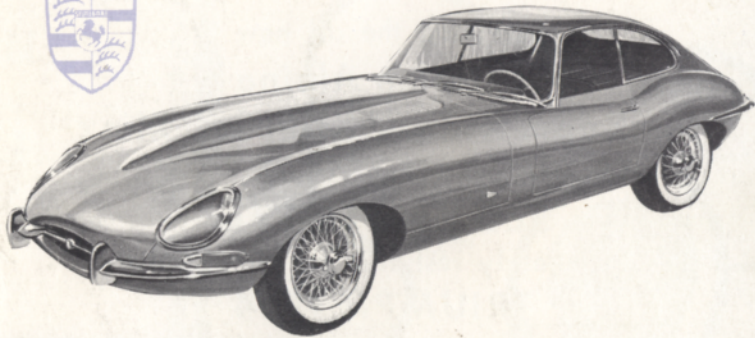


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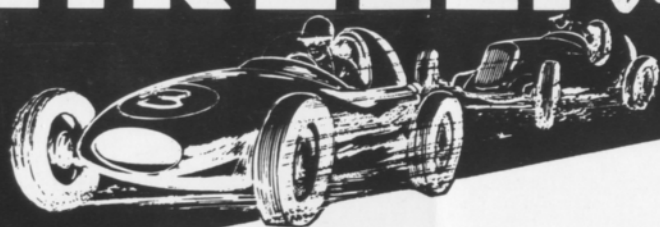
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WH digest



Seconds before the start of the A,B,C Production Race at the Fall Classic.

CONTENTS

The Inside Line	3
The Race	4
Championship Trail	7
Choosing the Proper Heat Range	9
Waterford Hills - 1962	10
Racing Thoroughbreds—AC Ace-Bristol	14
1962 Point Champions	19
Lap Speed Chart	21
OCSRRC Racing Classes	23
Course Map	24

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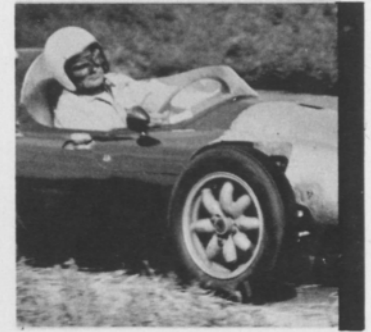
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**THE
INSIDE
LINE**



The Fall Classic Races last September saw the most wholesale slaughtering of lap records we have ever experienced. Twelve of the possible eighteen records were shattered including the overall record. We believe this would be an appropriate time to give a run-down on how these records stand as of the end of the 1962 season:

CLASS	CAR	DRIVER	TIME	SPEED	DATE
Production Sports:					
A-P	Jaguar E	Mulholland	1:26.7	59.050	9/62
B-P	Corvette	Luther	1:27.2	58.711	9/62
C-P	Porsche	Cipelle	1:29.9	56.948	8/61
D-P	GSM Delta	Osband	1:30.5	56.571	9/62
E-P	Austin Healey	Hufstader	1:31.5	55.952	9/62
F-P	Alpine	Latimer	1:32.2	55.527	9/62
G-P	Sprite	Charette	1:33.6	54.697	9/62
H-P	Sprite	Johnson	1:35.4	53.665	9/62
Modified Sports:					
C-M	Elva-Buick	Keller	1:24.3	60.731	9/62
D-M	Torus	Clubine	1:27.5	58.510	5/62
E-M	Porsche RS	Payne	1:23.4	61.387	10/61
F-M	Lotus 23	Bradshaw	1:22.5	62.056	9/62
G-M	Lola	Bradley	1:24.7	60.444	8/61
H-M	Special	Hull	1:27.5	58.510	9/62
Formula Junior:					
Rear Eng.	Lotus 20	Nielson	1:21.5	62.818	9/62**
Front Eng.	Stangellini	Brown	1:25.2	60.090	10/61
Sedans:					
Mod.	VW-Porsche	Dahm	1:34.0	54.464	9/62
Under 1500	Volkswagen	Lidgard	1:37.0	52.780	10/61
Over 1500	Volvo 122S	Henderson	1:36.1	53.274	8/62

** New Course Record.

These records, in the Production Classes anyway, probably will not last long. This year the SCCA has greatly liberalized the engine modification limitations to bring them more in line with international practice. The basic engine block, carburetors, cylinder head, etc. must still be used but such things as camshafts, and compression ratios may be modified virtually without limitation. The standard body and chassis, with certain approved factory options, must be used and the weight of the car has to be within five percent of the car's official weight.



