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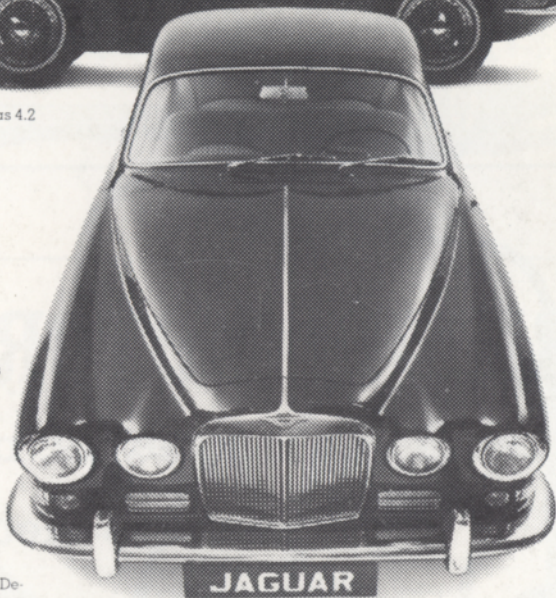
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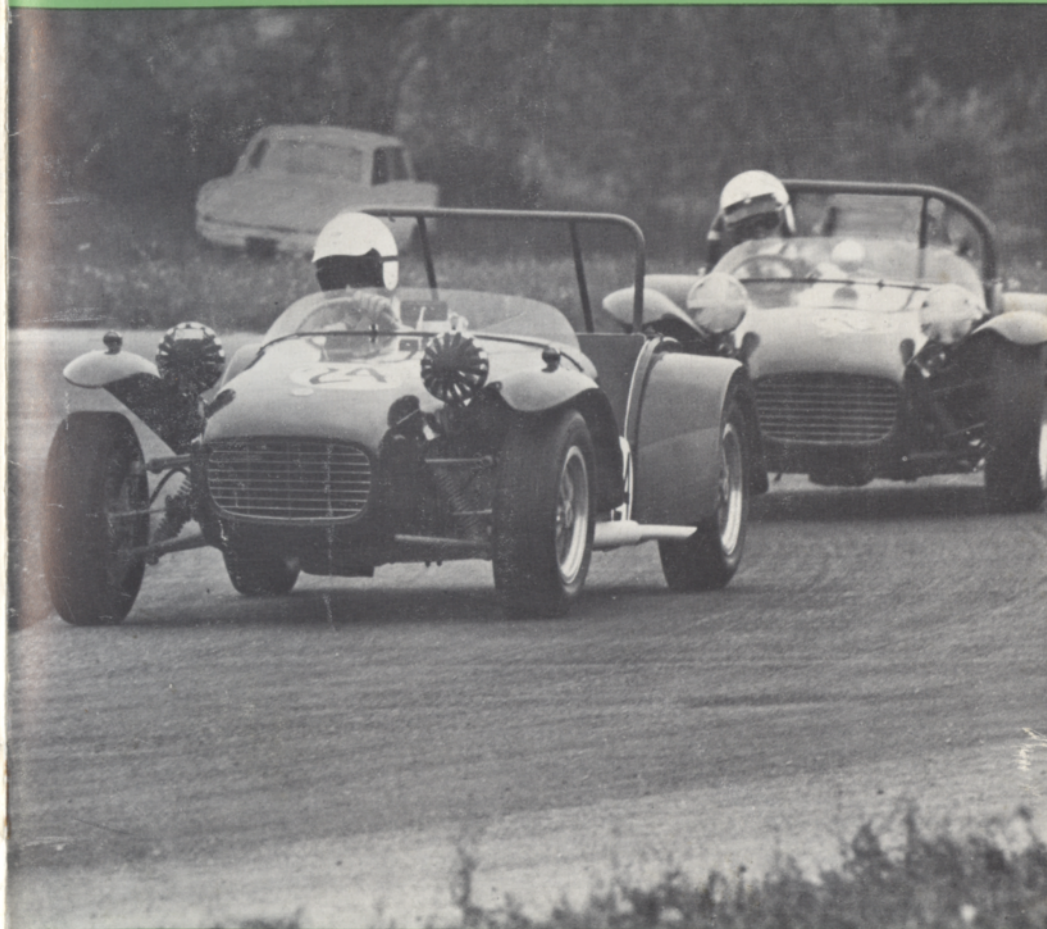
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May 1968/25c



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Vol. 9, No. 1

May 1968

WHI digest



Bizer Photo

Cover story - see page 7.

