

*Importer
of Fine Cars*



Austin Healey



FALVEY MOTOR SALES CO.

22620 WOODWARD, NEAR 9 MILE ROAD
JO 45444 LI 35000



Transatlantic Cars Inc.
12132 Gratiot Ave.
LI-35000 37-17370

Falvey
Imported Cars, Inc.
22600 Woodward, Ferndale
JO-45444 LI-35000

WATERFORD HILLS digest

JUNE 27-28, 1964/Price 25 cents



JUNE ROAD RACES

BUY WHERE THE WINNERS BUY! *



Don Watson

Winners of the Spring Sprints!



Cliff O'Grady



Joe Mulholland



Bob Schiffer



Tom Swindell



Dick Brown



**PIRELLI
MICHELIN
DUNLOP**

Ken Nielsen



Tom Payne

**CONTINENTAL
FIRESTONE
GOODYEAR**

DISTRIBUTED BY



BELLE TIRE DISTRIBUTORS

12190 GRAND RIVER AVENUE • DETROIT, MICH. 48204 • 834-3880

WH digest



Mighty Mini shows Corvairs how to climb the hill.

CONTENTS

The Inside Line	3
Calendar of Events	4
The Marvelous Mini	7
Lap Speed Chart	10
Class Records	11
Race Results -- Spring Sprints	12
The 500 Kms. of Francorchamps	14
Take a Car, Any Car	18
Put-in-Bay 1963.....	20
Ralph Yeckley.....	25
OCSRRC Racing Classes	29
Local Color	30
Course Map	32

Editor - Elaine Fischer

Associate Editor - Ed Fischer

Distribution - Henry Budesky, Jr.

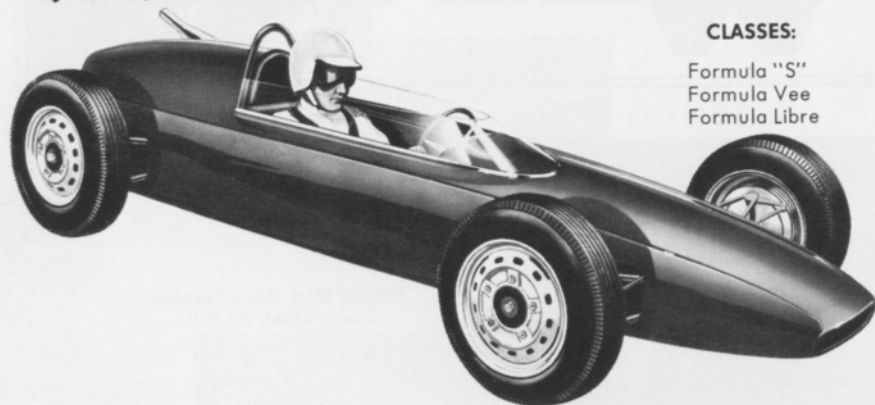
Contributing Editors - Emily Bowyer

Photographs - Al Bizer

Armande Lefebvre

The Waterford Hills Digest is published by the Oakland County Sportsmen's Road Racing Corporation in conjunction with each major race at the Waterford Hills Road Course. Subscriptions are available at \$1.25 per year. Advertising rates available on request. Address all communications to: Waterford Hills Digest, 20431 W. Chicago, #205, Detroit, Michigan 48228, Area Code 313, Vermont 5-8573.

QUANTUM - FORMULA "S"



CLASSES:

Formula "S"
Formula Vee
Formula Libre

SPECIFICATIONS

*Kit Components

- * **FRAME:** Complete triangulated tubular and sheet steel frame. Exceptionally stiff, light and strong, with roll bar as part of chassis.
- * **SUSPENSION:** Four wheel independent (using SAAB Components) patterned after current Formula 1 practice.
- * **BODY:** Lightweight aerodynamic, low frontal area, color impregnated fiberglass shell, with windscreen (RED only).
- * **SPRINGING:** Coil spring shock combination.
- * **TRANSAXLE:** Standard SAAB located behind engine.
- * **GEAR SELECTOR:** Designed for SAAB 3 or 4 speed gearbox.
- * **FUEL CAPACITY:** 5 gal. stainless steel tank with filler, vent tube, and shut off valve.
- * **STEERING:** Designed for SAAB Rack and Pinion.
- * **FRONT HUBS:** Light Alloy, combination uprights, steering arms, and stub axles. Also 12" steering wheel, Hub and Shaft.
- * **BRAKES:** Designed for any SAAB braking system. * Steel lines Supplied.
- * **ENGINE:** Designed for any SAAB 750 or 850 single carb. engine.
- * **EXHAUST SYSTEM:** Dynamometer developed resonant tuned exhaust system, with carb. ram tube.
- * **COOLING SYSTEM:** SAAB radiator, 10 qt. system capacity. * Special header tank, tubes, hoses and temperature gauge supplied.

- * **ELECTRICAL SYSTEM:** 12 volt key start switch, electric tachometer, generator warning light, and wiring harness.
- * **WHEELS:** Standard SAAB 15" x 4".

SIMPLE ENGINE TUNING:

Formula "S" specifications provide for the use of all standard SAAB 750 or 850 engine components, except the latest oil injected GT Block. Metal may be removed from any engine part. This results in effective, low-cost tuning with excellent results, as much as 65 B.H.P. at 5600 R.P.M. with a single carburetor.

A dynamometer developed 850 cc 65 B.H.P. engine will be available on an exchange or outright basis for individuals who may not be that mechanically inclined.

PRICES:

Formula "S" Kit - \$1197.00

SAAB 65 B.H.P. Engine, Exchange - \$380.00

THE
Stables

2182 S. Telegraph Rd.
Pontiac, Michigan
FE 4-6000

THE INSIDE LINE



Lots of exciting things happened at the Spring Sprints: eleven new class records were set! Some of the records were broken twice or more, but the best performance of the weekend was by Bob Clemens, TR Spitfire, who broke his own G-Production record no less than five times! Bob, by the way, started out last season as a novice, improved so much that he was voted Driver of the Year. He's well on his way to becoming Point Champion for 1964.