THE RACE

The preceding race is in its ninth lap, and all the machines for the next race are formed up on the false grid in the paddock. The smoking drivers have lit their last cigarette and are puffing in an unusually erratic manner. Some of the cars have their engines running, getting oil temperatures up to race standards. Some have their bonnets open, and last minute plug changes and nervous checking by mechanics is going on. The call from the paddock marshal then is heard, and all drivers quickly climb into their machines, adjusting seat belts, helmets, gloves, etc. The procession to the starting grid moves through the paddock gate. The driver directly ahead of you is maneuvering his car back and forth, checking steering and track and feel. You follow suit until you come around the swamp turn,

making a few hard stabs at the brakes to warm up those front discs.

The chief starter's crew comes out and positions all the cars on the grid. You cut your engine and make your last-minute checks--oil temp, water temp, all good. The chief starter comes down the line, checks you out, and runs back to his position at the head of the grid. There's the signal to start engines. You start and quickly check all instruments again, oil pressure especially. Good, you're ready to go. Starter's in position, first grid ready to start--they're off! Now it's your turn. Quickly put it in first gear, clutch in, revs up--2000, 25, 32. Starter sets himself. Now comes the start of your intensive concentration. There's the green flag--it's up and moving, and so are you.

Not enough wheel spin--too much--ah, there it is. 6000--get out of 1st, 6000--hit 3rd. There's a little hole on the inside of the gulch--take it. You're sliding a little too much--watch the car beside you. Pour it on. There's bluff coming up and you've passed one car. Set it up--that's the right amount of slide. You're through the bluff--hit brakes hard, here comes skeet house. 2nd gear, quickly now. You took that corner a little too hard--lifted a wheel and lost some time. There's that kink--set up through. Watch that guy in front--he slid a little too far. That was close--almost climbed his tail. 6500--3rd gear.

Over the top of the hill, stay inside. Watch that camber on the outside. Down the hill--put your foot in. Ease it a little--you're not going to have any place to go through. Watch out--the 2nd place car is a bit erratic. Through big bend and out into the straight. 6500--4th gear. Instruments, quickly--everything OK. Can't beat 'em down the straight, tuck in behind. He's hitting his brakes at 2--get yours on quick. Good. Follow him through the corner. He's got quite a bit of steam coming out of this one, he's pulling away. Keep with him. He hit his brakes for paddock bend. Don't go a bit high. Hold it, hold it, almost too fast there. That's it, stay outside of him. You'll never make it, back in behind. The esses--brake, set up. You're through--almost got down low enough to pick up 2nd. Wonder why?

Through the swamp--hit that apex. Let it go out--that's the way. Eyes right--there's Ed with the green flag. Eyes left--see if you can pick up your pit crew. You're at 6500--it's not too far to go, let's keep on in 3rd. Watch that braking point for Gulch. We're in--still can't catch this #3 guy. My, these corners come up fast--bluff, skeet house, top of hill again. #2--he spun it, just before big bend. You've got a break--you're right up behind the first 3. In the straight--4th gear. You've got some room this time--all the way to 2. Brake hard--heads up.

3rd gear through the corner--now you're coming out right. You've got a little speed on him. Go inside, watch the slide. There, you've done it--3rd place. That feels good.

There's going to be quite a "go" to catch the other 2. High in the swamp. Inside now--get that apex. Let it drift. In the straight--check Ed, pit crew. Where the #3%&* are they? 5500--4th gear, brake--3rd. Throw it in the gulch--apex--out. Good. Watch it, yellow flag. What's happened? There it is, just beyond bluff--lots of dust. All clear--pour it on, brake--2nd gear. Ah, you overcooked it, you're spinning--off you go. All right, you're off the track--let's get those hands up to let them know you're not moving. There's two cars past. Flag man says it's all clear, move on. Let's go. Take it easy, though--don't make the same mistake again. All sorted out--keep your mind alert now. Into the straight--instruments OK. Now comes the afterthought: what the #3%&* did I do wrong? I know--must have been dirt on the road from the yellow flag condition. #2 marker--brake--hurry. OK through the corner.

