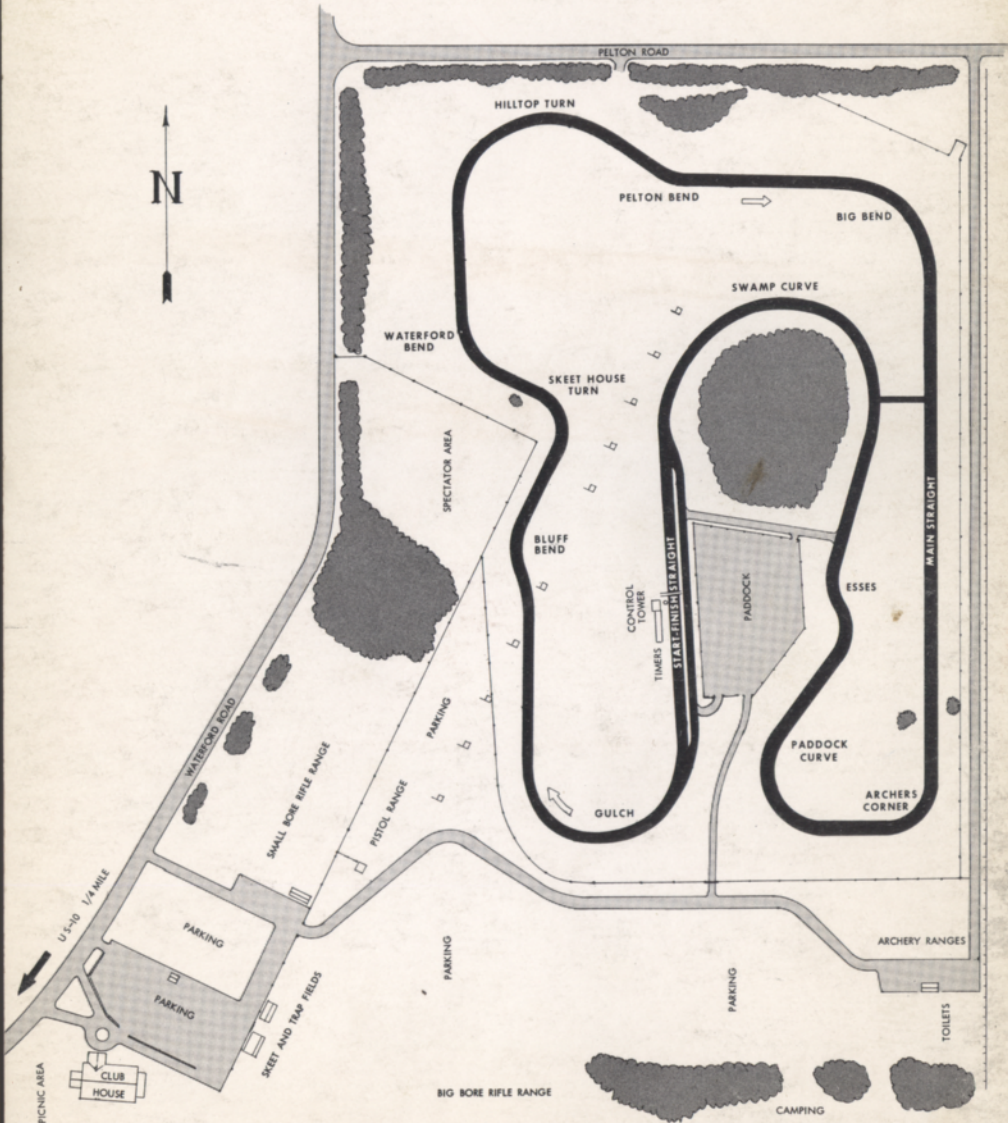


WATERFORD HILLS



A 1.5 MILE ASPHALT
ROAD COURSE AT
WATERFORD, MICH



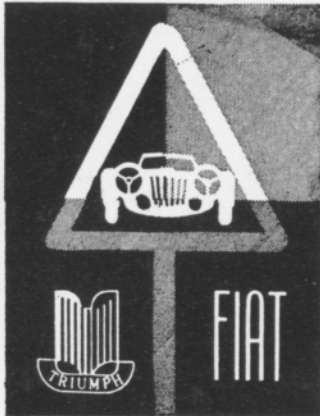
WATERFORD HILLS digest

SEPT 24-25, 1960 / PRICE 25 CENTS



WATERFORD HILLS FALL CLASSIC ISSUE

Sales & Service of All Imported Cars



DEARBORN IMPORTED CARS, INC.
13840 WEST WARREN • DEARBORN, MICHIGAN

LU. 2-6545

THE INSIDE LINE



A few weeks ago we stopped at Ken Woodward's garage in Lake Orion. Ken was busy road testing the just completed "RSV SPYDER". The machine looks and sounds like a real contender. Even more interesting to us though was a DKW engine fitted with three Holley carbs and a plastered butt for a Formula Jr. body. The fiberglass body will look a good deal like the Formula I Scarab in miniature. Ken tells us he hopes to have three of these ready for next season.

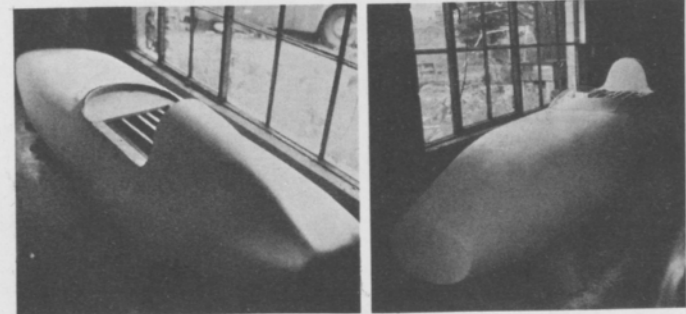
From the rumor mill, there will be a Put-In-Bay race next year. Mercedes-Benz will race a Formula I machine in '61.

Thanks to John March and Bob Podvin, our feature story this issue is a real exclusive. The background and technical story was written by John, while the photos and road tests were handled by Bob. Both of them are from Canada and are well acquainted with the sport. We hope to see their work within the pages of the "Digest" often.

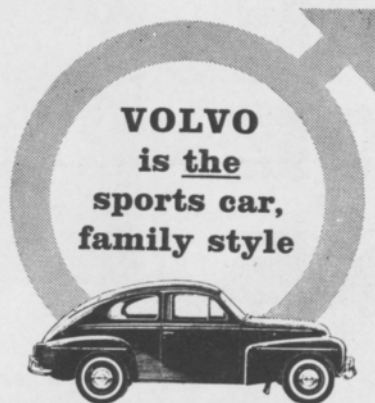
The Formula Jr. interest seems to be picking up steam with three of them in the area now.

We received several nice letters during this last season commenting on the track, facilities and the "Digest". We welcome your suggestions and ideas, so let us hear from more of you.

Before we go into hibernation for the winter, we would like to again thank you for your support and encouragement. We hope to see you all next season either as drivers or spectators and be sure to bring all your friends so that next year will be a BIGGER and Better season.



a plaster butt for a Formula Jr.



Largest Parts Stock
in Michigan



JACK WOOD ASSOCIATES INC.
13000 E. WARREN DETROIT, MICH. VA. 2-6931



Morrison Trophies Inc.

13023 Puritan UN. 4-6523
Detroit 27, Mich.

From Detroit's Finest
Sales & Service

Ken Brown, Inc.



Mercedes Benz
DKW Auto Union



3131 E. Jefferson Lo. 8-0450

Wayne Speed Shop

DEALER; GO-KART & OTHER
PARTS & ACCESSORIES

PA. 1-0493 PA. 1-5371
35675 Ford Rd. Wayne, Mich.