Some interesting new machinery: Glen Lyall's SCD Ford, a C-Modified special, turned out to be a real stormer, and will probably carry everything entered in that class. The Mustang turned in a fairly good performance as driven by Joe Mulholland in the Feature Race. When the race-tuned models are out we should have a good race. And there are more sedans than you can shake a stick at. This is the first time we've had a race for sedans only. (Usually they are scheduled with H-Production cars.)

There are a lot of people who help out in the paddock on race weekend, and we think it appropriate to extend our thanks to Belle Tire, for the tire truck; Falvey Motor Sales, for the parts truck and the Press bus; Seaway Motors for the other Press bus, Sports Car Specialties, for accessories; and the Junior Chamber of Commerce of Clarkston, for the concession stand.

You'll notice that the July race is a week earlier than usual. This is due to the early date of the SCCA race, set early because of scheduling conflicts in the SCCA.

We're pleased with the response to our subscription sales pitch. And we're pleased, too, that so many people call us for information on events, membership, etc. If you have questions or comments on the Digest, the Races, the OCSRRC, don't hesitate to call or write to us. Who knows? If we ever get a letter to the editor, we may publish it!

CALENDAR OF EVENTS

JULY, 1964

<u>Date</u>	<u>Event</u>	<u>Sponsor</u>	<u>Location</u>
July 1	General Membership Meeting	OCSRRC	Clubhouse
4	Gymkhana	CCM	Waterford
5	Gymkhana	KSCC	Wonderland
12	Pre-Race Practice	OCSRRC	Waterford
12	Rally	MSCC	
18-19	Race	OCSRRC	Waterford
25	Dual-Khana	KSCC	
26	Rally	DTSOA	
26	Combination Gymkhana	AROCD & MSCC	
Aug. 15-16	Race	SCCA	Waterford
Sept. 26-27	Race	OCSRRC	Waterford

Check the Sports Car Slate in your local newspaper, or a club representative for further information.
All events listed are coordinated through the Detroit Council of Sports Car Clubs.

PARDON US!

After the big build-up in the last issue on how you should come out to Driver's School and learn to race, we're a bit red-faced. The first Driver's School was a complete success, as we reported, but the second one had only 10 people. Because of this "flop," it was decided not to risk losing money on another School. However, if enough people show interest in attending it, a third School may be held. If you are interested in attending, please contact the Digest. With some support we might make it!

1964 RACE OFFICIALS

RACE COORDINATOR	Ed Lidgard	AWARDS	Ed Lidgard
CHIEF STEWARD	Dan MacDonald	PIT & PADDOCK	Ken Hughes
CHIEF STARTER	Ed Houlehan	TECHNICAL INSPECTOR	Bill Baugh
CHIEF TIMER	Joan Voltmer	COURSE MARSHALL	Stan Gorman
FLAGS & COMMUNICATIONS	Mike O'Reilly	COURSE PHYSICIANS	F. Johnson
	Dick Bailey		H. Larabee

SPORTS CAR ACCESSORIES

All Sports Cars



THE VETTE SHOP

12151 Grand River near Wyoming

Phone: Area Code 313, 834-1015

Specialists in Corvette Body Repairs

The Finest in Workmanship

Tom McDonald & Fred Zurcher

IMPORTED CARS OF ROYAL OAK

*Finest Service on all European
Sedans and Sports Cars*

AUTHORIZED FIAT DEALER

1607 SO. WOODWARD AVENUE

AT 10 MILE ROAD

ROYAL OAK, MICHIGAN

LINCOLN 8-2820



- Classic Car Products
100% Carnuba Wax
Pouch \$5.00
Classic Car Kit \$9.50



- Renault of France
Sunglasses
Bikini, Executive \$15.00
Parisienne, Classic \$12.95



- 12 oz. Waterford Hills
Tumblers
24 Kt. gold layout
On Finest Crystal
Glass 6/\$7.95



- Powergrip Driving Gloves
Finest Capeskin \$8.95
Formula Deluxe Wheel
West African Mahogany
from \$43.50

**Rich Bell's
SPORTS CAR SPECIALTIES, INC.**

23158 Woodward Ave., Ferndale

548-4488

Road, Rally and Race Accessories

THE MARVELOUS MINI

There's a small sedan loose at Waterford that is playing havoc with class records and the peace of mind of other drivers. Smaller by 9" than a Volkswagen, this "full size" British family sedan is a real stormer on the short, twisty course. But it's a menace on other tracks too, as piloted by localite Richard Brown, who placed fifth at Sebring, or Canadian Al Pease, who beat out a Pontiac GTO to win the recent Player's 200. (Other Mini drivers at the Waterford Course include Bob Zimmerman (see May issue), Art Sutphin, Bill Schubert, Grant Clark, and Gord Brown.)

What makes this little car so competitive? A combination of front wheel drive, fully independent rubber (instead of steel) suspension, quick, light, and precise steering, and front disc/rear drum brakes all make a difference. Add to this a terrifically low center of gravity, and you have one of the goingest cars on the road.

One of the most amazing parts of this little beast is the tiny 10" wheel, tired with Dunlap Goldseals. One gentleman took his Mini in to the Dunlap people and requested steel cord tires, only to be turned down on the



Grant Clark, Canadian Stormer.



Dick Brown takes the flag at Spring Sprints.

grounds that he wouldn't be able to tell the difference. And although the smaller dimensions of the wheels make for more tire wear, even if a new set of tires is needed every 20,000 miles (average, non-competition driving), the small size is less expensive than the standard sizes used on car-size cars, so the cost averages out.

Fondly called the Mini-Brick by Britishers, the Mini, which does indeed resemble a brick, is amazingly comfortable. The rubber suspension does a lot toward absorbing shock (shock absorbers are also used), and the foam-rubber-cushioned seats complete the comfort angle. Add a 45° tilted steering wheel, and easily accessible brake and accelerator pedals, and you're set for a long haul (providing, of course, that you aren't too much over six feet tall).