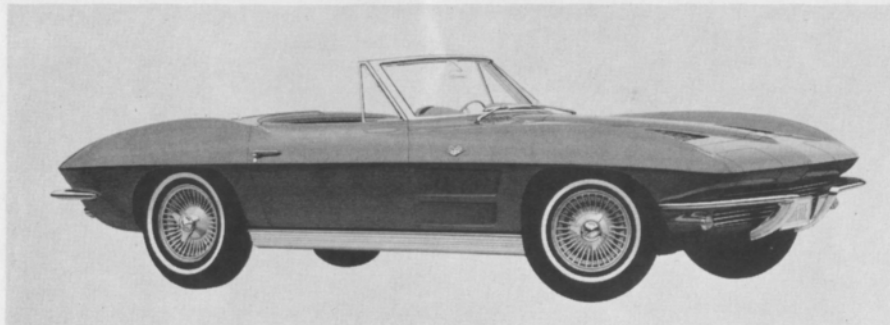
Out of the swamp--check Ed. Ah, there's the pit board--one lap to go. You'll never be able to catch those guys in front. Let's go hard, but nothing foolish now. Don't want to goof it. Down the straight, paddock bend, the esses, swamp--there's the checked flag. Only 2 lengths behind, not bad. Slow it down, cool off coming around again. Hand up, into the pit lane, then the paddock. There's the 1st and 2nd place cars waiting to go around on their victory lap. If you'd played it smart you might have been up there yourself. Oh well, next time . . . oil pressure still good, temperatures not bad, car felt good. Only trouble was the nut behind the wheel. Your pit crew looks rather glum. Better start finding answers for all the questions like "wha' hopen?" Best answer will be "Let's see how well we can do tomorrow."

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THE CHAMPIONSHIP TRAIL



Sports car racing in the U.S.A. has grown by leaps and bounds since World War II and has become the second largest spectator sport in the country. In Europe racing is the major sport and drivers like Moss, Clark, Hill, etc., are regarded as national heroes. Some idea of this growth in the U.S. can be seen here at Waterford Hills today. A little over 4 years ago this OCRR Club started with a handful of enthusiasts and today we have 136 fully licensed drivers and about 65 novice drivers.

The Sports Car Club of America sanctions about 90% of the sports car racing in the U.S. They divide cars into 6 modified classes and 8 production classes. You may also expect to see a few super-modified cars at each meet. These usually won't run at all; they just sit there looking fierce.

SCCA Races are classified as Regional, Divisional and National races depending on status. Last year (1962) there were twelve national races held across the country. To make the attempt to become a National Champion, it is necessary to run at least 7 of these. 10 points are awarded for 1st place, 8 for 2nd place, 6 for 3rd place, etc. for each class. Winner is determined by the driver having the highest total points for his best 7 point races. All of these races are held on true road courses except for a few which are held on Airports.

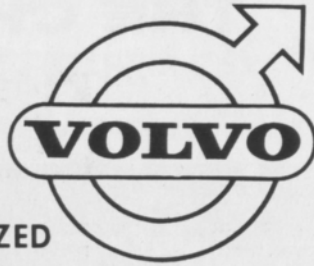
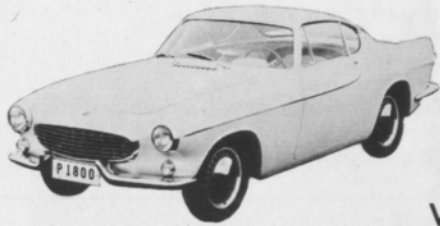
These courses vary in length from 1.5 to 4 miles. The number of entrants range from 165 to 300 at each meet. Spectators vary with locality, but may be anywhere from 14,000 to 160,000. Most of these events are co-sponsored by Lions Clubs, Jaycees, etc., and profits are turned over to worthwhile charities. Usually about 50 or 60 cars are entered in each race. Sometimes 2 or 3 classes are run together, depending on the number of entrants. There are from 7 to 9 races, usually held on Sunday. Practice and 5 lap qualifying races are held on the Saturday preceding. Sunday point races are usually not less than 60 miles or 45 minutes in duration and may be up to 100 miles in length. Average speeds vary with length and shape of the course, from 60 mph. to 90 mph. with speeds up to 165 on some long straight-aways.

