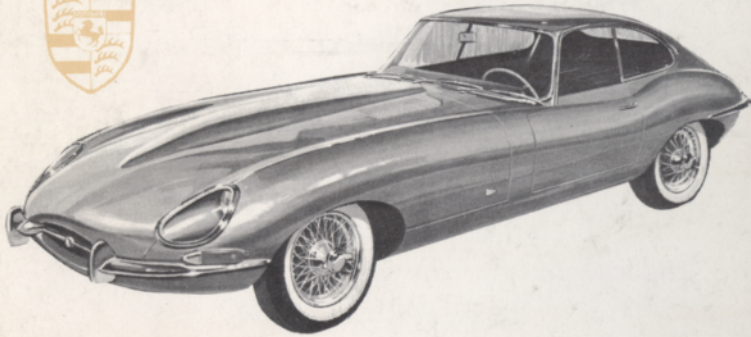


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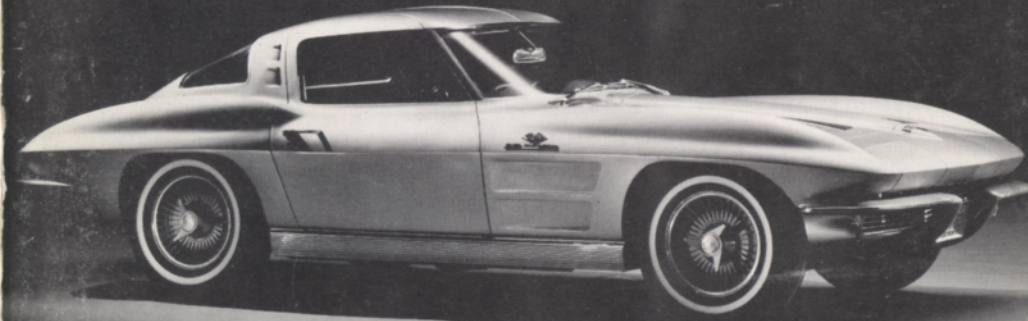


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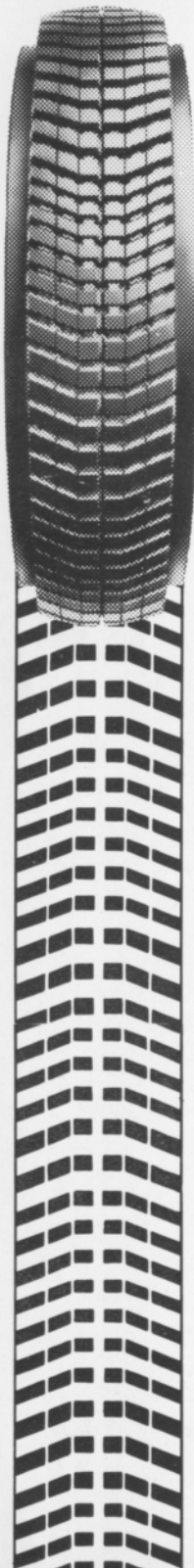


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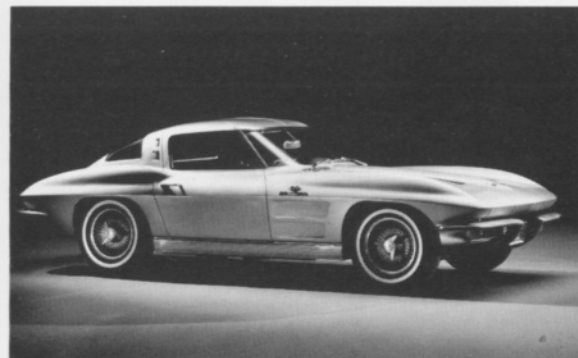
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THE INSIDE LINE



The last race of the season finds us with four drivers still in contention for the OCSRRC Point Championship. Joe Charrette has had a very successful season with his Sprite in Class G-P and is currently leading with a total of 98 points. Tied for second place with 92 points each are the Durbin/Lotus XX and the Swindell/Corvette. In third place, just 3 points behind Durbin and Swindell, is Jerry Thompson's very fast Corvette. These drivers will be trying to hit that fine balance of driving fast enough to win and slow enough to finish. Each of them knows that he must place first or second in every race to have a chance at the championship and that one DNF would knock him out of the running.