Designed by Alec Issigonis for production in 1960, the original Mini

(Austin or Morris 850) had an 850 cc. engine. Heeding suggestions from owners and test drivers, the capacity has been boosted to nearly 1000 cc., making acceleration and handling much more precise. Top speed has been increased from 50 mph to nearly 90. The car has a tendency to understeer at high speeds, which can be unfortunate when cornering, but backing off from the accelerator effects an immediate switch to oversteer, and a steady hand on the wheel will take you back to the correct line for the corner. Al Pease tells of the two points to remember when driving (racing) a Mini: One, that it isn't a car, and two, that no matter how fast you drive it nothing can happen.

The Mini makes an excellent dual-purpose car, averaging 25-35 miles to the gallon of gas. Curb weight is 1335 pounds, and there is ample seating space for four adults. Total cost: just over \$1800.



BUD CLARK, Inc.

CR 8-8050



PORSCHE



VOLKSWAGEN

23615 Michigan Ave. Dearborn, Michigan

FRENDO

**COMPETITION
BRAKE LINING**

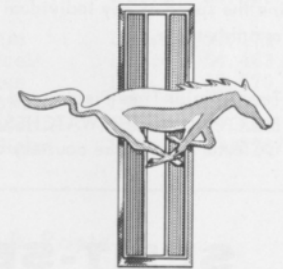
"Best for Street or Track"

**BONDED TO YOUR
OWN BRAKE SHOES**

Paul R.
Jones Bonding & Mfg. Co.
124 E. Ten Mile Road
Hazel Park, Mich.

JORDAN 4-5666

See the New
MUSTANG



**North Bros.
G/C Inc.**

30000 Ford Rd.
New Cars GA. 1-1300
Used Trucks LO. 5-9000

24-hour Delivery
on MG - Austin Healey Sprite - Rootes Group
Specializing in Factory-Guaranteed
Rebuilt Exchange Units



2182 S. Telegraph Rd.
Pontiac, Michigan
FE 4-6000

EXCLUSIVE NEW SAAB DEALER
World's No. 1 Rally Car

AVERAGE LAP SPEED CHART

MIN. SEC.	M. P. H.	MIN. SEC.	M. P. H.	MIN. SEC.	M. P. H.	MIN. SEC.	M. P. H.
1.10	74.50	1.20	64.00	1.30	56.89	1.40	51.20
1.11	73.46	1.21	63.21	1.31	56.26	1.41	50.69
1.12	72.44	1.22	62.44	1.32	55.65	1.42	50.16
1.13	71.44	1.23	61.68	1.33	55.05	1.43	49.71
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
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

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 it off the speed from this table.

The Official Time Pieces used at Waterford Hills Road Course are CERTIFIED BULOVA MASTER WATCHES. These instruments are made available to OCSRRRC through the courtesy of THE BULOVA WATCH COMPANY.

SPLIT-SECOND TIMING

For the Ultimate in Fine Watches and
Guaranteed Watch Repair . . .

A.J. Susalla Jewelers

chronograph and stopwatch repair specialist

21019 Mack Avenue

Grosse Pointe Woods

881-0600

SPRITE



AUSTIN-HEALEY

Northwest Auto Co.

SPORTS CAR DIVISION
PARTS AND SERVICE
20821 GRAND RIVER

DETROIT 19, MICHIGAN

KE. 2-4552

CLASS RECORDS

CLASS	CAR	DRIVER	TIME	SPEED	DATE
Production Sports:					
A-P	AC Cobra	T. Payne	1:22.3	62.206	5/64
B-P	Jaguar XKE	J. Mulholland	1:24.5	60.587	5/64
C-P	Lotus S7	R. Justice	1:28.1	58.111	5/64
D-P	GSM Delta	W. Osband	1:28.7	57.718	5/63
E-P	Porsche	R. Dorn	1:29.4	57.377	8/63
F-P	MG-A	C. Cantwell	1:29.0	57.520	9/63
G-P	TR Spitfire	R. Clemens	1:30.2	56.758	5/64
H-P	Sprite	F. Salo	1:34.2	54.360	5/63
Modified Sports:					
C-M	SCD Ford	G. Lyall	1:23.2	61.533	5/64
D-M	Torus	O. Clubine	1:27.5	58.510	5/62
E-M	Porsche RS	T. Payne	1:23.4	61.387	10/61
F-M	Lotus 23-B	E. Cicotte	1:22.0	62.434	5/64
G-M	Lola	F. Bradley	1:24.7	60.444	8/61
H-M	Special	R. Hull	1:27.5	58.510	9/62
Formula Junior:					
Rear Engine	Lotus 20	R. Durbin	1:20.4	63.676	8/63**
Front Engine	Stanguellini	R. Brown	1:25.2	60.090	10/61
Sedans:					
Modified	VW Porsche	E. Dahm	1:29.5	57.171	5/63
Class I	Volkswagen	J. Purcell	1:34.0	54.463	5/64
Class II	Volvo	G. Blass	1:37.2	52.670	5/64
Class III	Austin Cooper S	R. Brown	1:30.5	56.570	5/64
Formula Vee:					
Formula Libre:		J. Gardella	1:30.1	56.821	5/64
		L. Wilhelm	1:25.5	59.878	5/64

**New Course Record

New and Used SAAB Parts
for Class H Modified or Formula Cars.
Discount Given all O.C.S.R.R.C. Members
in Good Standing

SERVICE PARTS MOST IMPORTED CARS
FE 4-6000



2182 South Telegraph Road
Pontiac, Michigan

RACE RESULTS SPRING SPRINTS

Saturday

Race #1 - H-Production & Sedans *

1 HP	Fred Salo	Sprite
2 HP	Bill Larson	Sprite
1 Sed. I	Jerry Tobin	Sunbeam Imp
1 Sed. III	Richard Brown	Austin Cooper S
2 Sed. III	Ed Lidgard	Volvo 544

Race #2 - E-F-G-Production *

1 EP	Bob Schiffer	Porsche
1 FP	Don Watson	MG-A
2 FP	John Pierce	MG-A
3 FP	James Franklin	Lotus 7A
1 GP	Bob Clemens	TR Spitfire
2 GP	Joe Charette	Sprite

