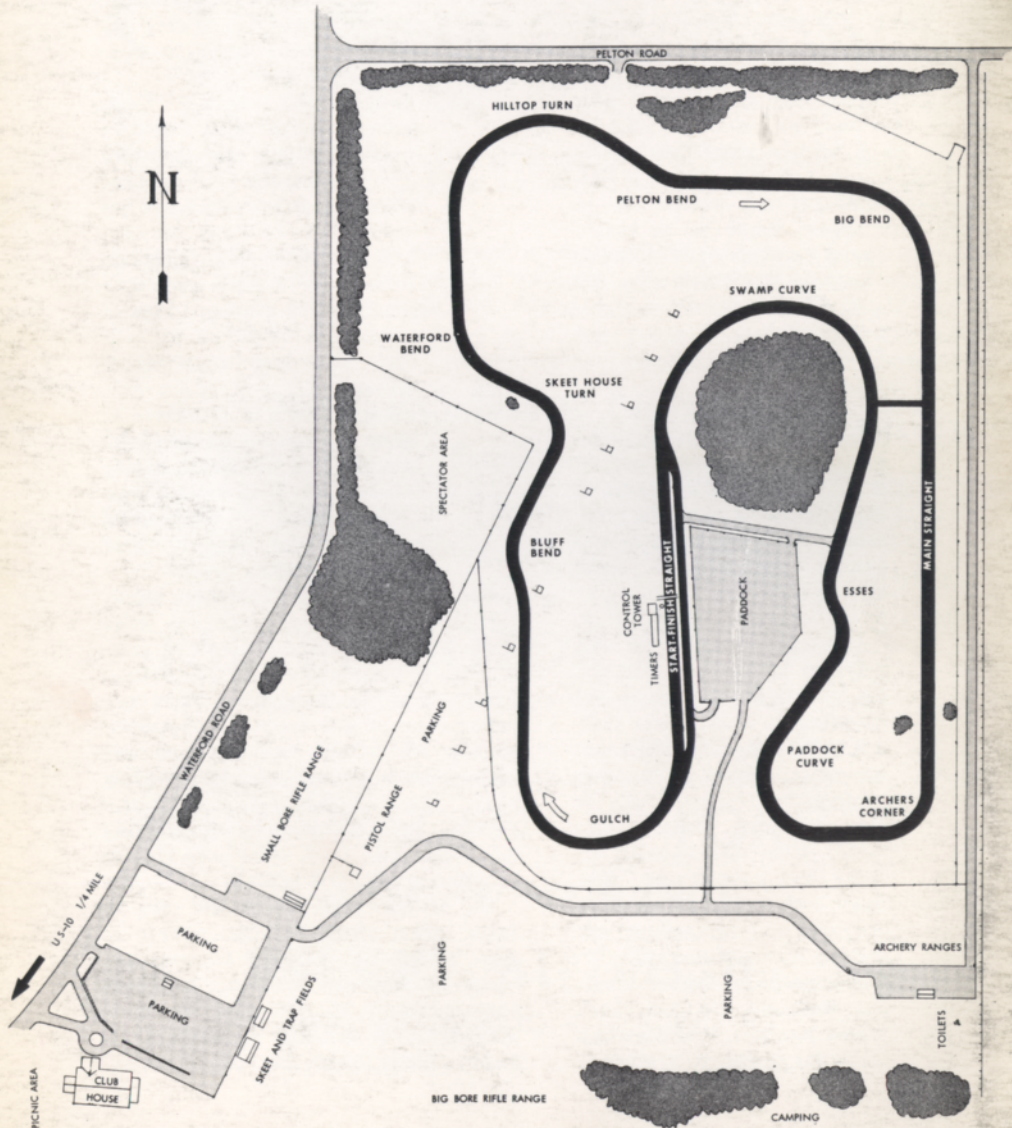


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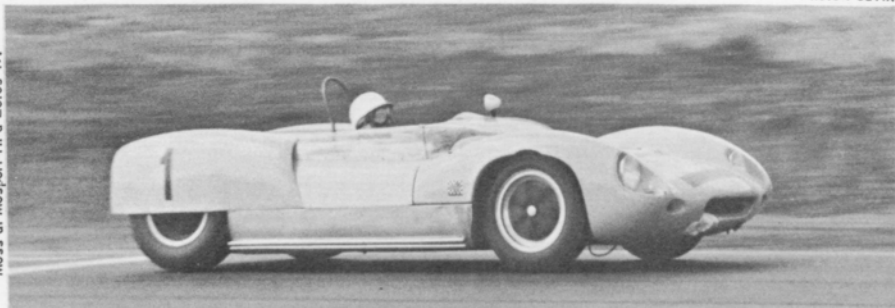
Sep. 30-Oct. 1, 1961/Price 25 cents



