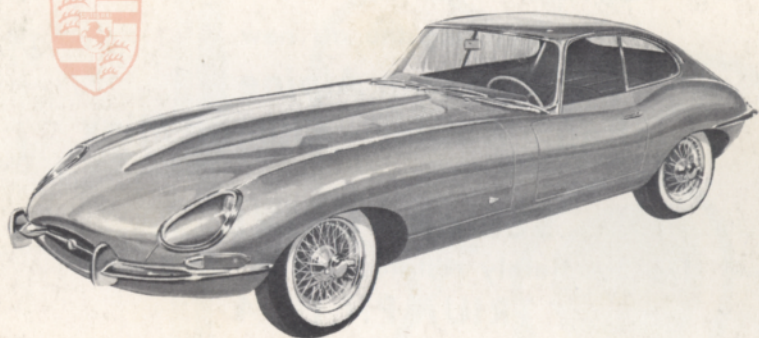


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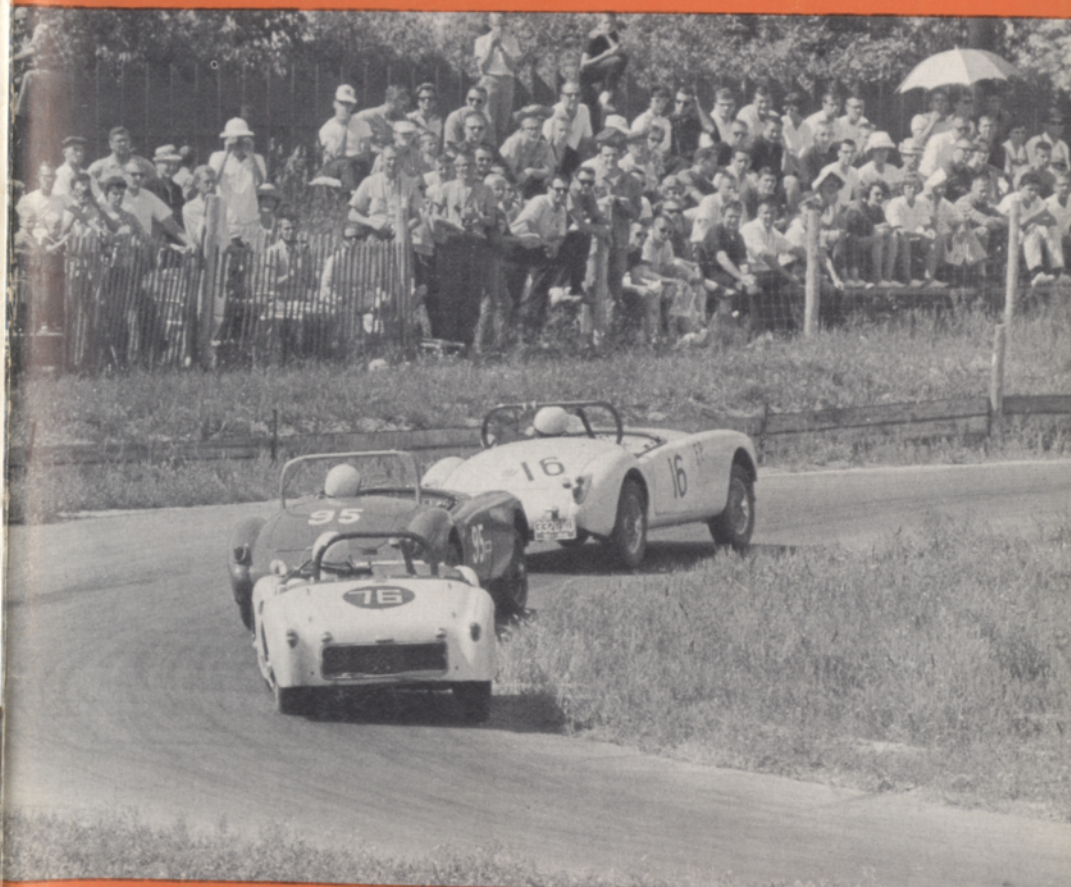
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WATERFORD HILLS digest

September 28-29, 1963/Price 25 cents



FALL CLASSIC ISSUE

1963 RACING DATES

September 28 & 29 —

Fall Classic Races

October 5 —

Put-in-Bay Road Races

October 12 —

Harewood Relay Races

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THE INSIDE LINE



The SCCA races saw three new class records set, including a new course record, set by Pappy Durbin. The weather was the best we've had all year, and the cars ran beautifully. Naturally, we're hoping the weather will hold for this, the last race of the season.