J. L. Chaussee & Co.

FOREIGN AUTOMOTIVE REPAIR
ACCESSORIES

PA. 1-0493 35675 Ford Rd. Wayne, Mich.

MICHELIN

World Famous Steel Cord "X" Tires
for

FOREIGN AND SPORTS CARS

Distributed By:

S & A Tire Co., Inc.

1434 Dix DUnkirk 3-5750
Lincoln Park, Mich.

WHDigest



Photo R. Podvin

COVER PHOTO The very business-like cockpit of a Stangellini F Jr.

CONTENTS

The Inside Line	1
Perpetual Trophy	2
The Civet.	6
Preview and Review	10
Lap Charting	16
Glossary	19
A Driver to Watch.	21
Mid-Summer Race Review	24
Progress at OCSC	26

The Waterford Hills Digest is published coincident with each major event at the Waterford Hills Road Course by the OCSRRC.

Editor Ed Fischer
Advertising Manager Harry Barnes
Design & Layout Dick Yocum
Printed by Ross Lithograph Co.

EDITORIAL CONTRIBUTIONS
Harry Barnes John Marsh
Hugh Diamond Bob Podvin
Tony Franco Dick Norton

Advertising address: Harry Barnes, 21440 Westhamton Oak Park, Michigan. Address all other communications to: Waterford Hills Digest, 20431 W. Chicago, Apt.205, Detroit 28, Michigan

THE PERPETUAL TROPHY

The Formula Jr. Challenge Trophy

By Robert Podvin

The Sports Writers and Photographers Annual Challenge Trophy, Formula Jr. is the conceived idea of the many writers and photographers who yearly attend and work the major race events at the Waterford Hills Road Course.

The reason for this trophy being presented to the Formula Jr. class is due to the incentive of its originator. A new class of racing was born three years ago bringing a new concept of the big bore Formula I Grand Prix type machine.

It was the idea of many writers and photographers that we assist in our own way of making ourselves known to motor racing besides the normal graphic media we employ. Therefore, our choice of presenting this challenge trophy to the newest member of Formula and Sports Car racing seemed only proper.

It is our hope that this trophy will become one of many trophies across the country formulated by the Press to acknowledge its presence and aid to motor racing.

Editors Note: The sports writers and photographers will award their trophy to the holder of the most points accumulated during a year of F Jr. competition on the Waterford Hills Road Course. The points will be compiled by their group and the first award will be made at the conclusion of the Fall Classic Race of 1961. Information on point scoring will be forthcoming.

The Detroit News Cup

From Harry LeDuc

The idea to place The Detroit News Cup in competition is berthed in motives not unlike those that gave rise to the donation of the Vanderbilt Cup, most famous of the early road racing awards.

The News Cup is donated as a permanent trophy for production sports cars in appreciation of the skills involved in handling those cars on the Oakland County Sportsmans Road Racing Club's interesting, as well as driver-testing, Waterford course.

It is donated in encouragement of a group that, in an admirably short period, has given the state of Michigan its finest road racing plant.

It is donated in recognition of an extraordinary non-commercial achievement by Detroit area families; people who like all kinds of automobiles and who are concerned with learning and mastering the intricacies of controlling them at all speeds on turns and on straightaways.

A replica of The Detroit News Cup will go to the winner annually.

The Edwin P. Lawrence Memorial Trophy

By Philip Van Zandt

The Oakland County Sportsmans Road Racing Corporation takes pride in presenting the Edwin P. Lawrence trophy, in memory of this avid sports car enthusiast, killed at Sebring, Florida in the spring of 1959.

First awarded last Fall, the trophy is indeed a symbol of one of Ed's lifetime dreams come true; the construction of the Waterford Hills road course.

Ed was a charter member of O.C.S.R.R.S. back when a single lane of dust choked down the carburetor throats of a handful of sportscars out for Sunday practice. Today, a 24 to 30 foot wide ribbon of asphalt twists and turns a mile and a half thru scenic Waterford Hills.

This year the memorial trophy will be awarded to the winner of the feature event for modified sports cars.

AVERAGE LAP SPEED CHART

MIN. SEC.	M. P. H.	MIN. SEC.	M. P. H.	MIN. SEC.	M. P. H.	MIN. SEC.	M. P. H.
1.20	64.00	1.30	56.89	1.40	51.20	1.50	46.54
1.21	63.21	1.31	56.26	1.41	50.69	1.51	46.12
1.22	62.44	1.32	55.65	1.42	50.16	1.52	45.71
1.23	61.68	1.33	55.05	1.43	49.71	1.53	45.31
1.24	60.95	1.34	54.47	1.44	49.23	1.54	44.91
1.25	60.23	1.35	53.89	1.45	48.76	1.55	44.52
1.26	59.53	1.36	53.33	1.46	48.30	1.56	44.14
1.27	58.85	1.37	52.78	1.47	47.85	1.57	43.76
1.28	58.18	1.38	52.24	1.48	47.41	1.58	43.39
1.29	57.53	1.39	51.72	1.49	46.97	1.59	43.02

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.

Fire Protection During The Races Provided By

ANSUL CHEMICAL CO.

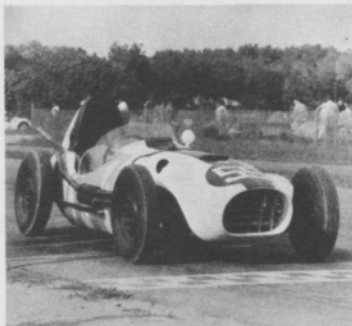
16115 Puritan

Detroit, Mich.

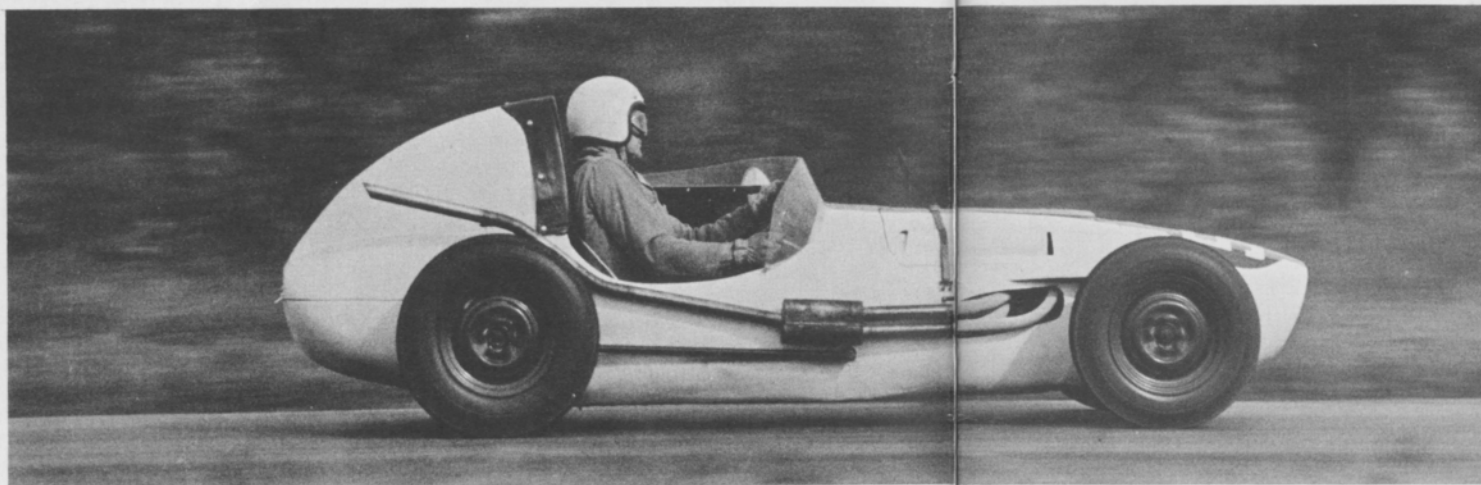
WE ARE REPRESENTED HERE TODAY BY

Gordon E. Doule Co.

