

OPEN EXHAUST

DETROIT REGION • SPORTS CAR CLUB OF AMERICA

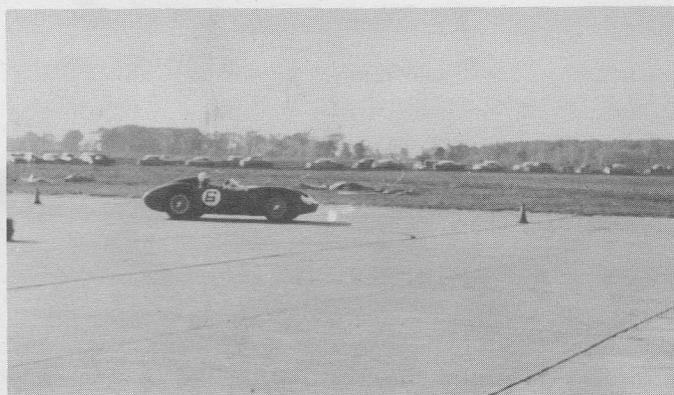
11-57



The story of the sedan race in one word ...Volvo



Race No. 3 is given the green flag by Jesse Coleman



The 2 litre giant, Testa Rosa Ferrari, Lunkin at the wheel.



Front row Payne and last row Wester had a race in this go.



Little Lotus plays tag with large T - Bird.

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REGIONAL OFFICERS

President: Lee Beck, WO. 3-5504 or DU. 2-3857
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Program Director: Bob McLean, JE. 9-4500, Ext. 297 or LI. 3-4455
Secretary: Harry Dumville, JE. 9-5000, Ext. 2374 or MI. 4-6482
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SCCA CONTEST BOARD MEMBER AND
SCCA CONTEST BOARD REPRESENTATIVE

Max Goldman, 218 South State St., Ann Arbor, Michigan--NOrmandy 2-6091 or NOrmandy 2-3303

CALENDAR OF EVENTS

November 16, 1957 Rally No. 7, Ford Motorsports Club
November 24, 1957 Sigs Reliability Run, Detroit Region
December 1 - 9, 1957 Speed Week, Nassau, Bahamas, B.W.I.
December 14, 1957 Annual Awards Banquet, Detroit Region
February 9-23, 1958 Speed Weeks, Daytona Beach, Florida
March 21, 1958 Sebring 12 Hour Race, Sebring, Florida
July, 1958 P O R Rally, Detroit, National

APPLICANTS FOR MEMBERSHIP --

The following persons have made application for membership in the Detroit Region of the SCCA. Anyone knowing of any reason why any of these applicants will not make first class members should communicate with the secretary.

Oakland Westerman
20785 Schultes
Hazel Park, Mich.

Charles L. Harbison
21700 Edna
Dearborn, Michigan

Wm. E. Hanson
14259 Mack Ave.
Detroit 15, Mich.

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Detroit 23, Mich.

Anthony Bigda
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Harry G. Jenkins
1188 Dudley
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Bill Brehmer
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Miss Anne Ferguson
14997 Wilfred
Detroit 13, Michigan

Pete E. Brock
5801 Streefkerk Dr.
Apt. d-21
Warren, Michigan

*transfer

Richard F. Deremer
16782 Merriman
Livonia, Michigan

- SCCA -

THREE TRANSFER MEMBERS JOIN DETROIT REGION --

We welcome the following transfer members to the lists of the Detroit Region:
H. J. Holcombe, Jr., Lt. Santo A. Irlandi and Kent B. Zopf.

- SCCA -

WANTED --

Sports Car. MG-TD - Porsche - Siata - What have you?
Price is important! Want used, abused, or misused car. Wreck considered.
Hawk your wares to: Angus H. McLarty, 5330 Croisant, Dearborn, Michigan.
Phone LO 2-6000, Extension 230.

- SCCA -

HAVE YOU RETURNED YOUR BALLOT YET? --

By now all of the members have received their official ballots for the yearly election of officers and have most likely returned them. If though you have received yours and you have not yet voted, why not do it right now? All of the candidates are qualified for the positions involved, so vote for the man of your choice. The ballot to be valid must be posted by November 30, 1957. Do it now before you forget!

