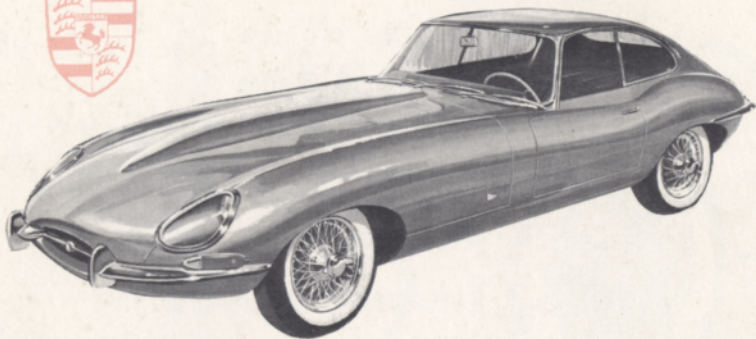


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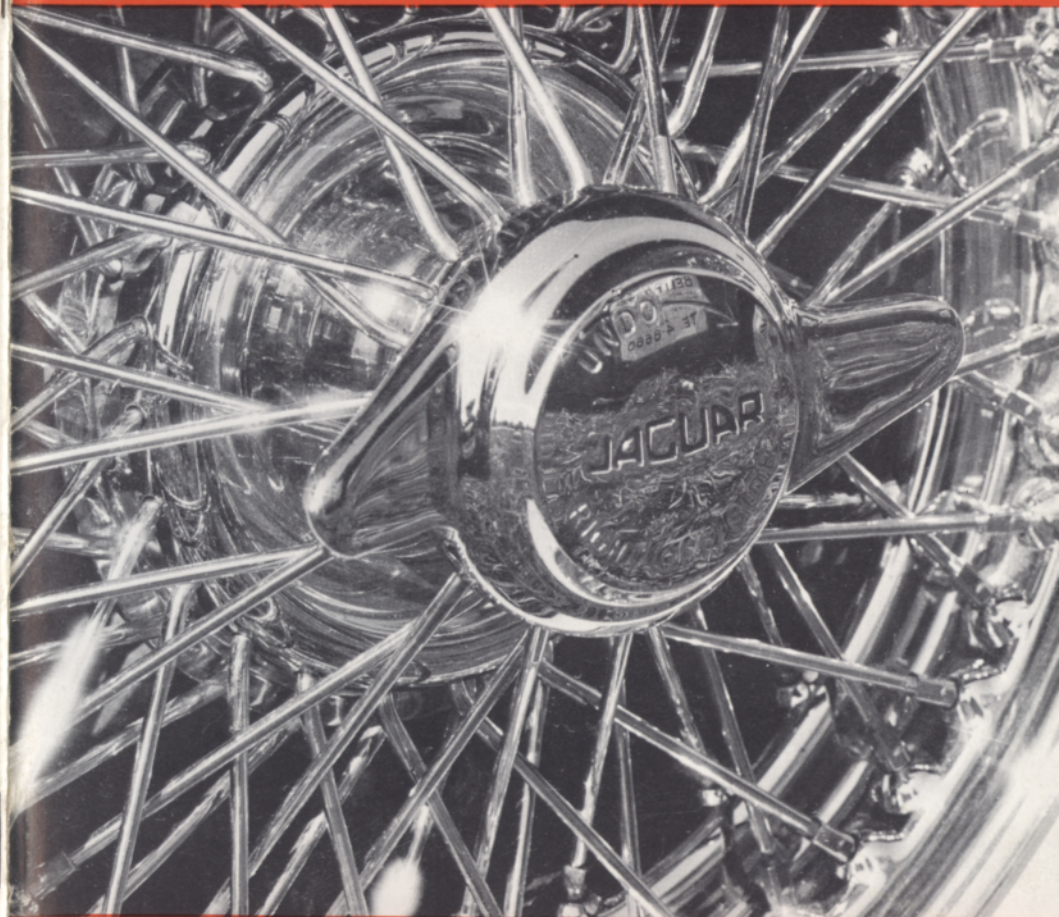


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June 29-30, 1963/Price 25 cents



MSSC RACE ISSUE

OAKLAND COUNTY SPORTSMEN'S ROAD RACING CLUB
1963 RACING DATES
May 25 and 26 - Spring Sprints
June 29 and 30 - MSCC Race
July 27 and 28 - Summer Trophy
August 31 and Sept. 1 -
SCCA Divisional
September 28 and 29 - Fall Classic