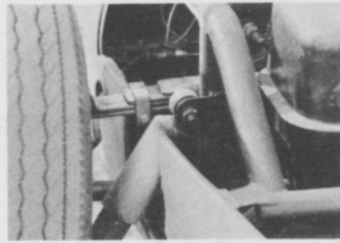
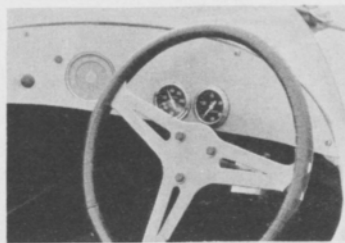
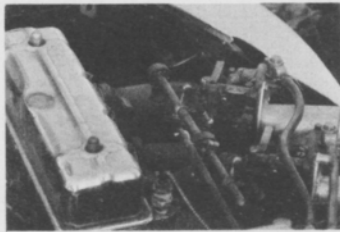
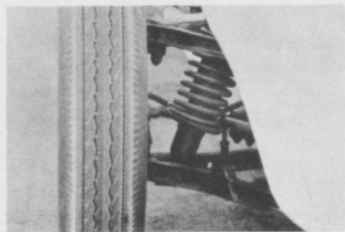
OUR AUTHORIZED JOBBER



When Count Johnny Lurani of Italy devised the idea of a Formula Jr., to encourage the "back-yard builder" to racing on a limited budget, I don't think he realized just what his brain-child would lead to.



THE CIVET



In the three years since its inception, this type of racing has grown in leaps and bounds until today some forty odd different makes compete in races throughout the world.

Granted that the original idea of building ones own car has fallen by the wayside, and that the most successful Jrs. are products of professional manufacturers; but the end result has been closer and more exciting racing.

With such exotic marques as Elva, Stanguellini and Sadler etc., on the grid, it is refreshing to welcome a newcomer, the CIVET, which is built right here in Michigan by Performance Engineering of Detroit.

John Camden, one of the "brains" of the outfit, is the man responsible for the tuning, etc., and had a major part in the chassis design. John is usually found on race day in the pits

of Bill Bradley and J. C. Kilburn, so with the addition of this new "baby" requiring attention, his day should be a busy one!

Bill Bradley, well known in the racing fraternity as a driver of great ability, has been "in" from the beginning, and using his know-how gained from his piloting the Elva and Cooper supplies the team with an experienced hand at ironing out handling problems.

Nick Hartmann, another Cooper (Monaco) driver, ably assists Bill in this department, together with Harry Constant and John Woodhouse.

Although the Civet carries a trademark "Made in Detroit," it in no way resembles the type of vehicle one usually associates with that city; weighing just 940 lbs., an 82 inch wheelbase, and standing just 38 inches high at the headrest, the Civet conforms to the standard as laid down for Jrs., by the Federation International Automobile (World Governing Body).

The engine started out its career in a Simca, but by sleeving the bores, the displacement was reduced to conform to the requirements of the formula. The only noticeable change on the outer side of the "gas works" is the caburation, two Weber single choke side drafts, plus a different exhaust system. Compression Ratio is up to 11-5 to 1 and strict attention has been paid to tolerances and balancing of the moving

Utilizing the gear box of the Simca, the drive shaft is offset to the left and it connects to a Triumph Herald rear end (Swing Axle), through a quick change transfer case which gives 5 alternate ratio changes, this giving the car an extra advantage over a great many of its rivals, having the live or solid axle.

On the front end, the Independent Front Suspension is Triumph Herald.

Brakes, too, are from the Triumph Herald and should prove to be adequate for the job.

Clothe all these items in a light space frame, wrap neatly in a hand formed monoposto aluminum body, and the Civet is ready for the race.

By John Marsh

You find that you sit extremely comfortable in the Civet. Being shorter than any of the cars drivers, I found that I needed to stretch just a little more but could sit normally and catch both throttle and clutch with my toes. I found plenty of room under the simple dash and arm room both left and right to spare. My arms extended out in the true Moss fashion but a heavier set person might find the wheel coming closer, breaking the straight arm fashion. The transmission tunnel on my left, and the body styling narrow my foot room but I found ample room for my size eights. The seat is of the conventional bucket type and proved satisfactory, in fact, I found myself quickly at home.

A look at the dash reveals a very business like set up with starter button on the far left, a small diameter tach red-lined at 7500 gives you an idea that there's a lot in the modified Simca power plant. In the center of the dash and easy to read are the water temp. and oil pressure gauges. The gear shift is a long extended bar with the shift knob at the left being somewhat more than awkward at the beginning. Changes though can be made quite easily and with the proper ratios she will probably exercise her power in each gear quite nicely.

The car accelerates very quickly and in the early tests it was found that the Civet was able to stay with some of the hotter marks. Cornering proved to be a bit of a chore as the make and tread of the tire had not been completely decided upon. The back end wanted to swap places in the corner more than once.

Getting back to the body of the Civet we found here painted in white with large blue circles and number 55's proudly displayed. The derivation of the word Civet also came under some question and I found that a Civet is a member of the cat family, coming particularly from a feline member with a defined white marking on his back side. I think the Civet is going to prove more than just a little stinker, but a big bomb that really goes.

By Bob Podvin

MICHIGAN ENGINE SUPPLY CO.

MICHIGAN DISTRIBUTOR



for . . . Complete Line Foreign Car Parts

ABARTH EXHAUST SYSTEMS, CASTROL OILS,

LUCAS, BOSCH, MARELLI, S.E.V. ELECTRICAL . . .

SOLEX CARB., S.U. CARB. AND AMCO ACCESSORIES

also Radios for Foreign Cars

3099 Coolidge Highway · Berkley, Michigan



THE
NEW



'1600'

IS ON THE MOVE!

Authorized Dealer For

MG - AUSTIN HEALEY - SPRITE - MORRIS

Houghten & Son

528 N. Main

Rochester, Mich.

Previews and Reviews

By Dick Norton

The O.C.S.R.R.C. has completed its first year of wheel to wheel racing on the Waterford Hills Road Course. Thanks to your help we have been able to make many improvements both for the benefit of the drivers and spectators. Most appreciated of these is probably the new P-A System which keeps you informed of the events in progress as well as giving you a broader knowledge of the finer points of the sport. With your continued support in the coming year we hope to make still further improvements

for your comfort and convenience which will further increase your enjoyment.

The tentative dates for next years races are May 20, 21, June 24, 25, August 12, 13 and September 30-Oct. 1. At present, it is planned that the O.C.S.R.R.C. will put on the first and last races and some other club or clubs will put on the races in June and August.

