

AMATEUR ROAD RACING IN MICHIGAN
THREE INSTITUTIONS

By

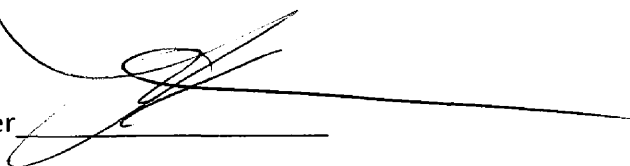
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TABLE OF CONTENTS

Introduction	2
Chapter I A Definition of Road Racing	5
Chapter II History of American Racing	7
Chapter III The American Road Racing Renaissance	13
Chapter IV Janesville Airport	16
Chapter V Grattan Raceway	26
Chapter VI Gingerman Raceway	41
Chapter VII Waterford Hills Road Racing	49
Chapter VIII Conclusion	72
Chapter IX Reflections	76
Notes	78
Appendix	

INTRODUCTION

This thesis discusses amateur road racing in Michigan. This subject was substituted by the author for a more traditional academic subject after a chance discussion with a speaker after a research class that was part of the Masters in Liberal Studies in American Culture program. It is in part a historical project, but it attempts to be a history that attempts to connect developments in the sport to broader themes in the study of American culture. This thesis focuses primarily on three institutions. Waterford Hills Road Racing is a club, founded in 1958 eight miles near Clarkston Michigan in the shadow of the capitol of the American automobile industry (The track is about two miles away from Chrysler's headquarters). Waterford dates back almost to the beginning of the modern sport in the early nineteen fifties and in its history has reflected developments in the sport itself. Grattan Raceway in Belding Michigan is a family business. The founder and owner, who as of 2009, still lives on the grounds operates the track and rents it out to many clubs and other groups. He and his family help stage events. Grattan also dates to early times in the sport. Gingerman Raceway in South Haven Michigan is comparatively new, opening in 1996. Gingerman is owned by an individual who is an enthusiast, but Gingerman is first and foremost a business. The development, promotion and operation of the track are very different in many ways than either Waterford or Grattan, and more deliberately parallels modern corporate practices.

These three are most significant in one important respect. They are the only "landed" road racing institutions surviving in Michigan - that is, institutions that own a track. They have required the investment of lives and resources but they are each

different in how that investment has been made. In addition, the stories of their foundations and development are unique. They still exist and are thriving in what remains a niche sport, in a day when American racing is dominated by NASCAR. Their stories touch on just about every significant development in the sport. Some activities illustrate fault lines in American culture. For example money dominates vintage car racing, lately a strong growth element in the sport, while club racing focuses on participation at whatever level one can attain. Money and amateurism have been issues in the history of races sponsored by the Sports Car Club of America, whose Detroit chapter holds its races at Grattan and Gingerman on the west side of the state, but not at Waterford.

The sport has a unique and colorful history, populated with unique and colorful people. The thesis begins with a history of racing in the United States, setting the context for the development of amateur road racing. Road racing, as it emerged in the late 1940 was in many ways a deliberate repudiation of popular American practices. For many years about the only things road racing and the rest of American racing had in common were four tires and a steering wheel. Only in recent years have the sports converged in important ways.

Next is discussion of the nineteen 1952 sports car races at Janesville Airport in Wisconsin. The program for that event is reproduced as an appendix. While not a Michigan event, this program illustrates all of the elements surrounding a road racing event. The organizational structure has carried over to modern practice and anyone interested will see substantially the same elements at an event today. The program's style of presentation and the period advertising convey a deep sense of the times and the

culture in the early days of the sport. This thesis must ultimately concern itself with the emergence of themes in American culture; besides providing sharply focused context for later developments, the section on Janesville Airport provides an opportunity to vicariously visit the early days of the sport.

The thesis then continues with the history of the three institutions in Michigan discussed above and considers what their stories inform us about American culture at large.

CHAPTER I AMATEUR ROAD RACING DEFINED

None of the institutions considered here would exist as they do today, nor would they have developed as they have if the sport contested were not road racing. “Road racing” became a culture, a specific definable approach to motor sports and to the culture of the auto industry, but first it was simply an alternative form of the sport. Road racing was, in the beginning, quite literally that: races that were held on public roads both here and in Europe. As the sport developed, cars became faster and more powerful and the roads were blocked off from public access for a race. Local officials most often acquiesced with these arrangements in return for the publicity and business generated by the races. Crowd control and safety issues, as well as inconvenience, made closed course racing more desirable. In addition, closed courses offered business opportunities that Americans were quick to realize. Most of American racing quickly turned to closed race courses. Albert R. Bochroch writing in his *American Automobile Racing* says there were few, although interesting, American road races after nineteen seventeen, and the last reference was to the activities of ARCA, the Automobile Racing Club of America.¹ During the period ending about 1934 in the United States, commercial interests and safety issues confined American racing to closed, purpose built tracks.

Road racing was and is conducted in all weather, on all manner of road conditions – paved or not, concrete or, brick; and races were conducted at night, the courses illuminated by the headlights of the cars. Road racing began as a test for cars designed to be driven on the road in the conditions encountered by ordinary drivers. As the sport developed, mainly in Europe, the cars became more specialized in the ways necessary to

enhance performance, but the all weather, all road conditions requirement remained. Public road courses remained popular in Europe; as late as the nineteen nineties the famous races at LeMans, in France and at Spa Francorchamps in Belgium were held on public roads blocked off for these races, and the Grand Prix of Monaco on the French Riviera is still held today, on the streets of Monte Carlo. The glamour and sophistication of these European events played no small part in the post World War II renaissance of road racing in the United States. In *American Road Racing* John C. Rueter, a member and competitor in ARCA in the 1930s and 1940s, admitted the group openly copied European practices.²As we will see, Road racing emerged in this form briefly after World War II. The same concerns that arose in the early days of racing eventually led to the construction of purpose built road racing courses. These courses mimicked road conditions with turns of various shapes and the best courses incorporated hills and other natural features.

The subject of amateurism has been as an important topic in sports for a very long time, but this Thesis does not attempt to engage that discussion. With minor exceptions in track rentals, the institutions discussed here were created to serve amateur automobile racers, people who are not paid to compete, who do so for the love of the sport. The Sports Car Club of America (SCCA) went to great lengths, sometimes thought absurd, to exclude paid professionals from the sport. The SCCA eventually founded a separate professional series to accommodate those who demanded paid participation. The people whose stories are presented here are people who compete for the love of the sport and the sense of fulfillment resulting from competition. The achievements of some of them are all the more impressive in consequence.

CHAPTER II HISTORY: AMERICAN AUTOMOBILE RACING

There is a cliché in the sport that racing started when the second car was built. Racing in both Europe and the United States dates back to the earliest days of the industry. A popular trivia question is: Who won the first automobile race held in Michigan? The answer is Henry Ford, in 1901, on the Detroit Driving Club's track in Grosse Pointe Michigan.³ The National Automotive History Library, a department of the Detroit Public Library, has original photographs from the event.

Current American racing lore has it that road racing developed in the late nineteenth forties and took a firm place in American sports history from there. That view is wrong in a couple of important respects, but the reincarnation of the sport in the eastern United States is the heritage that predates the events in Michigan that are the main subject of this Thesis and the entire sport as it is conducted today.

There were road racing events in American history before World War Two, but changes in American culture resulting in part from the war, helped define what road racing became. American racing before and after the war was and is dominated by oval track racing.

The Indianapolis 500, first run on August 19, 1909,⁴ epitomizes American oval track racing in every important respect and has since its beginning. The track is roughly rectangular with four well rounded, regularly shaped corners. It is in an enclosed facility so access can be carefully controlled. Admissions were charged from the earliest days.

The closed facility also makes emergency services easily and quickly available and facilitates communications on race conditions.

Spectators could see most of the course from the grandstands, at least in the early days. Concessions were added over the years, providing additional attraction for the spectators and additional income for the owners. Garage facilities for the racers were installed and eventually became elaborate. Sophisticated "pits" were developed where cars could come off the track during events for service and reenter the race. Spectators were afforded limited access to these areas, at an extra cost. Over the years guard rails and other barriers to protect spectators were developed.

The cars started the race in formation, rolling at a speed below racing speed until the green flag was thrown to start the race. The cars went around the track in a counter clockwise direction. The races are not held in inclement weather and the Indianapolis 500 has been halted for rain several times, to be finished on a later day. Racing is not conducted in the dark; in later years lights were installed to light the entire track for night racing. All of this describes in the essentials the way most American racing is conducted today.