1963 RACE OFFICIALS

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THE INSIDE LINE



The new classes and new cars seem to be sorting themselves out. Joe Mulholland's new "E" type Jaguar (No, it's not the same car he drove last year.) appears to be the car to beat in the A-B Production classes. Joe tells me the car has only minor changes from last year's car but these changes must have been just what the doctor ordered. The car looks much more controllable and faster through and coming out of the corners. Whether the lighter and more nimble Lotus Super Sevens and the slightly faster though larger and heavier Corvette Sting Rays will be able to catch him is anyone's guess.

Barring the appearance of a really hot Porsche Super-90, Austin Healey 3000, or TR-4, Bill Osband and his GSM Delta should have things just about their own way in D Production.

The Sunbeam Alpine seems to be very much at home in Class "E". Between Jim Latimer's Alpine, Gib Hufstader's Austin-Healey, and Jerry Tobin's Elva, this class should be a honey.

As an ex-triumph owner I have been accused of being biased, but I give the TR-3 the edge in F Production, although not without a battle.

Joe Charette and his Sprite may be in for a bit of trouble in Class "G" this year. The new Triumph Spitfires are going very well. Ralph Yeckley's carefully prepared and beautifully driven Sprite just couldn't find the horses to get by Jim Latimer's Spit, and Jim's car hasn't been brought to anywhere near its maximum potential.

At the request of some of our readers we are including in this issue the results from the Spring Sprints on page 19. We are also trying a different type of drawing with our "Racing Thoroughbreds" feature this month. We would like your comments, pro or con.

Your Editor has served a two day exile on Sibley Road (Where's that?) for the errors in the Modified Sports and Production Sedan Classes in the Spring Sprints issue. Thanks to the sharp-eyed readers who brought them to our attention.



WILL THE SPORTS CAR EVER REPLACE THE HORSE?

Before you can answer this question, you have to define what is a Sports Car. A Sports Car is a car driven by a Sport. In fact it is absolutely necessary that you be a Sport in order to drive a Sports Car, because how else could you put up with all the silly things that go along with owning a Sports Car. Also, if you had any sense, you wouldn't own a Sports Car. And that puts the horse one jump ahead of you, already, because the horse at least has horse-sense. Or so horse-lovers say. Sports Car lovers put up with things that a horse would never think of tolerating. For example, every time it rains, Sports Cars leak like sieves, while on the other hand a horse's skin is all zipped up nice and tight and no matter how hard it rains it doesn't

leak in and get him wet. Also he doesn't have to put his top up and down every time the weather changes. The worst that can happen to a horse is that his mane will get a little scraggly in a hard down-pour and he may have to toss his head to get it out of his eyes.

Then there is the matter of suspension and road holding qualities. Without the aid of torsion bars and other tricky means of keeping a car's wheels on the road, a horse seems to stay on the road pretty well, and while he may drift a little on a tight turn there is no case on record of a horse "losing it" on a curve. And when it comes to suspension which has a lot to do with how comfortable you can be in a Sports Car (and you can be mighty

uncomfortable) I have never seen a horse that looked very uncomfortable, but I have heard many a Sports Car lover complain of an aching back and other parts of his anatomy.

And speaking of anatomy, the interior design of a Sports Car has nothing to do with anybody's anatomy that I have ever been able to find. According to an impartial survey made by a leading American motor car manufacturer, who was trying to determine "what is a Sports Car," so that he could make one, the Sports Car is designed for a man with an inseam measurement of six feet, two inches, but with his knee joint one foot nine inches from his ankle bone. With arms seventeen to nineteen inches in over-all length, with the top of his head twenty-one inches from his seat and with eyes located just even with the hair line. With these kind of measurements, you will have no trouble at all in finding the pedals hidden in the dark recesses of your Sports Car. At the same time, you will be able to properly handle the steering wheel which you will find located approximately three inches from your chin, and by having your eyes located at your hair line you will have no problem in seeing over the wheel instead of through the spokes. This probably accounts for why a group of Sports Car lovers look so silly when you encounter them. Of course, in this case the horse has the edge again because he was designed to fit his own specifications.