The Waterford Hills Road Course is one of the few places in the country that has been originated by a non-profit corporation; is operated and

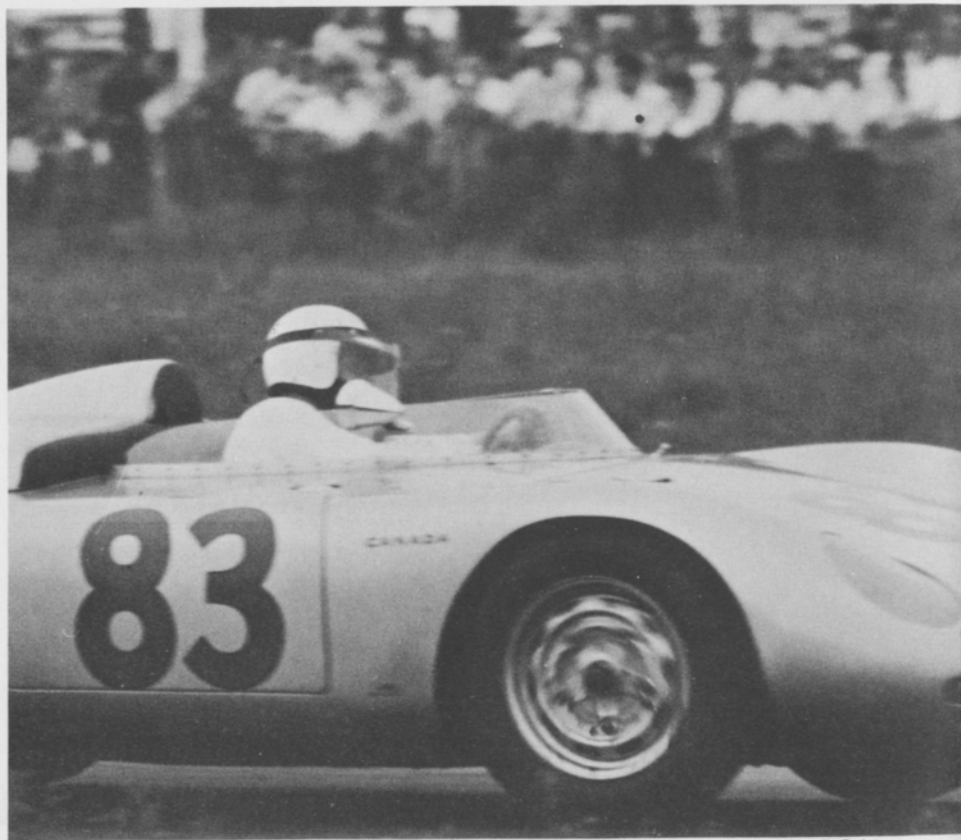


Photo R. Ppdvin

maintained by unpaid volunteer amateurs. The participants in the races are also amateurs. In other words the spectator dollars go only into the physical plant itself and not into anyone's pocket.

We will be working, throughout the winter, to provide you with races next year which will include a greater number of formula type racing machines, we hope, some go-cart races and larger fields of the production and modified sports cars. We will also continue to refine our organization and operating procedures to provide you with the greatest enjoyment possible.

Looking back at the Midsummer Trophy Races it seems that the event had something for everyone. In the small-bore novice race on Saturday, Betty Catlin charged from sixth on the grid to third at the first turn in her husband's Veloce, and pursued the leading Turner and Sprite with skill and vigor. After the Sprite spun, she held second and although she was chased closely for the remaining laps by an Elva-DKW Jr., she retained the position.

In the second novice race for larger cars, John Drawe driving a revitalized A-H advanced from the back of the pack to first position in only five laps. After establishing a comfortable lead however, he spun out thoroughly and had to start from last position again. He was able to get back through the pack again to pick up first place and a checkered flag.

Saturday's feature was a pursuit race, participated in by the fastest 10 qualifiers. Starting at 8 second intervals with the fastest car in the rear, the group began to circulate the course. 10 laps later Bob Clift who had started last had passed every car and set a new course record on lap 7. 1:25.5 (59.8 mph.), decisively winning the event.

Sunday morning arrived with the promise of rain. The first race for D production and modified and E modified, presented an interesting variety with Trant Jarmin's Lotus XI powered by a Valiant engine beside Ryan's RS-60

Porsche, and others including A C Bristols, Morgans, M G Twin Cams, John Drawe's A-H. Just before the start, the rains came, but as sports car races are, the race was run regardless. When it was all over, R. Liddle -- A C Bristol finished first with Ryan in his RS-60 second.

The next race for G and H production saw J. Holcombe -- Alfa Giulietta tailing D. Johnson -- Sprite hoping to pressure him into a spin, but Johnson kept his head and Holcombe had to settle for second.

Race three for F, G, and H modified was walkaway for D. Wolf -- Elva. Martin Tanner, of course, won class H in his beautiful Martin T III.

Race four for F production was won by D. Watson -- M G.

In the E production race B. Kellner -- T R 3 and R. Parson -- Veloce provided the real action. Kellner staying on Parson's bumper for the entire race, finally worried him into a goof in the last lap on the swamp turn, thereby giving Kellner a second. First was easily taken by F. Cipelle -- Porsche 1600 S.

Race six was an uncontested parade for B. Clift in the white mule.

Although starting a full minute behind 3 formula Jr.s Bradley and his Formula II Cooper had no difficulty in getting by them, lapping steadily at 1:28.0 in race 7.

The sedan race as usual ended as expected with Lidgard -- VW way ahead of everyone else except the very fast Henderson-Volvo.

In the feature race W. Bradley's Formula II Cooper threat never materialized due to a differential failure in the third lap. Clift who had gotten off the line a little sooner than Ryan held his lead until the distributor worked loose, robbing the Corvette of most of its power. Ryan who had been only two seconds behind zoomed by the white mule and went on to victory. The Clift car coughed and sputtered its way to third behind Wolf/Eelva. Ryan unknowingly finished the race without any oil in his engine.

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

MIDSUMMER TROPHY RACES
AUG 13-14
WATERFORD HILLS ROAD COURSE

BULOVA DIAMOND LA PETITE
23 jewels, 2 diamonds, 1000 ft. water proof, precision adjustments, automatic magnetism \$5950

BULOVA "23"
23 jewels, tuned to 4 precision adjustments, automatic certified waterproof, ultrasonic measuring shock resistant, anti-magnetic all-steel case sweep second hand \$5950

EASY CREDIT TERMS

Just Over The Hill From OCSRRC

MOTEL McNEIVE

6584 DIXIE HWY. CLARKSTON, MICH

Showers - Free T.V.

DON & MARGE WOODS

PHONE- MAPLE 5-7871

Where Sport Cars are a Business. . . Not A Side Line

British Motorcycles & Cars

Sales and Service

HILLMAN - SUNBEAM - TRIUMPH - VANGUARD

3244 Walker Rd.
Windsor, Ont.

Telephone CL. 3-1889
Res. CL. 6-0740

The Finest In Automotive Maintenance Products

**PARKO
AUTOMOTIVE CHEMICALS**

Park Chemical Co.
8074 Military Ave.
Detroit 4, Michigan

Sol's Foreign Car Service



American - Foreign
Parts & Service

10203 PURITAN 10802 FULLERTON
UN. 3-3084 DETROIT WE. 5-9622

Discount to Club Members

**Bozarth
Carpet Center**

Howell, Mich. Tel. No. 2480

New Performance Classes

The so-called "performance class" system was adopted nationally this year by the race-sanctioning Sports Car Club of America to equalize competition for its amateur drivers.

Close competition and new racing excitement should be provided sports car racing fans by the new grouping of cars on the basis of proven racing performance.