To follow this National Circuit, it is necessary to travel thousands of miles getting to these courses and back, of course, towing race car on a trailer. Also much car preparation is needed between races. Some drivers rebuild their race engines between each race. Tires are another big factor and on the heavier cars, it is not unusual to wear out a set of tires in a week-end of racing.

No prize money, only trophies are the rewards for these so called "National" amateur drivers whose ranks number over 2,700. Some of the drivers you will see at Waterford are already National license holders and you may expect that some of the drivers you will be watching today will someday become National Champions.

—Glenn Baldwin

EDITORS NOTE: Glenn Baldwin drove the National Circuit last year and compiled an amazing record of 62 points in 7 races to become the 1962 SCCA National Champion in HM driving a Climax powered Lotus 17.



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CHOOSING THE PROPER HEAT RANGE

Spark plug requirements and specs for hi-revving engines such as yours have changed significantly in the past few years. For this reason, "Big (wire) Wheels" as well as those who have just begun to dive under bonnets might find it advisable to brush-up on "heat range", a basic factor in choosing the correct plug for your sports car.

Engineers have found that too many enthusiasts (some mechanics, too) insist on thinking of a "hot" spark plug as one that will supply a hotter spark. It just ain't so. Heat range has nothing to do with spark intensity, and use of plugs too "hot" or too "cold" in your favorite four-banger can give you some serious operating problems.

Choice of a too hot plug may result in detonation or rapid spark plug deterioration; swinging over to plugs too cold for your powerplant can run you right into premature spark plug fouling and loss of power.

Then, just what do the terms "hot" and "cold" mean? Simply speaking, a spark plug's ability to conduct heat away from its firing end. Heat travels up a plug's center electrode and insulator tip to an internal gasket, across to its shell, and then to the cylinder head to dissipate into the engine's coolant (or air currents set up by an air-cooled engine's fan). Just how far that heat must travel is determined by the length of the insulator tip.

Spark plugs with short insulator firing ends transfer heat rapidly and are called cold plugs which are used when combustion chamber temperatures are high--like, when you're really on it and keeping those revs up.

Plugs with long insulator firing ends transfer heat slowly. They're referred to as hot plugs. They are the ones you want to use for short, urban trips where your engine doesn't get a chance to heat up enough to

burn away normal deposits which accumulate on the firing ends of the plugs.

For delivery, the manufacturer of your car installs plugs with a "normal" heat range--a compromise between the two kinds of operation mentioned above. And, if you engage in a little bit of all types of driving and traffic conditions, factory-equipment plugs (or their replacement equivalent) will probably work fine.

You can take a tip from the Indy drivers and their "cut clean" method to tell whether your factory-installed plugs are doing the job or whether to go to a slightly hotter or colder heat range--bring your engine up to operating temperature and make a good, flat-out run. Switching off the ignition, disengage the clutch and coast to a stop. Pull the spark plugs for inspection.

Black, wet oily deposits around the insulator tip and electrodes are signs of a too-cold plug. A burned, white insulator (completely free of deposits) denotes a plug that is too hot. (Assuming, now, that air-fuel mixture is correct and that spark timing isn't over-advanced.)