As a climax to a fine season of racing, the Fall Classics Races include the Ed Lawrence Memorial Trophy Race and the Detroit News Trophy Race. Besides these special feature races, this weekend will end the battle in the Championship Point Standings (see page 14).

We've made a change in the Racing Thoroughbred section this issue, including the entire A-Production category. And speaking of changes, we're interested in your reactions to any and all changes made in the Digest. This being the last issue of the year, we are including an information card, which we would appreciate having you fill in and deposit in a box at any of the refreshment stands or in the clubhouse. This is by way of setting up a format for next year's Digest with you in mind.

We've had a fine season of racing in 1963 and are looking forward to another good season in 1964. We hope you'll be with us then.



A-PRODUCTION

There are plenty of thrills in and road race, but excitement at the Waterford Hills Road Course reaches a peak when the A-Production cars appear on the track. The battle between Corvette and XKE has carried over from year to year, and there are special rooting sections in the spectator area for "Tom" and "Joe." The cheers and groans carry across the track into the paddock area, where the other drivers and pit crew members seem to be just as excited. Add to this pair an AC Cobra, piloted by Tom Payne, a Lotus Super Seven, driven by John Gardella, and a sprinkling of other Vettes or Lotuses, and a thrilling race is under way.

The Shelby Cobra, a newest car in A-Production, was introduced in 1962. It has the body and chassis of an AC Ace, slightly restyled and much strengthened. Powered by a Ford 289 cu. in. V-8 engine fitted with two 4-throat Weber carburetors and various other improvements, the car develops

about 310 horse power at 7000 rpm. This kind of power in a chassis weighing 2100 pounds has made this the car to beat.

The Jaguar XKE sports an 8 cylinder (in-line), double overhead cam engine, which produces 265 horse power at 6000 rpm. This car, a descendent of a long line of sports and racing cars, including the D-Jaguar, so successful at LeMans, is one of the most successful racing Jaguars in the country. And this particular car, weighing in at 2600 pounds, holds the class record at Waterford.

The Corvette, first produced in 1953, is powered by a 327 cu. in. fuel injection engine, which achieves 360 horsepower (1.1 per cubic inch). With a fully synchronized transmission and this year's new independent rear suspension, it is a really hot car. The Vette is the only American-made sports car in its class, and it has been one



On the Starting Grid: Tom Payne, #113 Cobra, Judd Holcombe, #114 Sting Ray.

of the most popular of all the cars racing at Waterford, since the early days of Bob Clift and the White Mule.

The 1500 cc Lotus Super Seven is fitted with the new Ford type 116E five main bearing engine, fitted with a single twin-choke Weber carburetor and special Lotus manifolds. This highly tuned car, weighing 850 pounds, provides 125 horsepower at 7800 rpm. Other models of this popular car run in E-, C-, and F-Production, and Formula Junior Classes. (A really hot 1340 cc S7, piloted by Jerry Thompson, runs in B-Production.)

We've kept track of these cars throughout the racing season, and have discovered that while Joe Mulholland is the only A-Production driver in contention for the Championship Point Trophy, the others are pushing pretty hard. The following is a breakdown of the season's races:

In the Spring Sprints, Joe led the pace in both class races and the Production Feature; Tom Swindell was second in the Saturday race, running third to John Gardella (Lotus) in the other two races. Norm Luther and

Sam Smith (both Corvettes) battled it out for fourth place, with Sam leading the way on Saturday, and Norm winning out on Sunday.

The MSCC race saw Joe on top again in both class races, with Norm coming in second. The positions reversed themselves in the Production Feature, and Sam Smith came in third. Payne and Swindell had a bit of a bash in the Saturday race, which resulted in a DNF for both cars, which Swindell repeated in the Sunday race. Smith was third in the Saturday race, and Judd Holcombe took over that position Sunday.