CLASS-B
All Corvettes
Ferrari Berlinetta California
Aston Martin DB-4

CLASS-C
Mercedes-Benz 300SL
Jaquar 150, 3.8 liter
Aston Martin DB-2, DB2-4
Ferrari 250 GT
Porsche Carrera

CLASS-D
Jaquar (except 3.8)
Austin Healey 3000
BMW 507
Morgan
Porsche Super 90
Arnolt-Bristol
AC and Aceca Bristol
Frazer-Nash 2 liter

CLASS-E
Triumph
Austin-Healey 100
MGA Twin Cam (DOHC)
Porsche Super
Alfa Romeo Veloce
Turner Climax
AC Ace and Aceca
Flat 1500 Spyder

CLASS-F
MGA
Fiat Abarth 750 (DOHC)
Normal Porsche
Turner 950 Sports
Austin Healey Sprite (with Factory Options)
Berkeley B95, B105
Fairthorpe Electron
Elva Courier
Siata 2085
Mercedes-Benz 190 SL

CLASS-G
Alfa Romeo Giulietta
Sunbeam Alpine
Fiat Abarth 750 & 850 (with Pushrod)
Renault Alpine
MG TC, TD, TF
Berkeley 492CC
Fairthorpe Electron Minor
Flat 1200 Spyder
Lotus MK Seven A

CLASS-H
Fiat Abarth GT Coupe and Spyder
Lancia Appia GT
Berkeley 328 CC
NSU Sport Prinz
Auto Union 1000 SP
Austin Healey Sprite (without Factory Options)
Morgan 4-4 (Ford 100 E Engine)



Ray Whyte

Italian Motors Inc.



1200 Spider

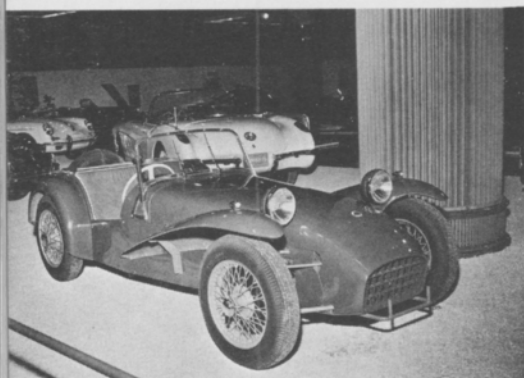
1500 Spider
Twin Cam

14801 East Jefferson Detroit, Mich.
Valley 3-1600

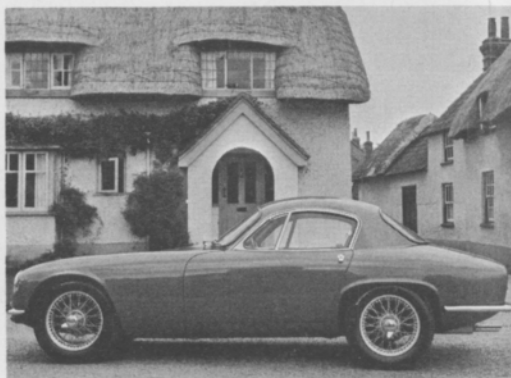
From European Motors in Detroit,
some of Great Britain's finest cars . . .
sports, grand touring, racing



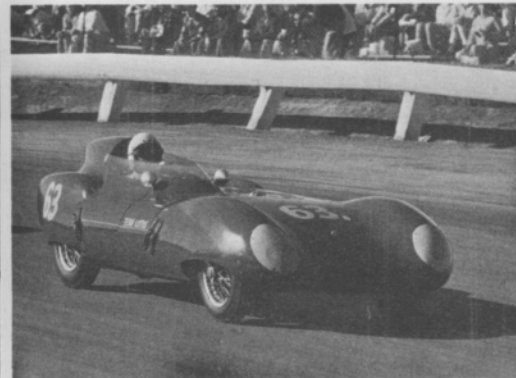
TRIUMPH TR-3—best-selling sports car in U.S.—for town, turnpike or track



LOTUS MARK SEVEN for the sports-car purist



LOTUS ELITE—high performance, luxurious comfort



LOTUS ELEVEN Le Mans, consistent competition winner



LOTUS FORMULA JUNIOR—racing thoroughbred

PEERLESS GT Two-Litre, a fine
four-passenger modestly priced



EUROPEAN MOTORS INC.

DETROIT

Distributor for
TRIUMPH • LOTUS • PEERLESS

LAP CHARTING-SYMBOL OF THE SERIOUS SPECTATOR

By Hugh Diamond

Well, here we are again at Waterford Hills watching the fourth and final meet of the 1960 racing series. Perhaps you have noticed, if you have attended the other meets, that some of the spectators are starting to look familiar to you. If so, you have probably also noticed the ones that are carrying certain accessories with them; such as stop watches, lap charts, field glasses, blankets, thermos jars, and other items that make for comfortable spectating and also add to their enjoyment at the races.

For the moment, let's consider only two particular items: the stop watch and the lap charts. The other items are, more or less, self-explanatory. But why carry the lap charts and the stop watch?

Here is the first inkling that you are observing a serious spectator. One

who is equipped to get the most enjoyment out of watching a sportscar race, or for that matter, any type of motor racing. After each race the serious spectator will be able to tell not only the first overall winner, which you probably already knew, but very possibly the winners of each class; in addition, whether any of the cars were setting new class or track records during the race. He will be able to do this because he is using a lap chart. The lap chart calls such interesting bits of information to his attention as the race progresses.

Let's consider for the moment, how to keep a lap chart, and, also, how to analyze it. Naturally, you already realize, that in sportscar racing there is more than one race being run at the same time. This is due to the varying performance of the cars. The cars

RACENO: 3 Chart No: 1 EVENT: MIDSUMMER TROPHY

LAP	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	188	59	98	93	65	47	179	131	97	62	172	3	25	2	73	96	20			
2	188	59	93	98	65	47	131	97	172	62	25	3	2	20	96	73	179			
3	188	93	59	98	65	47	97	131	172	62	25	3	2	20	73	96	179			
4	188	93	59	98	65	47	97	131	172	62	25	3	2	20	96	73	179	179	IN PAIRS	
5	188	93	59	98	47	65	131	97	172	62	25	3	20	96	73	179		2	OUT-LOST WHEEL	
6	188	93	59	98	47	65	131	172	62	25	3	20	97	96	73	179				
7	188	93	59	98	47	65	131	172	62	25	20	3	96	73	97	179				
8	188	93	59	47	98	65	131	172	62	25	20	3	96	73	97	179				
9	188	93	59	47	98	65	131	172	62	25	3	96	73	97	179		20	OUT		
10	188	93	59	47	98	65	131	172	62	25	3	96	73	97	179					
11	188	59	93	47	98	65	131	172	62	25	3	96	73				97	179	OUT	
12	188	93	47	98	65	131	172										59	OUT		
13																				
14																				
15																				

CLASSES F, G, H MODIFIED



Ross Lithograph
Company

1837 East Larned Street
Detroit 7, Michigan
Wo-2-1228

Sportsman's Headquarters

Edgewater Beach
Motor Lodge

on Loon Lake
Swimming, TV, Air Conditioned
Fishing, Boating

3664 Dixie Hwy. Phone Res. OR. 4-0311

Warren Winstanley Inc.

Photography

10910 WHITTIER AVENUE
DETROIT, MICHIGAN
DR EXEL 1-4160

Finest Service on all
European Sedans and Sports Cars

IMPORTED CARS
of Royal Oak

1603 SO. WOODWARD AVENUE
ROYAL OAK, MICHIGAN
LINCOLN 8-2820

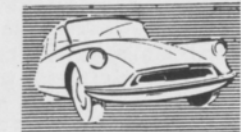
C ONTINENTAL
A UTO
R EPAIR
S ERVICE

15857 Jas. Couzens
1/2 Blk. South of Puritan

Phone UN-49908
Open All Day Sat.

CITROEN

Greater Detroit's Only Authorized Dealer



Monaco Motors Inc.

2287 E. JEFFERSON

LO. 8-4340

Corvette Corner

Munro Co.

Buy • Sell • Trade
Expert Body Repairs

8020 Puritan Ave.
Un. 4-4055 Detroit 38, Mich.

are placed in classes so that driving skill will usually be the determining factor in winning.

It is not difficult for the average spectator to identify overall winners in the races at Waterford Hill. This is due to the course layout which allows the spectator an unobstructed view of the entire track.