We are fortunate this month in having our "Racing Thoroughbreds" article on the Lotus written by Glenn Baldwin, the first Detroit-area man ever to win a SCCA National Championship. Glenn took the 1962 Class H-M title with his Lotus XVII.

This month's "Personality Profile" represents a deviation from our normal policy. Instead of an article on a competition driver, this month we are introducing you to a "man behind the scenes", the man, we are sure the majority of OCSRRC members would agree, most responsible for the success of the Waterford Hills Road Course.

The Fall Classic Race seems a good time to point out that you don't need a pampered, temperamental race car to race and win at Waterford. Every Production Sports Car in the first ten places in the Point Championship standings is a true dual-purpose machine, driven daily on the street and raced on weekends. You don't need a \$6000.00 car either. Dave Johnson placed his Austin Healey Sprite sixth in 1960, second in 1961, and is in tenth place in the 1962 standings. Dave is the only driver to finish in the top ten every year since the track opened.

THE DRIVERS AROUND YOU

This season has produced some of the most exciting races ever seen in this area. I am sure that many have learned more about road racing and sports cars than ever before. Our increase in spectators this year alone has proven the popularity of this sport.



As you watch the exciting duels in some of the corners there are many things you as a spectator should know; the status and skill of the drivers, are they professional or amateur? We drivers of the O.C.S.R.R.C. have long acclaimed the fact we are all amateur, we are a club devoted to the joy and skill of road racing. To make a complete race schedule, our club will honor other club licenses, so this finds us faced with the professional drivers on race day. We refer to the term "pro driver" not as one who may make his living by driving, but as one who follows the circuit, and drives a sponsored car. Although we do not allow advertising on any car, you can still pick out the pro driver and sponsored car. It will have a loud, crude paint job and will probably be in very banged up condition.

The majority of the cars on the track are those of the road racing club, and generally are in very good shape. Road racing is a hobby with most of us, and you're very likely to see the same cars on the street going to and from work.

We don't mind having professional drivers on our track in most cases.

It gives us a chance to match skill on a course we know.

The most crowd pleasing race put together this year, was probably the August race. During the Corvette race there were many duels in every corner, and much damage done to many cars. This is where the hobby for the amateur becomes expensive. This is also where the pro and amateur can be distinguished. When we find ourselves in a position where our car may be in jeopardy, we may consider it not worth it and back off. This is where the pro may take the advantage and charge right through. This club has never encouraged or tried to produce a race that would put this sport in the same light as stock car racing. Although it may appear to be a great crowd attraction we feel the true skill of road racing cannot come forth.

The drivers in this club are a close knit group, especially the marque groups. There are several marque groups represented in this club. The only one of which I can speak is of the Corvette group. It is not uncommon to find four or five competitors over at someone's house all working on one car. One of our members had the misfortune to roll his brand new car over at the beginning of the year. We all got together and had a "fibre glass session" and overcame some \$1,300.00 worth of damage so he could race the following weekend. I'm sure there are many such things that happen in all the other marque groups.

To race in this club means more than just to be in competition on the track. It means to enjoy the sport of road racing among friends, to race on the track with people you have confidence in, where the competition is keen, but not cut throat for point standing and championship.

The most exciting race a spectator can watch, is that of a well handling car, driven by a capable driver. This is the joy of road racing and the skill of the drivers around you.

