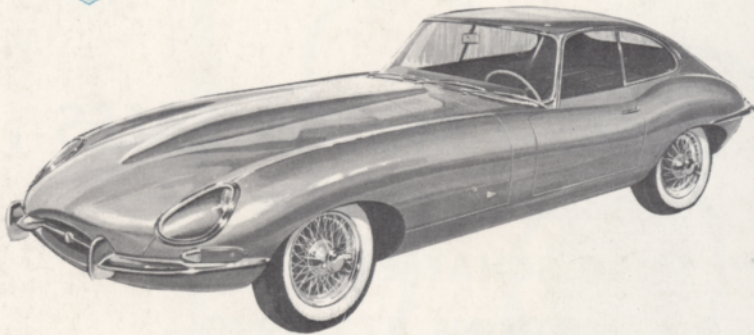


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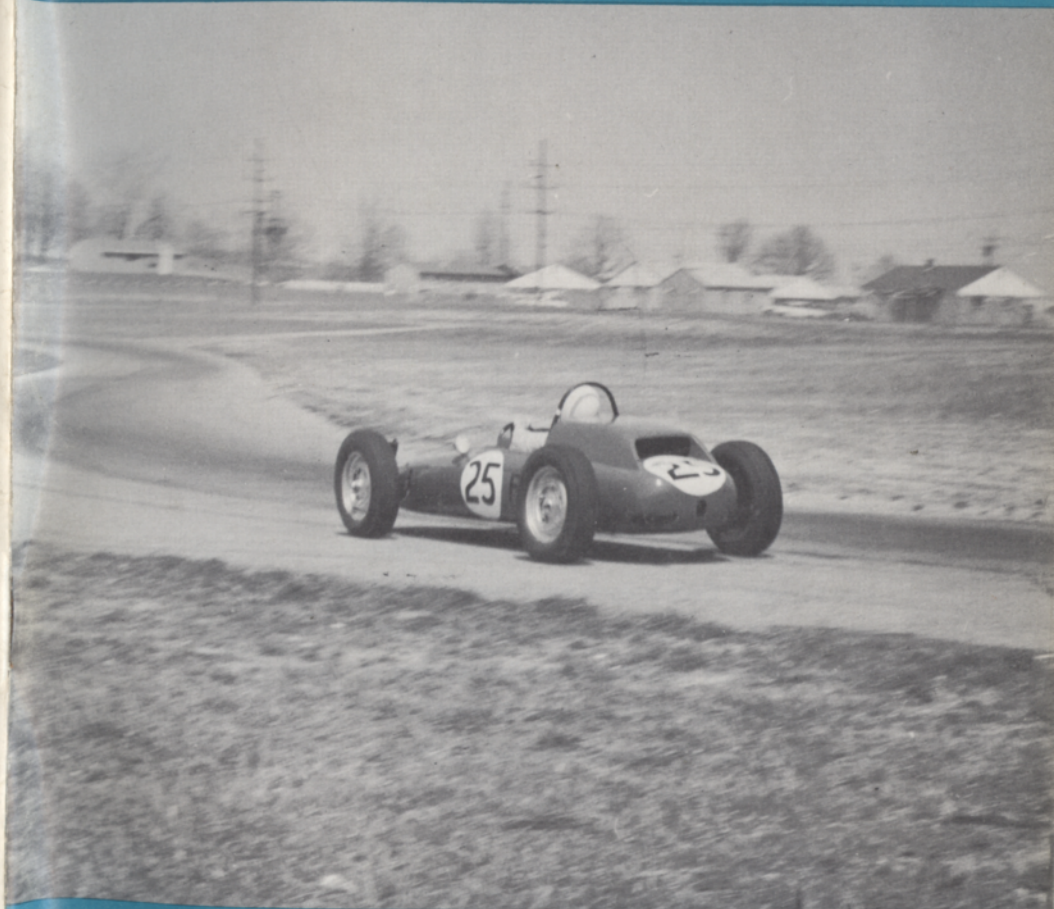