If however, you plan on visiting other race tracks in this general area, you will find the races more difficult to follow. The entire track is not visible from any one point and the number of cars running at any one time, considerably increased. At these tracks you will see the cars at only one point on the course and it is a problem keeping their positions correct with only one look per lap. During the interval where the cars are out of sight, cars may have been passed or dropped out of the race entirely. With the use of a lap chart, such factors would be duly noted and would not interfere with your enjoyment of the race itself.

OK. So, how do you operate a lap chart? Is it difficult? The answer is a quick "NO". A lap chart is simple and uncomplicated.

First of all you require a lined pad or sheet, such as provided with the entry list. You will note that the squares on the chart are numbered both vertically and horizontally. The horizontal numbers, those across the top, identify the position of the cars as they pass in front of you; while the vertical numbers are used as lap numbers. Naturally, you place the number of each car in the proper square for its position and lap. Simple !! Using the chart, you merely mark in the proper square the number of the cars as they pass in front of your position.

The opening lap, where the cars are all bunched together is a little "rough". A good idea is to use a small piece of scrap paper to jot down the numbers of the cars as they pass. Remember to jot them down vertically. If you mark them down horizontally, in the excitement, a 2 and a 7 may very well come out as 27. When the field has passed, then you can mark them in the proper square. If you missed a car in the

opening panic, just put down an X. After the second or third lap, the car number you missed will become obvious.

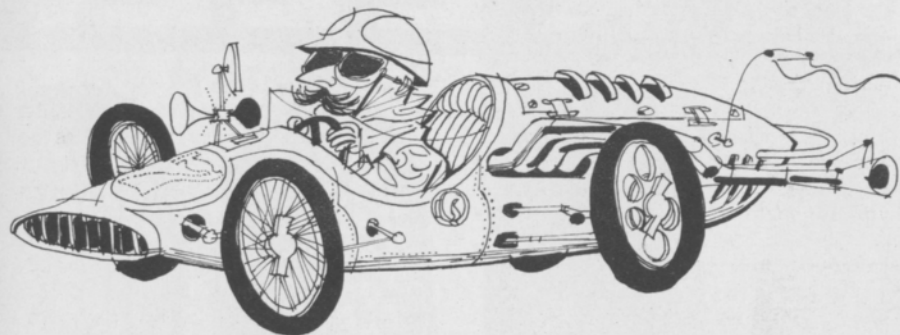
So much for the early laps. As the race settles down you will find yourself starting to recognize drivers and cars, rather than just numbers. The numbers themselves will begin a repeating pattern. Herein lies the secret to the lap chart. The sequence of numbers becomes so repetitious that when the sequence is interrupted, you are immediately alerted. Let's assume, for example, that your sequence has been 4, 6, 23, 18, and 9, for the last few laps. Then it shifts to 4, 6, 9, 23, and 16. Immediately you are alert. Car 9 is beginning to pick up. Put a stop watch on him to see if he is making up seconds of the leader. Maybe he is flirting with the class or track record in his effort to overtake the first place car. Information such as this certainly improves your spectating enjoyment.

There are other items, however, that you should watch for as the race progresses. Pit stops, in a long race should be noted. (At Waterford Hills, the length of the races practically precludes a pit stop for the winner.) When a car stops at the pits place a ring around the number for identification. If you are not in a position to see the pits, then put the ring around numbers of cars that fail to appear after a few laps even though they may be completely out of the race.

Something else that can be noted on your lap chart is the lapping of slower cars by the leaders. The most effective way of showing this is to use a vertical line at the position at which the leader passed. This is shown on page 16. Don't forget to mark the leader in his proper lap also. In an extremely long race where the leader starts to lap cars two and three times, increase the number of vertical lines you place at the particular position to identify this.

Once you start using a lap chart you will never be without it at a race. Your understanding and enjoyment of motor racing will increase tremendously. And you will be on your way to becoming a serious spectator.

SPORTS CAR GLOSSARY



An example of an early Formula Jr. Snooper designed by Patrick Hudson.

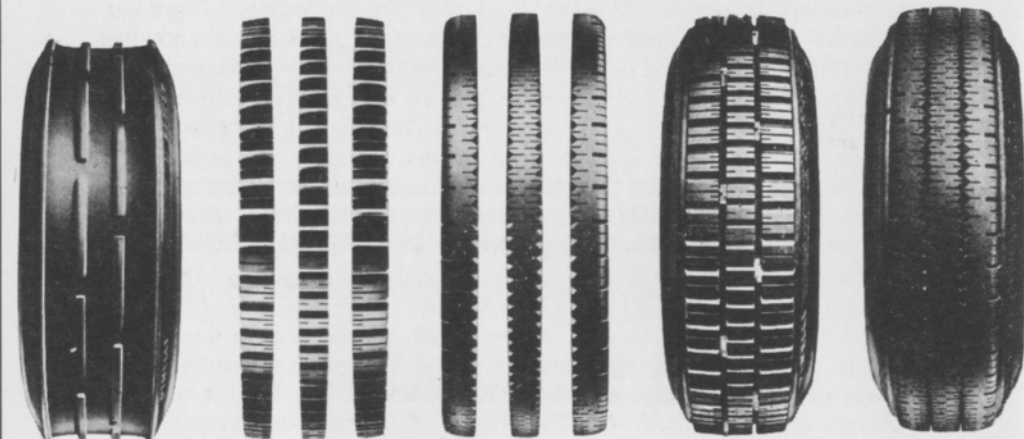
SPYDER -- A type of sports car usually having no fixed or roll up windows. A hand folding top may be offered. ● **BONNET** -- English term for the hood of an automobile. ● **M. G.** -- G. M. spelled backwards. ● **BIRDCAGE** -- Nickname for the 2.8 liter Masserati Type 61. Term refers to the cage-like frame structure consisting of many small tubes. ● **SALOON** -- Beer joint. **TYRE** -- A donut shaped device attached to the wheel of a motor vehicle thereby insulating the car from the road surface. Usually fabricated of rubber and string and filled with air. ● **WING** -- English for fender. ● **R AND T** -- An American periodical devoted exclusively to the sport. ● **ROLL BAR** -- Cheap insurance. ● **F. I. A.** -- Federation Internationale de l'Automobile: Supreme international body of automotive competition. ● **KNOCK ON WHEELS** -- Disc or wire wheels attached to the hub by means of a single large winged nut. ● **DETROIT IRON** -- A powerful motor car, designed to go in a straight line at a high rate of speed for a hundred thousand miles on three oil changes and thirty-two tires. ● **S. C. I.** -- An American periodical devoted exclusively to the sport. ● **DISPLACEMENT** -- The total swept volume of the cylinders of an engine usually measured in cc's, liters, or cu. ins. ● **cc.** -- Abbreviation for cubic centimeters. ● **LITER** -- Metric system of measurement. (16.4 cc. equals 1 cu. in.) 1000 cc. ● **MOTOR** -- It's electric. ● **ENGINE** -- The correct term applying to the power plant of a sports car. ● **FERRARI BERLINETTA** -- A million dollars worth of automobile for only 12 grand. ● **DRIFT** -- Rhymes with Clift. ● **FORMULA JR.** -- A new international racing car class designation for small single-seater, open-wheeled, cars based on touring car components. ● **G. T.** -- Abbreviation for Grand Touring: a designation for sports cars which are not sports racing cars. ● **SALOON** -- English for four-door sedan. ● **GEAR DOWN** -- The process of changing to a lower gear in the transmission when the road situation requires it. ● **REVS.** -- Colloquial for revolutions per minute. ● **TACH** -- A device for indicating revolutions per minute of the engine. ● **MOSS** -- . . . does not necessarily grow on the northside of a stump.

