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June 1968/25c



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Vol. 9, No. 2

June 1968

WHI digest



Bizer Photo

Pete Dawson crosses the finish line just inches ahead of Frank Kahlich.

CONTENTS

The Inside Line	3
Sports Car Activities	4
Cipelle	7
Lap Speed Chart	10
Class Records	11
Detroit Region S.C.C.A.	17
Photo Page	20
Course Map	28

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THE INSIDE LINE



The May race weekend was a fine example of the courage (foolhardiness?) of racing people. Saturday was an ideal racing day -- cool, clear, sunny. Sunday was more than slightly damp (see photos on page 20-21). And now that we've proved our point (that we aren't pansies, like some other types of racing people, and that we aren't stopped by rain), we look forward to a DRY season of racing. Anyone who is normally so inclined will kindly cease and desist from any more rain dances. Please?

This being a Sports Car Club of America race, we've included a brief rundown on SCCA, submitted by Les Miller. And Rita Harms has come through with her usual in-depth feature story, this time on Frank Cipelle, President of Waterford.

Comments, critical or otherwise, on the races, the Digest, the weather? Give us a call, write us a letter, or drop in at our next general meeting, Wednesday, July 3, 8:00 p.m. at the Clubhouse.

SPORTS CAR ACTIVITIES

July	3	Club Meeting	OCSRRC
	27-28	MIDSUMMER TROPHY RACES	"
Aug.	7	Club Meeting	OCSRRC
	24-25	AUGUST ROAD RACES	"
Sept.	4	Club Meeting	OCSRRC
	14-15	REGIONAL RACES	SCCA
	28-29	FALL CLASSICS RACES	OCSRRC

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Somewhere in Detroit, on the fourth day of March in 1933, Frank Cipelle first saw the light of day. I'm certain his first howl, characteristically precipitous of the traditional whack given the new-born, was the loudest ever emanated by an emancipated embryo. It wouldn't surprise me to learn he'd bitten the doctor. Frank is a man of forceful opinions and in no way reticent in expressing them . . . at volume and with eloquence, although at that stage of his development, his rhetoric was somewhat restricted.

Not so today.



Pfeiffer Photograph

CIPELLE

by Rita Harms

He is a huge man, his cubic displacement around 8,869 CCs, which rounds out to 6'2" with a well-muscled 210 pounds scattered about. He has short-cropped blonde hair and the strangest eyes . . . blue, with a look that's candid and wary all at once. His bearing is that of a man who's been there and back, knows all the answers and, while he's not satisfied with them, will effect a compromise until he can change things. And if he doesn't like it, he'll change it. He's the kind of a man who makes things happen.

Frank's introduction to motor racing occurred at Chanute Field, Illinois in 1952. Similar to Sebring, it was an airfield used as a road racing circuit. Frank worked in the pits. But that was half-way participation, and I am yet to see

Frank settle for anything less than all the way. He was still in the service when an Air Force buddy returned from England with a right-hand drive MG-TD. Frank negotiated for his first race car.

In 1954, Mr. C. made the initial contact of four wheels on a track in competition, and in the ensuing fourteen years has driven at least 150 races, in everything from a 4.5 Ferrari to a Formula Vee, which he is currently campaigning for Bud Clark, Incorporated. He's driven at Mosport, Meadowdale, Sebring and Elkhart, Graton, Greenacres, Waterford and Nelson Ledges. Even slammed around the old dirt track at Mt. Clemens.

Of all the cars he's driven, which one did he prefer?

"It's sort of a toss-up between the Porsche Spider and the



356B roadster. They were cars you could trust. You knew what they would do in a given set of circumstances and you could establish a rapport with them. The Porsche Spider, I guess."

What's his opinion of Formula Vee racing?

"I don't like it. It makes good drivers do bad things. They're underpowered and over-competitive. A lot of people think it's a great training car for a driver. I don't. And the fact that there are no top-ranking former Vee drivers I believe bears me out."

What is his favorite course?

"Meadowdale, Waterford and Mosport, not essentially in that order."

Why?

"Because they're drivers courses. Good courses. Easy courses. Easy courses make bad drivers look good. A tough course separates the men from the boys."

And so does Frank.

I had watched him race. I had seen him about in the pits. We had exchanged brief social amenities. He was just a guy who looked

like he ought to be driving a beer-truck.