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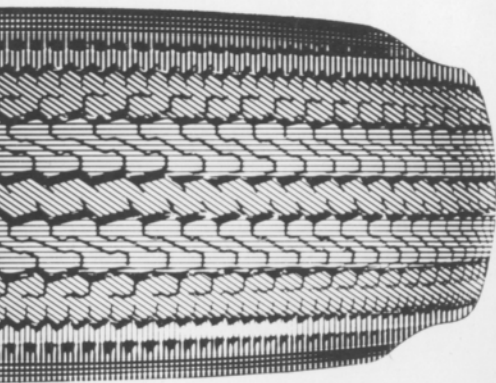
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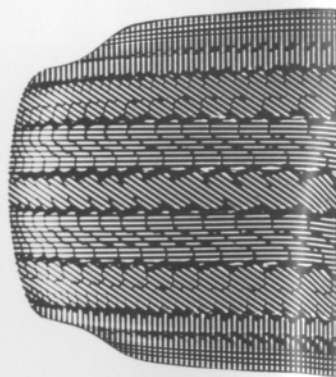


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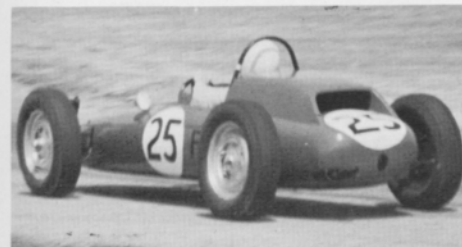
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Newest Kit Car—
The Formula Vee

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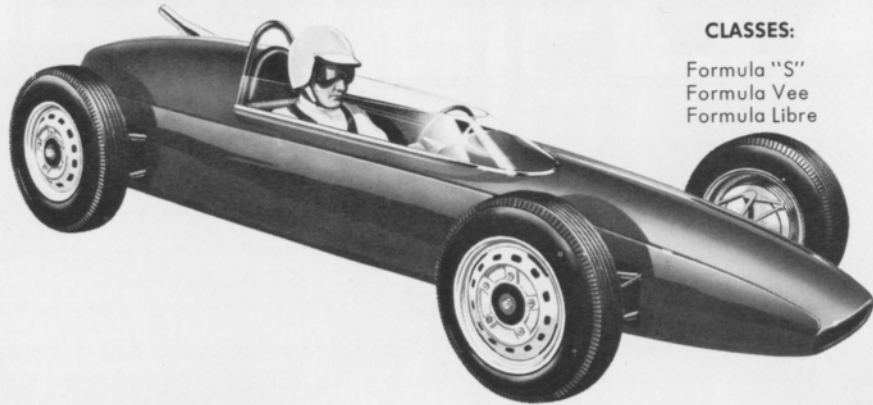
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The Waterford Hills Digest is published by the Oakland County Sportsmen's Road Racing Corporation in conjunction with each major race at the Waterford Hills Road Course. Subscriptions are available at \$1.25 per year. Advertising rates available on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

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THE INSIDE LINE



We've been poking about in the pits these past few weeks: unearthed a couple of driver's schools, a practice or two, and some interesting speculations about the coming season. New on the scene are more than 75 novice drivers, fresh from the training schools; new car classes, fresh from the competition board of SCCA; and new cars, fresh from the drawing board, the backyard workshop, the factory. The class changes have split up the Corvettes, with the Sting Rays and 327-cu. in. jobs in A-Production, the others, along with the E-type Jaguar, in B-P. We think Joe Mulholland will walk away from the rest of the B's. Class D has grown out of proportion, and with the multitude of Alfas, Healeys, MGs, and Triumphs, we'll predict a class break by the second race.

Not much new in the modified category, and the Juniors are about the same (we expect one or more Lotus XXX), but the class to watch is the Formula VEE. These little cars, based on Volkswagen components, have been eating up the course on practice days, and should go double-time with a little competition. We've spotted at least six of the animals in pre-race sessions, and there will undoubtedly be several last-minute jobs. This looks to be one of the most interesting races of the day.

The new-style Driver's School, run by Frank Cipelle, features a classroom session Friday night, and track work on Saturday and Sunday. This is one of the most rewarding weekends possible for the sports car enthusiast, as you'll learn more about cars, safety, and driving than you ever thought possible. The next School is June 5-6-7, this coming weekend, and perhaps you'll want to attend the club meeting on Wednesday, June 3, for additional information.

You'll note that Digest subscriptions are now available. Please be sure to indicate if you want an entry list sent with your copy, as these are not available until the day before the race, and you probably won't receive your magazine until the following week. Non-entry-list subscriptions will be mailed sooner.