Race #3 - A-B-C-D-Production *

1 AB&CP	Tom Swindell	Corvette
2 AB&CP	Joe Mulholland	Jaguar XKE
1 DP	Donald Grohs	GSM Delta
2 DP	Reno Guerrieri	Abarth doc
3 DP	Max Nerriere	Lotus Elite

Race #4 - Modified, Formula Junior, Vee, Libre *

1 F.Jr.R	Ken Nielsen	Lotus 20
1 F.Jr.F	Ken Woodward	Woodward DKW
1 F. Vee	Tom Faulkner	Formula Vee
1 CM	Glen Lyall	Ford SCD
1 FG&HM	Edmond Cicotte	Lotus 23-B

Race #5 - F-G-H-Production & Sedans **

1 FP	William Kane	Lotus 7
2 FP	Richard Miller	Lotus 7
1 GP	Donald Roman	TR Spitfire
2 GP	Lewis Cooper	Sprite
1 HP	Sid Rich	Sprite
2 HP	Tom Varner	Sprite
1 Sed. I	Jim Purcell	Volkswagen
2 Sed. I	Edward Austin	NSU Prinz
3 Sed. I	Gordon Miller	Saab
1 Sed. III	Robert Acton	Mustang

Race #6 - A-E-Prod., Mod., F.Jr., Vee, Libre **

1 AP	Paul Sonda	Corvette
1 B&CP	Allan Davis	Corvette
1 D&EP	Sam Savage	Triumph TR-4
1 F.Jr.R	Chris Prewitt	de Tomaso
1 D-HM	Charles Fordyce	Special

* Licensed Drivers Only.

** Novices Only.

Sunday

Race #1 - F-Production

1 FP	Don Watson	MG-A
2 FP	James Franklin	Lotus 7A
3 FP	John Pierce	MG-A

Race #2 - D-E-Production

1 DP	Cliff O'Grady	Austin Healey
2 DP	Max Nerriere	Lotus Elite
3 DP	Michael Sanders	Triumph TR-4
1 EP	Peter Hutchinson	Porsche

Race #3 - G-H-Production

1 GP	Bob Clemens	TR Spitfire
2 GP	Ralph Yeckley	Sprite
3 GP	Frank Cipelle	Porsche
1 HP	Fred Salo	Sprite
2 HP	Bill Larson	Sprite

Race #4 - All Sedans

1 Sed. I	Jim Purcell	Volkswagen
2 Sed. I	Jerry Tobin	Sunbeam Imp
3 Sed. I	Edward Austin	NSU Prinz
1 Sed. III	Richard Brown	Austin Cooper S
2 Sed. III	Ed Lidgard	Volvo 544
3 Sed. III	Robert Zimmerman	Austin Cooper S

Race #5 - Modified, Formula Jr., Vee, Libre

1 F.Jr.R	Ken Nielsen	Lotus 20
2 F.Jr.R	Bill Bradley	Formula Junior
3 F.Jr.R	Craig Hill	Cooper
1 F.Jr.F	Ken Woodward	Woodward DKW
1 F. Vee	John Gardella	Formula Vee
1 F. Libre	Larry Wilhelm	Formula Libre
1 CD&FM	Glen Lyall	Ford SCD
2 CD&FM	Edmond Cicotte	Lotus 23-B
1 G&HM	David Moothart	Lotus 11

Race #6 - A-B-C-Production

1 AP	Tom Swindell	Corvette
1 BP	Joe Mulholland	Jaguar XKE
1 CP	Ronald Justice	Lotus S7

Race #7 - MODIFIED FEATURE (Mod., F.Jr., Vee, Libre) ***

1 F.Jr.R	Ken Nielsen	Lotus 20
1 F.Jr.F	Ken Woodward	Woodward DKW
1 F. Vee	John Gardella	Formula Vee
1 CD&FM	Glen Lyall	Ford SCD
1 G&HM	Pete Dawson	Lola 1100

Race #8 - SMALL PRODUCTION FEATURE ***

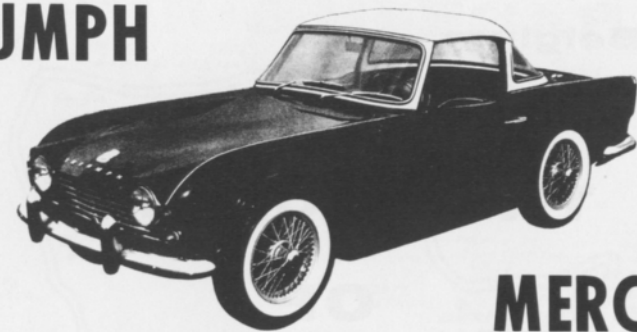
1 FP	Don Watson	MG-A
1 GP	Bob Clemens	TR Spitfire
1 HP	Bill Larson	Sprite
1 Sed. I & II	George Blass	Volvo Sedan
1 Sed. III	Richard Brown	Austin Cooper S

Race #9 - LARGE PRODUCTION FEATURE ***

1 AP	Tom Payne	AC Cobra
1 BP	Joe Mulholland	Jaguar XKE
1 CP	Ronald Justice	Lotus S7
1 DP	Cliff O'Grady	Austin Healey
1 EP	Peter Hutchinson	Porsche

*** Class Winners on Sunday and by Invitation. No Novices.

TRIUMPH



MERCEDES

LARGEST STOCK OF TR4's, SPITFIRES,
MERCEDES IN MICHIGAN
GERMAN & ENGLISH MECHANICS

HENRY W. MOSS & SONS

13900 Livernois, Detroit 38 TE 4-5142
QUALITY SERVICE SINCE 1932

Kontinental Retreads

featuring

Superior handling for all cars, wide-track, wrap-around power shoulder, and cling rubber.

R-5 Racing Caps

Cheater Slicks

Alignment

Balancing

KLIFFEL TIRE CO.