--Bob Zimmerman

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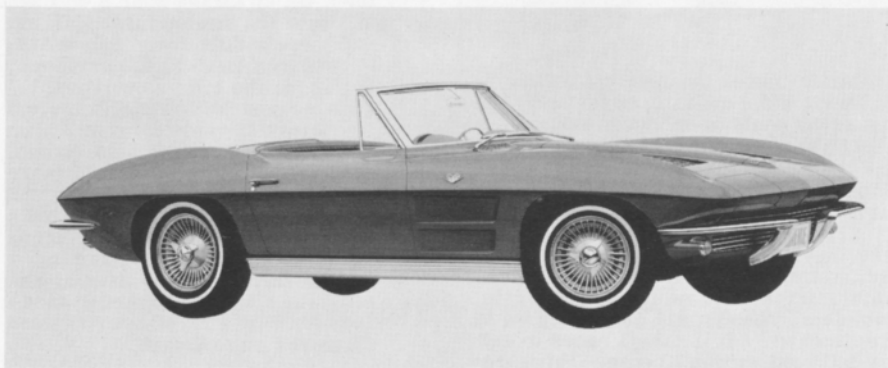
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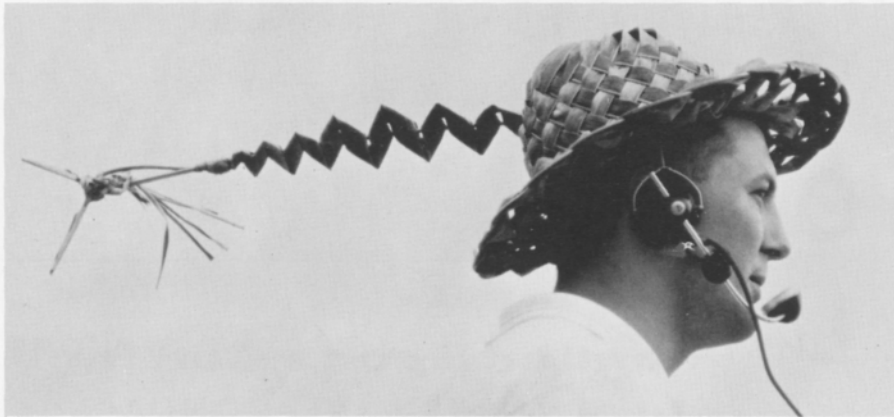
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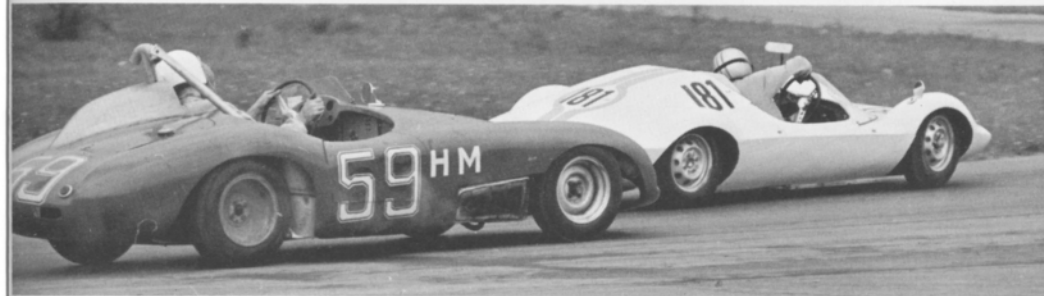
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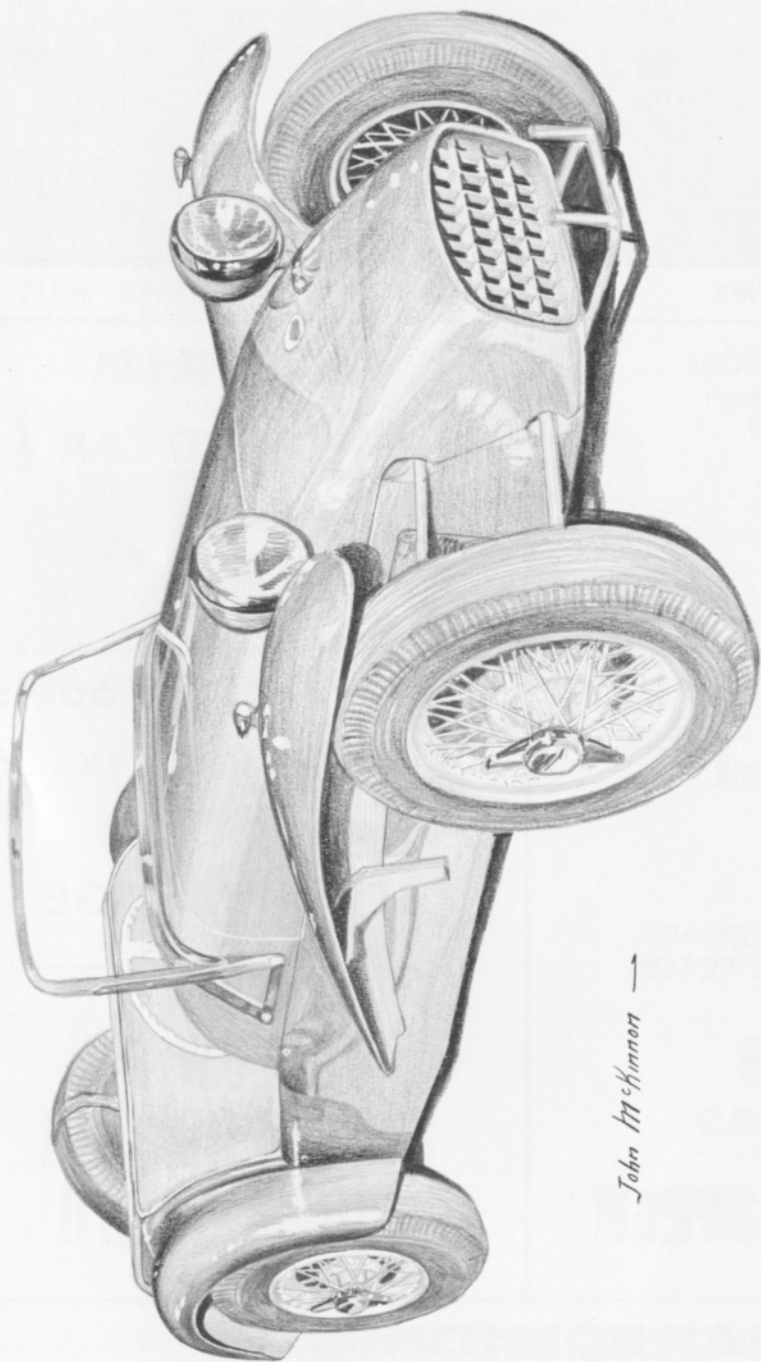
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RACING THOROUGHBREDS