PIRELLI



SUPERSPORT H.S. SUPERSPORT STELVIO ROLLE

BS3



BELLE TIRE DISTRIBUTORS

TE 4-8660

12190 GRAND RIVER AVE.
DETROIT 4, MICH.

Personality Profile

By Tony Franco

A DRIVER TO WATCH

Driving skill, a Porsch, a level scientific attitude towards the sport, and a strong desire to win spell Frank V. Cipelle, a 29 year old Club member who will be completing a very successful racing season at our Waterford Hills Road Course this weekend.

Frank, a graduate of Southeastern High Schook, resides at 21525 Madison, St. Clair Shores, and works as a field engineer for Fiat at Ray White Italian Motors.

Showing that after only one complete year of racing, a man can do remarkable things, Frank won the Novice Race, and finished second behind Tom Payne in a G.T. Carrea, Porsche, in the Class F Production Race, both at this year's June Sprints. In July, he won the Class E and 25 lap Production Overall at Mount Clemens, as well as the Class E Production Race at Waterford Hills.

Frank does most of his own work on his car. Several years ago he began working on cars, and as his interest in them grew, he began racing. Some of his earlier racing experience was gained in Illinois, when he resided for awhile in Farmers City and Champagne.



Photo by R. Nameth

Frank has belonged to six different sports car clubs, and counts Waterford Hills as one of the friendliest. He considers Waterford as one of the finest tracks, and sees it as having outstanding potential for drawing big-name drivers.

Frank believes that he looks at racing in a more scientific way than most drivers. Although he dropped two "rods" this year, one of them in the Waterford Hills Feature Race last July, Frank feelsthat his car is not to blame. He charges himself responsible for having over-extended the car. A ready car accompanies Frank to the Waterford Hills race track. With scientific logic, Frank thinks that thorough preparation is necessary, and that a driver should not race unless he is completely ready.

Specifically Formulated For Extreme Duty Applications on
Industrial, Commercial and Racing Equipment

B/G Gearlube

Baker/Gubbins Co.
1448 Wabash Ave.

WO. 2-5409

Dept. 'R'
Detroit 16, Mich.

200 Selected Sports & Foreign Cars on one lot



and all others

All are personally selected and warranted by a man who really likes cars!!

ADLER IMPORTS
17300 W. 7 Mile Detroit, Mich.

Sales Service Parts

Auto Europe, Inc.

Sunbeam Hillman Citroen
Triumph Morgan Elva

467 Auburn Avenue Pontiac, Mich.

Ford Falcon Thunderbird

North Bros. G C Inc.

Home Of Texas Size Deals

30000 Ford Rd.

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

F
A
L
V
E
E
Y

M
O
T
O
R

Distributors for B.M.C. CARS
AUSTIN - HEALEY
M. G., SPRITE
AUSTIN, MORRIS

Jaguar, Lancia
Alfa Romeo
Rolls Royce
Bentley

SALES CO.

22600 WOODWARD AVENUE
FERNDALE, MICHIGAN
LI 3-5000

F
A
L
V
E
E
Y

A
U
T
O
S

PORSCHE

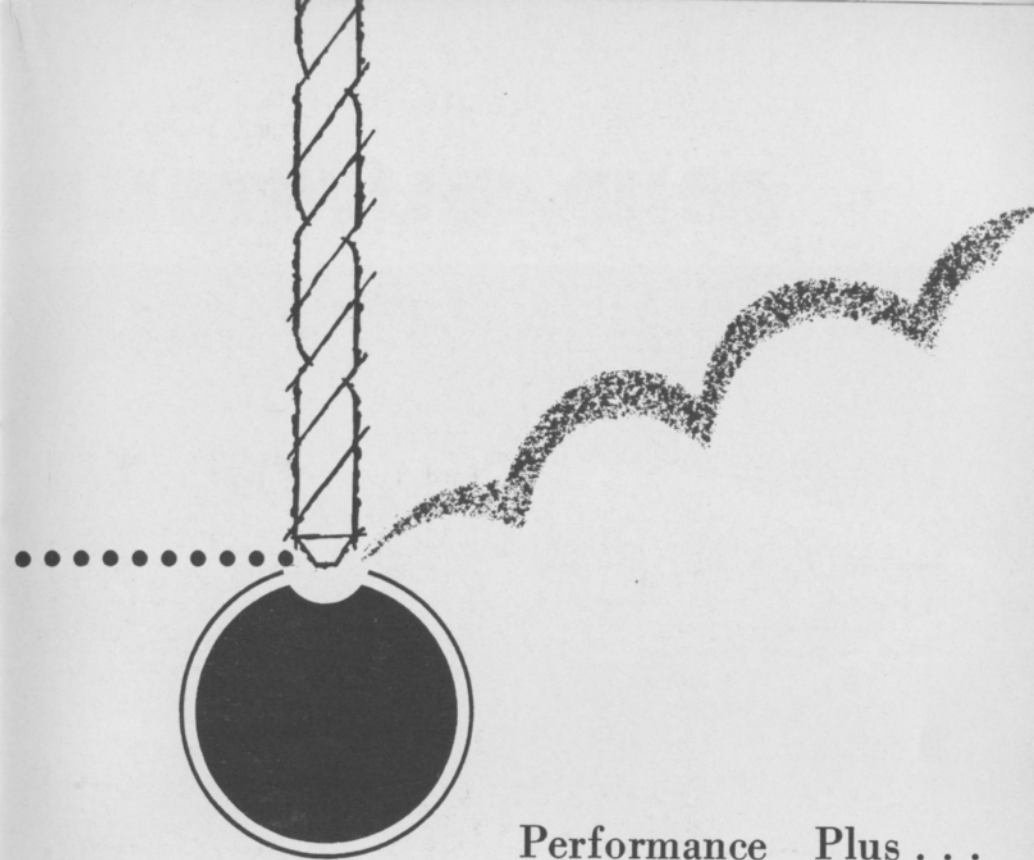
MERCEDES - BENZ

V. W. and D. K. W. DEALERS

PARTS AND SERVICE READILY
AVAILABLE AT BOTH LOCATIONS

INC.

21433 WOODWARD AVENUE
FERNDALE, MICHIGAN



Performance Plus . . .

for the metal working industry

To meet your specific manufacturing and production requirements, Marquette Machinery Company has available for your inspection the widest selection of high quality production tools, serving the metal working industry. Your inquiry is invited.