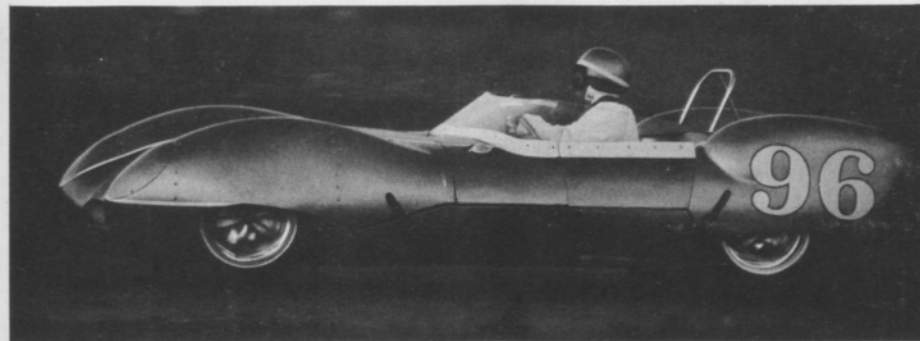
Operating just right, a spark plug will have a flaky and greyish deposit on its firing end (exact shade depending on your fuel's lean content) and color of the insulator tip will be a nice, light brown.

Now that you've had an introduction to heat range, uncovering the correct plug and heat range for racing, the rally route or other specific conditions won't be quite so difficult as you might have thought. Start with the heat range recommended in your owner's manual and check plug maker's charts listing their range of plugs for the thread diameter and "reach" required by your engine.

—Courtesy, Champion Spark Plug Co.



“WATERFORD HILLS 1962”



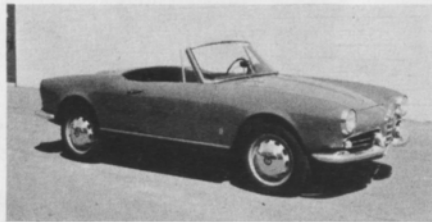
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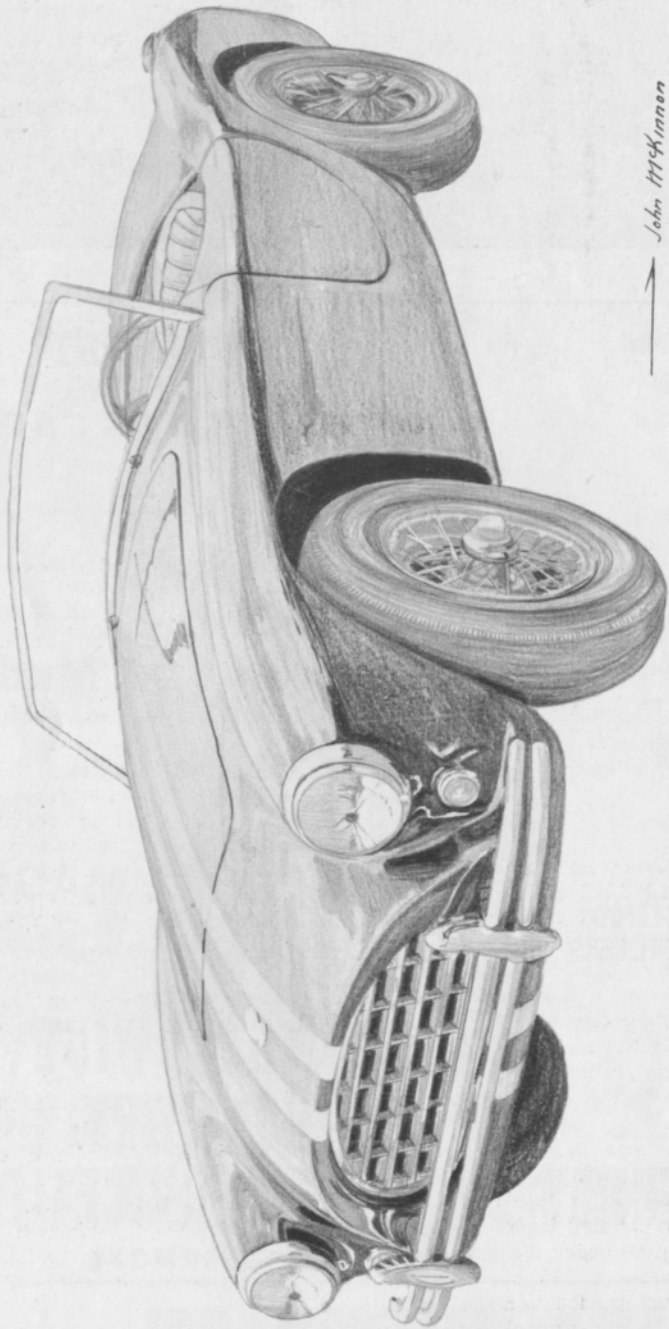
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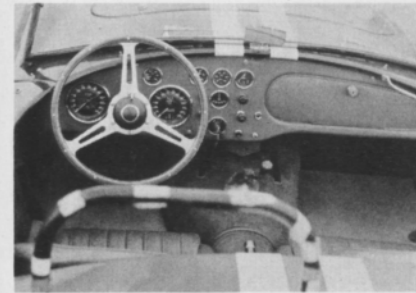