CALENDAR OF EVENTS JUNE, 1964

Date	Event	Sponsor	Location
June 3	General Membership Meeting	OCSRRC	Clubhouse, Waterford
5-6-7	Driver's School	OCSRRC	Waterford
7	Time Trials*	FMC	Livonia Test Track
13	Rally	VWCD	
14	Gymkhana	ECSCC	Ford Test Track, Windsor
20	Summer 3-in-1 Event	VCC	
21	Pre-Race Practice	OCSRRC	Waterford
21	Rally	MGCC	
27-28	Race	OCSRRC	Waterford

*Championship Event

Check the Sports Car Slate of your local newspaper or a club representative for further information.

All events listed are coordinated with the Detroit Council of Sports Car Clubs.



INHIBITED? Get rid of those frustrations by joining OCSRRC, attending Driver's School, and racing that Sports Car, Junior, or Sedan. Get the full story on pages 7 and 8 of this issue.

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DRIVER'S SCHOOL

by Frank Cipelle



Racing season opened on April 10 at the Waterford Hills Road Course, with the First Driver's School of the year. The three-day school drew more than 40 people from the area, and was the most successful one ever held at Waterford.

On Friday night would-be drivers assembled in the clubhouse for registration, lectures and movies. Safety equipment, tires, flag procedures, and car handling were discussed, as well as responsibilities of the drivers and their pit crews.

The Saturday schedule included technical inspection, several drivers' meetings, a walk around the track to examine it from all angles, driving demonstrations by Joe Mulholland and Ed Lidgard, and a fire extinguisher demonstration by the Ansel Fire Extinguisher Company. The students then went out one at a time with their instructions, and practiced cornering, shifting, and accelerating. Drivers who were not on the course were stationed on various flag corners to observe. By late afternoon all drivers had been through the preliminaries, and some were turned loose on the course under yellow flag conditions.

Sunday morning the students went out in groups with their instructors, practicing passing on the inside and outside. Driving demonstrations showed right and wrong techniques of passing, after which the students were once again turned loose on the course, this time under green flag conditions, but with close observation. After practicing grid starts and running some three-lap races, a final drivers' meeting was held, and those who felt ready took the tests. The first part of the test took place in the car with an observer riding with the student, checking shifting, braking, steering, composure, etc. The second part was a written test, consisting of questions on car handling, flags, technical problems, and general common-sense situations. Part three consisted of three timed laps at racing speed.



DRIVER'S SCHOOL Continued

Upon completion of the course, and passing of the tests, the students received, their Novice licenses, permitting them to run in open practice and to compete in novice events.

What are the requirements for Driver's School? First, you must be a member of the OCSRRC, and second, own a sports car, sedan, modified car, or formula junior. Equipment on the cars is important: all cars must be equipped with seat belts and a rollbar, must be in good condition, and have good brakes, stop lights, horn. Headlights must be taped. Personal equipment involved: approved crash helmet, flameproof driver's suit, and goggles or face shield. Gloves are optional, but most drivers prefer to wear them. You must be 18 years of

age (with notarized parent or guardian's consent), or 21 without. You must pass a physical examination, administered by your doctor (forms are available through the Club).

And after all these preliminaries? Show up at the next School, June 5-6-7, pay your \$10 and learn more about driving than you ever thought possible.

Editor's Note: Frank Cipelle is the Licensing Chairman for OCSRRC. Always active in the organization, he conducted Driver's School and will race a Formula Vee at Waterford this year.



New driver learns cornering from "old pro."



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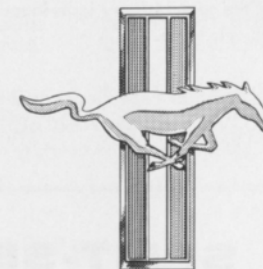
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1.14	70.48	1.24	60.95	1.34	54.47	1.44	49.23
1.15	69.54	1.25	60.23	1.35	53.89	1.45	48.76
1.16	68.63	1.26	59.53	1.36	53.33	1.46	48.30
1.17	67.75	1.27	58.85	1.37	52.78	1.47	47.85
1.18	65.61	1.28	58.18	1.38	52.24	1.48	47.41
1.19	64.78	1.29	57.53	1.39	51.72	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 OCSRRC through the courtesy of THE BULOVA WATCH COMPANY.