Oval track racing was a big business from the early days of the sport. Americans were well accustomed to sporting events in closed venues. Baseball and football, as well as boxing and even bicycle racing were popular going into the early days of auto racing. Closed venues allowed for efficient crowd control, but primarily facilitated charging admission fees and, as developed notably in baseball, for the development of concessions as additional sources of revenue. Barney Oldfield, later a famous auto racing driver, was

a successful bicycle racer early in his career.⁵ The fabulous, but dangerous, wood board tracks popular after World War I showed the direct influence of bicycle racing on auto racing.⁶

As the automobile spread, so did racing in countless cities, small towns and villages across the country. Auto races were first held on horse racing tracks; the use of these tracks set many of the features of auto racing, including the American habit of running races in a counter clockwise direction. Some tracks became elaborate small scale versions of Indianapolis; many more remained multi use county fair type facilities. Many tracks were and are privately owned and developed.

At many levels of the sport, from the earliest days, drivers were paid professionals. Smaller venues, down to the crudest local "bull ring" often paid prize money. Amateurism was a hot topic in some American sports around the turn of the century, but did not become much of an issue in auto racing until the founding of the Sports Car Club of America in the 1940s.

Almost from the beginning American racing became and remained for many years the province of purpose built race cars. As in Europe, the major manufacturers built race cars, often using components from production cars. Ford, Buick and others entered racing. The primary motivation was promotion and sales. "Looking back on his racing experience, Henry Ford said "Winning a race or making a record was then the best kind of advertising' ".⁷ The major auto companies participated through the 1920s, but with cars very different from those they sold to every day motorists.

Racing cars became single seat vehicles after increases in reliability eliminated the need for riding mechanics. Engines and transmissions became more specialized but therefore less flexible and less suited to every day driving. As the cars started the race rolling at speed, self starters were eliminated and the cars were hand cranked, pushed to start or started with plug in machines. At most important levels and venues but purpose built race cars designed and built by specialty producers came to dominate racing. There is little doubt that production based “jalopies” were raced in small venues around the country. But the spread of Midgets, literally miniature versions of big league race cars, and Super Modifieds, single seat cars with custom fabricated chassis powered by highly modified production engines, provided support for the view that “real” race cars were specialized vehicles. At least, they were until the advent of stock car racing.

Stock car racing is conducted at the national level by the National Association of Stock Car Racing (NASCAR) and by numerous local sanctioning bodies and tracks around the country. It is the largest, richest and most popular form of racing in the United States today. The singular difference between stock car racing and the other major forms of racing in the United States is that the cars look like the cars motorists drive on the streets. One of the oldest maxims in the automobile business is “Win on Sunday, sell on Monday”. Stock car racing has taken maximum advantage of the race cars’ similarity to cars sold to consumers. The modern sport grew out of the moonshine running days of prohibition. Purpose built race cars would be immediately suspect (and eventually deemed illegal) on public roads. Everyday cars were heavily modified to carry the loads and to provide additional performance to be able to outrun the police. Fords were the favored cars before World War II, much to the consternation of prohibitionist Henry

Ford.⁸ Prohibition ended, but the production and distribution of moonshine remained popular in the southern United States and the popularity of racing coupled with the mechanical and driving skills developed set the stage for the creation of NASCAR and stock car racing. This period is well documented in *Deal with the Devil* by Neal Thompson.⁹

Two important facts came out of this development. The first is that stock car racing was born and became popular among working class Americans. NASCAR and other promoters have made every effort to maintain that association even though the teams, owners and drivers have become very wealthy. The second is that the cars were never “stock”, meaning left just the way they came from the factory. From the beginning, they were heavily modified to enhance performance. Thompson remarks: "From the beginning, of course, racing purely stock cars had proved impossible, with wheels falling off, radiators exploding, and engines seizing. Race promoters and sanctioning bodies made allowances for such non-stock alterations as larger radiators and stronger lug nuts to keep the right side wheels from tearing off. Without such allowances, they'd never have had enough cars for a good race."¹⁰ This was a marked difference from the imported "sports cars" involved in post war road racing. The “stock cars” of today are purpose built race cars that bear only passing resemblance to the cars people drive on the streets.

The ascendance of stock car racing highlighted an important distinction in racing, that between cars with fenders (or “closed wheel” cars), and therefore ostensibly, close to passenger cars in important respects, and “single seater” or “open wheel” race cars, purpose built race cars. Despite every real and cosmetic dilution of technical and

performance differences, the belief persisted that “real men” drove open wheel race cars, and that legend permeates every brand, level and version of American racing today.

Stock car racing was for most of its existence has been conducted on oval tracks in exactly the same way as open wheel racing. Beginning in nineteen fifty nine with NASCAR founder Bill France's Daytona International Speedway, the premier level of the sport has been conducted on "super speedways" with banked turns that accommodated speeds of over two hundred miles per hour before financial and safety concerns led to restrictions. Only after road racing had been reestablished as a vital part of American racing did NASCAR and American stock cars return to road courses, now among its most popular venues. Interestingly, that return to road racing came at Watkins Glenn, the birthplace of post war American road racing.

Finally, stock car racing involved strictly American cars until 2006. The step into NASCAR by Toyota was contemplated with the usual Japanese caution and study.

CHAPTER III THE AMERICAN ROAD RACING“RENAISSANCE”

The putative birth of road racing in the United States occurred at the upstate New York town of Watkins Glenn on October 2, 1948.¹¹ The race was officially staged by the Sports Car Club of America (SCCA), but in fact was largely the promotion of an individual member, Cameron Argetsinger.¹² He was assisted by small group of opportunistic, non SCCA member racers some of whom were members of ARCA, the pre war road racing club¹³. He had the enthusiastic support of an opportunistic community, which saw a way to bolster tourism. These same kinds of forces led in a few years to the establishment of road races in Elkhart Lake, Wisconsin, Bridgehampton, Connecticut and several locations in California, always a hot bed of racing developments.

The elements that affect a study of the sport in Michigan are these: National events led fairly quickly to the establishment of purpose built race courses that replicated open road conditions to the greatest extent feasible. The races at Watkins Glenn, Bridgehampton and Elkhart Lake all produced crowd control and safety issues that race promoters were, in the end, unable to overcome, just as earlier officials failed in the early 1900s. The death of a child spectator at Watkins Glenn in 1952 and injuries to spectators at Bridgehampton drove the sport towards closed courses.¹⁴ Public officials became increasingly reluctant to accept the possible financial liability and the certain political liability for mishaps.

Strong individuals led the effort to develop purpose built race courses. Cameron Argetsinger at Watkins Glenn and Cliff Tuft at Elkhart Lake¹⁵ have become legends of the re-born sport for their efforts. Limerock Park in Connecticut was born largely under

the direction of legendary race driver John Fitch, a star of all of the early days of post war road racing.

A most important bridge from the revived public road days to the era of purpose built road racing courses was provided by the United States Air Force. General Curtis Le May had taken a keen interest in “sports car” racing, as it was known, and also had a strong desire to promote and support interaction with civilian communities. With the blessing of the Eisenhower administration, General Le May saw to it that Air Force bases around the country were made available to be converted to temporary race tracks.¹⁶ They were, of course, flat and, by sophisticated racers’ standards somewhat boring, but they provided a safe, controlled and politically safe way to hold the races. A program from the Janesville Wisconsin Airport races is included and discussed in this Thesis. Closer to the military connection, races were staged on the National Guard airfield in Grayling Michigan for many years and races were held at the Grand Rapids airport after operations were moved to the Gerald R. Ford airport serving the city today. The conversion of the old Grand Rapids Airport to an industrial park played a role in the founding of Grattan Raceway, one of the main subjects to be later discussed below.¹⁷

Although it occurred after the events at Watkins Glenn and Bridgehampton, and after the move to airport courses, the crash into the grandstands of a Mercedes Benz sports racing car at LeMans in 1955, which killed eighty eight spectators and injured many more, cemented the move to carefully controlled facilities and changed the face of the sport, even in the United States.¹⁸ The Automobile Club of America, founded in 1899¹⁹ took the occasion to withdraw from its long time role as the lead sanctioning body

of American racing. It was succeeded in stock car racing by the already ascendant NASCAR and in open wheel racing by USAC, the United States Autoracing Club.

Nostalgia for the “Golden Days” of American Road Racing has led in recent years to a surge in historical activity and writing. “Vintage” car racing has become a big business. Vintage cars are race cars at least twenty years old. Many are “restored” to better than new condition and are rolling museum pieces. At the top of the sport, money seems the primary moving force. Cars are routinely auctioned for amounts in excess of one million dollars. There is keen racing of cars in all vintages under this upper crust and both Gingerman and Grattan are the sites of popular vintage events each year. Although Waterford Hills has not tried to make a business of vintage racing for many years the track was the site of popular vintage races associated with the world famous Meadowbrook Concours D’Elegance.