- SCCA -

REGIONAL COMPETITION CALENDAR FINALE, NOV. 24 --

The last competition on the 1957 calendar of the Detroit Region will be of the rally type and staged on Sunday, November 24. The chairman of the event is Bob Sigmund and he tells any who ask that this will be a fitting finale for the year. Bob has named his brainchild after himself and so those who are to test his efforts had better send in their entry for "Sigs Reliability Run".

The first car out will leave the parking lot of the Town Drive-In at West Chicago and Telegraph Road at 12:00 noon, so Bob asks that entrants be there at 11:30 A.M. for the usual drivers meeting.

One of the requisites for this event will be a navigator who can drive. Of course the usual equipment will be of immeasurable help.

So send in your entry now or if need be, come out and make a post entry as they will be accepted on the 24th.

- SCCA -

NOVEMBER MEETING AT NORTHLAND ON THE 19th --

Among the usual good things to do Sports Carwise at the November meeting will be a film on the 1957 Sebring 12 Hour race. 8:00 P.M. will be the time, and as we said above, Northland, the place.

- SCCA -

THEY RACED AGAIN --

It took a long time for the Detroit Region to get the racing program off the ground, years in fact, but when they finally got it airborne it rose higher than sputnik. For the second time in three months a race on a regional level was staged by the intrepids of the Detroit Region.

The site of the second (or as it was formerly known) Tri-City Trophy Races was the Tri-City Airport in Saginaw. (More correctly, Freeland) The event was scheduled for the weekend of October 4, 5 and 6, 1957 after the chairman, Gene Annabel, had extracted a promise of no rain at gunpoint from the Meteorologist at the Tri-City Airport. The promise was kept and in return the races run with much gusto!

Saturday was a day of much effort on the part of both participants and sponsors. The fact that all the cars had an intensive and complete technical inspection speaks for the efforts of Chuck Sherman and his stalwart group of enthusiasts. The efforts of the participants were more noticeable on the course, as they sought to familiarize themselves with the 1.85 miles of twisting concrete.

The practice sessions were split so that the small and large cars did not share the road. This pleased the drivers and also proved to allow adequate practice to all. Practice was not without incident though as an Austin-Healy 100-6 occupied the end of a tow rope, only to be followed by an MG. To prove that the British cars had no monopoly on trouble the Lyeth 4.5 Ferrari obligingly spit a valve into its carburetor and was retired for the weekend. Designer Brooks Stevens' Excaliber-J, though sounding fearsome, too, was returned to its trailer and then to Milwaukee. But for the most part practice was peaceful, other than the sweet music of open exhausts, and at last 4:30 P.M. arrived and with it the ladies' race.

This matched such equal machinery as TR Ferrari with Porsche 1300S and Elva MK I with Alfa Romeo Veloche. But as the Glas had a last minute talk with Jesse Coleman one thing was evident.....they'd all be trying.

THEY RACED cont'd

The front row of the grid was shared by such justly famous marques as Elva, Corvette, and Ferrari. The green flag fell and the cars disappeared around the first corner and down the back straight. On the first lap the cars passed the finish line Elva, Ferrari, Corvette, Alfa, Porsche 1500. Porsche 1300S and Porsche 1600. This was the story of the race except for a challenge to Rita Radriguez in the Alfa by the 1500 Porsche of Inca Beck. A touch of humor was added to the race as Marian Dittus brought #0 (it reads the same right-side-up or upside-down) Porsche into the pits on the 10th lap. She said she thought the car must be on fire as her legs and feet were so hot. Her pit crew chief turned off the heater and the car rejoined the fray.

The flag fell on Suzy Dietrich's Elva as she and Helen Howard, in the TR Ferrari, completed their 18th lap. One lap behind was Laura Dasey (Corvette) and the Rodriguez Alfa. A lap behind this due was Inca Beck with Marge Sherman and Marian Dittus a lap arrear of her.

With the course christened by the gals all retired from the field for the day and bench raced late into the night. The morrow had much in store.

Sunday dawned bright and early (too early for some of the bench drivers of Saturday evening) and the first of that day's races was off with a roar as the sedans of up to 2.3 litres set off in search of trophies. Two of those red and yellow Volves led the way and the rest of the troupe followed them in with the Turner of Dale Smith taking third. Charlie Davison and Lancia drove a very smooth race holding down fourth place from lap one till the checkered flag. Bill Hutchinson is his Ghia-VW scrapped with a VW sedan with Ohio plates till finally the Buckeye won out.