FALL CLASSIC RACE ISSUE

STIRLING MOSS

Photo Podvin



Moss at Mosport in a Lotus 19.

To try and outline the brilliant career of Stirling Moss, sometimes called 'Mr. Motor Racing', would indeed take many hours of pen wielding, reams of paper and quite a few gallons of ink. Sixteen years of successful competition is a long period to try and cover with a few scant paragraphs; but to give you some idea of what our guest has accomplished, we will 'touch briefly' on some highlights.

The time was the post-war period, and young Stirling Moss, like many other young British hopefuls began to indulge in a form of racing known as the Formula 3; a class for open wheeled monopostos displacing up to 500 c.c.s (30 cu. ins.). Stirling although not quite seventeen, at the time, displayed even then, the virtuosity and skill which was to stand him in good stead for the tougher and faster racing which lay ahead.

The years rolled by, and many were the trophies which were added to the Moss mantle. Soon the name of Stirling Moss reverberated around the world, when as a factory team driver for Jaguar, he ensured his team's victory at the famous French classic - the 24 hour endurance race at Le Mans, - where by his efforts as pace setter, he led the race at such a clip, that the opposition literally fell apart!

Many victories later - the year 1955, and we see Moss once again showing

the way, in probably the most gruelling race of them all, the now discontinued "Mille Miglia", Italy's rugged cross country race - over mountains, through the villages and towns, and on across the dusty plains of Lombardy; where speeds of over 170 MPH were reached. This race, the most hazardous since Ben Hur tangled with Mesala in Rome's Collisium saw Stirling the winner in a Mercedes-Benz 300SLR, with a fantastic average of just a shade under 100 MPH!

"Always a bridesmaid and never the bride", is an old saying and as far as the World Driving Championship is concerned it is very applicable in Stirling's case. (The Championship is based on a points system over the racing season; each country having a race, counting points. The winner of each race receives 8 pts., second place 6 pts., and on down the list. The driver with the most points at the end of the year is champion). Stirling has been close on many occasions - one year he lost by just one point! Last year his jinx seemed to be getting stronger, he missed two point getting races because of an accident in the Belgium Grand Prix at Spa-Francorchamps; when his Lotus F1, travelling at close to 130 MPH suffered a broken hub carrier, causing him to crash which demolished the car completely. Stirling was thrown clear - (he doesn't

wear a seat belt), and was away from racing for six weeks, with a broken nose, and a fracture in each leg. The opinion was, that Moss would be out of racing for the rest of this year. This was not so, for a few days after leaving the hospital (much against his doctor's wishes, so the rumour goes), Stirling entered and won quite easily the "Tourist Trophy Race" driving a Ferrari GT.

Another example of Stirling's ability was seen more recently in this year's Grand Prix of Monaco - something like Waterford - a tight, short, circuit laid out through the streets of Monte Carlo. Giving away nearly 40 BHP to Ritchie Ginter of California in a Ferrari, Moss drove what must have