This brief history brings Road racing most of the way to the point where events in Michigan can be examined. Before doing so the literatures of the early days will be considered and also a carefully focused look into an event outside of Michigan that epitomizes the early days of reincarnated road racing. This last event, the races at Janesville Airport, Wisconsin, bring into sharp focus all of the specific and pertinent elements of the post war road racing experience.

CHAPTER IV JANESVILLE AIRPORT

Although the Janesville Airport races of 1952 fall later in the history of road racing than the public road events, the program for these races illustrates most of the defining elements of post war amateur road racing. In this event may be seen the organizational infrastructure that is still employed today.

The races were sponsored by the Janesville Junior Chamber of Commerce, which was responsible for securing the dates and the facility, raising money, organizing and scheduling the events, providing for promotion and helping arrange volunteer services. Advertising was sold, some to businesses with a direct interest in cars and racing, like Harder's,²⁰ and some who would benefit directly from the event, such as the Hotel Monterey²¹. More advertising was sold to prominent local businesses which would want to be seen supporting this community event. The naming of the races²² is entirely typical. The biggest buyer was the Parker Pen Company, whose presence and history in Janesville is and was a source of community pride. The list of entrants on page 7 of the program cites the most powerful and glamorous cars in the program and two of the drivers, Kimberly and Wacker, were national figures in the sport. The Parker Pen Trophy Race would have been regarded by the racing crowd as the feature event of the weekend.

The weekend included a "Concours D'Elegance" event, a show for carefully restored cars which ordinarily would be judged by a panel of experts. The essay on the Concours includes a discussion of coach builders, businesses that would put a custom body on a chassis, a very different approach to manufacturing cars than the production efforts of the day. Kimberly's entry of one of his racing cars would not happen today.²³

Neither would the inclusion of No. 210, a 1952 Jaguar with a Cadillac V-8 engine.²⁴

Hybrids or "specials" would not be allowed. Cars that actually race would not meet the standards of perfection judges at modern events would require. Car shows, however, as opposed to pristine concours events, are a regular feature of road racing weekends even today. Waterford Hills has several groups per year showing off different brands of cars for spectators. The owners get to drive the cars around the race track during lunch and worker breaks.

The program shows that even in this early day enthusiasts were interested in "vintage car" racing, cars that were too old to be competitive or too scarce to be risked in regular races or both.²⁵ Even in 1952, pre-war Bugattis, Mercedes Benz and Dusenbergs would have been too valuable to risk in the rough and tumble of a normal race.

Pages five through seven also show how the cars were divided into classes, both as to size and type of car and the status of the driver. Most clubs and other racing bodies have followed SCCA classifications over the years. That way drivers could compete in local events but know they would qualify for SCCA events when they wished.

Page nine shows an aerial view of the airport with the track of the race superimposed. The layout provides for six corners, some sharper, and therefore slower, than others. Some come at the end of long, high speed straight-aways and others after shorter distances. The program also includes an essay by Jim Kimberly on airport racing. Kimberly addresses the safety issues and discusses the distinction between American and foreign attitudes.²⁶ Within the limitations of using airport runways and taxiways, every effort was made to tax the acceleration and braking abilities of the cars and drivers as

well as their cornering ability. The races would have been held in whatever weather conditions existed at race time, on the premise that if conditions were wet and dark those are the conditions in which road cars are driven. This is the essence of road racing in the post war period. Cars should be driven in the conditions they would encounter on public roads in every day driving and drivers should have the skills to match.

Purpose built racecourses would add many more turns of greater variety and would incorporate elevation changes, which is to say, hills, whenever possible. One of the most famous turns on a road racing track is the "corkscrew" at Laguna Seca Raceway in California, which turns 90 degrees left and then 90 degrees right, going sharply downhill the whole way. One might have to drive in San Francisco to experience this in "real life", but its contrast with four flat identical corners at Indianapolis may be appreciated.

Returning to Janesville, it can be seen in this track how airport races were an improvement over public road races in terms of crowd control and safety. An airport is a controlled facility with fences and gates, and the well defined, clearly visible corners are easily observed. Race control could probably see the entire track from the start - finish line. It would take a very sophisticated design approach after many years of racing experience to duplicate these features at such tracks as Gingerman Raceway.

Road racing was often, in the early days, referred to as sports car racing, and for a long time afterward. The Janesville Airport program provides a crystal clear picture of what was meant by a "sports car" and the distinction from other, mostly American cars.

After the War, Americans desired power, comfort and convenience in cars. Power output increased dramatically, as did gasoline consumption, but gasoline was cheap and plentiful, unlike the conditions in Europe. The automatic transmission became widely available, as did power brakes and steering. Cars became large, with large cargo compartments (the "trunk") and plush interiors. Suspensions, the infrastructure that connects the wheels to the rest of the car, were engineered so as to provide the smoothest, most comfortable ride. In response, many public roads were engineered to accommodate leisurely steering and braking. The result of all this was cars that were not suited to performance driving, as noted by Phil Stiles in "What is a Sports Car?"²⁷

Some cars manufactured in the period between the two world wars were respected by "sports car" people. Griffith Borgeson in *The Golden age of the American Racing Car* presents a wonderful history of what he and many others regard as the golden days of American Racing cars. Out of this heritage came many of the early SCCA members and the members of ARCA. In the post war era, that all changed. Featured early in the program, the essay "What is a Sports Car?" drips with the disdain early road racing aficionados had for the typical American automobile.²⁸

Between sarcastic references to American cars, the author gives a fairly realistic account of the difference between the average American car and the sports car, read "imported European "car. For those who do not quite get it, the author lays out the differences between road racing and oval track racing under the heading "There's a Difference".²⁹ This is the most bombastic section of the essay; actually many oval track racers drove road races and were wonderfully competitive. Many more have done so

since. The great A. J. Foyt won the LeMans twenty four hour race partnered with the sports car racer Dan Gurney, and Gurney, in turn, competed successfully at Indianapolis as a driver, a car designer and a car owner. Indianapolis drivers and NASCAR drivers have proven on many occasions that a good race driver is a good race driver, period, but in 1952, the differences were perceived as large.

It should not go unsaid that the author's final point was true then and is true now. Sports cars were and are more fun to drive. "Sports cars" were European cars smaller, more maneuverable and, with some eccentricities, better performers in steering, braking and road holding. They were also tougher in the sense of handling hard driving better, although not necessarily as reliable as American cars. Burt Levy's fictional hero Buddy Palumbo breaks into sports car racing fixing Jaguars and MGs that are more temperamental than the average American car, but when they ran, they delivered a kind of performance American cars could not match.

The later essay in the program, "Why Drive a Sports Car?" elaborates on the case begun in "What is a Sports Car?"³⁰ It was true that the cars could be safely driven at one hundred miles per hour and as noted above, that some competitors drove their cars to the tracks, emptied their personal property and raced the cars. That is occasionally still done. Note also the comparison to European racing, regarded as more sophisticated and glamorous than the average dusty local American circle.

The reference to the No. 1, Kip Stevens Excalibur, and the No. 210 Jaguar-Cadillac noted above highlight an important facet of road racing: the building of "specials". Specials were purpose built race cars designed, engineered and built by

owners. Some were relatively simple applications of technology from one car to another. The Jaguar Cadillac is a good example. This hybrid capitalized on the Jaguar's superior road holding and the Cadillac's greater power. Others may have used some production car components, but would have been very substantially custom crafted.

Specials have a long tradition in road racing. John C. Rueter, author of *American Road Racing*, built "The J. Rueter Ford Special was designed and built by Lemuel Ladd of Boston's Oak Hill Garage, and myself. It was made up of parts from nineteen different makes of cars"³¹ Specials had their heyday in the late 1950s and early 1960s in SCCA racing. This tradition reached its ultimate form in the AC Cobras constructed of Ford V-8s and British AC Ace chassis and the Scarabs of Lance Reventlow and the Chaparrals of Jim Hall. The Cobras, developed by legendary road racer Carroll Shelby, eventually went into limited production and so crossed out of the Special category. Reventlow's Scarabs and Hall's Chaparrals were custom fabricated by these wealthy individuals and took on the elite of top line foreign competition. All three cars moved into the professional world, although Cobras were sold to amateurs who raced them in SCCA races. But back in the early days many were produced from limited resources by amateurs hoping to improve their chances in competition.³² Burt Levy's book *The Fabulous Trashwagon* is an entertaining look at this phenomenon in the early days of the renaissance.³³

The short section on the SCCA only hints at several important elements of the renaissance period.³⁴ The first sentence uses the word "amateur" and blood battles were fought in the SCCA over its idea of amateurism and its sole status as arbiter of that question.