LOTUS

Built in England by Colin Chapman, a design engineer who undoubtedly knows more about automotive suspension than anyone in the world. These cars have been very successful in competition over the past few years and have no doubt been copied more than any racing car. Part of their success can be attributed to Chapman's passion for lightness together with the utilization of light-weight high RPM engines. Until the last two years most of his cars have been powered by Coventry Climax engines which are so well known for power and reliability that no description should be needed here. Chapman has made several models ranging from the Lotus 7 through Lotus 25, which is his latest GP car. In this country the best known models are the Lotus 7, Lotus 11, Lotus 20 Jr., and the Lotus Elite Coupe. The Lotus 7 (drawing opposite page) and Lotus Elite are production models and can be bought assembled or in kit form.

The Lotus 17 pictured above is one of a very few produced and, to our knowledge, the only one still powered with a 750 cc Climax even though the

chassis was originally designed for this engine, being very small and light-total weight approximately 700 lbs. The 17 with the 750 cc Climax single overhead cam engine is a very good handling car and has been very dependable. The car pictured above was driven to the National Championship in class HM by the writer this year. We, the car and I, were fortunate to finish 8 National point races and 3 qualifying races - 5 firsts - 5 seconds - and 1 third. Fastest speeds obtained were at Meadowdale where the car reached a top speed of approximately 135 mph on the long straight. The engine develops 65 hp at 8250 rpm. Due to light weight tire wear is not excessive and original tires are still fitted to the car.

Lotuses which you may see running at Waterford are as follows: Lotus 7, Lotus Elite, Lotus 9, 11, 17, 18 Jr., 20 Jr., and the Lotus 23. Look for them and learn to identify each model. You will find it interesting and fun to follow this successful marque.

- Glenn Baldwin

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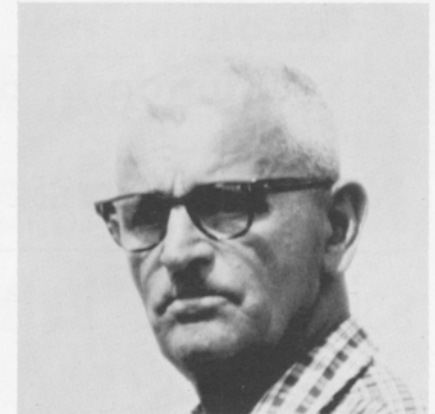
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Personality Profile

MR. SPORTS CAR

While you are enjoying the races this weekend, be on the lookout for a small red Porsche coupe. Behind the wheel of this sports car is the man, who in my opinion, is the man to be called "Mr. Sports Car".