Then I went to Driver's School. Frank taught the three-day stint that entails one evening of class instruction and two days on the track. When he stood up to lecture, I don't know exactly what I had expected, but it wasn't what I heard and I was spellbound. His voice has the tenor of a load of gravel being dumped, but his diction is perfect, his vocabulary extensive and his knowledge of racing and racing machinery unreal! He'll peel off the correct tire pressure for almost any vehicle in wet or dry, give a lengthy dissertation on the effects of G load, go into minute detail on various carburetors, quote the G.R. like a minister quotes the Bible, and even define the words he used if they're a bit over your head. He is a remarkably well-educated man. Sitting there that evening, he might have been a college professor instructing a class in Physics and I wondered why they called him "Sergeant."

(Continued on page 23)

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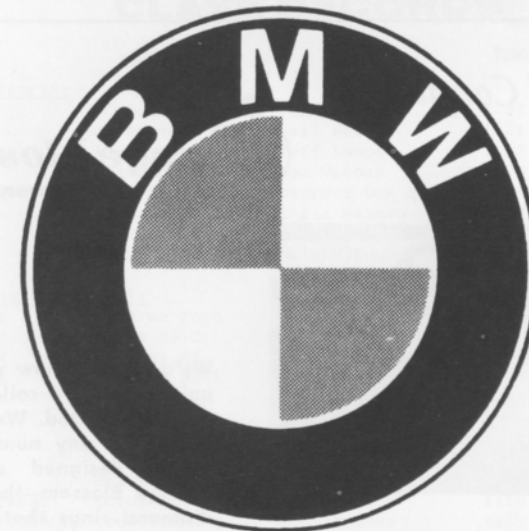


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1:10	73.137	1:20	63.995	1:30	56.884	1:40	51.196
1:11	72.106	1:21	63.204	1:31	56.259	1:41	50.689
1:12	71.105	1:22	62.434	1:32	55.647	1:42	50.192
1:13	70.131	1:23	61.681	1:33	55.041	1:43	49.704
1:14	69.183	1:24	60.947	1:34	54.463	1:44	49.227
1:15	68.261	1:25	60.230	1:35	53.890	1:45	48.758
1:16	67.363	1:26	59.530	1:36	53.329	1:46	48.298
1:17	66.488	1:27	58.846	1:37	52.779	1:47	47.846
1:18	65.635	1:28	58.177	1:38	52.240	1:48	47.403
1:19	64.805	1:29	57.523	1:39	51.713	1:49	46.968

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

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CLASS RECORDS

CLASS:	CAR	DRIVER	TIME	SPEED	DATE
<u>Production Sports:</u>					
A-P	AC Cobra	Tom Payne	1:22.2	62.206	5/64
B-P	Corvette	Bill Petree	1:21.6	62.748	5/67
C-P	Lotus Super 7	Jeff Lance	1:22.5	62.055	8/67
D-P	Triumph TR-4A	Tom Varner	1:24.9	60.301	8/67
E-P	Porsche	Garrett Van Camp	1:24.5	60.587	8/67
F-P	Lotus 7	Chris Gahman	1:25.1	60.159	9/67
G-P	MG Midget	Bill Koch	1:24.5	60.587	8/67
H-P	Sprite	Dwight Knupp	1:26.7	59.049	9/66
<u>Sports Racing (Modified):</u>					
C-S/R	McLaren Ford	Richard Brown	1:16.2	67.171	9/67**
D-S/R	Lotus 23-C	Glenn Baldwin	1:22.4	62.131	9/64
E-S/R	Porsche RS	Tom Payne	1:23.4	61.386	10/61
F-S/R	Porsche RS61	Frank Kahlich	1:21.3	62.971	8/67
G-S/R	Lola	Pete Dawson	1:22.4	62.131	9/64
H-S/R	Kurtis Saab	Dave Johnson	1:25.1	60.159	9/66
<u>Formula:</u>					
B	Brabham	Allan Moffat	1:17.2	66.316	7/67
C-1 (Rear)	Lotus XX	Ken Nielsen	1:19.4	64.478	8/65
C-2 (Front)	Woodward DKW	John Grames	1:19.3	64.556	5/67
Vee	Bobby Vanguard	Tom Abbott	1:24.8	60.372	7/67
Libre	Lotus XX	Ken Nielsen	1:23.2	61.533	8/65
<u>Sedans:</u>					
S-1	NSU-Prinz	Paul Susalla	1:30.4	56.632	8/67
S-2	Anglia	Peter Quenet	1:27.0	58.846	8/67
S-3	Cortina	Bill DeBoer	1:27.2	58.711	9/67
S-4	Lotus Cortina	Allan Moffat	1:24.2	60.802	9/66
S-M	VW Porsche	Erhard Dahm	1:29.5	57.202	5/63

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Annual dues are \$7.50. Meetings are held on the second Thursday of each month at 8:00 p.m. at Amato's Restaurant, 6926 Wyoming, Detroit.