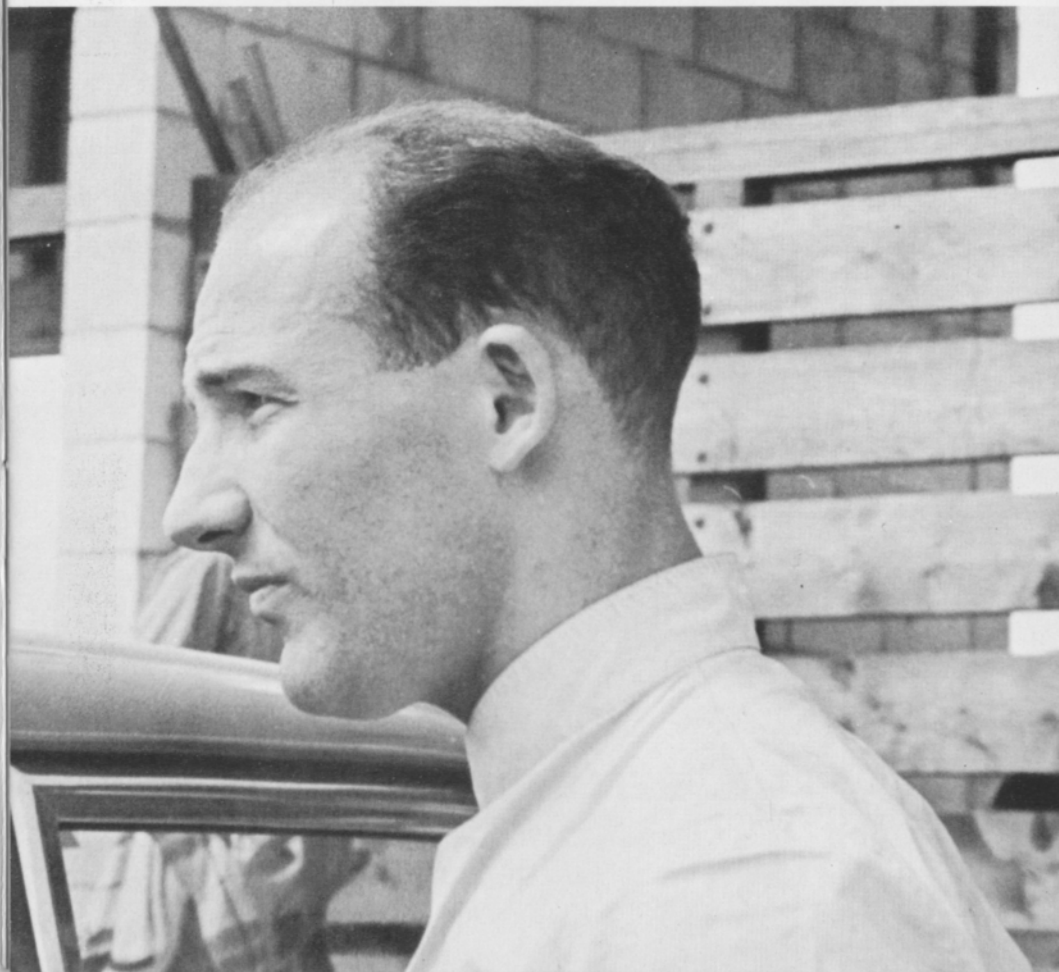
been a picture race, to win at a record speed.

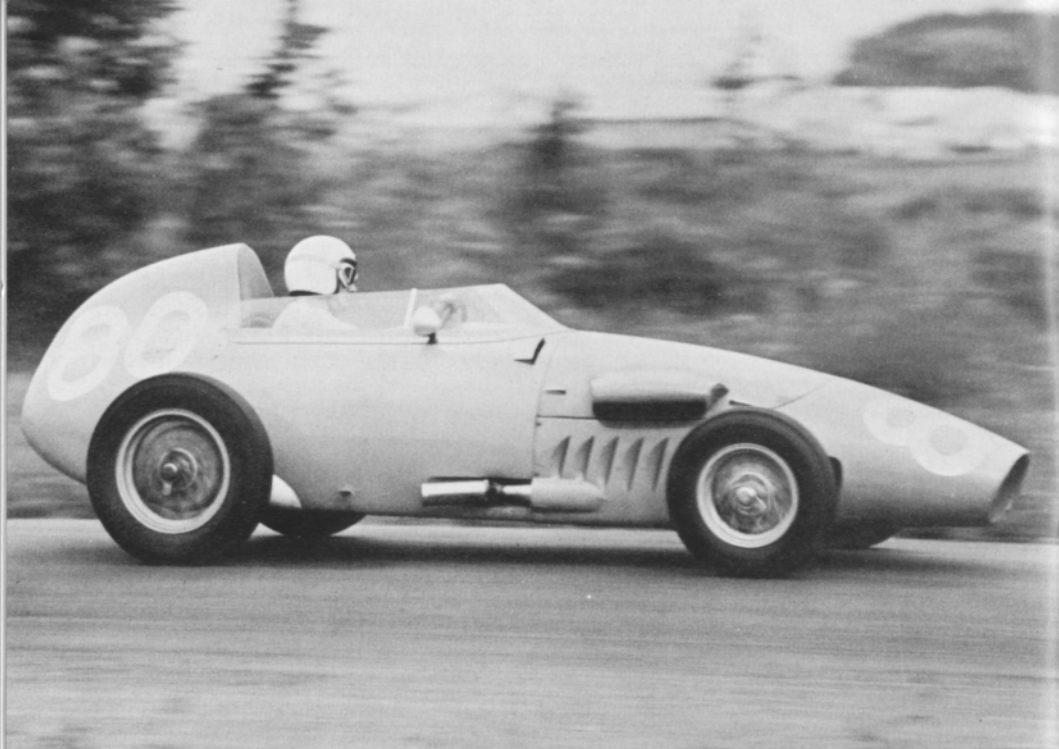
His other great victory this year came at the Nurburgring in the German Grand Prix - 14 miles to a lap through the Eiffel Mountains. And Moss although again out-powered by the Ferraris, drove a brilliant race to win.