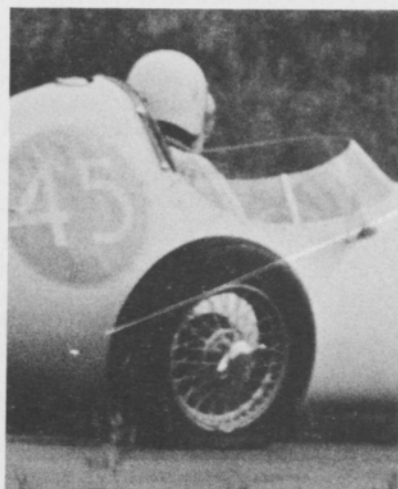
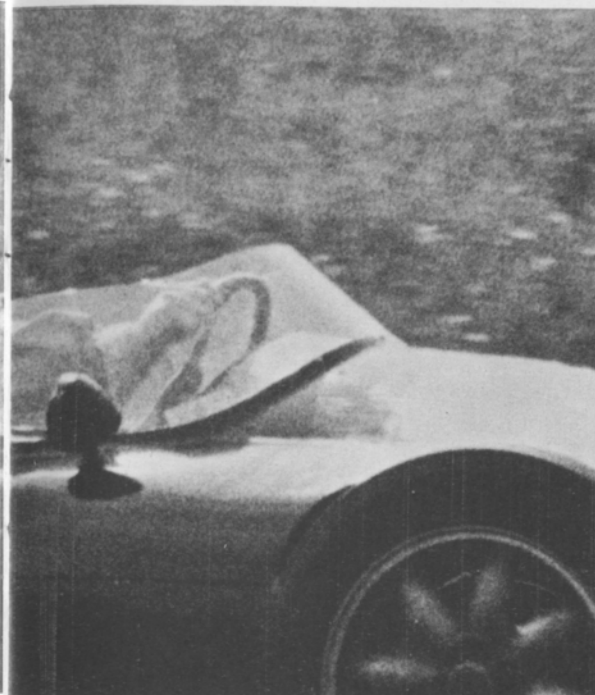
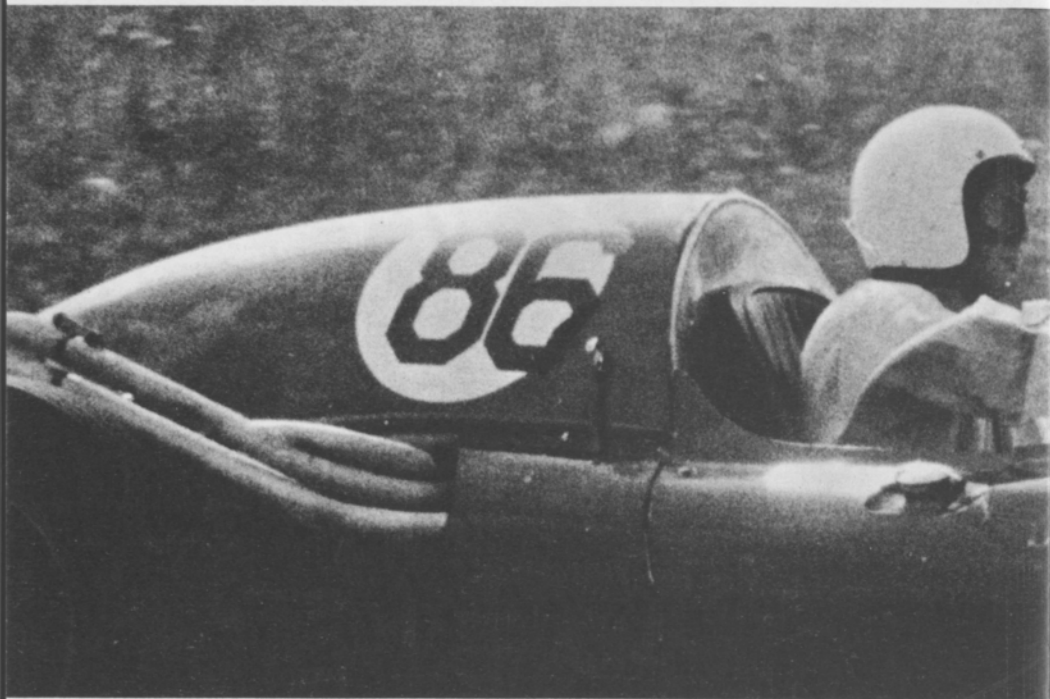


MARQUETTE MACHINERY CO.

METAL WORKING MACHINERY

13207 PROSPECT AVE. DEARBORN, MICH. Tiffany 6-3950

MID-SUMMER RACE REVIEW



PROGRESS AT OCSC

By Harry Barnes



The Indoor Range Building shown at its' stage of completion on September 18, 1960.

Did you notice the construction of our new building as you entered our grounds today? This is to be our new Indoor Range, accommodating our rifle, pistol, and archery groups for indoor shooting during the winter months. It will serve numerous other purposes as well. Banquets and dances have always been a part of OCSC social activities but our clubhouse floor space has been limited to a capacity of about 300. The Indoor Range will hold approximately 600 people for these affairs. Adequate heating will be installed and toilet facilities set apart from the main building.

Construction began August 30, 1960 and will be completed November 1, 1960. Inside measurements will be 120 ft. long, 45 ft. wide and ceiling 10 ft. high. The valuation of our

building was set at \$35,000.00 by the Township when we received our permit. However, OSCS members have done it again - true sportsmanship has been displayed throughout the building's erection and our actual cost will be a fraction of its value. We will have a building to be proud of. All of the electrical and plumbing work is being done by our members and the only labor we have contracted out is the block laying and floor finishing. These items were contracted to speed completion for using the ranges this winter. We will have a building to be proud of.

Being a non-profit organization we must put all our income over costs back into the club. We have set a goal to become the largest and most progressive all-round Sportsmens Club in the Country. We invite you to join us.

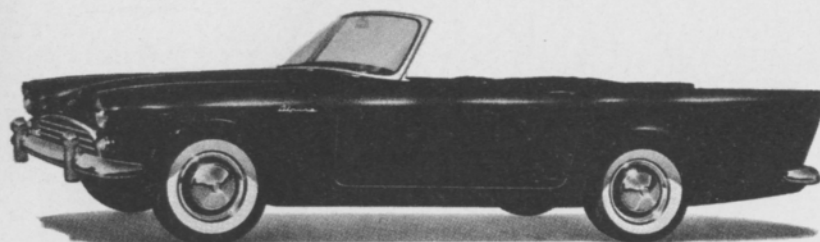
IMPORTED CARS OF OAKLAND COUNTY

West Maple at Orchard Lake Rd. MA 6-2491

Featuring finest service for Sports Cars and Sedans

Oakland County's Outstanding Rootes Dealer

Latimer Redden British Motors Inc.



Featuring the all new

Sunbeam Alpine Sunbeam Rapier & Hillman Minx

Service Dept. Specializing In Rootes Cars & British Sports Cars

JO. 4-6030

2252 Stephenson Hwy.

Hazel Park, Mich.

LI. 7-0400

IMPORTED MOTOR PARTS

Michigan Distributors for

Koni Shock Absorbers

ALSO OFFERING A FULL LINE OF
FOREIGN CAR PARTS AND ACCESSORIES
NEW AND REBUILT FUEL PUMPS
AND GENERATORS SURVIVAL KITS



14510 Plymouth Road
Detroit 27, Michigan
Br. 2-0073

Largest Selection Of Imported Cars
On The East Side



We Are Franchised Dealers For

Alfa-Romeo
Austin
Austin-Healey
Jaguar

MG
Morris
Lancia
Sprite

Complete Service Facilities

Bill Sands
Service Mgr.

Gray Farr
Sales Mgr.

TransAtlanticCars Inc.

20139 Mack Ave. Grosse Pointe 36, Mich.
TU. 4-7220

**G & W
I M P O R T E D
C A R
S E R V I C E**

PHONE .. VA 2-5232

11841 KERCHEVAL AVENUE

DETROIT 14, MICHIGAN

AUTHORIZED



DEALER

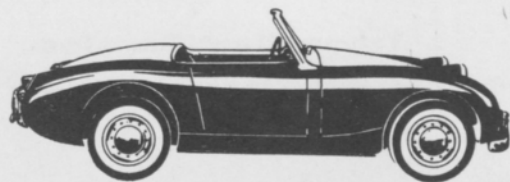
**AUTOMOBILE
IMPORT
CO.**



MGA 1600

21121 Grand River
Detroit, Mich.
KE 5-8060

**MGA
AUSTIN HEALEY
MORRIS
SPRITE
JAGUAR**



AUSTIN-HEALEY SPRITE

**WHERE
DID
HE GO ?**



Off into the bushes... like way off



much help had to be recruited and



slowly Max Palm and his Healey



are extracted from the swamp.