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THE INSIDE LINE



Got your buggy all shined up to come to the races? How about getting it all tuned up to go racing? The second Driver's School of the 1968 season will be held here at Waterford on June 21-22-23. Anyone interested in attending the School should contact Ralph Yeckley at (313) 534-8981 (or write to him at 16312 Inkster, Detroit, Michigan 48240).

About 30 new drivers from the April School are participating in the Novice races this Saturday, and the Class races on Sunday. If you want information on how to prepare your car to join them, or if you just want to talk about racing, plan to attend the June (or any) meeting of the Oakland County Sportsmen's Road Racing Club (OCSRRC) on the first Wednesday of the month, at the Clubhouse at 8:00 p.m. Non-members are always welcome, and there is no obligation of any kind.

Here's your chance to meet the racing people from the other side of the fence, and possibly to join them. You'll find out what goes into racing on the local scene, and you'll make friends with some interesting people!

SPORTS CAR ACTIVITIES

June	5	Club Meeting	OCSRRC
	21-22-23	Driver's School	OCSRRC
	29-30	REGIONAL RACES	SCCA-Detroit
July	3	Club Meeting	OCSRRC
	27-28	MIDSUMMER TROPHY RACES	OCSRRC
Aug.	7	Club Meeting	OCSRRC
	24-25	AUGUST ROAD RACES	OCSRRC
Sept.	4	Club Meeting	OCSRRC
	14-15	REGIONAL RACES	SCCA-NE & Saginaw Valley
	28-29	FALL CLASSICS RACES	OCSRRC

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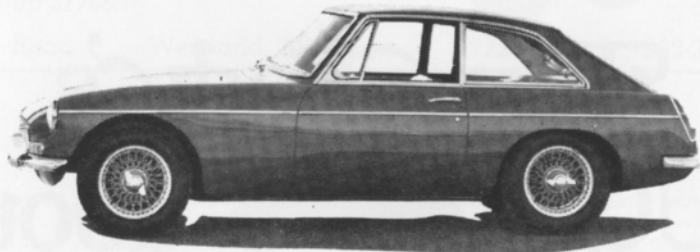
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WATERFORD'S WINNINGEST TEAM...

Rich Bell's Team Gallant *by Diane Brogan*

Childhood friends raised in the atmosphere of sports cars, gymkhanas, and restorations are bound to arrive at one common end. That end being sports car racing. Gymkhanas began for these fellows at the early if not somewhat illegal age of 14. At this time both Chris Gahman and Jeff Lance started to develop a very keen interest in sports cars and racing. They participated in gymkhanas and time trials with their fathers until the latter bought the first two Lotus Super 7s imported to this country. Needless to say Chris and Jeff had hopes of having Lotus 7s one day, too.

From 1962 to 1964 Chris and his Dad kept busy with the task of restoring an MG TC to the original racing trim. This job was complicated by the fact that all they had to start with was the shell of the original car. Meanwhile Jeff was going to school and occupied his time with a Mini Cooper, a Sprite, and an MG Midget.

By 1966 the urge to drive became overpowering, and the boys

decided to see what road racing was all about. Jeff took the MG Midget and Chris to everyone's astonishment, arrived in the MG TC. The outcome is a matter of record. The Novice season led to either 1st and 2nd place, or mechanical failure, and the mechanical failures were few and far between. A lot of the old timers began to sit up and take a close look, for when Chris and Jeff were allowed to run the regular class races by starting at the rear of the pack, they usually finished at least in 3rd place.

Someone else began to notice the promise of these new novices. Rich Bell, having a keen eye for the unusual, could see a lot of potential in the MG TC with a good driver behind the wheel. In 1966 Rich agreed to sponsor Chris Gahman's car.

During this time Jeff decided to sell his Midget and bought a Lotus Super 7 and started preparing it for Waterford Hills. When the job was done and he began his assault, he found himself competing

against his Dad's Super 7 which had since been sold.

The decision to form a team of Lotus 7s was fifty per cent reality by the end of the 1966 season. Jeff would drive his Super 7 in C production (since changed to D production) and Chris would get an F production Lotus 7. (The only difference in these cars is the engine displacement.) In November of 1966, after much soul searching and many sleepless nights, Chris sold the TC and one week later took off for South Carolina where he bought the vague resemblance of a Lotus 7 and once more began the restoring process. The younger generation did not forget family tradition. Chris painted his car Gahman Green with yellow trim and Jeff painted his Rio Truck Red, which was the color of his Father's first sports car.