The reference to ARCA borders on hypocrisy. The SCCA did benefit from some ARCA members, but the SCCA's roots were more in the Concours set. Notice that the words "driving" and motoring were used more often than "racing" in this piece. Racing was approved only when the ruling class in the SCCA was overrun and then they made every effort to exert complete control. The SCCA actively worked to undermine the efforts of many early race developers and promoters where it could not get control. The participation of SCCA members is "intelligent and disciplined" and attracts the attention of "responsible civic and automotive engineering bodies". The SCCA's "unremitting efforts" have raised the status of the automobile from that comparable to "an ice box...or some other routine accessory whose prime purpose is...utility".³⁵

The upper class tone is no accident and is not imagined. As noted elsewhere, the SCCA's roots are with the collector class. Prior to Cameron Argetsinger's promotion of racing at Watkins Glenn, SCCA events consisted of taking trips in their cars and showing them off. Among its many painful early episodes, the Club waged a long struggle against the participation of Erwin Goldschmidt, the son of a wealthy Jewish banking family who fled Nazi Germany just before the war.³⁶ Goldschmidt, by Michael Argetsinger's account was a "confident and forceful" competitor who could afford the best cars. His brashness made him an easy target. Although highly educated, he was denied membership in the SCCA and was allowed into the 1950 race only because it had been granted international status by the FIA, the international sponsor of races in Europe and elsewhere. That status was resisted by the SCCA for fear of contamination by professionalism and for fear of the SCCA's loss of control. Goldschmidt was allowed in because of an affiliation with another FIA recognized group. The SCCA, the official manager of the race, made

Goldschmidt's life miserable. The final indignity was being made to start last, behind many slower cars. Argetsinger says he passed twenty cars on the first lap and eventually won the race.

Goldschmidt may have been the model for Big Ed Baumstein, the cigar chomping, womanizing Jewish junkyard owner who was the main patron of Buddy Palumbo's participation in sports car racing in the series of books beginning with *The Last Open Road*.³⁷ Author Levy effectively lampoons the behavior of early SCCA snobs as they deal with Baumstein's repeated attempts to join in the events. Argetsinger says "The SCCA was not anti- Semitic by policy or design. The anti-Jewish feeling among some members was more a reflection of the general prejudices shared by many people at the time."³⁸

Argetsinger's commentary, Levy's well informed fictional account and other sources indicate that when the SCCA "sponsored" an event, it was to by run their way without much regard for the wishes of the local promoters. The Janesville Jaycees, promoting an event to benefit their community, would have received very careful, detailed and definite instruction on the conduct of the event.

A final notable element of the road racing experience on display at the Janesville Airport races was the service of many volunteers on the track. Road racing depended on volunteers for safety and communication services and does so to this day. On track communication, safety services and timing and scoring at the recent professional races on Belle Isle in Detroit were staffed almost entirely by volunteers recruited from Michigan

Turn Marshalls, the cadre of workers from Waterford Hills and the Detroit Region of the SCCA.

The use of flags is discussed on page twenty three, as is the role of the starters and the flag marshals stationed at every corner on the track. This flag system is almost exactly what is employed today at all SCCA events, most international events and at most club tracks around the country. Flaggers, as we are most commonly known (the author participates at this level), are part of the racing and are often at as much or more risk than the drivers. Waterford Hills has suffered only two fatalities in fifty years of racing, a driver who may have had a heart attack and crashed as a result, and a flagger who was struck by a car gone out of control. Page 22 discusses the services of a shortwave radio club that provided on course communication for the Janesville races. Although probably not a major problem at Janesville, at most road courses the race control group cannot see the entire course. Appropriate flag conditions, the dispatch of emergency vehicles and other control issues must be communicated from the corners. In the early days this was a serious problem that multiplied the risks for all participants. Today the corner workers have radios or dedicated land line systems that bring instant information to race management. In nineteen fifty two, at Janesville Airport, Lowell Wilson supplied that need out of the trunk of his new Studebaker.³⁹

As seen throughout the program, the races were sponsored by the Janesville Junior Chamber of Commerce, which was responsible for securing the dates and the facility, raising money, organizing and scheduling the events, providing for promotion and helping arrange volunteer services. This kind of local civic "boosterism" was critical

to the development and survival of the sport in the early years, and some think to the general well being of the country. The history of service organizations like this is surely worthy of study in and of itself. The Janesville Jaycees still exists, but does nothing on the scale of producing these races and it is probable few such organizations do anything like this today. The social and cultural forces that made the Jaycees what they were are gone, probably victims of television, big scale commercialism and the cynical "sophistication" that came in the 1960s. Corporate sponsorship in the amateur sport today is confined by rule to equipment for individual cars and is tightly regulated. It is unknown whether any major businesses would support an amateur event today. It is clear that many local businesses took great pride in supporting that event back in nineteen fifty two.

What may be read as the cheerful goodwill, sunny optimism and even the brash but good natured certainty of the special value of sports car road racing still exists in some small spots today here in Michigan. All of the elements set forth this general history of the renaissance of the sport and at Janesville Airport came into play as the sport developed.

CHAPTER V GRATTAN RACEWAY

Most knowledgeable fans will say that road racing was born in the late nineteen forties and grew with the American prosperity throughout the nineteen fifties and into the nineteen sixties. Many consider those the golden years of the sport. Numerous histories and Burt Levy's well received novels celebrate that time. It was a time of social and sports clubs and service clubs and community booster-ism, as we saw at Janesville Airport, and a time of great expansion in participation in sports by the American middle class. As predicted by Billy Durant in his last wave of entrepreneurial insight, bowling became a popular family sport⁴⁰, a fact of some minor coincidence in the story of Grattan. It was a time of nuclear families, a renewed celebration of male family and cultural leadership and an explosion in small business. If you have the good fortune to know the Faasen family, a trip to Grattan Raceway, especially to attend a vintage race meet is as close to being in that golden time as one can imagine. (Illustration 1)

A ride on two lane country roads brings you to Grattan Raceway. The rolling countryside is dotted with lakes and camps, with a few new upscale housing projects but also small, old cottages. Much of the land in the area is farmed and it is easy to imagine you are in upstate New York, on your way to Watkins Glenn.

The track is located in rural Grattan Township, twenty five miles north –east of Grand Rapids and occupies a picturesque site. It is surrounded with old growth forest and two lakes and contains some evergreens left over from the Christmas tree farm that

occupied the property before the track. The Faasen family, who owns and operates the track has fished and hunted on the property since moving there shortly after the track was established. The ponds inside the track are stocked with fish. Many race events are family affairs and children may be seen fishing between and after races. (Illustration 2)

The track itself is reached by a narrow country road, an uphill right turn just before you enter the hamlet known locally as Grattan. “Grattan” is properly the Township, but most people who patronize the track mean the hamlet and the track when they say the name. The hamlet consists of a few houses, a party store and the Grattan Tavern where on race weekend nights the crowds gather to eat, drink beer and tell racing stories. Grattan takes an individual back to the early days of road racing in every way imaginable. Driving in, one would not be surprised to see old MGs and Jaguars, and on vintage racing weekends you do.

Edward Jack “E. J.” Faasen is a businessman in the best sense and tradition of American small business and has been all of his life. At the center of the story of Grattan Raceway is the story of a small business coming out of the 1950s and 1960s in the United States, the story of a family business. E. J. and Mary Faasen’s home, atop the main building at Grattan Raceway, and his office are decorated with pictures of family, family outings and family events. Grattan Raceway is first and foremost a family business and E. J. Faasen is the patriarch.

E.J. Faasen is 77 years old now – his age is mentioned twice in the small collection of newspaper clippings he has saved – and details of some events change with

second and third telling, but the essentials of the founding and early days of the track are consistent between the newspaper clippings and the oral history.

E. J. started as a masonry contractor. He did much commercial work in Michigan and in Florida, where he built housing on Patrick Air Force Base near Cape Canaveral. He made many acquaintances in business and became something of a notable sportsman himself. He built several bowling alleys in the Grand Rapids area, got hooked by the sport and became Grand Rapids City champion. The first of several newspaper appearances records this early sporting career. (Illustration 2)

E. J. Faasen did not set out to be in the racing business. Eugene Christenson was a used car salesman and a partner with E. J. in some business projects. Christenson was interested in sports car racing and once took Faasen to the sports car races at the Air National Guard airfield in Grayling, Michigan. Bill Tuttle, another mutual friend, owned a tree and flower farm known as the Lessiter Farm on what later became known as Lessiter Road in Grattan Township. A group of sports car people urged the construction of a racetrack on the property and agreed to contribute funds. Tuttle contributed the property. When the time came to ante up, Faasen had cash and construction experience and Tuttle had the property. The others had only their enthusiasm so Faasen and Tuttle became partners.