Then there is the case of wind resistance. I don't know how much a horse resists the wind, but I do know that if the going gets too rough the horse has sense enough to get over on the lee side of the barn and stand around until the whole thing blows over. While in every Sports Car I have ever owned I have spent most of my time not only resisting the wind, but fighting it back. I have yet to find anything that I can put on my head that will stay on over

forty miles an hour in a Sports Car. I always arrive at every event looking as if I had spent the morning in a Mixmaster. Not only that, but Sports Cars are carefully and accurately designed to scoop up all the dirt on the road and near-by fields and deposit it in your hair, eyes and nose; while when a horse gets dusty all he has to do is to stand still and twitch his skin a little and he is back in business.

Then, of course, there is the matter of the Sports Car costume that the real true blue Sports Car enthusiast must have. This generally consists of very exotic, expensive and hard to get items that match up with his car and also match up with his wife who also matches up with the car. Here again the horse definitely is one up because he is born with a matching costume, thereby saving a great deal of money at the beginning. Of course I will admit that the common, or ordinary horse may not have too much variety in color schemes, but I will defy you to come up with a more magnificent and sportier outfit than a Zebra, which of course is a form of horse, I think.

And while we are on the subject of what is what, this question of what is a true Sports Car is always open to a serious and heated debate at any time. There are "personal cars," "semi-sports cars," "competition cars," "semi-competition cars," "strip down and stark sports cars," to name a few. When it comes to the horse, he is either a horse or isn't a horse, and there is very little argument about it. While we are on the subject of that nature we might just as well face up to the problem of horse-power. When it comes to horse-power, Sports Cars are all over the lot. There is "low-torque," horsepower and "high-end torque" horsepower and finally there is usable horse-power at the rear end or rear wheels. Of course there is "brake horse-power" as against
(Continued on page 7)

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EPIC RESCUE

What might be called a marriage of convenience between a Mini-Minor and a Standard Vanguard took place some months ago on the Eyre Highway that runs across the south of Australia. It happened at the point where this lonely road skirts the Nullarbor Plains when the Mini came to a halt with its rear wheels jammed--the result of running a long way with punctured tyres. Along came the Vanguard, and with a great display of roadmanship its driver opened the boot lid and lifted the tail of the little car into the luggage locker and got moving again. After some miles

the Mini became slack in its slot so they put its nose against a tree and the Vanguard into reverse and wedged it in tight again. After 200 miles the Vanguard broke down so the Mini, still in the same position, became the lead car with its little front wheels pulling the two along. But it kept dragging itself out of the Vanguard so they turned the whole thing round and the Mini ran in reverse, shoving. This lasted until the shover expired. It all ended happily when a road patrol turned up.

—Courtesy, The Motor

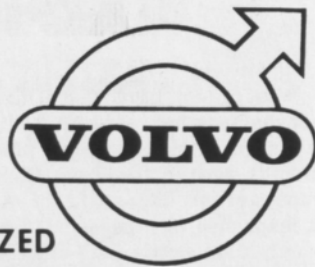
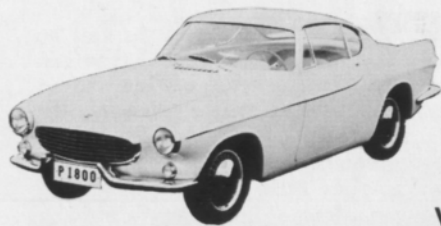
WILL THE SPORTS CAR EVER REPLACE THE HORSE? CONTINUED

“actual horse-power.” So with a Sports Car you can never know really how many horse-power you have at any given point on your car. But of course, a horse knows how much horse-power he has because there is only one horse-power to a horse and he can be depended upon to give as much horse-power at the rear end as he does anywhere else. And no matter how much horse-power a Sports Car has, I have never seen a Sports Car tangle with a horse in which the Sports Car didn't come off second best. If you doubt this statement, try it sometime and see for yourself.

Then finally, there is the question of what becomes of a Sports Car after

it has served its' usefulness. With a Sports Car you never know how it is going to end up. With a horse if he is of the right sex he can spend his declining years at stud, which seems not too unpleasant a prospect. Later on he may make quite a few cans-full of dog food and a number of catcher's mitts. In fact, from the insides of his hips comes cordovan leather, which you can't wear out if you have shoes made of it. And when it is all over, any self respecting horse is good for quite a pot full of glue. So in summing it all up, unquestionably the horse is here to stay and Sports Cars are just a fad of the moment.