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THE AC BRISTOL



AC started manufacturing cars in 1900. In 1953, after a departure from traditional English styling, they introduced a sleek, Italian-looking car, which was one of the first British production cars to feature swing axles, all-independent suspension, and an aluminum body over tubular construction. Some of the British sports car tradition was maintained in the long, low hood, the wooden steering wheel, and the leather dash. This car was powered by a 6-cylinder, 90 hp AC engine.

In 1956, AC began delivering a much more spirited model with a 100D Bristol engine under the bonnet. This engine developed 125 hp, which was what the car needed to make it a real tiger. In 1959, disc brakes were sub-

stituted in the front for the old drums. This final touch gave the car braking ability to match its power and speed.

The AC Bristol is one of the few dual-purpose cars to be found today. When set up for touring, it is docile, comfortable, effortless to drive, and has an adequate luggage compartment. The independent suspension makes for a very comfortable ride, even on a rough road. A change of carburetor jets and spark plugs turns the car into a fiercely competitive racing car. The steering is precise and accurate. Road holding is so good that the Bristol must be driven around corners instead of slid or oversteered through them. Although its top speed is not as great as some of the larger production cars, it can accelerate with virtually any car in its class and many in higher classes.

The AC car company also builds a coupe version, the Aceca. The latest development in AC's long history is the AC Cobra, which is essentially the same as the AC Bristol, with a Ford V-8 power plant and transmission replacing the Bristol units. The Cobra is probably the fastest production sports car available today, and a car to be reckoned with on any road course.

Ed Fischer

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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 off the speed from this table.

The Official Time Piece used at Waterford Hills Road Course is CERTIFIED BULOVA MASTER WATCHES. These instruments are made available to OCSRR through the courtesy of BULOVA WATCH CO.

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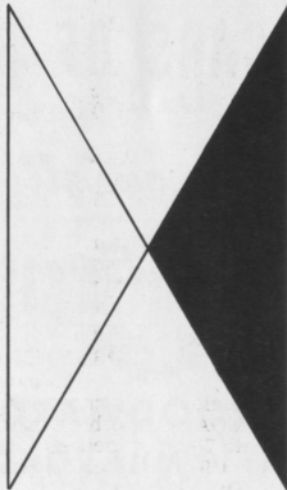
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OCSRRC RACING CLASSES

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: 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.