21427 Gratiot East Detroit PR 7-9252
21876 Eight Mile Rd. Southfield 357-2613

Authorized BMC Dealer
Sales-Parts-Service

Austin Healey MK. III
Austin Healey Sprite
MG-B 1800
MG Midget 1100
MG 1100 Sports Sedan

BOB OWENS

SPORTS IMPORTS

30121 Ford Road
Garden City, Michigan

Also Used
Sports Cars--Foreign Cars

KE or GA 1-2710

From Belgium

THE 500 KMS. OF FRANCORCHAMPS Spa Grand Prix

by Armande Lefebvre

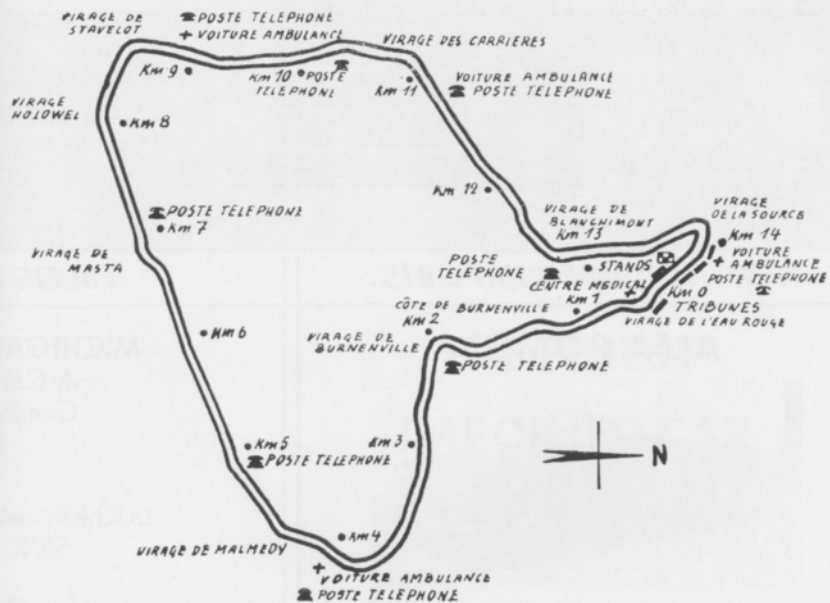
The Grand Prix of Spa is held on the Belgian National Circuit at Francorchamps every year in May. Since its creation over ten years ago, the Spa GP has known many changes. At first it was reserved for sports car racing, and later it included GT events. The eight and a half mile road course has become well-known among drivers as the fastest course in Europe (average speeds run around 120 miles per hour). Top cars in the past years have always been Ferraris, with little competition from other cars.

In 1963 the Spa Royal Automobile Club was offered the chance to organize a world championship event for GT manufacturers. The first race, held on May 12, 1963, was won by Belgian National Champion Willy Mairesse, who broke all former track records to set the pace at 127 mph in his GTO Ferrari.

This year the event was held on May 17, and the main interest centered

around the battle between the AC Cobras and the Ferraris. The Cobra team included Phil Hill, Innes Ireland, Bob Bondurant, and Jo Schlesser. Among the notables on the Ferrari team were Mike Parkes, Lorenzo Bandini, Jean Guichet, and eight others. Also included in the three-liter class were three Jaguars and two Aston Martins. In the two-liter class were nine new Porsche 904 GT's and three Abarth 2000 cc's.

Friday preliminary practice was inconclusive, but during Saturday practice Phil Hill set the pace and won first position on the grid. In the race, however, he was not so lucky. Although first away on the green flag, he was forced to make a pit stop on the first lap, with a blocked fuel system. This was quickly and easily corrected, but he stopped on each of the next four laps, with no power the problem. After thorough checking, his mechanics finally discovered that the Air cleaner was full of scraps of tissue



The course is a bit hilly, but long straights and relatively few turns make for a very fast course.

paper and small stones. Once the filter was changed, the car ran well, but unfortunately Hill had dropped back to 39th position. (No act of sabotage could be proved, but it was later discovered that the hood of the car was not locked on Saturday night, as is the custom.) He finally finished 14th overall, breaking the course record four times in the process, upping the speed to 129.01 mph.

Taking over first place as a result of Hill's problems was Mike Parkes, Ferrari, who held the lead all the way through the 36 laps to finish first overall. Following him were Jean Guichet, Ferrari; Lorenzo Bandini, Ferrari; David Piper, Ferrari; E. Barth, Porsche; Langlois, Ferrari; Koch, Porsche; Ben Pon, Porsche; Bondurant, AC Cobra; Sutcliffe, Jaguar

E; Schlesser, AC Cobra; Protheroe, Jaguar E; Innes Ireland, AC Cobra; and Phil Hill, AC Cobra. Parkes' average speed was 120 mph.

Editor's Note: Armande is a native Belgian who has lived in Detroit for the last five years. She works for the Belgian Commercial Office in Detroit. She has been active in the OCSRRC for the past year, helping to organize the last Frostbite and Fireside, and typing press releases on race day. She attended the Spa GP on a recent six-week visit to the homeland.

IMPORTED AUTO
DISTRIBUTORS

MICHIGAN ENGINE SUPPLY CO.
WHOLESALE RETAIL

WORLDWIDE
IMPORT SERVICE

NEW AND USED IMPORTS

ALFA ROMEO



GUILIA SPIDER \$3,395 P.O.E.

EXCLUSIVE DEALER FOR WAYNE,
OAKLAND & MACOMB COUNTIES

LAND ROVER



"The Unstoppable"

**IMPORTED AUTO
DISTRIBUTORS**

541-6360

PARTS AND ACCESSORIES

MICHIGAN DISTRIBUTORS FOR:
A Complete Line of Foreign
Car Parts and Accessories

ELECTRICAL

LUCAS • BOSCH • MARELLI
SEV • PARIS RHONE

CARBURETORS

SOLEX • S.U. • WEBER
BING • ZENITH

PLUS

GASKETS • VALVES • PISTONS
RINGS • CLUTCHES • OIL FILTERS



TIRES



OILS

MICHIGAN ENGINE SUPPLY

547-9484

SERVICE

**THE FINEST
IMPORTED CAR
SERVICE**

**All Makes
All Models**

**SEE -
ROY GAMMAGE**

**WORLDWIDE
IMPORT
SERVICE**

542-1314

20830 COOLIDGE - OAK PARK, MICHIGAN

TAKE A CAR, ANY CAR

by Emily Bowyer

It is impossible to give a serious explanation of rallying. Let's just say that rallying is the sport of kooks, who have nothing to lose but their minds, and are bent on losing them by the shortest possible route in the least amount of time.