Courtesy, Road America, Inc.



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RACE RESULTS -- SPRING SPRINTS

Saturday

Race #1 - H-Production & Sedans 50.69 mph

1 HP	F. Salo	Sprite
1 Sed. M	E. Dahm	VW Porsche
1 Sed. O	D. Eichstaedt	Corvair
1 Sed. U	S. Harvey	Renault

Race #2 - E-F-G-Production 54.47 mph

1 EP	B. Wooding	Alpine
1 FP	W. Dennis	TR 3
1 GP	W. McFarlan	Sprite

Race #3 - A-B-C-D-Production 56.89 mph

1 AP	J. Mulholland	Jaguar XKE
1 B&CP	M. Sullivan	Corvette
1 DP	B. Osband	GSM Delta

Race #4 - F.Jr. & Modified 58.18 mph

1 F. Jr. R.	R. Durbin	Lotus 20
1 F. Jr. F.	K. Woodward	Woodward DKW
1 CM	K. Ihrman	Special
1 EM	L. Fine	Porsche RS
1 FM	T. Rees	Lotus 23
1 GM	D. Moothart	Lotus 11
1 HM	D. Carr	CC Special

Sunday

Race #1 - F-G-Production

1 FP	E. Wachs	Alfa
2 FP	J. Pierce	MGA
3 FP	R. Acles	TR3
1 GP	J. Latimer	Spitfire
2 GP	R. Yeckley	Sprite
3 GP	L. Rigoult	Spitfire