For further information call Bill Stephenson, 646-8584.

Ford Motorsports Club

A keen interest in automotive vehicles and motorsports is the prime prerequisite of the Ford Motorsports Club which is made up of 85 percent Ford employees and 15 percent non-employees. Both a competitive and social atmosphere exist, as activities range from gymkhanas, time trials, slaloms, rallies, club trips, and social gatherings.

General Membership meetings are held the second Thursday of each month at 8:00 PM at Ford Central Office Building on Michigan Avenue.

Additional information: Lois Paliga, 561-2536 or Write: Ford Motorsports Club, Director of Membership, Box 296, Main Office, Dearborn, Mich.

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Detroit Region

Sports Car Club of America

by Les Miller

Celebrating its 24th year, S.C.C.A. sees 1968 as the best year yet, with an enormous and unique schedule of road racing and sports car events. No one has been able to count all the S.C.C.A. activities, which number in the thousands.

The icing on the S.C.C.A. cake, of course, is road racing, and the club is the only national organization that concentrates on the kind of racing known throughout the world. There will be 2,000 races this year, taking place as 250 or more weekend events. They range

from a massive race-driver training school program, up through local and national amateur championships, to the rich world title show-downs. All the international championship events held in this country—Watkins Glen, Sebring, Daytona Beach, and the Canadian-American Challenge Cup, the U.S. Road Racing Championships, the Trans-American Championship for Sedans, and the new G. P. Championship for single-seaters—are S.C.C.A. professional events. And there is the extraordinary American Road Race of Champions.



Bill Petree, (last year's) Sunbeam Alpine

Al Bizer Photograph

With 18,000 members, S.C.C.A. is organized into 102 local clubs or regions that run its events, and a Connecticut headquarters office that administers and operates the far-flung program. Each local region "belongs" to its members and runs a program of activities for members and guests.

The Detroit Region 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, the Region has grown to some 400 members today. Included are many nationally-known drivers, such as: Jerry Thompson, D-P champion at the A.R.R.C.;

Tony DeLorenzo, 2nd in A-P at the A.R.R.C.; Scott Harvey, 1st in Central Division A-Sedan standings, winner of the recent Shell 4000 rally, and internationally-known rally driver; Bill Petree, 1st in Central Division B-P standings . . . and many more.

The Detroit Region sponsors two events each year at the Waterford Hills Road Course (a driver's school in April, and a Regional race in June), a number of local gymkhanas and rallies, the nationally-known Press on Regardless rally, and this year a National race at the Steel Cities Race Course in September.



Tony DeLorenzo, Corvette

Mike McManus Photograph

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WATER SPRING FORD SPRINTS



The Formula Vees made quite a splash during Sunday's downpour.



Don Clining takes a victory lap.

All Photos by Al Bizer



#140 Bob Lappan in the "Johnny Walker" F.4 waits for the gridding of the Formula race.



#39 John Collier decides he'd rather not fight his way up the hill...



... makes a U-turn... and heads back the way he came.



Pete Dawson (#42) loops it coming out of Swamp Turn, in front of #96, Paul Van Valkenburgh, and #50, Jeff Simpson.



Through Paddock Bend -- #91 Bob Transou, Cortina, #177 Bernd Leckow, Porsche 911, and #41 Larry Beaupre, Mustang.



We'll have to check back with Helmut Leukert to see if his Formula Vee really is "rustproof".



#71 Jim Walker splashes "hello" to the Turn Marshals at Skeet House.



#100 Tony DeLorenzo celebrates a wet victory.