Joe placed first again in the Mid-summer Trophy races -- Saturday and Feature races, that is, for Swindell had his car running again, and beat Joe in the Sunday class race, placing second the other two times. Larry Cox in a Lotus ran third in all three events. It should be noted here that these positions in the Feature races were first, second, and third in class, as Jerry Thompson in a B-Production Lotus beat them all out to win a First Overall. (Continued on Page 7)

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A-PRODUCTION CONTINUED



Going up the hill, it's Tom Payne, Joe Mulholland, and Norm Luther.

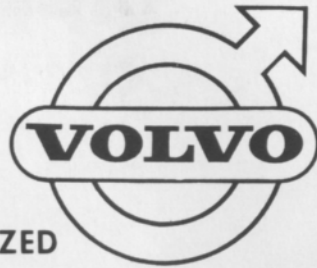
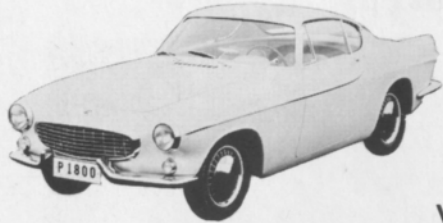
Swindell sat out the SCCA race last month, with oil leakage resulting from ring trouble. Tom Payne showed up again, in a patched-up Cobra, and placed second to Joe on Saturday, taking over first place on Sunday. Norm Luther placed third both days, running a good, competitive race.

So here it is, the last race of the season. Presumably all of the cars

are back in condition, with Joe pushing for a Championship Point Trophy. (By the way, he also runs a competitive MG 1100 in the Sedans Under class.) We're watching for a really exciting "go" when the A-Production machinery comes out on the track.



John Gardella, Lotus Super Seven.



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RACE RESULTS -- SCCA DIVISIONAL