Race #2 - D-E-Production 55.05 mph

1 DP	B. Osband	GSM Delta
2 DP	R. Curtis	Alfa Veloce
3 DP	R. Rozsnyai	TR 4

1 DP	B. Wooding	Alpine
2 EP	G. Tobin	Elva
3 EP	B. Barber	Porsche S

Race #3 - H-Production 52.78 mph

1 HP	F. Salo	Sprite
2 HP	J. Sheffield	Fiat Abarth
3 HP	B. Larson	Sprite

Race #4 - All Sedans

53.33 mph

1 Sed. M	E. Dahm	VW Porsche
----------	---------	------------

1 Sed. O	G. Henderson	Volvo
2 Sed. O	D. Eichstaedt	Corvair
3 Sed. O	W. Sublette	Corvair

1 Sed. U	S. Harvey	Renault
2 Sed. U	T. Faulkner	VW
3 Sed. U	A. Dubel	Simca

Race #5 - F. Jr. & Modified

58.85 mph

1 F. Jr. F.	R. Durbin	Lotus 20
2 F. Jr. R.	R. Brown	Lotus 20

1 F. Jr. F.	K. Woodward	Woodward DKW
-------------	-------------	--------------

1 CM	L. Fine	Porsche RS
2 CM	O. Russell	Special
3 CM	W. Davidson	Corvette

1 FM	T. Rees	Lotus 23
1 GM	H. Keeler	Lotus 11
1 HM	B. Mundus	Martin T-1

Race #7 - A-B-C-Production

57.53 mph

1 AP	J. Mulholland	Jaguar XKE
2 AP	J. Gardella	Lotus S7 1500
3 AP	T. Swindell	Corvette

1 BP	G. Lyall	Lotus S7 1340
2 BP	M. Sullivan	Corvette
3 BP	R. Nixon	Corvette

1 CP	R. Gubbins	AC Bristol
------	------------	------------

Race #8 - F. Jr. & Modified FEATURE 60.23 mph

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

1 CM	L. Fine	Porsche RS
1 HM	D. Carr	CC Special

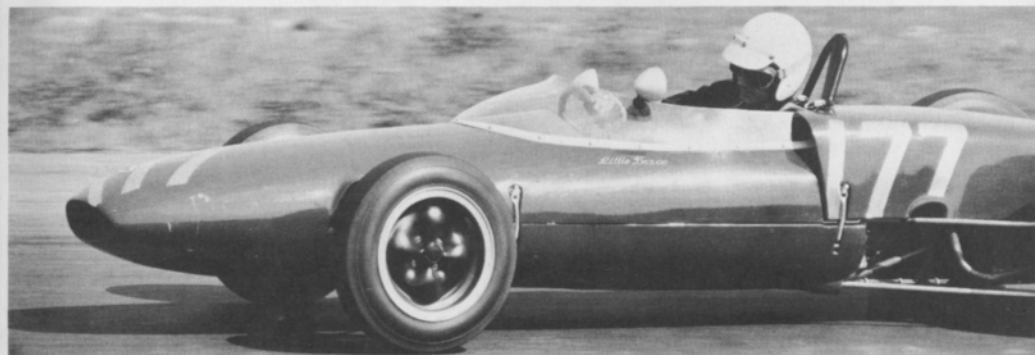
Race #9 - Production FEATURE

58.18 mph

1st overall	J. Mulholland	Jaguar XKE
2nd overall	J. Gardella	Lotus S7
3rd overall	T. Swindell	Corvette

1 DP	B. Osband	GSM Delta
1 FP	E. Wachs	Alfa
1 GP	J. Latimer	Spitfire
1 HP	J. Sheffield	Fiat Abarth

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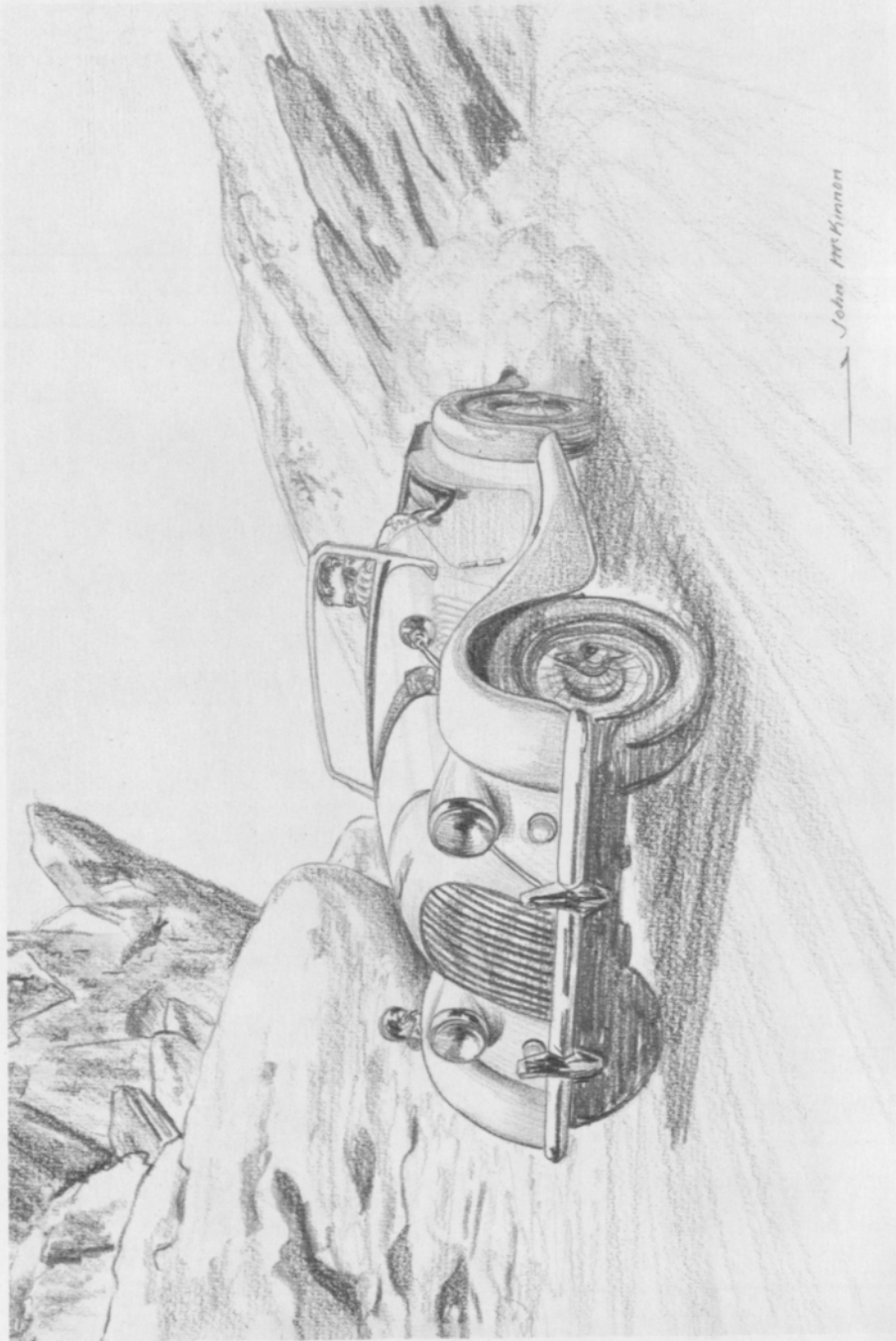
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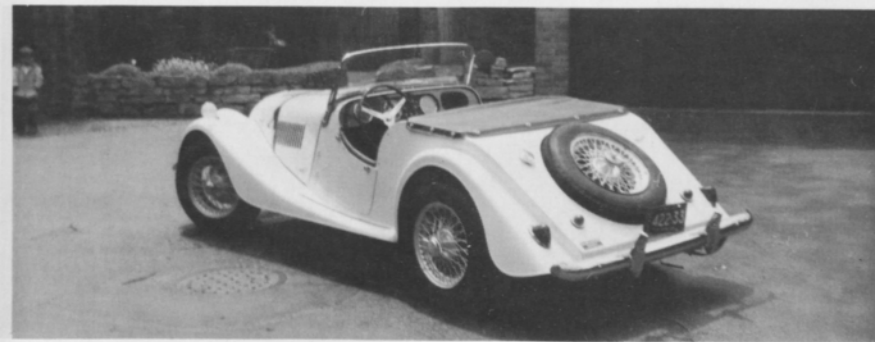
The Morgan Motor Company is located in Worcestershire, England, where the first three-wheeler was built in 1909. The Morgan didn't sprout another wheel until 1936, at which time it became just as successful at trials and rallies as its three-wheeled stablemates.