The track opened as a business in 1962.⁴¹ An article from the Grand Rapids Press dated May 13, 1962 reported that “International Acres Raceway” in Grattan Township was nearly complete with a three thousand foot drag strip.⁴² The article noted that a road course was either in place or contemplated and the hope was to have the road course

paved by July of that year. The May 1962 article said the facility occupied one hundred and forty acres and that E.J. Faasen was President and Bill Tuttle, Vice President. E.J. Faasen is quoted as saying there was an option to purchase eighty acres adjacent to the site.

Faasen says he and his wife mortgaged their house to get the money to pave the drag strip. At some point early in the business years Faasen bought out the interest of Tuttle and became sole owner. Faasen has said that having money in the project, he had to take an ever greater role to just to preserve his investment. It became a life- long occupation and the center of family life.

E.J. and Mary Faasen had nine children; large families were not unusual in the nineteen fifties. All of the children worked at the track at some time. Faasen's mother worked in the concession stand in the early days of the track and grandchildren have worked there in recent years. Mary worked in the concession stand in the early days and in later years became the business's bookkeeper. E.J. remembers son Kurt at twelve years old being the announcer for the drag races. Thus the family ran the drag strip on Saturday and did maintenance the rest of the week. They published a newsletter with an old hand cranked mimeograph machine. To make ends meet E. J. worked part time jobs, teaching architectural drafting at a local trade school.

Drag racing was still being conducted at Grattan as late as 1973,⁴³ but not long after that drag racing outgrew Grattan. The cars became so fast that the track did not have a long enough "run off" area where the cars could slow down and they had no room to expand it. (Today top cars reach speeds of over 300 miles per hour in their one quarter

mile acceleration.) E.J. says the National Hot Rod Association, the professional sanctioning body of the sport, decided not to come back after a car was unable to stop, ran off the property and ended up in a corn field across Lessiter Road.⁴⁴

Almost from the beginning E.J. was expanding the business horizons of the Raceway. The track has been rented to professional driving schools, and police departments began using the track as early as 1978⁴⁵ for high performance drivers' training. The straightaway was used as a runway by a skydiving club until a plane crashed just off the Faasen property, tragically killing all on board.⁴⁶ The track has been used for bicycle racing and has been rented to professional racing teams practicing for events as varied as the Detroit Grand Prix and the Indianapolis 500.⁴⁷ In the late nineteen sixties, as the new sport of snowmobiling was beginning, E.J. proposed a snowmobile park to capitalize on the track's setting and produce some extra income. He was primarily a racing promoter, but sports writer Alex Laggis characterized him as "...a man who would rather switch than starve..."⁴⁸ However road racing, in various forms, quickly became the mainstay.

Some people remember the road course as a gravel track that left one end of the drag strip and rejoined at the other end.⁴⁹ Faasen has said more than once the layout of the road course involved a jeep, a few drinks and a desire to make maximum use of the property. He told the author he took a big vodka and orange juice, got in the jeep, turned right off the end of the drag strip and made a turn wherever there was a tree too big to run over with the jeep.⁵⁰ Other stories indicate it was a couple of people and a few beers. Memories seem equally hazy on exactly when it was paved.

However the layout was achieved, it is very different from tracks built in recent years. This track is long as road racing tracks go today, twisting up and down hills in what appears a random fashion and features a “ski jump” where some cars leave the ground altogether. There is little of the steel Armco barrier that completely surrounds “modern” tracks. New tracks are almost invariably “technical” tracks, with turns of carefully designed radius engineered to provide a test of chassis design and tuning. Turns follow one another on a carefully designed agenda so as to reward precise placement of the car at various points in a lap. Technical analysis and the related style of track management produce wins at many tracks. Grattan is a track that rewards brave, imaginative drivers and powerful cars. The inclusion of the former drag strip gives Grattan one of the longest straight-aways of active tracks. At a recent SCCA event one of the faster cars was clocked at nearly one hundred ninety miles per hour on the straight-away. That flat, smooth straight-away ends, however, with a sharp right hand turn onto asphalt followed by another sharp right hand turn followed by a sharp left hand “negative camber” turn. That is, the track goes sharply downhill just as it turns and the outside of the turn is also the downhill side. Drivers must fight to keep the car from sliding off the track and down the grassy hillside into one of the ponds. Subsequent corners go up and down hill and there is almost no straight track until the car comes back to the front straight-away. Whether the design is serendipitous or crafty, it is a layout that calls for skill, courage and offers drivers many options in strategy for managing their race. Grattan offers more speed than either Gingerman or Waterford and that alone would make it a favorite with most drivers. (Illustration 4)

The 2009 season schedule is a roster of most of the clientele that has been important over the years to Grattan and fairly outlines the many forms road racing has assumed here and throughout the United States. Gingerman pursues the same clientele, but with more focus on testing and development rentals. At Grattan there are twenty four motorcycle events scheduled between March 29, 2009 and October 19, 2009, nine car club events, four sports car racing events, two scheduled "car track" days and two open dates. All of the sports car events and many of the motorcycle events will be multiple day events, usually Friday, Saturday and Sunday.

The car clubs remind one of the sport's foreign roots. All but one are clubs for owners of foreign cars and the exception is a Corvette club. The Corvette was General Motors answer to the foreign sports car invasion in 1953 and it is still in production. The foreign cars represented include most of the royalty in foreign cars. Audi is a German manufacturer whose predecessor was the pre-war racing powerhouse, Auto Union. The Company's logo, four interlocking rings, symbolized the union of the four companies that joined to create Auto Union. Alfa Romeo is a great old Italian name. The company was the training ground in design, production and racing for Enzo Ferrari who became famous producing and racing the cars bearing his name. Porsche is another famous German name, whose original design was a variation on the Volkswagen, a car engineered and designed by Dr. Porsche at Adolph Hitler's direction in pre war Germany. Although Volkswagen is not usually considered a sports car, the brand has many driving enthusiasts and that club will be at Grattan in April 2009. BMW, formerly Bayerische Moter Werks, another German business, is thought of as primarily a post World War II company. It is mostly known for high performance sedans, although it has started

building two seat sports cars in recent years. Lotus was a truly elite British manufacturer of racing cars that eventually entered limited production of sports cars for the road as a means of providing resources to support racing operations. In this it resembled Ferrari which was Lotus' primary competitor in the highest level of the sport, Formula One. Lotus failed as an ongoing business with the death of its founder but the name has been revived in recent years by Indian and Japanese interests. Ferrari and Mercedes Benz are the only great foreign names not to have a day at Grattan.

The clubs generally have carefully organized practice sessions and then competitive time trials where cars circulate one at a time as fast as they dare. Club days, as well as car test days provide the opportunity to test the limits of insurance coverage. There are stories of damages not claimed on insurance and repaired out of pocket and one story of a man who totaled his wife's Porsche; unfortunately she did not know he had taken it to club day. Trophies are awarded at the end of the day and, if desired, the day ends with a dinner catered by the Faasen's.

Motorcycles have figured prominently in Grattan's success from the earliest days and E. J. Faasen says he could lose all of the other events and still make a little money if he kept the motorcycles. There are forty three days of motorcycle events, split between two very different approaches to the motorcycle sport.

District 14 of the American Motorcyclist Association (AMA) sponsors the motocross events held at Grattan.⁵¹ The District's website says motocross is the most

popular form of amateur motorcycle racing and describes motocross as "...races...run over closed courses utilizing natural terrain and some man- made obstacles to test rider's skills and speed". The courses are short, unpaved, usually becoming rutted and feature hills that launch motorcycle and rider high into the air. The motorcycles used in motocross are of simple rugged construction and are engineered for durability in extreme use. The "moto" track occupies hilly ground across the service road from the road racing course, the additional property acquired after the drag strip opened. It has been a valuable addition to the racing plant at Grattan. Its separation from the main track makes it possible for the Faasen's to host two events simultaneously.

Western Eastern Racing Association (WERA) is a non- profit organization formed in 1973 for the sole purpose of sponsoring and promoting motorcycle road racing.⁵² WERA is a nation- wide organization today, operating independently of the AMA and other organizations. WERA sets rules, designates classes, and sanctions and operates events. Like the SCCA in automobile road racing, WERA's sanction assures entrants of uniform rules and fair competition.