Actually, a rally is simply getting from point A to point B within a specific period of time. The fact that you don't know where point B is, or where you will go after you reach point B, or what you are doing at point A in the first place is beside the point. Confused? You don't know what confusion is until you've tried rallying.

Let's go on an imaginary rally. All we need is a driver and a navigator. (It also helps to have a car.) It is important that the navigator is calm and levelheaded, can read and think and cipher in a moving vehicle without getting actively car-sick, and is not big enough to hit back. Wives do nicely, especially if you wanted a divorce anyway. However, if you can just find someone not big enough to hit back, you can skip the other points.

We arrive at the starting place bright-eyed and full of hope. We don't have the foggiest idea where we'll go from here, but then we sometimes suspect the rally-master doesn't either. It is a help, by the way, if we know who the rally-master is. He's the fellow who set up the whole show, and if he hasn't been out of the asylum long enough we can turn right around and go home. Besides, the rally-master is the one we lynch when we get to the finish.

We are handed a set of instruction sheets exactly 30 seconds before we leave. This doesn't give us much time to find out what it's all about, does it? You're catching on. We start out and immediately faced by something that reads:

1. L and T
In rally-ese this means:
 1. Turn left where the road dead-ends into a cross-road.

But we don't know this, so we follow the fellow ahead of us. (It will be sometime before we find out that the fellow ahead of us isn't on the rally.)

We now proceed to execute a series of beautiful cloverleaf turns, figure eights, and double-reverse-back-jack-knives, while following instructions that go like this:

14. R at Quick Rd.
15. Bear L at Y.
16. Straight at Stop.
17. R onto Gravel
and so on.

We curse ourselves and each other, the road, the rain, the car, the other cars, and the unlettered maniac who set up the rally. We have had a flat tire, run out of gas, smashed the compass, and bitten the stem off our stop watch in a fit of rage. We are lost. We want to quit, but we don't know how.

Wait -- by some weird twist of fate we have arrived at the first checkpoint! We leap from the car, fall to the ground, and kiss the checkpoint sign. All is not lost! At least we are not lost.

And so we smooth out the ragged and incomprehensible instruction sheets and stagger onwards into the sunset. Should we get lost, we are confident someone will miss us and send out search parties. After all, no one ever really disappeared from a rally, did they? They did? HELP!

Actually, it doesn't much matter whether we make it to the final checkpoint or not. The only thing we'd miss is a glass of cold beer, and the lynching.

(Continued on Page 26)

DAWSON TAYLOR

CORVETTE CENTER

9689 GRAND RIVER
1 BLOCK EAST OF LIVERNOIS



Michigan's Foremost Corvette Dealer

Always-Buying and Selling Used CORVETTES
Complete Mechanical and Service Repair Facilities
Complete Body Repairs
Racing Equipment, Wheels, Roll Bars, etc., installed
Specializing in Race Tuning, Including Fuel Injection

COME IN AND SEE US OR CALL:

TOM SWINDELL

TE 4-4330

PUT-IN-BAY, 1963

A boat ride was first on the agenda, with many trips required to move all cars to the island.



A truly magnificent Canadian MG-TF leads Bud Pell down the Start/Finish straight.

Timing and Scoring, under the direction of Joan Lawrence (Votmer), was casual, to say the least. Equipment consisted of a card table, typewriter, cigarettes, Coke bottles, piles of paper, many kibitzers, and a grand total of two stopwatches.



The AC Bristols, which can really open up on a long, open course like Put-in-Bay, are about to lap slower TR-4. Top speed is more advantageous on this type of course than it is at Waterford, so the smaller cars aren't so much competition.



Gord Brown, Mini, pushes Volvo right off the road rounding the last corner.



The beginning of a crack-up, as the lead car swerves to avoid spectators in the road. The car ran up a telephone pole, was completely demolished, but the driver was untouched.

A more casual or fun weekend we couldn't imagine. First the boat ride, then tech inspection, held in a local gas station, then on to the paddock, located in a farmer's field. The course consisted of four long straights, but what with bumps, hills, spectators, and pheasants, it was an exciting course. And after it was all over, there was partying until the wee hours. Bets were paid off in champagne, race cars roared through the streets, and the motels were filled to capacity.

This race was the first at Put-in-Bay in four years, and while there will be no races held there this year, we have high hopes of a full season of racing on the island next season.

SERVICE

All Makes and Imports

THE
Stables

2182 S. Telegraph Rd.
Pontiac, Michigan
FE 4-6000

Warren Winstanley, Inc.

Photography

10910 WHITTIER AVENUE
DETROIT, MICHIGAN
DRexel 1-4160

AUTHORIZED VOLVO DEALER

Owner *Eugen Schick*



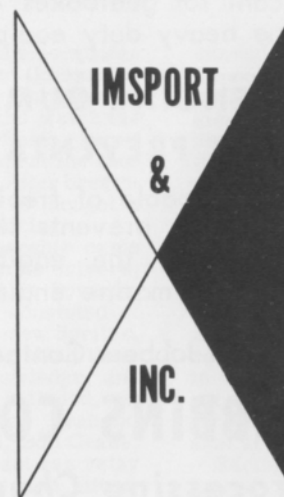
PONTIAC SPORTS CAR, INC.

467 Auburn Ave. - Pontiac, Mich.

Phone 335-1311

7000 SCHAEFER
DEARBORN, MICH.

S
A
L
E
S



S
E
R
V
I
C
E

PHONE
LU 1-5423 & 4



One of our indispensable
flagmen, Bob Glassford.

BULOVA
OFFICIAL TIMEPIECE

Buy a Bulova and you buy the same matchless Bulova craftsmanship that goes into the creation of the most accurate, compact, mechanical instrument ever created for timing purposes—the Bulova Timer.