If you are at all associated with the sports car world, as a member of any sports car club, or a participant in races and other events, or simply enjoy the sport as a spectator, you probably know this man. Everyone seems to know Les and he seems to know everyone associated with this type of sport by their first names.



Likes people and has the "gift to gab" and a certain charm that appeals to everyone he meets - a real goodwill ambassador -

His trophy collection is not as impressive with racing trophies as a lot of drivers but he has the largest collection of enthusiasts trophies I have ever seen. -

He is one of the Corporation Members who helped build the Course you are watching the races on today -

He is the only holder of an Honorary Competition License on this Course -

He has never taken time off from his work as an official to drive on this Course as a Contestant, yet, he has more laps on the mowing machine than any driver could ever compile!! -

Three years ago, at an age when most men would have long since retired from speed events, he drove his Sprite in races at Put-In-Bay and Mt. Clemens -

So, if you see this grey haired guy with a bristly mustache to match, driving around, stop him and say hello. He will be happy to stop and talk to you and I believe after a short conversation, you will agree this is the man to be known as "Mr. Sports Car". His full name? Leslie C. Smith, 1962 President of the Oakland County Sportsmen's Road Racing Club.



For those few who are not acquainted with this dynamo, here are some of the reasons why he is qualified to have this title.

Sixty-three years young and getting younger all the time -

Loves to drive a sports car better than any other type automobile -

Enjoys working for anything that will improve the sport of auto racing -

Always willing to stop and talk and to help with what ever project might need doing -

Gets a "big kick" out of organizing ice runs, gymkhanas, or races and driving his Porsche in these fun events -

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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
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.

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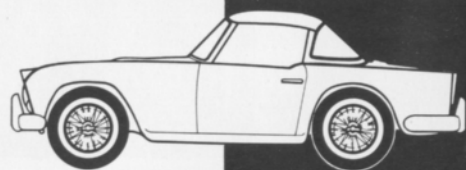
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OCSRRC RACING CLASSES

PRODUCTION SPORTS CARS:

"Production" Sports Cars (i.e. cars not designed primarily for racing) are grouped in classes according to their racing performance. This system of classing was adopted by the Sports Car Club of America in 1960 to make driver skill rather than car performance the primary factor in winning races.

CLASS A:

Jaguar XKE, Ferrari 250GT (short wheelbase), Corvette 327, Aston Martin DB4GT.

CLASS B:

Corvette (other than 327), Ferrari 250GT (long wheelbase), Mercedes 300 SL, Porsche Carrera, Aston Martin DB2, DB2/4, and DB4.

CLASS C:

Daimler 250SP, Morgan Plus 4 (with options), AC Bristol, Porsche Super 90, Jaguar XK 120, XK 140, XK 150, and XK 150S, Alfa Romeo Sprint Zagato and Sprint Speciale, Frazer Nash, Arnolt Bristol, Fiat Abarth 1000, Lotus Elite (stage 3 Climax), TVR Climax, Sprinzel Sebring Sprite, Lotus 7 Super Classic (Ford 109E).

CLASS D:

Austin Healey 3000, Alfa Romeo Veloce and 2000, Porsche 1500 and 1600 Super, Siata 208S, Lancia Aurelia GT Spyder, Turner Climax, Jensen, AC Ace, GSM Delta.

CLASS E:

Austin Healey 100-6 and 100-4, Triumph TR-2, TR-3, and TR-4, Morgan Plus 4, MGA Twin Cam, Fairthorpe Electron, Fiat Abarth 700 DOHC and 750 DOHC, Elva Courier, TVR (MGA 1600), Lotus Elite (stage I and II Climax), Volvo P1800.

CLASS F:

Sunbeam Alpine, Porsche 1500 and 1600 Normal, D.B. Dual Super HBR-5 850 and 950, Mercedes 190SL, Fiat 1500 Spyder, Denzel 1300S, Renault Alpine, MGA 1500, 1600, and 1600 Mk II, Sabra Sports, Facellia, Fiat Abarth 850 Spider, Turner 950S.