Saturday

Race #1 - H-Production & Sedans

1 HP	E. Stamm	Fiat Abarth
1 Sed. M	W. Clawson	Falcon
1 Sed. O	E. Lidgard	Volvo

Race #2 - F-G-Production

1 FP	R. Brooks	MGA
1 GP	B. Clemens	TR Spitfire

Race #3 - D-E-Production

1 DP	C. Cantwell	MGB
1 EP	R. Dorn	Porsche

Race #4 - All Modified

1 CM	O. Russell	Special
1 FM	E. Mangelsen	Merlyn
1 GM	D. Bronson	Lotus 11
1 HM	K. Hier	Bobsy

Race #5 - Formula Junior

1 F. Jr. F	R. Brown	Stanguellini
1 F. Jr. R	R. Durbin	Lotus 20

Race #6 - A-B-C-Production

1 AP	J. Mulholland	Jaguar XKE
1 BP	J. Thompson	Lotus S7
1 CP	L. Rogers	Morgan SS

Sunday

Race #1 - H-Production & Sedans

1 HP	E. Stamm	Fiat Abarth
2 HP	D. Johnson	AH Sprite
3 HP	J. Wickes	AH Sprite

1 Sed. M	B. Clawson	Falcon
1 Sed. O	G. Henderson	Volvo

Race #2 - F-G-Productions

1 FP	R. Brooks	MGA
2 FP	E. Wachs	Alfa Spyder
3 FP	J. Pierce	MGA

1 GP	B. Clemens	TR Spitfire
2 GP	W. McFarlan	AH Sprite
3 GP	L. Rigoulot	TR Spitfir.

Race #3 - D-E-Production

1 DP	D. Johnson	GSM Delta
2 DP	C. Cantwell	MGB
3 DP	H. Dwech	Alfa Veloce

1 EP	R. Dorn	Porsche
2 EP	G. Lyall	Elva Courier
3 EP	B. Barber	Porsche

Race #4 - All Modified

1 CM	O. Russell	Special
1 FM	E. Mangelsen	Merlyn
1 GM	P. Helferich	Lotus
2 GM	N. Hartman	Merlyn
3 GM	H. Keller	Lotus 11

1 HM	M. Tanner	Martin T-5
2 HM	K. Hier	Bobsy
3 HM	W. Grant	Cote D'Azur

Race #5 - Formula Juniors

1 F. Jr. R	R. Durbin	Lotus 20
2 F. Jr. R	E. Ferris	F. Jr.

1 F. Jr. F	R. Lamson	BMC
2 F. Jr. F	L. Rutledge	

Race #6 - A-B-C-Production

1 AP	T. Payne	AC Cobra
2 AP	J. Mulholland	Jaguar XKE
3 AP	N. Luther	Corvette

1 BP	T. Morton	Lotus S7
2 BP	C. Simmroth	Porsche Carrera

1 CP	L. Rogers	Morgan SS
2 CP	E. Davis	Daimler
3 CP	J. Barron	AC Bristol



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CHAMPIONSHIP POINT STANDINGS

Place	Driver's Name	Car or Cars	Class	Hometown	Points
1st	Bill Osband	GSM Delta	D-P	Grosse Pointe	68
2nd	Don Eichstaedt	Corvair	Sed. O	Hazel Park	62
3rd	Joe Mulholland	Jaguar XKE MG 1100	A-P Sed. U	Bloomfield Hills	60
4th	Erhard Dahm	VW Porsche	Sed. M	Detroit	56
5th	Ken Woodward	Woodward DKW	F. Jr. F	Lake Orion	54
6th	Ralph Durbin	Lotus 20	F. Jr. R	Dearborn	50
	Gene Henderson	Volvo 122S	Sed. O	Dearborn	50
	Harry Keller	Lotus 11	G-M	Farmington	50
9th	Jerry Thompson	Lotus S7	B-P	Troy	44
10th	Andre Dubel	Simca	Sed. U	Ferndale	42

Championship Points are awarded in the following manner: 10 points for first place, 8 for second, 6 for third, 4 for fourth, 2 for fifth, and 1 for all others. Two points are also awarded for breaking a class record. Points are awarded only for performance in class races, not for novice or feature races. Only OCSRRC drivers are eligible, and only races which are open to all OC drivers are counted. If a driver runs two or more cars on any race day, his best performance is counted.

BILL OSBAND

Bill first drove an Austin Healey at Waterford, in 1960. In 1962 he went over to the GSM Delta, winning First in class in all but one of seven races. This year he has placed first in all seven of his races, and he holds the class record in D-Production.

DON EICHSTAEDT

Don began his racing in a Corvette in 1960. In 1962 he switched over to a Corvair, and has run that car last two seasons. He holds the class record for Sedans Over 1300 cc.

JOE MULHOLLAND

In 1959 and 1960 Joe ran a Jaguar XK 150, winning several firsts in the C-Production class races. In 1961 he added a Sprite, running two races in each car. In 1962 the switch was made to the E-type Jag, with Joe chalking up six firsts and three seconds out of nine races. This year he is running the Jag and an MG 1100, placing first nine times, and setting a new record in A-Production.

ERHARD DAHM

Erhard, faithful to the homeland, began his racing in a stock Volkswagen

here in 1960. Late in 1961 he added a Porsche engine to the old VW, and in 1962 he placed first in six races. This year the "porscheized" VW has come in first in seven races, and lowered the Modified Sedan record to 1:29.5.

KEN WOODWARD

Ken ran the first Waterford race in the home-made Woodward Spyder. After running the car through the 1959-60-61 seasons, he retired the "Sidewinder" and switched over to the Woodward DKW, a very fast formula junior. In this car he placed first seven times last year and six times this year.

JERRY THOMPSON

Jerry ran a B-Production Corvette in 1961. In 1962 he changed over to an A-Production Vette, placing in the top three in seven out of eleven races. This year he started out in a Corvair, then switched over to a B-Production Lotus Super Seven. This car has won his five firsts and a third out of six races, and in one of the feature races he passed all the A-Production cars for a First Overall.

HARRY KEELER

Harry, one of three drivers tied for seventh place, began his racing in 1959 in a G-P Alfa. Working his way up through E- and D-Production classes in cars of the same species, he changed over to the Lotus XI in 1962. In this car Harry has won two firsts, three seconds, and a third this season.