The Morgan utilizes the same suspension system first used in 1936: the

front wheels slide on vertical posts (giving what is often called perfect geometry), and the live rear axle fastens to the time-honored leaf spring. This design results in a suspension not quite unyielding—but it doesn't miss by much. Legend has it that: "The Morgan suspension is so stiff you have to hold a piece of innertube between your teeth when driving down a cement highway." Although this is closer to truth than humor, the end result is great sport: the Morgan will corner quite rapidly and exhibits less lean than anything else in the world.

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(Continued on page 19)



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THE MORGAN - Continued

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The Morgan uses the Jaguar gearbox which, instead of being mounted directly behind the clutch, is nearly three feet behind the engine. This necessitates a longer extension shaft between clutch and transmission, but the gearshift stirs things inside the box in a very direct fashion.

Individuality extends right down to the leather seat cushions, which contain an innertube arrangement: the softness or hardness of the ride can be adjusted merely by blowing up the rubber innards or letting out some of the air.

Gas mileage is creditably high. And among the plus features that rank high on the list in judging a sports car, it is happy and at home at 80 to 90 miles an hour, yet is tractable at 25 and 30. A real settle-down-and-purr quality.

All in all, this rough-riding lightweight from England holds a unique place in the sports car world today. The Morgan is well on its way to becoming a legend as the very last of the "hang the comfort, let's have sport" automobiles.

--Ed F. Menninger



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

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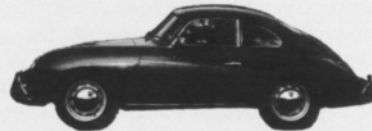


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1.14	70.48	1.24	60.95	1.34	54.47	1.44	49.23
1.15	69.54	1.25	60.23	1.35	53.89	1.45	48.76
1.16	68.63	1.26	59.53	1.36	53.33	1.46	48.30
1.17	67.75	1.27	58.85	1.37	52.78	1.47	47.85
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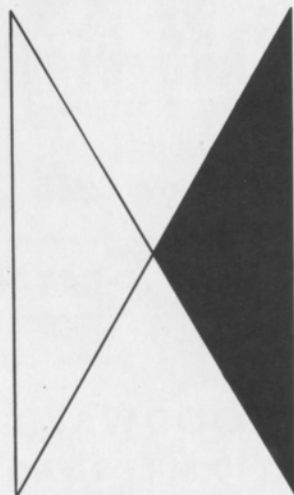
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OCSRRC RACING CLASSES

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.

