, NSU Sport Prinz, Dyna Panhard Junior, Morgan 4/4 (Ford 100E).

#### 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. This year, however, some of the very large and very small classes have been dropped.

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: 1100 to 1600 cc (67 to 97-1/2 cu. in.)

CLASS G: 750 to 1100 cc (46 to 67 cu. in.)

CLASS H: Under 750 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:

The requirements for a car to be classed as a Production Sedan are very similar to the requirements for a Production Sports Car, the main difference being a Production Sedan must have a minimum of four seats instead of the two seats required on sports cars.

At our course Production Sedans compete in two classes; under 91.5 cubic inches 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

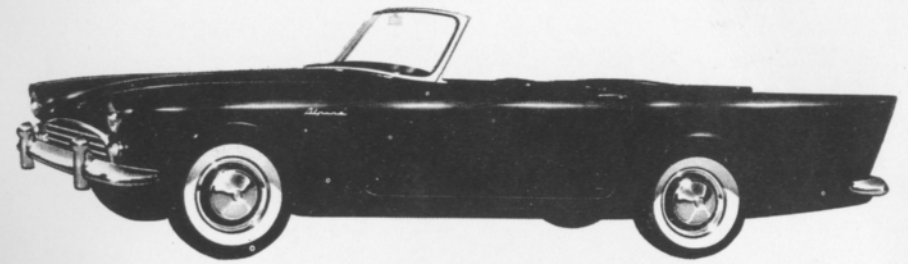


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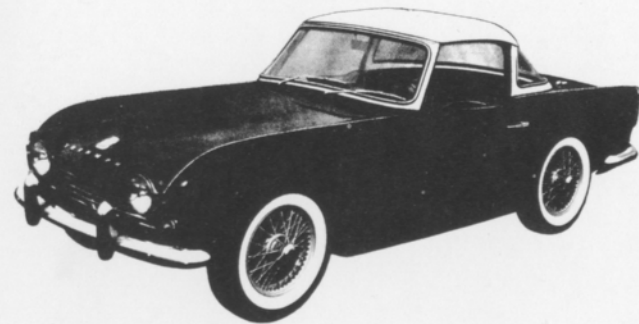
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