While Sherman and Kennedy were taking the viking cars to victory the class J cars were going hot and heavy, whistling down the straights at phenominal speeds. Forbes Howard put his car in front of Dick VanCleve and that's how it ended.

The second race left the grid in a battle to prove once and for all whether a Class G MG is the match of an Alfa or a Porsche 1300S. This question was answered as four Alfas were followed by a Porsche, Alfa, Porsche, and MG-TD in that order for the first eight places. The opening laps saw a good race for the lead between Bill Bradley, Bob Barsantee and Ernst Ruffini. As soon as this sorted itself out a bit Harry Constant made a bid for third place, a spot which he held on to till the finish. With the exception of Pete Owen in his venerable TD none of the Abbington ware got ahead of the flying Guilettas. Such is progress.

Race number three was for cars of Class F production plus the first three finishers of the two previous races if they elected to run. This turned out to be quite a Porsche race for out of twenty-one starters there were but four MG's, two Volve, and one Alfa Romeo Guiletta. The race results are told at the end of the first lap with the Carrara Speedster of Don Wester in the lead followed by one of those red and yellow cars (Porsche Super Speedster) with "Bad" E. J. Hancock at the wheel. Dick Bodkins of Flint was in third slot in his very fast Porsche 1600 normal Coupe. A particularly good show was put on by Chuck Sherman in Volve #4. Dropping from eighth to sixteenth on the fifth lap Chuck worked his way back through the traffic to take the checkered flag in tenth place.

The fourth race of the days program was considered by most to be the most exciting. Since the rules allowed the victors of the preceeding race to elect to start if they so wished, Don Wester thought he would see what he could do against the larger cars. Starting in the last row of the grid he was in fourth place at the end of lap one. Lap two saw no change, Wester still being led by Cook, Payne, and Durbin in that order. Lap three saw the Carrara in third slot and the eighth lap meant a move to second place. While all this was transpiring the front runners, Cook and Payne, were busy contesting first place between themselves. The nod went to Payne on lap seven.

THEY RACED cont'd

For the eighth through the eleventh laps the flying Wester and the Arnolt-Bristol of Tom Payne were never more than a few feet apart. Indeed one could have stepped from the deck of one car to the other with no more than a normal pace. On the twelfth lap the brakes were with the Porsche Busher and he came round leading the field by that same small gap that had previously separated him from first. This was the story for five laps but then the pace began to tell and with brakes ailing the lead was again relinquished to the Payne machine. This was not the only race going on at the time however.

Ralph Durbin and Gordon Cornwell were debating the relative merits of four and six cylinder engines in Austin-Healy type autos. Cornwell finally made his point however and finished in the van, not however without a battle!

After a bite of lunch race five looked like a good go. With twenty-one cars facing starter Jesse Coleman's green flag the race was sure to please. To top this off the race was the longest of the day, being scheduled for forty-five minutes. Four Elva faced the starter, count em...four! I didn't think there were that many in the world. But as the starter gestured the boys to GO, one knew that go is what anyone would have to do if they wanted a trophy. This trick of being able to go came very easy to Don Sessler who was driving the 550 Spyder of Cy Fulton. He just ran off and hid while the rest of the boys had a race. The black Spyder (with spider webs on the headlights) of Carl Haas was not quite as successful at outrunning people and had to settle for a third behind the Lotus of Bob Weiler which (as the British say) was going quite quickly. The Mark II Elva of Chuck Dietrich gave the front runners a time for five laps but couldn't stand the stress in the clutch department and so that component gave up. Two laps later Suzy Dietrich (who had been left alone to defend the Dietrich name) called at the pits belching white smoke. This ailment was not as mortal as the clutch injury had been and soon the car was back in the race, but this time with Chuck driving.

While this had been going on the other cars were dropping like flies and soon there were only twelve left to be flagged in.