Meanwhile back on Woodward Avenue, basking in glory and success, Rich Bell decided if one car is good—two cars would be just

great!! It has often been said that "two is company and three a crowd". In this instance, however, the old cliché does not ring true. Rich, Jeff, and Chris became a fine blend of driving skill, meticulously prepared cars, keen management and financial backing. In 1967 the dream became a reality, and Team Gallant was born. GA from Gahman, LA from Lance, and the rest would reflect their conduct and attitudes during the races and in the pits. Gallant indeed is the description for these two drivers. They have earned as much respect for their sportsmanship as they have for their tremendous driving abilities.

The success of this venture has been more than anyone could even hope for. Jeff has won every race with the exception of two that were due to mechanical failures. In the process he set a new class record which he subsequently lowered again. Chris, too has won most of his races, taken two 2nds

(Continued on page 13)



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in action, as they earned their points

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NSU-Prinz, Sedan 1
(St. Clair Shores)



2 Tom Abbott
Bobsy Vanguard Vee
F.Vee (Farmington)



3 Bill DeBoer, Cortina
Sedan 3 (Grand Rapids)



4
Larry Clingman, MG-B
G-Production (Farmington)



5 Doug Pletcher, Sprite, H-Production (Warren)



7 Gordon Harrison, GSM Delta
D-Production (Drayton Plains)



6 Frank Bonner, MG Midget
G-Production (Pontiac)



9 Bill Mundus, Special-5,
H-Modified (Ann Arbor)

8 Dave Johnson, Special,
Modified (Grosse Ile)

All photos by Bizer



10
Carl Harrington, NSU-Prinz
Sedan 1 (Livonia)

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and had 1 DNF (did not finish). Chris broke the F production record, and just as Jeff did in C production, he broke his own class record.

During this year Team Gallant also won the name of Team Clean.



While everyone else did last minute repairs and tune-ups, Team Gallant could be found dusting, washing, and polishing their cars. This effort by itself often put the competition on edge long before the race even started.

Up to this time Waterford Hills was the home base and Team Gallant had not wandered from her boundaries. Finally Chris and Jeff decided to enter a regional SCCA race at Grattan, Michigan. Apprehension was the general feeling of the day and experience the main objective. Team Gallant did win that day, and both drivers came within a hair of breaking the respective class records there, too.

By the end of 1967 both Chris and Jeff had a line of eager buyers anxious to purchase the Team Gallant cars. Chris has now moved up to the Lotus Super 7 and Jeff will be driving the new Lotus 51. sponsorship to three additional

At this point your guess is as good as mine as to how far the new Team Gallant will go in 1968. But judging from the confident look about sponsor Rich Bell, Success is the name of the game. So much so that Rich has extended his

cars. In 1968 keep your eyes peeled for numbers 24 and 25 of Team Gallant, and keep an eye out for Bob Kliffel in an F-Production 1275 Sprite, Dan O'Connor in a G-Production 1100 Sprite, and Jerry Morlewski in an F-Production MGA and of course Rich Bell enthusiastically rooting his drivers on to victory.

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Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
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.

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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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CLASS A: Abarth Simca 2000; Cobra 427; Sting Ray 427 (thru 1967); Sting Ray 427 Roadster (1966); Griffith 200; Porsche GTS/904; Shelby GT500 (thru 1967); Sting Ray 396.

CLASS B: Aston Martin DB4, DB5, DB4GT and Zagato; Cobra 289; Corvette 327 and 283; Sting Ray 327 (thru 1967); Sting Ray 327 Roadster (1968); Ferrari 250GTO, 275-GTB, Berlinetta Lusso, 250GT (SWB), GT (California, coupe and cabriolet), 2-plus-2; Jaguar E 3.8 and 4.2; Shelby GT350 (thru 1966, and 1-4V 1967).

CLASS C: Abarth Simca 1300; Alfa Romeo TZ; Datsun SRL311U; Ginetta G4-1500; Lotus Elan (roadster, coupe and drophead); Mercedes Benz 300SL; MGC; MGC-GT; Morgan SS; Osca 1600 GT; Porsche Carrera 1500 and 1600; Porsche 356B, C2000 GS, 911, 911 S, (11L; Sunbeam Tiger 260; Toyota 2000GT; Triumph TR250 and TR5.