SHAW JEWELRY
24 N. SAGINAW • PONTIAC • FE-26022
is honored to sponsor the world-renowned Bulova Timers that will be used as the Official Timepiece at

June Road Races
June 27/28
WATERFORD HILLS
ROAD COURSE

BULOVA DIAMOND LA PETITE
23 jewels
2 diamonds
Dial to 100
precision adjustments
abrasion-resisting
\$5950

BULOVA "23"
23 jewels. Dials to 4 precision adjustments, waterproof, certified waterproof. Micro-adjustable maintaining shock resistant, anti-magnetic all-steel case sweep second hand \$5950

EASY CREDIT TERMS

B/G GEARLUBE

The ultimate lubricant for gearboxes and differentials on extreme heavy duty equipment.

B/G T-315 - ENGINE GUM SOLVENT AND RUST PREVENTATIVE

The only gum solvent capable of freeing sticky valves and keeping them free - prevents the formation of corrosion in any part of the engine. Especially effective in cold-running marine engines.

Interested Jobbers Contact:

BAKER/GUBBINS COMPANY

Metal Processing Chemicals

903 West Maple Road
Clawson, Michigan 588-2637



SUPERIOR MOTORS

550 OAKLAND AVE.
PONTIAC, MICH.
AREA CODE 313, FE. 5-9421

Authorized Dealer For:

Morgan
Jaguar
Triumph
Austin-Healey
A.H. Sprite
M.G.B.
M.G. Midget
M.G. 1100
Rambler
Sunbeam-Alpine
Hillman
Fiat

RALPH YECKLEY

Ralph's Sports Car enthusiasm dates back to 1961, when Stan Gorman, a fellow employee at Holley Carburetor, asked him to come out and watch the races at Waterford. Ralph joined OCSRRC soon after, and spent the season sweeping the course. After breathing Castrol for a year he bought a Sprite and joined the fun racing.

Along with Sprite ownership came friendships with other Sprite drivers, and a marque group, Ecurie Poverty, was formed. The group consisted of the owners of four brand-new Sprites, who knew virtually nothing about their cars. Pooling parts, knowledge, and enthusiasm, the group included, at various times, Ralph, Joe Brancik, Joe Charette, Bob Kliffel, Bob Crane, and Bill Larson. The team ran relay races in Canada, entered and pitted together elsewhere.

Ralph's first Sports Car event was the MSCC rally, which he ran with Bill Larson in 1961, at night, in the snow. The rally was to end in Farmington, but our heroes found themselves in Pontiac, and their rallying career ended there.

Ralph has raced here, at Mid-Ohio, Harewood, and North Branch, and his plans this year include Waterford, Harewood, and Mosport. He hasn't

missed a race since he started, and although he has never finished first, he has won several second-place trophies. He considers himself lucky, because he has never had a DNF (Did Not Finish). Pit Crew consists of friends from work. They aren't allowed to work on the car, but they are good at lending moral support.

Ralph is on the Board of Directors of the OCSRRC, and instructed at Driver's School this year. He has collaborated with Joe Brancik on articles for the Digest, and helped to remodel the course model, on display in the Clubhouse. And when he's not racing, Ralph can be found working for Stan Gorman, who is Course Marshal at Waterford.

Racing on a budget, Ralph has been forced to give up golf and bowling to support his new hobby. He enjoys driving the Sprite, but if a change were made, it would be to a Formula Vee, primarily because of its low upkeep.

Ralph is 38 years old, lives in Redford with his wife and two daughters. Mrs. Yeckley is a non-enthusiast, and so this year's racing has cost Ralph a three-week trip to Europe for his wife and older daughter. But, as teammate Charette says of him, "Nobody has more fun racing than Ralph."



Novice Yeckley at Waterford May, 1962

TAKE A CAR, ANY CAR

Continued

Going home from a rally is almost as tricky as getting there. We do not recommend retracing the rally-route. Sometimes we suspect that the rally-master packs all those twisting, winding, wash-board roads back into his computer and flies off on a broom, laughing wickedly.

Like we said in the beginning -- all you have to lose is your mind. If you want to desert your wife, ditch your creditors, or just disappear into obscurity some sunny Sunday afternoon, start out with your foot in your hand and your heart in your mouth and go lippity, lippity down the rally-trail. Er, trail.

You might even have fun.



DIANA IMPORTS

Editor's Note: Em is co-editor of the Club's monthly column "Wheelspin." She is an active member of the VW club, and enjoys rallying and gymkhana-ing with husband Bob and their children. She is a licensed Turn Marshal at the Waterford Course.

parts, tools & accessories

For Volkswagens

SEND FOR OUR
BIG NEW, FREE
CATALOG

IT'S HOT
OFF THE
PRESS!

P.O. BOX 51
FERNDALE
MICHIGAN
48220

LI 7-8260

SALES—PARTS—SERVICE on All Imported Cars



Dearborn Imported Cars

13840 W. WARREN
DEARBORN • LU. 2-6545



Ed Fischer, AC Bristol

MUFFLERS AT BEST PRICES ANYPLACE IN TOWN

Example: VW Mufflers Installed - \$16.50

**THE
Stables**

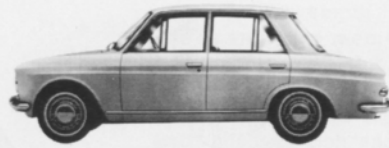
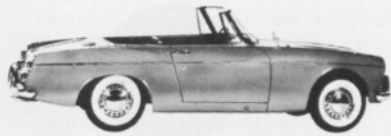
Please Call for Appointment:
FE 4-6000

2182 S. Telegraph Rd.
Pontiac, Michigan

Ted's Sports Cars

DATSUN

SALES • SERVICE • PARTS



COMPLETE REPAIR SERVICE - BUMPING & PAINTING

The Datsun SPL-310 1500 cc sports convertible is the result of 38 years of automotive know-how and experience. Convenient pedal placement, precise steering and its short 4-speed shift lever mounted on the transmission tunnel all make for sports motoring at its best. The SPL-310 package, featuring an extra-heavy conventional chassis and fairly stiff suspension, includes at no extra cost: tachometer, racing steering wheel, tonneau cover, roll-up windows, transistor push-button radio, wool carpets, map light, clock, white sidewall tires, heater/defroster, backup lights, undercoating, balanced wheels, and locking doors.