GENE HENDERSON

Gene, faithful to one Marque, began his racing in 1960 in a Volvo 544, winning two firsts' out of two races. He raced the same car in 1961, but changed over to the newer 122S Volvo last year, placing first once and second twice. This year, in the same car, he has placed in the top three in all of his six races, and is part of the three-way tie for seventh place.

ANDRE DUBEL

Andre, in tenth place in the Point Standings, began his racing career in 1961 in a BMW, running three races. He started out in 1962 with a Simca, keeping that car this year, and placing in the top three in six out of eight races.

RALPH DURBIN

"Pappy" has had a rather complicated car arrangement. In 1960 he ran a team Arnolt Bristol and a Sadler formula junior. In 1961 he ran the Arnolt and an Austin Healey, making a complete changeover in 1962 to an MG-TF and a Lotus XX. This year he has kept the Lotus and added another Austin Healey, racking up seven firsts and a second in the Lotus, and a second in the Healey. Pappy is the third part of that tie for seventh place.

Note: Although there are trophies for only the top six in the Championship Point standings, we have listed the first ten drivers, since the last ten stand a good chance of improving their positions.

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1.13	71.44	1.23	61.68	1.33	55.05	1.43	49.71
1.14	70.48	1.24	60.95	1.34	54.47	1.44	49.23
1.15	69.54	1.25	60.23	1.35	53.89	1.45	48.76
1.16	68.63	1.26	59.53	1.36	53.33	1.46	48.30
1.17	67.75	1.27	58.85	1.37	52.78	1.47	47.85
1.18	65.61	1.28	58.18	1.38	52.24	1.48	47.41
1.19	64.78	1.29	57.53	1.39	51.72	1.49	46.97

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CLASS RECORDS

CLASS	CAR	DRIVER	TIME	SPEED	DATE
Production Sports:					
A-P	Jaguar XKE	Mulholland	1:26.0	59.530	6/63
B-P	Lotus 7A	Lyll	1:25.1	60.159	5/63
C-P	MGB Imp. Prod.	Pease	1:28.6	57.783	6/63
D-P	GSM Delta	Osband	1:28.7	57.718	5/63
E-P	Porsche	Dorn	1:29.4	57.377	8/63
F-P	MGA	Brooks	1:31.6	55.889	8/63
G-P	Sprite	Charette	1:33.4	54.813	6/63
H-P	Sprite	Salo	1:34.2	54.360	5/63
Modified Sports:					
C-M	Elva-Buick	Keller	1:24.3	60.731	9/62
D-M	Torus	Clubine	1:27.5	58.510	5/62
E-M	Porsche RS	Payne	1:23.4	61.387	10/61
F-M	Lotus 23	Bradshaw	1:22.5	62.056	9/62
G-M	Lola	Bradley	1:24.7	60.444	8/61
H-M	Special	Hull	1:27.5	58.510	9/62
Formula Junior:					
Rear Eng.	Lotus 20	Durbin	1:20.4	63.676	8/63**
Front Eng.	Stanguellini	Brown	1:25.2	60.090	10/61
Sedans:					
Modified	VW Porsche	Dahm	1:29.5	57.171	5/63
Over 1300	Corvaire	Eichstaedt	1:32.8	55.168	6/63
Under 1300	Volkswagen	Lidgard	1:37.0	52.780	10/61

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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:

AC Cobra; Aston Martin DB4-GT; Corvette '327'; Corvette Sting Ray; Ferrari 250 GT (2400 mm wheelbase); Jaguar XKE; Lotus Super 7 Ford 116E.

CLASS B:

Aston-Martin DB-2, 2-4, DB4; Corvette 1953-1961; Ferrari 250 GT (2600 mm wheelbase); Lotus Super 7 (Ford 109E); Lotus Elan; Mercedes 300SL; OSCA 1600 GT; Porsche Carrera; Simca Abarth.