CLASS D: AC Bristol; Aceca Bristol; Alfa 2600 Sprint and Spider; Arnolt Bristol; Austin-Healey 3000; Daimler SP250; Elva Mk. 3 and 4 (1800); Elva Mk. 4 (T1800); Fairthorpe Electron; Fiat Abarth 1000 DOHC; Ginetta G4-1000; Jaguar XK120, 140, 150; Lotus Super 7; Marcos GT1000; Speedwell GT2A and 2B; Triumph TR4, TR4A (IRS); Turner Climax; TVR Mk. 3 1800; TVR Climax; Yenke Stinger.

CLASS E: Alfa Duetto, Giulia Spider Veloce 1600, Giulia Sprint GT and GTC, Sprint Speciale; Austin-Healey 100-6; Elva Mk. 4 T Ford, Mk. 1, 2, 3, 4 1622; Fairthorpe Electron Minor; Lotus Elite; Mercedes 250 SL; MGB; MGT-GT; Morgan plus-4; Porsche 912, 356C/1600SC and 265B, S90, 356 1500/1600 A, B, C; Triumph TR2, 3, 3A, 3B, GT6; Turner 1500; TVR Mk. 3 1622; TVR Vixen 1600 Ford (provisional); WSM GT; GSM Delta.

CLASS F: Alfa Giulietta Super 1300, Sprint Speciale, Giulia Sprint and Spider 1600; Alpine A110-1100; Austin Healey 100-4, Sprint 1275; Datsun SPL311 and SPL 311U; Fiat Abarth OT 1300/124 coupe; Glas GT1700; Lotus 7 and 7A; Mercedes 230SL; MGa 1500, 1600, 1622, twin cam; MG Midget 1275; Morgan 4/4 Mk. 5; Sabra Sport; Sunbeam Alpine; Spitfire Mk. 3 1300; Volvo P1800; GMS Delta (Ford 105E).

CLASS G: Alfa Sprint and Spider 1300; Abarth OTS 1000 coupe; Alpine A108-1000; Sprite 1100 and AN8; Datsun SPL 310U; Fiat Abarth 700, 750DOHC, 1000 pushrod, OT1000 Spider; Fiat 1500 Spider DOHC, 1500 Spider and cabriolet, 124 Sport Spider; Glas 1300GT; Honda S800; Matra; Midget 1100 and AN3; Porsche 1300; Rene Bonnet CRB; Spitfire Mk. 1 and 2; Turner 950S.

CLASS H: Sprite 948 Mk. 1 and 2; DB HBR5 851-954; Fiat 850 Spider; Fiat Abarth 850S, 750GT, 750MM; Fiat 1200 Spider; Honda S600; Midget 948; MG TC, TD, TF 1250, TF 1500; Morgan 4/4 Mk. 4; NSU Wankel Spider.

MODIFIED OR SPORTS RACING 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 A: Over 2000 cc (over 122 cu. in.); **CLASS B:** 1300 to 2000 cc (111½ cu. in.); **CLASS C:** 850 to 1300 cc (46 to 111½ cu. in.); **CLASS D:** Under 850 cc (under 46 cu. in.).

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CLASS VW: Volkswagen 1200 and 1300.

CLASS I: Renault; Simca 994 & 1290; BMW 700; Mini-Minor 850; Saab Standard 750, 850 and 750 Sport; Ford Anglia 997; Fiat 600, 750, 850, 1100 and 1300; Opel Kadette 1078; Hillman Imp 875; MG 1100; NSU 1000 L, S, C, 996 cc; Volkswagen 1500; Honda 750.

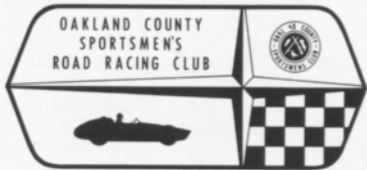
CLASS II: Alfa Giulia 1300; Ford Anglia 1198; Mini Cooper S 970 and 1071; Renault Gordini R8 1108; Saab 850 Sports; Hino Contessa 1251; Datsun 1595; Saab 1498; NSU TT-1085; NSU TTS-996; NSU 1200 TT-1117; Fiat Abarth 1000, Volkswagen 1600; Mini Cooper 997.

CLASS III: Alfa TI 1600; BMW 1600 and 1800 TI; Corvair Monza; Ford Cortina 1498; Isuzu Bellet 1991; Sunbeam and Hillman 1725; Toyota Carona 1899; Volvo 1600 and 1800; Valiant 2786; Mini Cooper S 1275; Renault Gordini 1300; NSU 1200 TTS and TTC 1177; Fiat 1200.