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CLASS RECORDS

CLASS	CAR	DRIVER	TIME	SPEED	DATE
Production Sports:					
A-P	AC Cobra	Payne	1:24.3	60.731	9/63
B-P	Lotus 7A	Lyall	1:25.1	60.159	5/63
C-P	MGB Imp. Prod.	Pease	1:28.6	57.783	6/63
D-P	GSM Delta	Osband	1:28.7	57.718	5/63
E-P	Porsche	Dorn	1:29.4	57.377	8/63
F-P	MGA	Cantwell	1:29.0	57.520	9/63
G-P	TR Spitfire	Clemens	1:33.2	54.931	9/63
H-P	Sprite	Salo	1:34.2	54.360	5/63
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	Durbin	1:20.4	63.676	8/63**
Front Eng.	Stanguellini	Brown	1:25.2	60.090	10/61
Sedans:					
Modified	VW Porsche	Dahm	1:29.5	57.171	5/63
Over 1300	Corvaair	Eichstaedt	1:32.8	55.168	6/63
Under 1300	Austin Cooper	Brown	1:36.7	52.942	9/63

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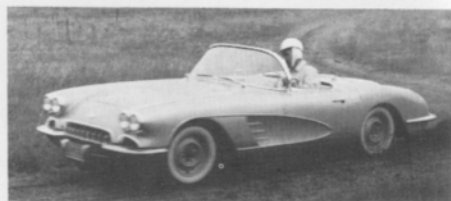


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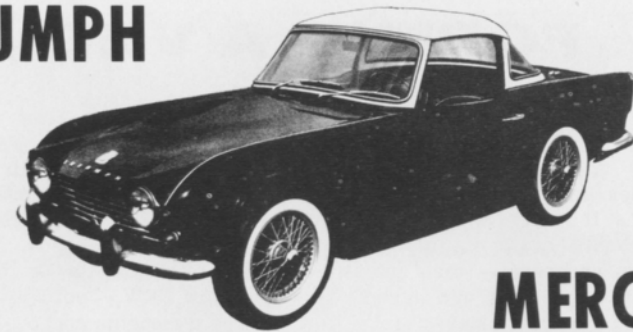
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FORMULA VEE

by Louis J. Slyker

It's here! A racing car for those who say they can't afford to race. What is it? If you consider three phases -- reliability, low initial cost, and operating economy -- then combine these three phrases into a race car, the only possible answer is a race car based upon Volkswagen parts. And that is precisely what a Formula V or Vee is. (See Cover)

This sounds like an obvious advertising pitch, which it often has been. In the case of Formula Vee, however, all the claims are true. Most people remember the time only a very few years ago when these same claims were being made about Formula Juniors, and look what happened to them: without adequate restrictive legislation, a good Formula Junior that would have even the slightest chance of winning a race soon became little more than a slightly lightened version of a very intricate and expensive Formula One car with a very highly tuned, expensive, and highly unreliable production-car-based engine in it. The engines themselves often cost as much to buy and maintain as the entire car supposedly

would have when Formula Junior first became popular, and even the best chassis was not competitive for more than about one season. (Ed. note: Notable exception is Ken Woodward's Woodward DKW -- see July 1963 issue.)

Since the engine capacity regulations of Formula Junior specified an engine size of no larger than one liter or eleven hundred cc's, depending upon the weight of the car, certain small economy car engines were left out. One of the most obvious was the 1192 cc Volkswagen engine. Even so, a Volkswagen agency in Jacksonville, Florida -- Brundage Motors -- had made for them by Nardi of Italy what they called a Formula Junior which was based upon Volkswagen parts. This car, which was built in the summer of 1960, and a similar car built by Howard Fowler, owner of a foreign car service center in the Miami, Florida area, became the prototypes of what today is known as a Formula Vee. The original car used Volkswagen front suspension with a modified lower torsion bar, a Volkswagen transmission, engine, and a rear suspen-



Dender at SCCA Driver's School



The engine is placed forward and the transmission rearward, a la Porsche Spyder.

sion with a transverse leaf spring. The Fowler car, which was more like present Vees, used coil springs and fabricated trailing arms at the rear. The engines of both cars were placed in front of the transmission by turning the transmission over, as in the Porsche Spyder and early Porsche Formula One cars, which they closely resemble. The engines were slightly modified to the extent of different camshafts, carburetors, and compression ratio. These two cars appeared at numerous race events around Florida for about a year before Formula Vee, as such, became finalized. To emphasize the low maintenance costs, the original car appeared in 12 races plus assorted other events

in its first year. Total maintenance was two oil changes and checking the timing once.

In final form, virtually every phase of the construction is covered by regulation to keep the cost and the obsolescence down. The only modifications now allowed to the engine are a balance job and the lightening of the flywheel by a specified amount. The camshaft, carburetor, manifold, and nearly every other aspect of both the engine and chassis are limited. Regulations even go so far as to limit the body size, so the class will not become a battle to see who can get the lowest frontal area.