CLASS C:

AC Bristol, Aceca Bristol; Alfa Romeo Sprint Special and Sprint Zagato; Alfa Romeo 2600; BMW-507; Daimler SP-250; Elva Courier 1800 (MGB); FIAT-Abarth 1000 (DOC); Frazer-Nash; Jaguar XK120, 140, 150, 150S; Lotus Elite; Morgan Plus 4 Super Sport; Turner-Climax; TVR-Climax; TVR-1800 (MGB); Sprinzel Sebring Sprite; WSM (Sprite).

CLASS D:

Alfa Romeo Super Sprint, Super Spider; Alfa Romeo 1600 Giulia Sprint, Spider; Alfa Romeo 2000; Arnolt Bristol; Austin-Healey 3000; Gineta Sports; GSM Delta - Twin Carb.; Jensen; Lancia Aurelia GT; MG-B 1800; Porsche S-90; SIATA 208S; Triumph TR4; TVR-1600 (MGA).

CLASS E:

AC-Ace, Aceca; Austin-Healey 100-6, 100-4; Elva Courier 1600 (MGA); Fairthorpe Electron; FIAT-Abarth 700 DOC, 750 DOC, 1000 (pushrod); GSM Delta - Single Carb.; MGA (DOC); Morgan Plus 4; Porsche 1500, 1600; Sabra Sport; Sunbeam Alpine and Harrington Alpine.

CLASS F:

Alfa Romeo Giulietta Sprint and Spider; Berkeley B-95, B-105; Deutsch-Bonnet; Denzel 1300-S; Facel-Vega Facellia; Fairthorpe Electron Minor; Lotus 7-A (Sprite) and Ford 105E; Mercedes 190SL; MGA; Renault Alpine; Triumph TR2, TR3; Turner 950-S; Volvo P-1800.

CLASS G:

Austin-Healey Sprite Mk. I (with options); Austin-Healey Sprite Mk. II; Austin-Healey Sprite 1100 (limited options); Fiat 1500 Spider; FIAT-Abarth 750 MM, 850/S; MG-Midget; MG-Midget 1100 (limited options); Morgan 4/4 Series IV; Porsche 1300; Triumph Spitfire.

CLASS H:

Austin-Healey Sprite Mk. I (limited options); Berkeley 328 & 500; Fiat 1200 Spider; FIAT-Abarth 750 GT; Lancia Appia GT; MG-TC, TD, TF.

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.

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

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

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

CLASS F: 1150 to 1600 cc (67 to 97-1/2 cu. in.)

CLASS G: 850 to 1150 cc (46 to 67 cu. in.)

CLASS H: Under 850 cc (Under 46 cu. in.)

FORMULA JUNIOR:

The 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.

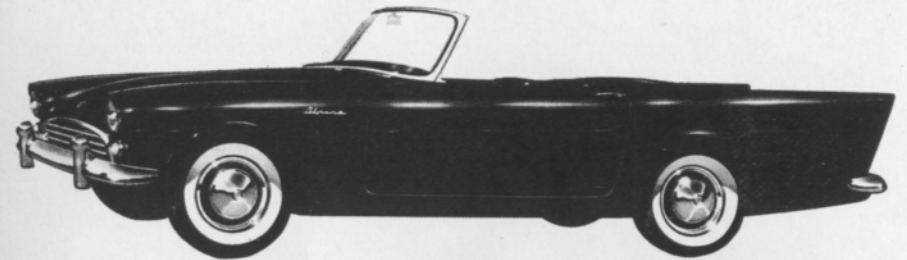
PRODUCTION SEDANS:

At our course Production Sedans compete in two classes; under 80 cubic inches and 80 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



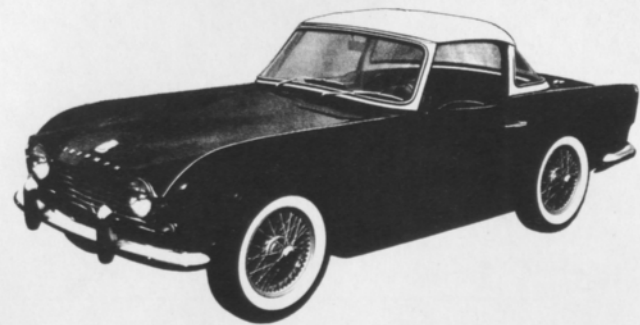
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