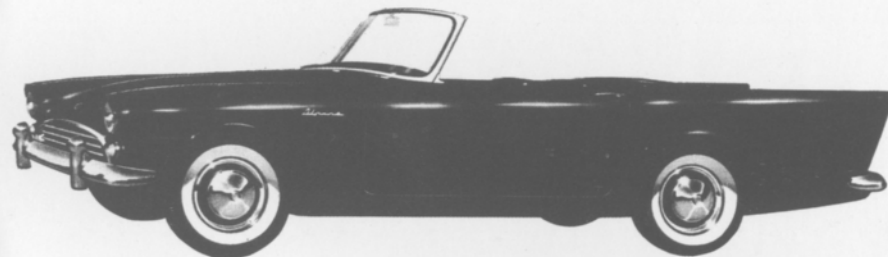
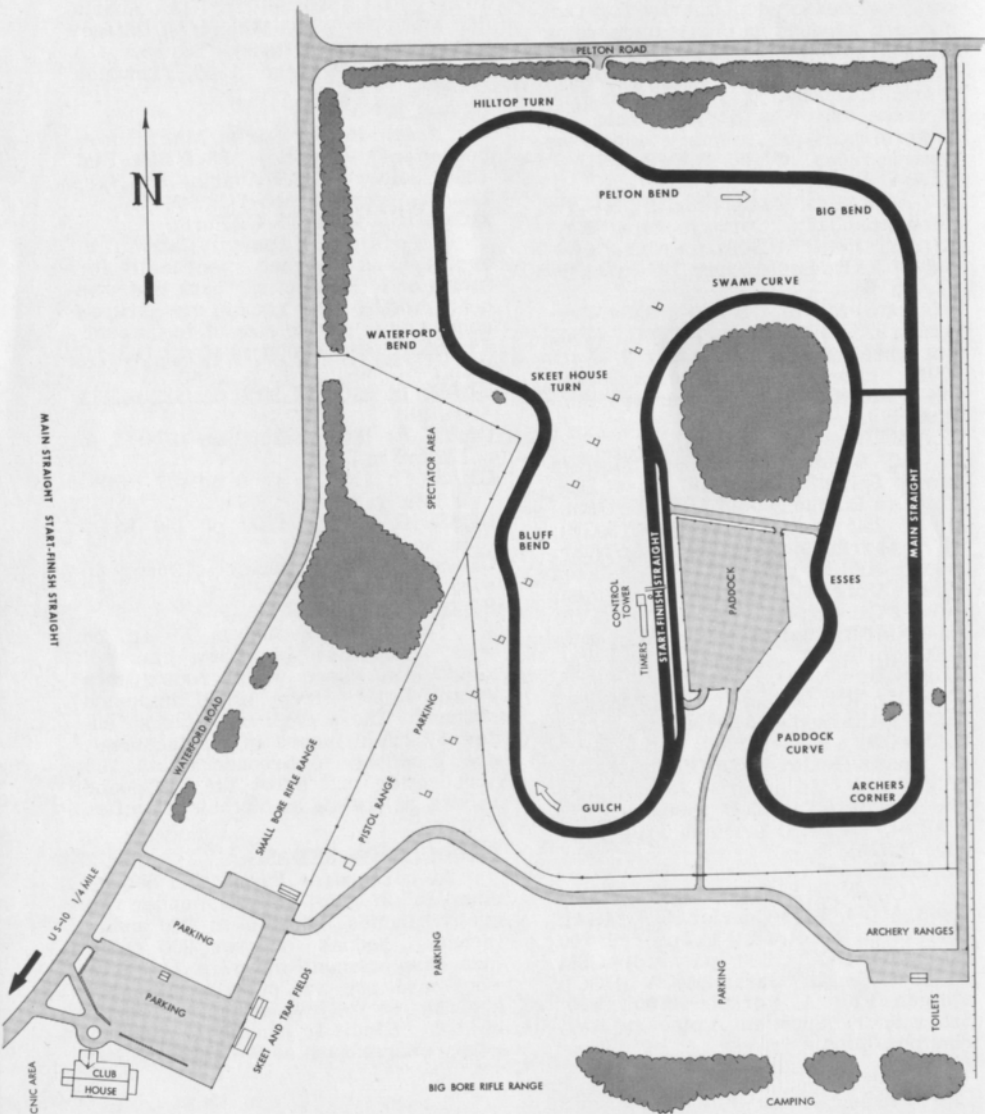
PRODUCTION SEDANS:

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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