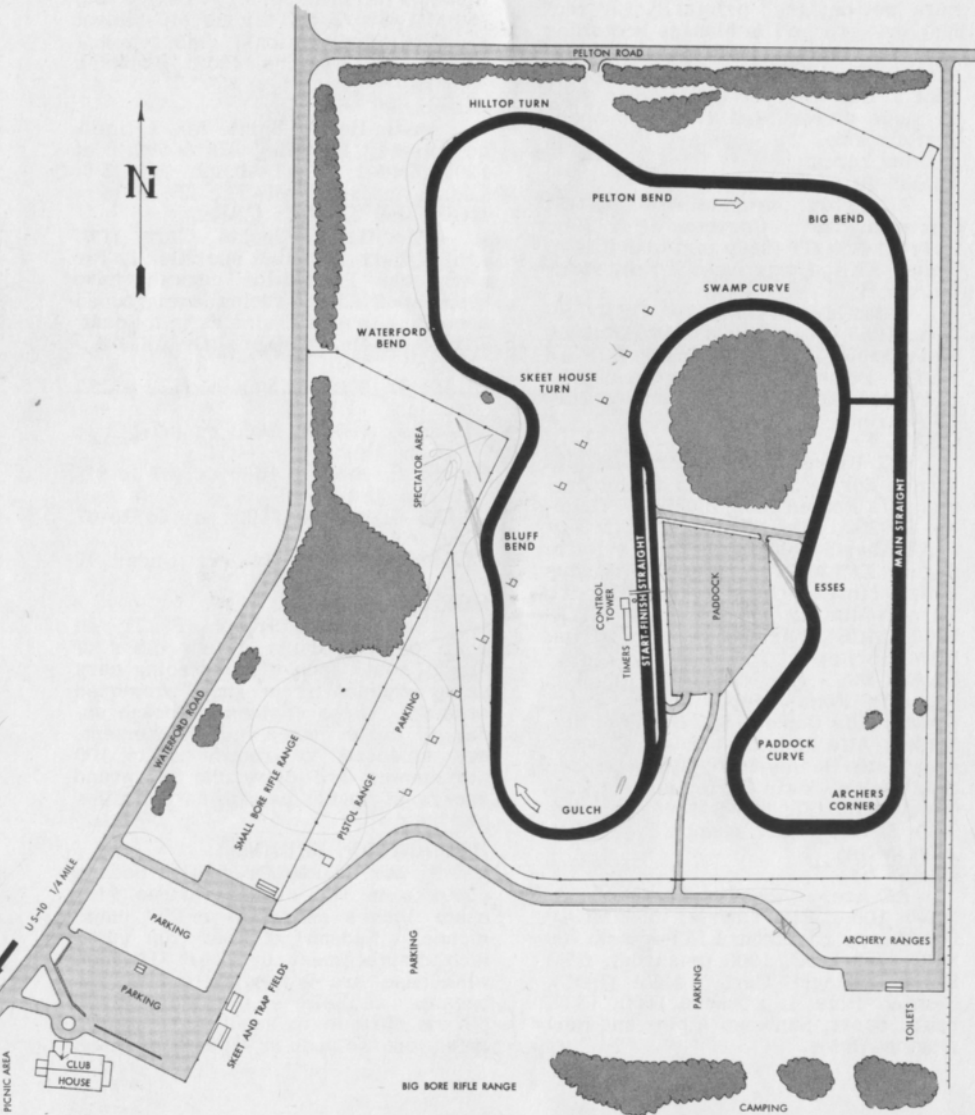
PRODUCTION SEDANS:

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

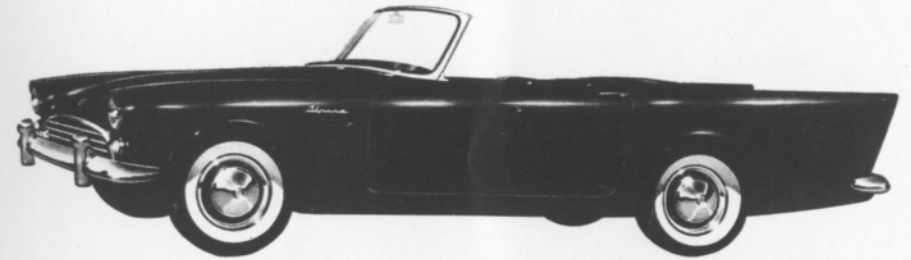


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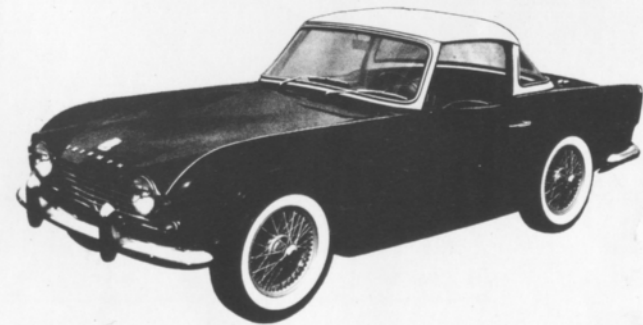
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