Classes B and C production then had their fling for the day and this contest might really have been called no contest as the Corvette drivers seemed to be so afraid of the rest of the cars that they pulled that sneaky trick of forming a little clique and hiding from the competition. The Mercedes 300 SL of Dave Deuble managed to stay on the same lap as the leaders but only with difficulty. Does anybody remember when you could beat a Corvette with an MG. Them days are gone forever. There were two T-Birds entered in the race one of which got a DNF. The other car had a little trouble too. It seems that the owner couldn't seem to read the print in the Red Book about what is and what is not a production vehicle.

The main event of the day was of thirty minutes duration and for Sports Classes B, C, D, and E, plus the victors of races five and six if they wanted a little more action. All the pre-race dope had the first place sewed up for the 2.0 little Ferrari of Ebby Lunken. And you know the tipsters were right. It wasn't quite a walk away however as Jim Johnston of Cincinnati kept his 2.5 Testa Rosa right behind Lunkens #6 waiting for a mistake. There were none. Third place after much contest went to Don Sessler in the fabulous 550 Porsche Spyder. The Testa Rosa of Jack Quackenbush was fourth followed by Ralph Durbin in a "Stock" (the steering wheel) T-Bird.

John Cook had some fun in the other T-Bird. A brake line broke at the end of the back straight so John left the road and went straight ahead for about four hundred feet before stopping. Then he turned around and motored to the pits. The farmer who owns the field is trying to hire John and the T-Bird to do the plowing from now on....seems he never could do it that fast.

Behind the Durbin T-Bird came a stock Corvette moved up from the previous race, and the Lotus that placed second in race five.

THEY RACED cont'd

Eighth, ninth and tenth places were held down by the Corvettes of Jerry Earl, Jack Knab, and Bob Glift. In eleventh place was John Cooks brakeless wonder which crossed the line just to place. The blown TC of Jack Stewart qualified as the last car across the line and the first edition of the Tri-City Trophy Races was history.

The trophy for the person driving his (or her) car the farthest to the races was won by Mr. Homer Dasey of Pittsburg, Pa. This was announced at the victory banquet that evening.

- SCCA -

WANTED -- DEN FOR A CAT --

Garage for storage of sports cars for winter months. Prefer Northeast Detroit or Grosse Pointe Woods area. Days call YU 3-3000 Ext. 8517. Evenings call IA 1-7474 Ask for Bernard Schwartz

- SCCA -

SMALL TORQUEZ-- Ye Ed

It would hardly seem that something as unassuming as a VW would be the center of a large plot but such is the case. In case you've missed the Sunday (or daily) papers of late you might not know that there is an extensive black market in Volkswagen. The cars in question are all legally imported into the United States however they are for the most part used German cars which do not meet the specifications for cars imported into the U.S. through normal channels. The glaring differences are the lack of bumper overriders, speedometer calibrated in kilometers, cable brakes, lack of sealed beam headlights, lack of laminated safety glass, and even lack of synchromesh transmissions. The worst part of this whole thing is that these cars are being foisted off on unsuspecting buyers at up to \$200.00 more than one can buy a new VW. If you have a friend who is contemplating the purchase of a VW, let him know of this state of affairs. It takes about \$180.00 to convert one of these cars to Export model standards and even then one could not change cable brakes for hydraulic.

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Wanted **

By the Editor. One copy of the program for the Tri-City Trophy Races. Call me at the phone number on the second page or mail to me.

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Those of you who are in the habit of using Castrol Oil in your car will be happy to know that ALL GRADES of Castrol are available from European Motors, Inc. 7079 Gratiot Ave. (Cor. E. Grand Blvd.) WA 5-8600.

- SCCA -

FOR SALE --

Jaguar parts: R.F. Roadster fender \$20.00. Left Coupe door, \$20.00. Set of hubcaps and other parts cheap. Corvette parts 1953 to 1955 hood, deck lid, top lid, steering wheel, brand new. Half price. Also 6 volt radio and heater. Call Bob Clift, Pontiac, Michigan, FEderal 5-5649.

- SCCA -

REGIONAL POINT STANDINGS --

The following are the regional point standings including those gained at the Tri-City Races.