We could go on and on, calling off Stirling's victories, much in the way we read off the battle honours on a regimental standard - but space does not permit, and superlatives do not do justice to Stirling Moss, the uncrowned 'King of Motor Racing' and our guest at Waterford Hills today.

..... John Marsh
CBC Program "R.P.M."

Photo Podvin





Stangulline Fiat Formula Jr. ▲

Photo Podvin

▼ Woodward DKW Formula Jr.



FORMULA JUNIOR

..... John Marsh
CBC Program "R.P.M."

This class of car conforms to rules and regulations, as laid down by the world governing body - Federation International Automobile. Each country has a representative to the F.I.A., the organization representing this country is the United States Auto Club (USAC).

The idea of a Formula Junior is just that - a junior class following the pattern and design of the leading, or most developed class of racing car, the Formula 1 - both classes being for single seater and capacity. The senior or Formula 1 machines use engines of up to 1,500 cub. centimeters (90 cubic inches) un-supercharged, and these precision units in most cases develop fantastic outputs in power, an example is seen in the Italian Ferrari which uses a V-6 layout, which puts out close to 190 BHP @ 9,500 RPM. These Formula 1 cars are extremely expensive, and require a great deal of skill to drive - with a top speed potential of close to 170 MPH.

These Formula 1 cars differ from their 'off spring' the juniors, in that anything goes as far as getting the engine to produce. Ferrari as stated uses a V-6, which unlike production engines of this configuration - V-8s, instead of the usual a centrally mounted camshaft in between the banks of the V, operating pushrods, which in turn operate the valve gear, the Ferrari engine use what are known as overhead camshafts. These camshafts directly operate the valves, thus allowing higher RPM, and a great deal more horsepower per cubic inch.

Formula Junior on the other hand, although resembling to a great degree their 'big brothers'; instead of exotic items like the overhead cams etc., small passenger car engines are used.

Most of these engines are taken from European cars as the rules limit the size of engines to 66 cu. ins. Modifications are allowed, but no major design change may be made from the original - an example, if the production job has a side valve head, and three main bearings for the crankshaft, then it must remain that way. Speed equipment is allowed, special light alloy high compression heads, balancing of moving parts and polishing etc. No special fuels are allowed either, and the brakes on a junior must be from the same make of car as the engine.

Just how did this class of racing come into being?

Well, it all started four years ago, when a very famous Italian sportsman, Count Giovanni Lurani became very much aware that unlike previous years, when champion drivers Ascari, Bonnetto, Farina and other excellent Italian racing drivers had led the world in auto racing, accidents having taken their toll, had left very few Italian drivers competing on the Grand Prix circuits of Europe. Count Lurani figured that what was needed, was a new class of racing car, comparatively cheap to build and maintain, but fast enough to train young Italian drivers for the Formula 1 cars. Lurani reasoned, that after some experience in these 'baby' racing cars, promising drivers could then make the transition to the race tracks of the world. This is how and why, Formula Jr. was conceived.