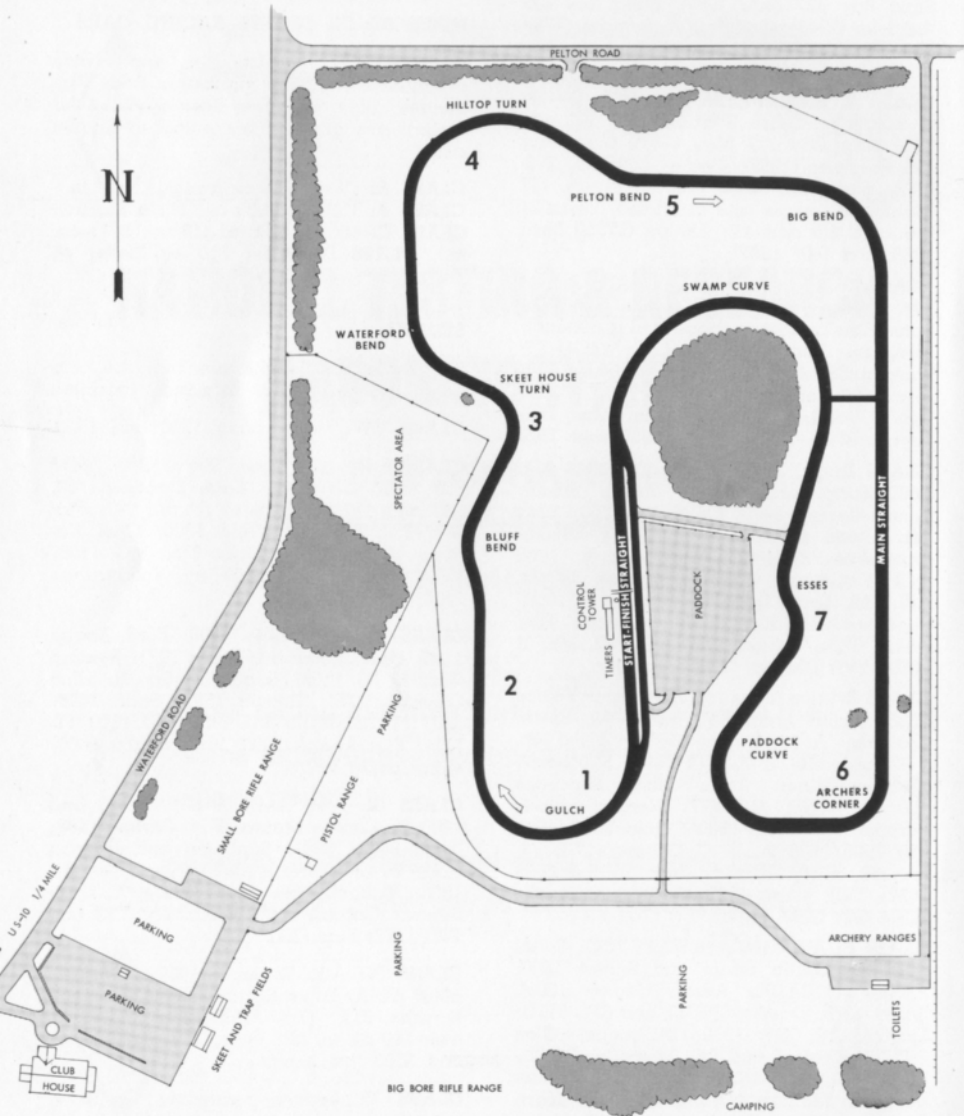
CLASS IV: Alfa TI Super 1600 and GTA; BMW TISA, Lotus Cortina; Corvair Corsa, Porsche 911; Fiat Abarth 1200; Sedans over 180 cu. in. to 5 liters, 112" wheelbase, and 3500 lbs. maximum.

CLASS V: Sedans exceeding Group II Specifications (i.e., Canadian & FIA Group 5).

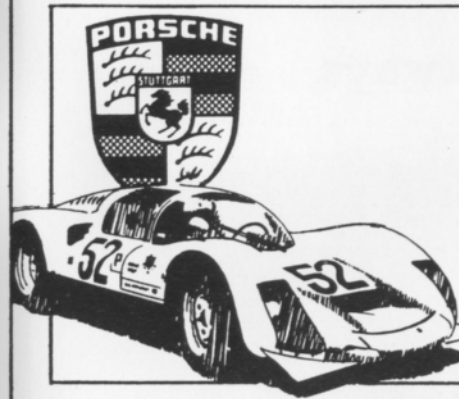
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