As with automobiles, Grattan hosts once a year a vintage event for motorcycles. The American Historic Racing Motorcycle Association (AHRMA) holds a two day event, usually mid-year.⁵³ The American Historic Motorcycle Association, Ltd. is a not -for-profit organization dedicated to restoring and competing on classic motorcycles." Formed in 1989, AHRMA grew out of a loose association of regional groups. In addition to races, the events typically include a concours event where owners show off classic motorcycles that have been restored to at least new condition, if not better than new.

There are three entities holding motorcycle events at Grattan which appear to be “for profit” ventures. These are not clubs; any member of the public with the appropriate equipment can participate. The schedule lists several S.B.T.T. Open Track Days. The Sport Bike Track Time organization organizes and operates days where nearly anyone owning a motorcycle can register, show up at the track and drive their motorcycle around the track at speeds not possible – not legal – on public highways.⁵⁴ These are not racing events; there are rules regarding passing, separation on the track and other restrictions designed to promote a modicum of safety.

Apex 2 Apex is owned by two WERA professional motorcycle racers and organizes open track days similar to those conducted by SBBT.⁵⁵ The Apex 2 Apex website notes their events feature “a less crowded track” and more track time. The Team Chicago Motorcycle School is run by a Chicago based motorcycle entrepreneur who owns a cable television show in the Chicago market devoted to motorcycle activities.⁵⁶

There is one go kart event listed for 2009. Go karts used to be tiny, open four wheel vehicles often powered by a small lawn mower type engine. The sport has become so popular in recent years that there are indoor facilities located in major metropolitan areas. The group racing at Grattan is an “enduro” (short for endurance) series, holding races that are long in time and distance compared to other races. These groups race vehicles that are tiny, but are often powered by more sophisticated engines and have transmissions. These karts will reach speeds in excess of 100 miles per hour and often race at large tracks like Grattan.

Sports car races are of two types. Three are SCCA races, sponsored by various SCCA regions and one is the Vintage Sports Car Drivers Association "Sprint Races". "Vintage Racing" – racing cars older than twenty years – has lately rivaled racing current sports cars in the number of cars participating and in events held. Several organizations devoted to sanctioning and staging races have sprung up. The Vintage Sports Car Drivers Association (VSCDA) is a non-profit organization with about eight hundred members.⁵⁷ This segment of the sport is chronicled by several magazines and is featured in broadcasts on television.

As it has with other racing venues and personalities, the SCCA has had a long but occasionally tempestuous relationship with Grattan Raceway and E. J. Faasen. In nineteen seventy an SCCA national race was closed to spectators after a dispute over who would pay for insurance against claims by injured spectators. Faasen said it would cost about \$4,400, which he could not afford to pay.⁵⁸ Another early newspaper clipping recounts a dispute over money in which the SCCA official involved is quoted as saying that Western Division members worked on the facilities with the understanding that they were paying in advance some of the cost of using the facility in the future. Charges and countercharges flew, but eventually, the SCCA came back to Grattan.⁵⁹ On another occasion a prominent SCCA member gassed up his car and started to drive away. When he was stopped by one of the sons, he asserted that the SCCA did not pay for gasoline, that gasoline was always part of the package. When told about that, E.J. parked a large construction truck across the track, locked it and told the SCCA officials when they were willing to pay for gasoline they could hold a racing event. The SCCA started paying for gasoline.⁶⁰

E.J. Faasen says the SCCA officials from Southeastern Michigan Region, headquartered in Detroit, have always considered themselves superior to himself and his family and have treated them accordingly. This treatment does not sit well with a proud, accomplished man running his own business. E.J. has not been hesitant to confront them and remind them they are, at the end of the day, on his “turf”.⁶¹ An SCCA official told me of a day when he traveled to Grattan with another official to inspect the track and make arrangements for an up -coming event. It was a hot day and when they asked for a cold drink, E.J. opened the snack bar, drew the each a cold soda – and then charged them each \$4.00 for their drinks!⁶²

The Southeastern region of the SCCA has cancelled its only race scheduled for Grattan this year, the only race they had scheduled for any Michigan track. The region has only one race scheduled for all of this year, a race co-sponsored at a distant Ohio track with an Ohio division.

E.J. Faasen has exercised his right of eminent domain for the benefit of others on occasion. This past year, a vintage racer died at Grattan. His car simply went off the end of the straightaway without any sign of an attempt to slow or stop. The driver, a man in his sixties, had been only recently been cleared after heart surgery to return to racing. He was dead when the corner workers reached the car and it was later determined he had suffered a heart attack. The man’s family was with him – his son, driving in the same race, saw him go off the track. When the local press arrived with a camera truck E.J. blocked the entrance to the track until the family was ready to leave. The car had been

moved and there was nothing to see by the time the press was admitted. Dignified reports appeared later in the newspapers.⁶³

Grattan is still a family business. Son Kurt lives on the grounds, upstairs from the registration building at the entrance to the property and son Sam lives just down Lessiter road. Sam schedules events. Kurt runs the food service. (Illustration 5) Grattan is famous among Midwestern road racing people for the Saturday night “pig roasts”, where the food is plentiful and a keg of beer is always on tap. Commentary on Grattan on the Western Michigan SCCA website enthuses “At every SCCA race there is a dinner provided free to all workers, competitors and crew. It is one of the best in CenDiv (the central division of the SCCA). No half cooked brats or warm beer. It usually consists of chicken, beef, and pork, sauerkraut with sausage, meatballs, fresh rolls, baked potatoes, potato salad, macaroni salad, Cole slaw, corn, beer, pop and wine coolers. If you leave hungry, it’s your own fault. AND IT’S FREE!!!!”⁶⁴ Actually, it is priced into the weekend.

Daughter Terri runs the food concession during events where breakfast and lunch is available for moderate prices. Sons Max and Donald have worked at the track part time during events and Mary still helps with the business affairs and everyone helps with maintenance as needed. Grand children help in the concessions when visiting during an event. E.J. often cuts grass on the property during the week and the Western Michigan website says the property is sometimes mistaken for a golf course. (Illustration 4)

One of the most remarkable features of a road racing event is the establishment of what can only be described as a small city on race weekends. Thursday night the

property is empty. By race day the city has been erected and populated, brought in on and in motor homes, trailers, semi tractor trailer combinations and campers. There are centers of commerce. Vendors set up selling tires, tools, spare parts, books and memorabilia, photographic services and art works. There are mobile machine shops and welders.

The “government” of the racing activity has its locations. Timing and scoring (those who keep track of the results), fire, medical and emergency services and race control all occupy their own places. Race control occupies the top of the tower, the city’s skyscraper and it is the nerve center of activity during the races. From here on race day the gypsy band of corner works disperses to all of the corners of the track, to be first responders to cars in trouble and to report conditions to race control over the communications system.

There are neighborhoods in the city. The Formula 500 drivers “pit” together, as do the Mazda Miata drivers and the other classes of cars. Tools and advice, and sometimes engines and tires are shared. Wives and children have become friends and in time weddings and funerals and graduations are attended away from race weekends. The competition on the track is real; so is the camaraderie off the track real and at Grattan the Faasen family pig roast is a warm highlight of the weekend.