From its early piddling days of mediocre competition on small tracks in Italy, the idea spread to all corners of the globe, until today it has developed into a hairy chested, fierce

and demanding type of racing with the faster marques capable of lapping courses like Waterford Hills, at speeds comparable with Bob Clift's, Corvette, Bill Bradley's Formula 1 Cooper, Porsche Spyderys and the like; in face up until the last race in August, the lap record was held by a Junior - an English Lotus XX powered by a modified Ford Anglia engine, and driven by Ken Neilson of Birmingham, Mich.

As we have mentioned this particular car, let us take a closer look - it is a good example of a successful Junior.

Weight: - about a 1,000 lbs. Independently sprung on all four wheels; the engine as stated, from a small English Ford, sleeved down from the original 1,300 c.c.s displacement to conform to the rules. (66 cu. ins.) Speed equipment is fitted to bring up the horsepower, which includes two double barrel Weber carburetors. The result, close to 100 BHP @ 7,500

RPM. Well over 1-1/2 BHP per cubic inch and getting pretty close to what out and out racing mills develop - 100 BHP per 60 cubic inch!

Speed of this little bomb? This depends on the gearing, but in fastest form between 130 - 140 MPH, with acceleration to match.

The Lotus is just one example, there are many more; in face over 150 different marques are listed; and the prices on these cars vary considerably starting at around \$3,500 - on up through the \$5,000 bracket.

I don't think Count Lurani, even in his wildest dreams ever thought that his original humble concept of a new racing car class would ever reach the pinnacle it has today.

But we do know that we are glad the good Count did dream up Formula Juniors for without them, sports and racing car fans would have missed a lot of fine competition, and the sport would have been that much poorer.

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MID-SUMMER RACE REVIEW

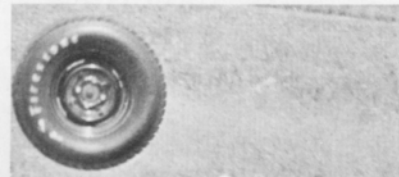


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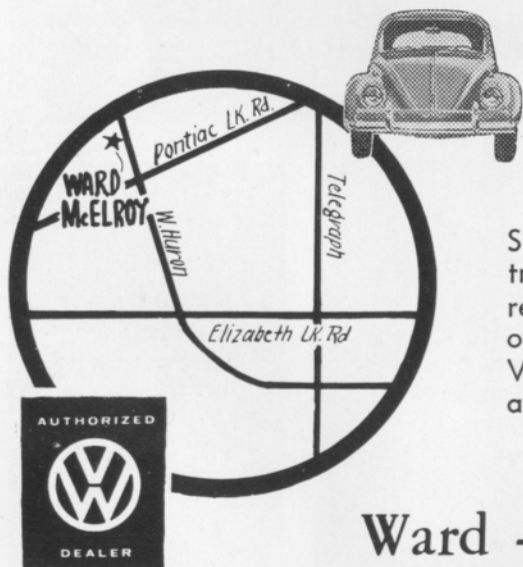
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The so-called "performance class" system was adopted nationally last year by the race-sanctioning Sports Car Club of America to equalize competition for its amateur drivers.

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

CLASS A - Aston Martin DB4 GT

CLASS B - Corvette, Thunderbird (2-Passenger), Porsche Carrera (including 1600 engine and Weber Carburetors) Ferrari 250 GT (except short wheel-base), Aston Martin DB4, DB2-4.

CLASS C - Jaguar XK-120, 140, 150, 150S, 3.4 - 3.8, AC-Ace Bristol, Aceca Bristol, Arnold-Bristol, Frazer Nash, Porsche Super 90, Daimler SP-200, AH-3000 (BN7), (T) Lotus Elite, Morgan Plus 4 (Aluminum body and competition options.)

CLASS D - Alfa Romeo Veloce, Alfa Romeo 2000, Porsche 1500S, 1600S, Austin Healy-100, 100-6, Siata 208-S, Turner Climax, AC ACE, Aceca, Lancia Aurelia GT and Spyder.