MEN

Post, A.	444	Dittus, R.	265
Beck, L.	369	Beronius, H.	262
Sherman, C.	318	Schmidt, W.	251
Bradley, W.	296	Durbin, G.	251
Steele, R.	280	Wells, W.	240
Hallack, T.	276	Buckberrough, J.	240

Kennedy, D. 214; Dohman, R. 210; Lawson, D. 202; Zabriskie, J. 185; Annabel, E. 175; Harvey, S. 174; Kelley, E. 160; Cook, 144; Knoll, R. 140; Hackman, A. 140; Keeler, H. 140; Clift, R., Kelly, W. 134; Constant, H. 133; Lapping, A., Besancon, G. 130; Owen, P. 126; Howard, F. 122; Woodhouse, J. 122; DuPont, M. 115; Davison, C., Hebb, E. 114; Larivee, R., Koontz, H., Askew, K. 110; Anderson, E. 108; Appleman, N. 104; Lance, D. 102; Leasure, J., Kopka, D., Cushing, H., Featherstone, T., Green, C. 100; Barnes, W., Barsantee, R. 90; Kennedy, R. 83; Mullaly, W., Bells, B., Gillham, R. 80; Wenzel, W. 70; Payne, T. 68; Stica, A. 67; Earl, Jerome 65; Goldman, M. 62; Jackman, R., Manning, E., Syze, J. 60; Ward, O., Hancock, E., Keslin, R. 58; Camden, J. 66; McBryde, E. 54; Hutchinson, W., 53; Lyeth, R., 52; Morrisett, L., McLean, R., Atchison, R., Roman, D. 50; Richardson, W., Zimmerman, T. 45; Durbin, R., Subberra, A. 43; LaCroix, A. 42; Rutledge, L., Hartman, N. 41; Presser, M., Gahman, T., Brown, E., Lance, H., Masinick, E., Zeller, D., 40; Cornwell, G., Hapsberg, S. 39; Hough, J. 34; Black, D., Zopf, K., Earl, James, Vlossak, J., Keese, J., Tanner, M., Roxbury, E., Dumville, H., Francoise, Gersch, R., Jarman, T., McFarland, P., McLaughlin, B., Shaver, J., Sutherland, F., Thorpe, J., 30; Nordstrom, N. 29; Mueller, J. 25; Munson, T., 23; Lidgard, E. 22; Munz, W. 21; Brennan, A., Avis, E., Mundus, W., Herzog, W., Bossow, V., Boyson, B., Daniloff, S., DeHaven, H., Dredge, T., Fess, P., Hill, C., LaGrene, E., Ockon, R., Owen, J., Rowe, W., Schmidt, G., Schwartz, B., Silbert, P., Steele, W. 20; Van Cleve, R., 17; Scherrer, W., Kaminska, J., Weisier, F., Hesler, D., Chakmakian, C., Advent, C., Azary, A., Bertsch, T., Broadbent, D., Cavanaugh, G., Cumberford, B., Davison, E., Day, R., Edwards, J., Frank, T., Grady, Ingelia, T., Katzenmeyer, R., Lee, D., Linderberry, C., Loomis, J., Lund, P., Marsh, J., McCluskey, J., Norwalk, T., Pizzurre, F., Ponte, P., Serian, J., Standt, R., Vandusen, R., Wheeler, D., Yuhn, C., Davidson, C., 10.

WOMEN

Post, P.	740	Beronius, M.	225
Beck, I.	600	Annabel, D.	215
Sherman, M.	555	Howard, H.	190
Kennedy, A.	450	Harvey, N.	160
Dittus, M.	380	Buckberrough, F.	140
Pierce, L.	240	Featherstone, A.	130

Hassock, C., McFarland, M. 110; Cushing, L., Kelly, R., Keslin, M., Kopka, J., Leasure, J., Rutledge, W., 100; Krebs, J., Larivee, J. 70; Owen, M., Anderson, H., LaCroix, F., Mullaly, D., Syze, J. 60; Hallock, J., Constant, L., DuPont, L. 50; McLaughlin, B., OsLund, R., 30; Woodhouse, D., Roxbury, E., Herzog, M., Boyson, P., Donnajkeaski, R., Hebb, C., Keese, M., LaGrone, M., Massinick, D., Presser, E., Richardson, J., Wells, D. 20; Kaminska, E., Hosler, Zimmerman, E., Brennan, M., Bradley, S., DeHaven, B., Elliott, J., Gahann, H., Hill, C., Hough, J., Linderberry, D., Manning, A., Owen, Zopf, S. 10.