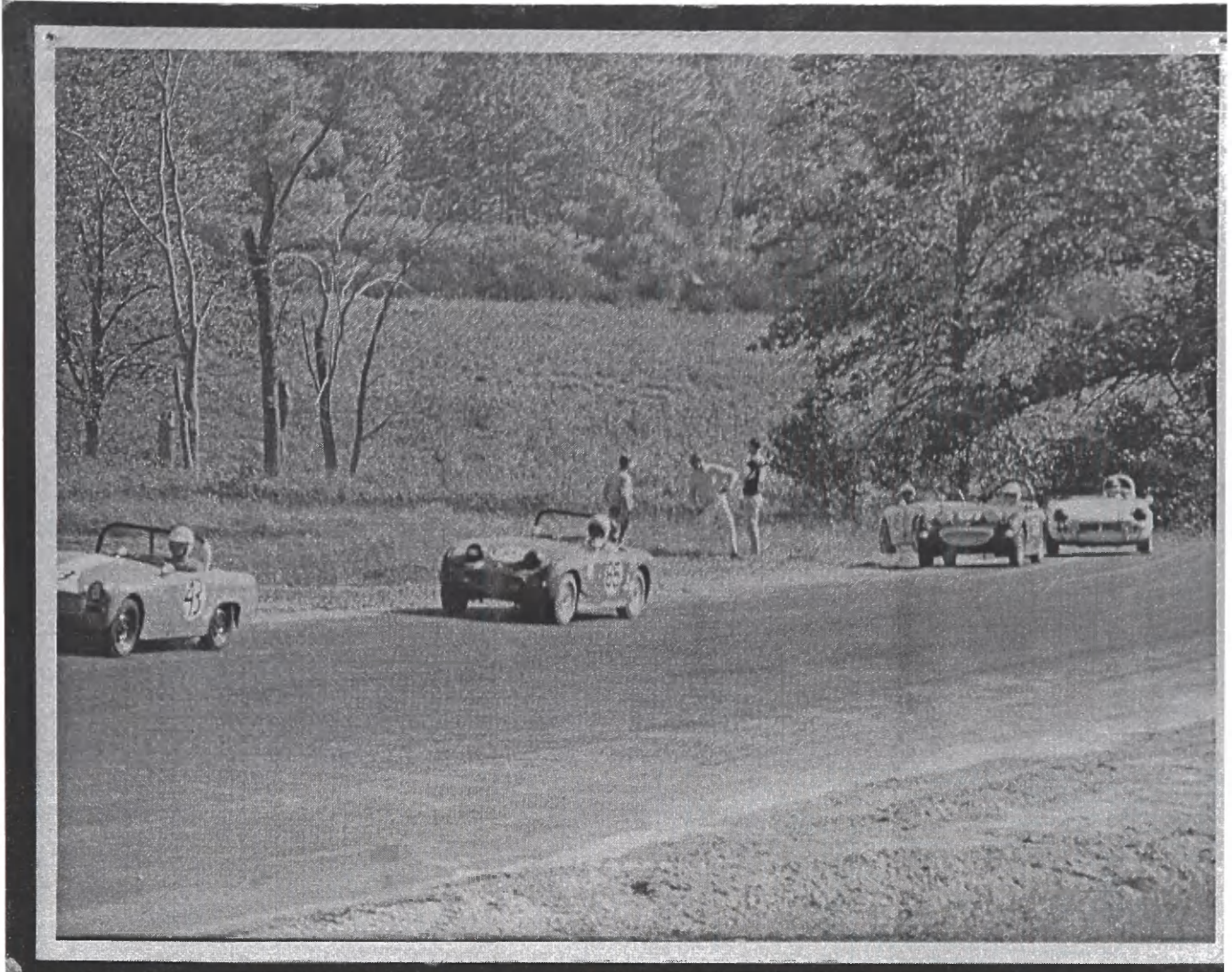
This city only exists for two or three days and by Sunday night the property is empty again and Grattan Raceway returns to its bucolic state. The Faasen family contemplates the work to be done in the coming week and retires to their home. Speaking to the writer about all those who come, live out the dramas of racing and then go, E.J.

Faasen stands on the deck looking over his estate, as close to wistful as he gets and says “I enjoy them while they’re here. I miss them some when they’re gone.” Then his face cleared and he shook my hand and guided me to the door. Grattan’s story had been shared, on E.J. Faasen’s terms, but now, like all the others, it was time for me to go.

(Illustration 6)

Entrusting me with the small envelope of clippings that is all the official, public history of Grattan, E.J. said he would be at the track until January first and then would be in Florida until the end of March. Family members join him and Mary in Florida at different times for fishing on the family’s boat and relaxing away from winter.

E. J. Faasen honored the author and his wife to a brief visit to his home to show us his proudest achievement: a picture over the mantel of the fireplace of himself, Mary, his eight children and numerous grandchildren. Driving out of the property the thought occurred that the family will probably gather for Christmas in this beautiful place. Looking back, all that was evident on a cold winter day was the cluster of workmanlike buildings in the middle of the track, a self contained racing “plant” like, say, Daytona International Raceway. Then another realization followed: there is nobody’s home in the middle of Daytona International Raceway.



This undated picture has to be from the earliest days of road racing at the track, probably about 1962 or 1963. Note the lack of barriers of any kind. Note also how close the corner workers are to the edge of the track and the lack of any kind of protective structure for them. Grattan has added small strips of steel "Armco" railings mounted on wood posts at the corners, but at Grattan, with speeds approaching 200 miles per hour at some events, close attention, good reactions and fast feet are still the corner workers' best safety equipment.

The picture shows how road racing circuits did indeed provide the experience of driving fast cars on country roads. The cars pictured here would all race as vintage cars today.



Illustration 2 Lessiter Road and the entrance to the track are at the top right of the picture. Except for the asphalt surface in the pits, the dark patches are ponds inside the track and a lake in the upper left. E.J. and Mary Faasen's house is at the right end of the asphalt pit surface, looking out over a pond with an island in the middle where cars are pitted during really busy race events. The motorcycle "moto" facility is across the track from the asphalt pit area. At the left end of the long main straightaway is a semi circular turn around area used to stage cars when the track was used as a drag strip. Upon close inspection white "dots" may be seen near each corner. These are small structures that "shelter" corner workers during races.

Like most racing facilities today, Grattan is subject to sound restrictions despite its rural location. Race officials are designated to monitor the loudness of the racecars. Grattan has had good relations with the Township government and most of the area residents. The Faasen's have often held Halloween parties for area residents. The Michigan Department of Environmental Quality, an agency that did not exist when Grattan was founded, has never had a complaint with any of the activities at Grattan.

Promotional Brochure, Grattan Raceway, un- attributed photograph.

Builds Alleys Uses 'em, Too

E. J. Faasen, not only builds bowling alleys, he knows how to use 'em, too.

In the short space of two years of league bowling, he has already moved into the 700 set.

The 31-year-old brick mason, who is a partner in Graves & Faasen Construction Co., which is erecting the new Chase lanes, 1415 Michigan st., NE, racked up an amazing 288, 267, 212-747 series in the Twentieth Century classic league.

The total is just four pins short of matching the highest rolled in the sanctioned bowling here this season, 751, by Marshall Robbins of the crack Kirby team.

Faasen, a 1948 Ottawa High school graduate, captained his school's football team and played shortstop on its baseball team, but tried bowling only briefly with classmates on East's lanes as a prepster in after-school sessions.

In his first bowling venture last season, he averaged 179 and 158 in two leagues. This year he has gone for the game in a big way, rolling in five leagues, with averages ranging down from 192 in the Classic to 170 at Burton where his 580 last year and 590 this season are house highs.

A finger injury received in a scrub basketball game may in part be responsible for some of Faasen's sharp bowling improve-

ment in the last six weeks, he points out.

Undaunted by the lack of strength in the injured finger, he switched to the Eddie Lubanski system of rolling with two fingers.

"At first the change bothered me, but I'm sure glad I stuck with it," he explains.



E. J. FAASEN.

City Women

Press' Bowling Roll of Honor

Women

Top 10 performers in the last week on Grand Rapids lanes:

Char Kardas, Fanatorium Industrial	188-225-212-625
Dorothy Pett, Fanatorium Industrial	240-610
Wyllis Ryskamp, Clique Clicks	193-201-210-604
Nell Zarembo, Fanatorium All-Star	225-603
Eloise Van Geest, Fanatorium Industrial	203-592
Sandy Girschle, W. Mich. Travel (Comet)	192-203-191-586
Marge Smith, Clique Clicks	211-192-181-584
Hazel Ewing, Fairlane Matinee	183-163-224-570
Joan Bryson, Twentieth Century Majorettes	167-163-239-569
Pat Doody, Wenger Women's Major	198-567

Men

E. J. Faasen, Twentieth Century Classic	268-267-212-747
Eddie Olszewski, Twentieth Century Classic	254-275-214-742
Billy Hazlett, Twentieth Century Classic	732
Marshall Robbins, Wenger Major	243-222-214-604
Carl Bezema, Twentieth Century Classic	675
Stan Staskiewicz, Wenger Major	231-209-234
Jay Haraburda, Wenger Commercial	220-237-211
Frank Arrigo, Lear Men's	236
Ron Wescott, Fanatorium Classic	
Jerry Skiver, Wenger Major	

Competitor

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Illustration 3 E. J. Faasen, Bowling Champion

THE RIGHT TRACK

Family builds winding road to success at Grattan Raceway

By Steve Kaminski
The Grand Rapids Press

If Grattan Raceway owner E.J. Faasen is ever asked to produce a list of references regarding the quality of his multipurpose track, he would be able to compile an impressive list of names.

Actor Paul Newman once praised the challenging layout and the picturesque area surrounding the rolling, twisting two-mile Grattan Raceway road course, tucked away among wooded hills north of Grand Rapids.

The list would also include former National Football League great Walter Payton and several prominent Indy Car drivers. All have shared Newman's enthusiasm for the track, which is celebrating its 30th anniversary this year.