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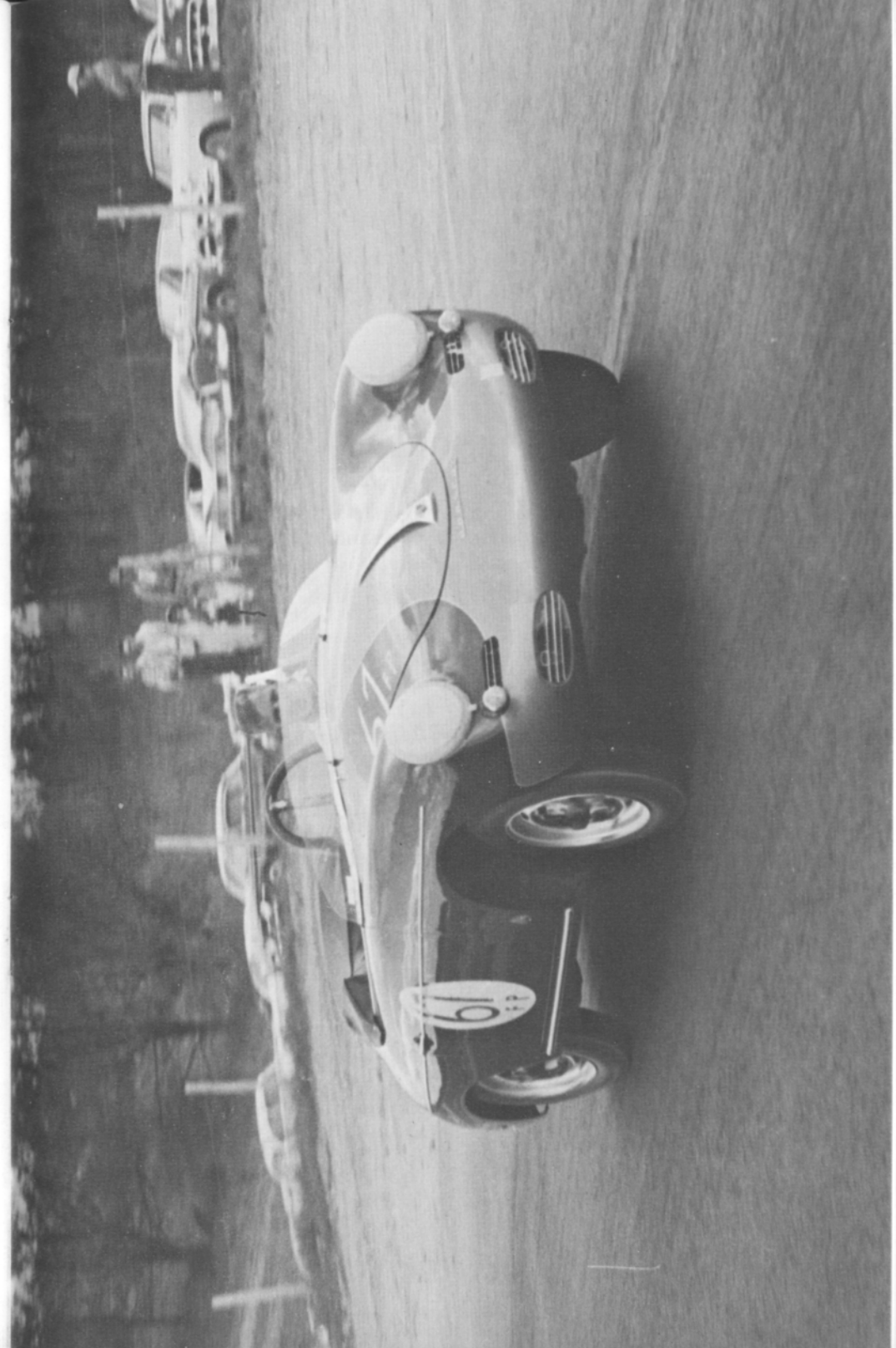
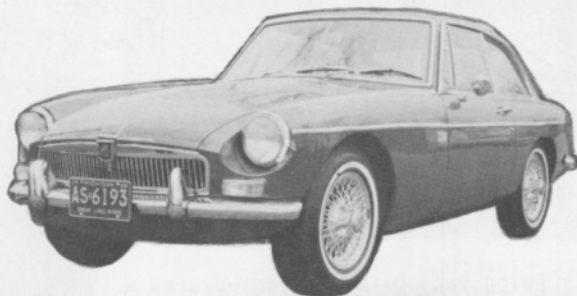
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Engine, suspension and drive train parts should be checked in the new as well as used condition.