CLASS E - Triumph TR-2, TR-3, MGA Twin Cam, Elva Courier, Morgan Plus 4, Fairthorpe Electron, Fiat-Abarth 750 (dohc), Mercedes 190SL, Fiat 1500 Spyder.

CLASS F - MGA, Sunbeam Alpine, Porsche 1500, 1600, Denzel 1300S, Fiat-Abarth 850S, Turner 950 Sports (Stage II), D-B Dual Super HBR-5, 850 and 950, D-B (T) HBR-950.

CLASS G - Alfa Romeo Guilietta, Austin Healy Sprite with competition options, MGTF-1500, Porsche 1300, 1300S, Fiat-Abarth 750 (Pushrod Mille-Miglia engine), Fiat-Abarth 850 Allemano coupe, D-B HBR-5, 850 and 750, Berkeley B-95, B-105, Alpine (Renault), (T) Lotus 7A, Auto Union 1000 SP, Fairthorpe Minor, Fiat 1200 Spyder.

CLASS H - Austin Healy Sprite, Berkeley 49, MSTC, TD, TF-1250, Fiat-Abarth 750GT (standard pushrod), Lancia Appia GT, NSU-Sports Prinz, NSU-Sport Prinz, Morgan 4-4.

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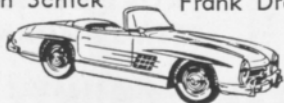
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Personality Profile

MARTIN TANNER

by Lew Owens

It is doubtful if anyone connected with sports car racing gets as much satisfaction from the sport as Martin Tanner. For Mart is not only an exceptional driver, but a designer and builder of race cars as well.

Driving his own cars, Tanner has compiled an impressive record over the last few years. In 1958 he was National Champion in the H Modified Class. He has set class records at many courses throughout the country, including Elkhart Lake, Indianapolis, Grayling and Waterford Hills. Earlier this year, he finished first overall in a 50 mile Divisional Race at Indianapolis after starting out 33rd in a field of 50. He currently leads in points for his class in the Midwest.

His present car is the Martin T-4, named after himself. As the designation implies, it is the fourth car that Tanner has designed and built. It is powered by a three-cylinder Saab engine. The frame is constructed completely of aluminum to make it one of the lightest cars in its class.



Photo Bizer

The beautiful Martin T-4 body is also of aluminum, which Mart hammered into shape on a sand bag.

With each succeeding car he has built, Mart has endeavored to achieve lighter weight, improved handling and more attractive appearance. "I finally have things the way I want them, comfortable, so I can concentrate on driving," he says.

An advertising man by profession, he is principal owner of an agency in Saginaw. Before taking up racing as his present hobby, Mart devoted his time to first golf, then painting, then tournament bridge.

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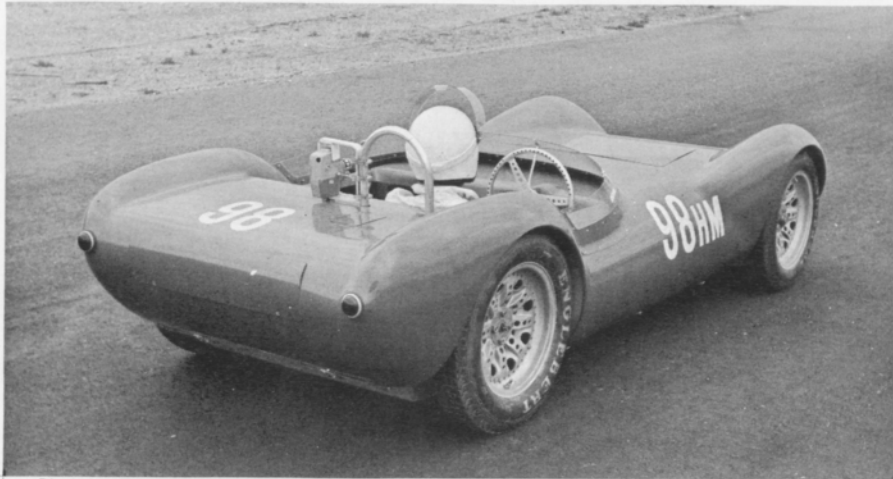


Photo Bizer

The Martin T-3 with a movie camera attached to the roll bar. This set up made it possible for Tanner to make some excellent films of the track while driving at speed.