36 MONTHS or 36,000 MILES GUARANTEE

Call **862-2018**

14900 LIVERNOIS



Spitfire 4

TRIUMPH

Authorized Dealer

EASTERN SERVICE SPORTS CAR SALES

13123 MACK

PHONE 822-0466

**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 makes driver skill rather than car performance the primary factor in winning races.

CLASS A:

AC Cobra; Corvette 327-cu in; Corvette Sting Ray; Ferrari 250 GT (short wheelbase); Ferrari GTO.

CLASS B:

Aston Martin DB-4 GT & Zagato, DB-2, DB-2/4, DB-4; Corvette 283 cu in; Ferrari 250 GT (long wheelbase); Sunbeam-Ford Thunderbolt; Jaguar XK-E; Mercedes 300- SL.

CLASS C:

Alfa Sprint Speciale & Zagato; Elva Courier Mk III 1800, Mk IV 1800, 1800-T; Lotus Super 7 (Ford 109E & Ford 116E); Lotus Elan; Morgan Super Sports OSCA, 1600 GT; Porsche Carrera 1500, 1600, 2000; Simca-Abarth 1300; Sprinzel Sebring Sprite; TVR (MGB or Climax engine); WSM GT Coupe.

CLASS D:

AC, Aceca Bristol; Alfa Romeo 2600, 2000, 1600 Giulia Sprint GT; Arnolt Bristol; Austin-Healey 3000 & Mk II; BMW 507; Daimler SP-250; Fiat-Abarth 1000 dohc; Frazer-Nash; Ginetta G4 (single weber); GSM Delta; Jaguar XK-120, 140, 150, 150-S, & 3.8; Jensen 541-R; Lancia Aurelia GT & Spyder; Lotus Elite; MG-B; Porsche 356-B, 356-C, Super 90, 1600 SC; Siata 208-S; Triumph TR-4; Turner (Climax or Ford 116E).

CLASS E:

AC Ace & Aceca; Alfa Giulietta Veloce; Alfa Giulia 1600 Standard, Austin-Healey BN-1, 2, 4, 6; Elva Courier Mk III, 1622 cc & Mk IV, 1622 cc; Fairthorpe Electron; Fiat-Abarth 700 dohc, 750 dohc, 1000 pushrod; GSM Delta (Ford 105E single weber); MG-A dohc; Morgan Plus 4, 4/4 Mk V; Porsche 356, 356-A, 356-B 1600, 356-C 1600; Renault Alpine.

CLASS F:

Alfa Giulietta Standard; Berkeley B-95, B-105; Deutsch-Bonnet; Denzel 1300-S; Facellia; Fairthorpe Minor; Lotus 7 (BMC or Ford 105E); Mercedes 190-SL; MG-A; Sabra Sports; Sunbeam Alpine; Triumph TR-2, TR-3; Turner 950-S; Volvo P-1800.

CLASS G:

Sprite 948 cc w/options; Sprite 1100; Datsun SPL-310-U; Fiat-Abarth 850-S; Fiat 1500 Spyder; MG Midget 948 & 1100; Morgan 4/4 Mk IV; Porsche 1300-S; Triumph Spitfire.

CLASS H:

Sprite, 948 cc, limited options; Auto-Union 1000-SP; Berkeley 500cc; Fiat-Abarth 750 GT Mille Miglia; Fiat 1200; Lancia Appia GT; MG-TC, TD, TF 1500.

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.

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 F.Jr. is a class of single seat, open-wheel racing cars using engines from small imported sedans. These engines, although under 67 cu.in. in displacement, are modified to produce up to 100 horsepower. The **FORMULA VEE** is a type of Junior using Volkswagen components.

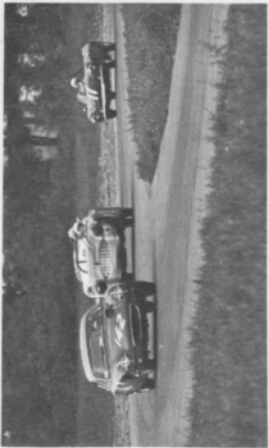
SEDANS:

At the Waterford course Production Sedans compete in three classes: **CLASS I:** up to 1000 cc.

CLASS II: 1000 to 2000 cc.

CLASS III: 2000 to 3000 cc.

Sedans of over 3000 cc displacement or over 110 in. 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.



Max Nerriere, a Canadian friend, leads the D-Production class through the swamp.



Tom Monarch heads for home - the short way.



Hugh Gordon takes the Start/Finish straight backwards.

Bob Clemens, wet but happy.



Glen Lyall's pace-setting SCD Ford.



Ladies' Race: Mary Swindell edges out Gayla Dills for the checkered flag.

FLINT IMPORT MOTORS Inc.

PARTS & SERVICE - 6 FACTORY-TRAINED MECHANICS

Specialized Servicing in:

Volkswagen

Volvo

Sunbeam Alpine & Thunderbolt

Fiat

Hillman

11,000 sq. ft.
of service area

1303 Saginaw Street
Flint, Michigan
CE 8-0467 & CE 8-0468

Authorized Dealer For:

Alfa-Romeo

Austin-Healey 3000

Austin-Sprite

Jaguar

MG-B

MG Midget

MG Sports Sedan

**OVERSEAS IMPORTED
CARS**

331 S. 4th Ave.
Ann Arbor 662-2541

George Gilligan
Sales

Bob Barsantee
Service

SAMPLE'S



**Sports
Car**

Sunbeam-Hillman Sales

**Complete Overhauling
Pre-Race Tuning
Electronic Wheel Balancing
Disc Brake Repair
Complete Electrical Service**

Authorized Rootes
Parts & Accessories
10600 Harper • Detroit
921-5670

WATERFORD HILLS



A 1.5 MILE ASPHALT
ROAD COURSE AT
WATERFORD, MICH



PORSCHE



ERHARD MOTOR SALES

AUTHORIZED SALES AND SERVICE

16100 SCHAEFER AT PURITAN

PHONE 273-4990



MERCEDES-BENZ