Far from limiting the interest in the class by all the regulations, inter-

(Continued on Page 30)

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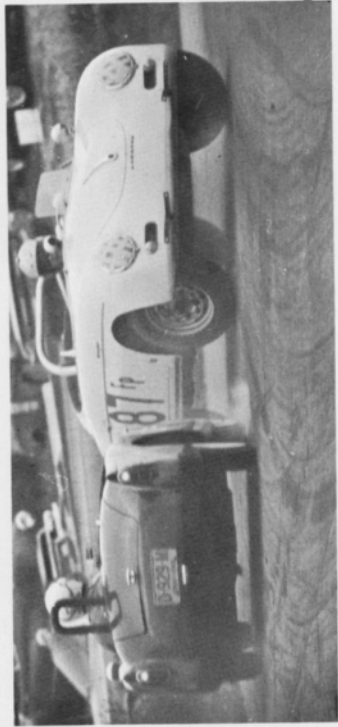
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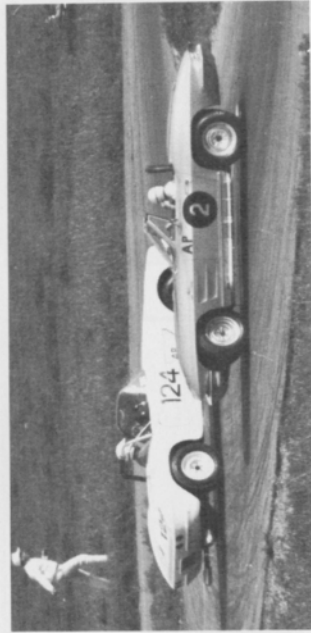
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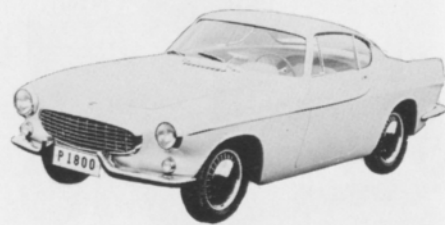
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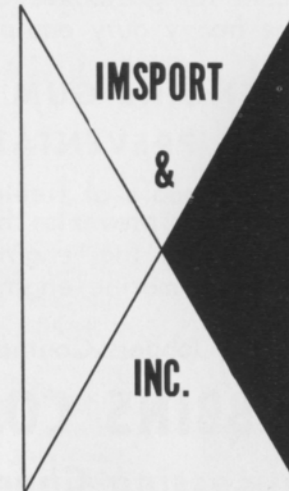
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BOB ZIMMERMAN



Employed as a Research Technician for Chevrolet at the Tech Center, Bob has maintained a long-time interest in sprint cars, race cars, mid-gets, and hot rods. His interest in racing developed in 1958, at which time Bob bought a Corvette. That year he joined the Corvette Club of Michigan and the OCSRRC. He ran his first event, the Dawnbuster Rally, that year. Always active in the clubs, he was the Vette Club's representative to the Detroit Council of Sports Car Clubs (the organization which coordinates sports car events in the Detroit area), Vice-President, and a member of the Board of Directors for two years.

In 1960 Bob went to France in the pit crew of Briggs Cunningham's Vette team, picking up a lot of racing information and spare parts in his work there. The same year he became an active member of OCSRRC, learned to drive the next year under the expert tutelage of Glenn Baldwin, in the rain! In 1961 and '62 Bob was the RRC's rep to the Council, on the Board of Directors in '62, and Vice-President last year, doing a terrific job of pinch-hitting when President Joe Charette was in Europe for four months. He has also been active in Autorama since its beginnings.

Bob switched to a Mini (Austin Cooper 1100) in 1962 because there were too many changes to keep up with in Vette racing. And it was Alfred Momo, manager for Briggs Cunningham, who first suggested the little car to Bob, mentioning that Briggs had two factory-prepared cars available. Although he

had never heard of the 1100 Cooper, Bob found himself driving one back from New York in February, the coldest trip in his memory.

Asked to compare the Mini with the Vette, Bob says there is no comparison. The Mini is much more fun, and there's more to learn in driving it. With the Vette you're always on the edge, quite hairy!

After four years of extra-active club participation Bob decided that five meetings a month was about four too many, and is now "just a member." But this semi-retirement includes instructing in Driver's Schools for both the OCSRRC and SCCA (Bob joined the latter this year), and extensive racing here, in Canada, and on the SCCA Divisional circuit (he's working toward a National license). Although he enjoys racing in Canada, his busy schedule precludes too many trips there, so Bob plans to let team-mate Art Sutphin be the Canadian representative this year.