Mart's start in racing came in 1954 when he bought one of the first Austin-Healey's "because I liked the car's looks." He soon found he wanted to tinker with the car and was actually delighted when some repair work was necessary. Finally, he saw a race in Washington and decided to try it himself.

He soon went into building his own cars because he found it more interesting, not only around race time, but during the winter months as well. Mart is frequently asked which he finds the most interesting . . . building or racing. "The answer is," says Tanner, "that I wouldn't race someone else's car nor am I eager to build a car for someone else."

As one so vitally interested in sports car racing, Tanner had several candid comments to make. "The people you know in sports car racing are a fine group. Everyone, now, is racing for the fun of it. The OCSRRC is a good example. Look at the time and interest the members devote whether they drive or take over the duties of flagmen, timers or pit crew members".

"Sports car racing is one of the few true sports remaining in this

country. It is still a sport and not a business. I certainly hope it stays this way because if the promoters get hold of sports car racing, they will destroy it".

Tanner is usually worth watching. (His number is always 98). In one race at Grayling he entered class G instead of H. His engine quit on the last lap and he ran pushing his car across the finish line to win first place by 1/2 a second!

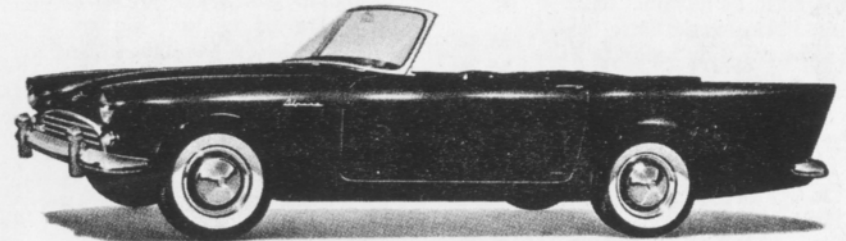
Last fall at Road America he got a 30 second lead on the 42 other cars in the very first lap. He slowed down later, due to engine trouble, got smashed by a spinning Alpha, turned his car around, got started again, and finished a close second (overall) anyhow!

In a race last year here at Waterford he stalled at the start, then worked his way up through the pack and finished first in a ten-lap race.

With his little 3/4 litre machine Tanner has been known to beat Austin Healeys, Morgans, Alpha Veloces and even an occasional Corvette. Yet he is the kind of chap who, when asked why he didn't do well in a race recently gave no explanation in other than, "I didn't go fast enough."

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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
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First - Attend the clubs general membership meetings at 8:00 P.M. the first Wednesday of each month here at the clubhouse then join the Oakland County Sportsmans' Road Racing Club.

Note - If you have a current S.C.C.A. competition license you will only be required to fill out the competition license application to obtain your O.C. S.R.R.C. competition license.

Second - Attend driver training schools held periodically in the clubhouse. Class sessions cover discussions on rules and regulations, also flags, safety, sportsmanship, preparation, equipment, and driving do's and don't's.

Third - Participate in driver training sessions on the track where you will, tour the track learn the proper line through

corners, practice grid starts, become acquainted with the flags, practice passing other cars at speed and learn other wheel to wheel racing requirements.

Fourth - Drive your car for at least (20) laps on the track under racing conditions during one of the many practice sessions held each year.

Fifth - Request and obtain a "Temporary Competition Permit" which allows you to enter "Novice events." A general physical examination is required in addition to correctly answering approximately (40) simple questions pertinent to racing. This of course is required to protect you and your fellow driver.

Sixth - Compete in and complete at least (3) novice races to the satisfaction of our licensing committee, then submit your "Temporary competition permit" and request your full competition license.

Now, to some this may seem highly complicated, however, working these steps out with fellow students is actually fairly simple and most interesting.

We here at Waterford Hills are very proud of our trainees, (approximately 50 in all) who have or are taking part in the training sessions this year. Many of these schooled drivers will be receiving the checkered flag today and are rated at or near the top in the sport of road racing.

So, if you feel you would like to know more about us, our events or gain additional detailed information, come to our next General Membership meeting, at 8:00 P.M. the first Wednesday of October or write L. C. Smith, 15891 Stout, Detroit 19, Mich.