CLASS G:

Porsche 1300 and 1300S, Alfa Romeo Guilietta, Sprite Mk I (with

options), Sprite Mk II, MG Midget, Lotus 7 (BMC engine), D.B. HBR5 850, MG TF1500, Fiat Abarth 750 Mille Miglia, Berkeley B-95 and B-105 Fairthorpe Minor, Morgan 4/4 Series III (Ford 105E).

CLASS H:

Sprite Mk I, Fiat Abarth 750, Auto Union 100SP, Fiat 1200 Spyder, MG TC, TD, and TF1250, Berkeley 500, Lancia Appia GT, NSU Sport Prinz, Dyna Panhard Junior, Morgan 4/4 (Ford 100E).

MODIFIED SPORTS CARS:

"Modified" Sports Cars (i.e. sports cars designed specifically for racing and "Production" cars that have been modified for racing) are grouped according to engine size as in the past. This year, however, some of the very large and very small classes have been dropped.

CLASS C: Over 3000 cc (Over 183 cu. in.)

CLASS D: 2000 to 3000 cc (122 to 183 cu. in.)

CLASS E: 1600 to 2000 cc (97-1/2 to 122 cu. in.)

CLASS F: 1100 to 1600 cc (67 to 97-1/2 cu. in.)

CLASS G: 750 to 1100 cc (46 to 67 cu. in.)

CLASS H: Under 750 cc (Under 46 cu. in.)

FORMULA JUNIOR:

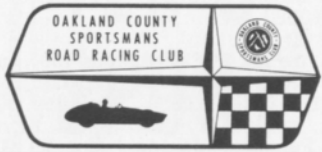
The Formula Junior (F. Jr. on your entry list) is a new class of single seat, open wheel racing cars using engines from small imported sedans. These engines, although under 67 cubic inches in displacement, are modified to produce up to 100 horsepower and drive the 800 pound racers at speeds as high as 125 miles per hour.

PRODUCTION SEDANS:

The requirements for a car to be classed as a Production Sedan are very similar to the requirements for a Production Sports Car, the main difference being a Production Sedan must have a minimum of four seats instead of the two seats required on sports cars.

At our course Production Sedans compete in two classes; under 91.5 cubic inches and 91.5 to 200 cubic inches. Sedans of over 200 cubic inch displacement or over 110 inch wheelbase are not permitted to run because we believe such cars would be too difficult to handle on a short, twisty course such as Waterford Hills.

WATERFORD HILLS

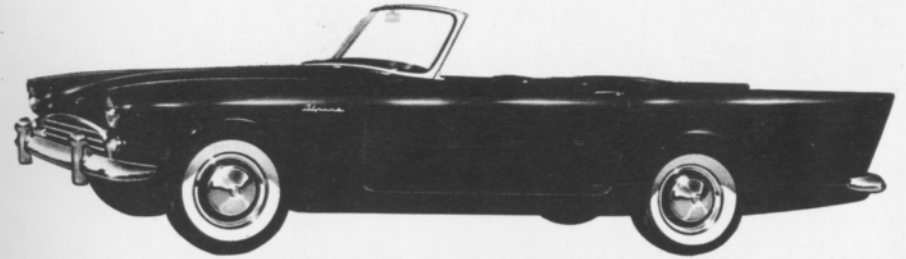


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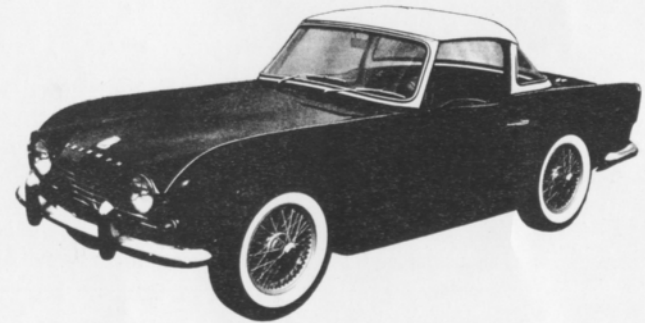
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