Next morning I found out. We employ a Decible Meter at Waterford to determine conformance to our "racket ruling" before allowing cars on the course. The legal limit on the meter is 105. I've often wondered if anyone has ever checked out Frank. I'd bet he's not legal and I swear there are times when he must run the needle right off the dial. A recent participant in Sgt. Cipelle's Basic Training commented, "Boy, when he yells, all you want to know is how high you should jump!" You are not classified as male/female; you're a student, and you damn well better be there to learn. I've heard him dress guys down over an infraction with a spiel that would make the toughest Top-kick sound like a Sunday School teacher distributing attendance awards. He has no patience with stupidity and no tolerance of the flowering Fangio who thinks he can break all the rules and is only attending the school so they'll give him a license. And it's a healthy impatience and intolerance. Racing is a dangerous sport.

After four years of teaching, this year Frank relinquished the reins. Why? Was he tired of the job? "No, I love teaching, but the responsibility bothers me. A lot of people think I just stand around and then arbitrarily say 'OK, let's go fast!' Not true. I watch each driver very carefully before turning him loose, and discuss problem students with other track officials for suggestions on how to help. But there's the constant worry that somebody will go on their head."

Frank is never quite as pleased as he was with a Driver's School conducted without incident.

His concern for people is blatantly obvious to anyone who takes the time to notice. I have never seen him standing around, chatting casually, during any race. He's always watching. For Frank, they've never really finished school. Each race is a postgraduate course, and he still has to look out for them.

Yet, for all his involvement, there's something held apart. He belongs, and yet he doesn't. He's probably more involved with the group than anyone I know, being Club President, Driver, Teacher and most active. Still, somehow you can't help feeling that, although he's involved, he's not really a part of it all. By choice. Something reserved.

Paradoxically, perhaps because of the aura of strength that he generates, you feel that, in any emergency, you could turn to him for help and he'd be there, doing whatever had to be done to set everything right again.



How much longer will he race?
"Not much longer, I don't believe. But I would like to have one more good car before I quit. Maybe a Carrera 6. Not a Group 7, although I wouldn't mind if someone offered. But I would prefer something smaller. I'd rather chase the big ones than hold off the small ones."

What does he think of the future of motor racing?

"If handled properly, I think motor racing could become the greatest sport the world has ever seen. Three things could hurt it. Tires; because they've gotten so good the cars can't keep up with them. The suspension won't withstand the stress placed on it by the tremendous adhesion of the tires to the road. And the tires are so damned expensive. Secondly, insurance rates and the cost of the accompanying safety requirements in order to be eligible to be insured. Cost of the equipment to conform is almost prohibitive for the fel-

low racing on a budget. And third, the necessity of involvement with the various clubs in order to be able to race at all. The entry fees, Driver's School fees and the cost of preparing a car have made the price of starting out astronomical. Perhaps returning to a true production class, with no modifications, is the answer. The new drivers have to have somewhere to be bad."

While there have been numerous times when Mr. Cipelle's opinions and mine did not coincide, and I have found occasion to oppose him openly, win, lose or draw, something remained with me for him that I feel for very few men. Respect. Even if I thought he was wrong, I knew that he believed what he was fighting for was right. In a world of people who won't lift a finger, let alone stand up to be counted, Frank comes up special. The Jewish people have a word for it . . . "Mensch." Literally translated it means a real honest-to-god man.

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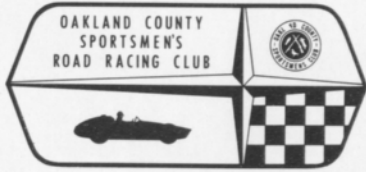
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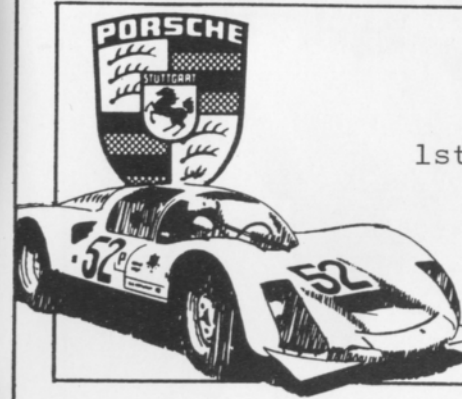
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