After instructing many Mini drivers in Driver's Schools, big (200-lb.?) Bob says, "Most drivers just aren't big enough to hold the car down!"

FAMILIAR FACES



Erhard Dahm



Harry Keeler



Ed Houlehan



Ed Lidgard



Bob Clift



Dave Johnson



Who?

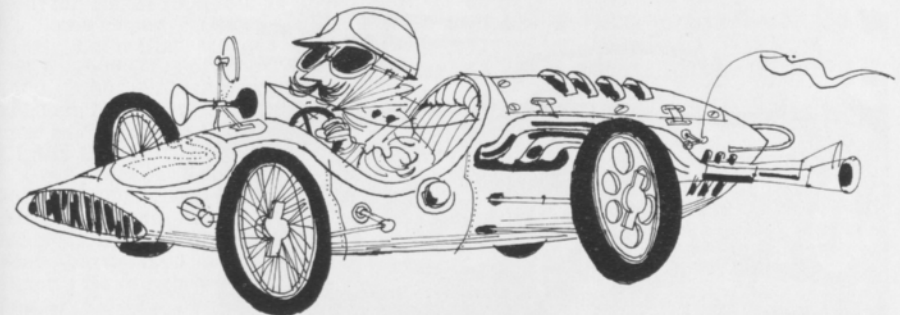


Frank Cipelle

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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.

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.

FORMULA VEE Continued

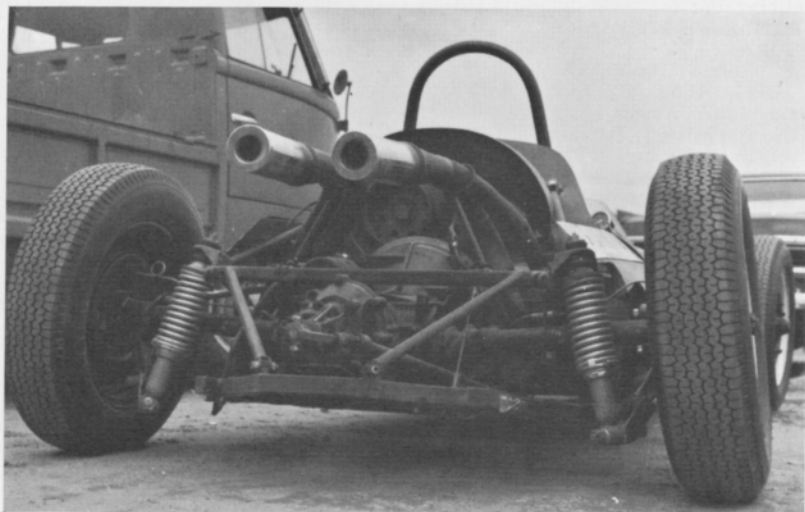
est has so far been stimulated. Seeing that all the cars are approximately equal in power and handling, the winner is more often than ever the best driver. The class is extremely competitive and on most courses the Formula Vees turn in lap times that are roughly equal to good production Porsches. At the April OCSRRC practice, Frank Cipelle was clocked at an unofficial 1:28.4, which converts to a blistering 58.728 mph, faster than the current Porsche record. Several companies are manufacturing both kits and complete cars. The price of a completed car is in the neighborhood of \$2,500 ready to race, while kits are available at \$1,700. This is one of the cheapest ways to go racing ever invented, particularly since maintenance is almost nil.

While the Formula Vee has become very popular in some areas already, most of the interest in the Detroit area dates from last summer, when Erhard Dahm brought in a "Formcar" Formula Vee, the make that is based most

closely upon the original design. Other localites involved in Vee production include Dick Londergan, with five of the beasts to his credit, Tom Payne, and Wilfred Mott. Most of the cars are "stock," but at least one is fitted with a Porsche Super 90 engine.

With the easy possibility of owning a race car capable of close to 100 mph that handles well and almost never will become obsolete, racing can once again be what it was in the early fifties -- an inexpensive form of good competition and just plain fun.

Ed. Note: Lou is an avid enthusiast who is currently working on a Master's Degree in Mass Communications at Wayne. He has attended races all over the country, and is usually found in the pits at Waterford on race day. At present a non-racer himself, Lou devotes his energies to making other drivers' cars go.



Rear view showing coil spring shock suspension and much decambering.

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