Thirty years ago, Faasen purchased a 130-acre Christmas tree farm, and soon afterwards, had bulldozers dig out a dragstrip. Three years later, an entire 10-turn course was built.

Faasen, now 62, and three of his nine children, Kurt, Hugh and Sam, continue to keep engines humming in Grattan.

"You could say that this is a four-generation track," Faasen said. "When we first opened, my mother used to work the concession stands. Now I have my grandchildren working the concession stands. I don't know of any other track in the country that has been privately owned by the same family as long as ours."

Grattan will open its season April 13 and 14 with the American Motorcycle Association Great Lakes Regional Spring & School Michigan Championship race. Grattan has scheduled at least 11 weekends of motorcycle racing this spring, summer and fall.

"But the track pretty much pays for itself now. My dad was just too stubborn and ornery to give up."

— Sam Faasen

The track will host a variety of racing, including go-karts and vintage cars. Grattan also features driving schools, including the nationally known Skip Barber Racing School.

Grattan has other functions too. It's used for a testing ground for race teams and car companies. Two divisions of General Motors, Oldsmobile and Buick, test at Grattan. A Volkswagen Golf commercial was filmed at Grattan in 1985. Newman and Payton helped prepare their cars for Sports Car Club of America races in 1989.

Two years ago, when Alfa Romeo entered Indy Car racing, the team, based in Italy, brought its cars and driver Roberto Guerrero to Grattan to test for the first time in the United States. A month later, the team entered its first race, the Detroit Grand Prix.

"At last year's Indianapolis 500, 17 of the drivers who started the race had either tested or raced at Grattan," said Hugh, 35. "When you have been involved in racing for so long, your name just gets around by word-of-mouth."

The track is popular for testing because of the variety of challenges it offers. Its hills are great for determining

see TRACK, F2



PRESS PHOTO WENDE ALEXANDER

Brothers Sam, Hugh, Kurt, and father E.J. Faasen keep the track going.

Illustration 5 E.J. Faasen and sons

an Raceway a hidden jewel on auto racing scene

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Cliff's Riffs

by Cliff Yankovich

airport runway, as they had been doing at the old airport. At this point, Tuttle wanted out, so Faasen bought out his partner and became the sole proprietor of the track. EJ wanted follow through with the initial plans of making Grattan a road-racing course.

As someone who has driven the track during an instructional day there, I was interested in know what inspired EJ to include some very difficult turns in his track, including the 160-degree hairpin in turn 10. He responded with a laugh, "We

everything from vintage cars to go-karts and motorcycles: Of all the racetracks they have driven on, Grattan is their favorite.

It should be emphasized that these words of praise are coming from people who have driven at every track in the Midwest, as well as some big-name tracks on both ends of this country and in Florida.

"This is a tough course and they like the toughness," EJ affirmed. "If you can win at Grattan, you can win anywhere."

The first event Faasen hosted was put on by the Sports Car Club of America, and the SCCA has been racing there ever since. While EJ was shagging the history of his racetrack with me, an SCCA National event was going on in the background, with close to 200 cars competing from all over the country.

Grattan Raceway is one busy place. You can see the racing schedule on their Web site: www.GrattanRaceway.com. But that doesn't tell the whole story. The schedule shows the diversity of groups and clubs who take advantage of the driv-



EJ Faasen started Grattan Raceway in Grattan Township back in the 1960's.

ing. Faasen offered his track and nowadays there are about 30 police agencies who train their personnel on the twists and turns at Grattan.

There are companies who test tires at Grattan, and once a year people from police agencies from across the U.S. and from other countries come to see and drive the cars being offered for police fleets by the big three auto makers.

Back when the Grand Prix

watch some of the best motocross racers in the state going head-to-head in the dirt and flying over the jumps, while at the same time cars or motorcycles are zooming around the track. The reputation of the motocross track is spreading fast.

The combination of the motocross track and the road racing keeps five of EJ's children busy: Sam, Kurt, Hugh, Max, and Terri. A busy week-

who spends about 20 hours per week cutting all the grass on the property. Even though no one in the Faasen family - including all the grandchildren and great grandchildren - has caught the racing bug, the track for them has always been a labor of love. This is reinforced by the reports I have been given by racers of every stripe.

EJ gave a lot of credit to Grattan Township for the

Illustration 6 E.J. Faasen in 2005, on the deck outside the residence. Part of the long straightaway is near the top of the picture and the Registration building is at the very top of the picture.

CHAPTER VI GINGERMAN RACEWAY

The GingerMan Tavern in Chicago is about a block north of Chicago landmark Wrigley Field, in what is known locally as Wrigleyville. However, the GingerMan is most emphatically not a sports bar; there is one television and it is usually tuned in to local news. Jazz and blues usually comes from the bartender operated music system, played at a level that permits easy conversation. The GingerMan is located next to The Metro, a legendary institution in popular music in Chicago where many nationally known musical groups began their careers. The Metro, which occupies a four story building, was designed to attract a Bohemian, arts oriented crowd, and that clientele patronizes the GingerMan. Large numbers of baseball fans do patronize the bar also, but groups of drunk, rowdy baseball fans are greeted with loud classical music on the sound system, which usually solves the loud, drunken baseball fan problem. (Illustration1)

The bar is surrounded by specialty restaurants of every description and menu, but it does not serve food itself. Regulars know they can bring in food purchased at any of several local specialty restaurants. The emphasis is on an extensive collection of specialty and micro-brew beers, a menu in which the GingerMan was a Chicago pioneer. The space is triangular and is bisected by the bar; the building fits a sharp angled intersection of North Clark and North Racine streets in Chicago's Wrigleyville district. There are pool tables in the back half which are free on Sundays. The service is excellent, the bartenders knowledgeable and competent and the staff is neat, personable and well trained. The business concept is well defined, well executed and the owner's expectations are high.⁶⁵

Dan Schnitta, a Chicago business man with other interests founded the GingerMan in 1977. The namesake of the bar is the main character in the J. P. Donleavy novel about "...An American hitchhiker in Europe with a taste for liquor, women and roguish behavior"⁶⁶

The novel reminded Dan of his own youthful travels in Europe. He became involved in road racing back in Chicago in the company of business associates who introduced him to a local Porsche club. He first attended sports car events, then bought a sports car himself and finally started participating, eventually racing throughout the Midwest. Driven by the same ambition reflected in the bar, Dan purchased a small track in Michigan, to have a place to race the way amateur racing should be done. Before long Dan's concept of what a track should be was forming, but the township where the first track was located would not cooperate with his plans for improvement and expansion. Passionately devoted to sports cars and racing, with a solid business method and success behind him, Dan looked for a new location.⁶⁷

Gingerman Raceway opened in 1996, located five miles east of South Haven, Michigan. A prime prerequisite for the site, in a rural, sparsely populated spot, was that the township had no zoning restrictions. The gently rolling terrain permits subtle elevation changes, prized by road racing drivers. The land, three hundred and sixty acres, proved to have substantial deposits of sand, crucial to a properly constructed track and provided room to design a track. Grattan Raceway, discussed previously and Waterford Hills, to be discussed in a later chapter, were both "designed" to use as much available land as there was at those sites; that is, they were drawn to fit what was available. The

site for Gingerman was chosen to make available as much land as Dan Schnitta's exacting expectations would require.

Schnitta hired an internationally known designer, Alan Wilson, to design the track. Wilson had been a racer and had managed some famous racetracks in England before moving to the United States to start his design firm. He has gone on to design numerous new race tracks and has redesigned or modified several well known American tracks. The Gingerman design provided for future expansion. Schnitta hired an engineering firm to supervise construction, but dismissed it when he decided he and Wilson could act as general contractors, using local firms to do the work. Dan has hired local firms to do the work at Gingerman ever since.

In the press release announcing the first full season, the designer commented on the owner's insistence on safety. Dan Schnitta's attitude was and is that the track design should mitigate the dangers of motor racing to the greatest extent possible. Amateur racers want the thrill of speed and the intensity of competition; but racing is 'Not All But Their Lives', to paraphrase Stirling Moss' title for his biography.⁶⁸ Schnitta feels that a demonstrably safer track opens the sport to people who would not participate otherwise and he takes great pride in the assertion that no car driver has ever spent a night in the hospital as a result of competing at Gingerman.

As may be seen in Illustration 2, each corner features a gravel trap, similar to the sand traps found on golf courses at the outside of each corner. A car out of control comes

off the corner and if not corrected quickly enters the trap where the fine gravel slows or stops the car before it can hit anything solid. There are no trees on the track and the only steel Armco barrier separates the pit entry lane from the front straight away. The verge of the track, the edge where the racing surface ends and the grass begins, has been carefully contoured so that there were no edges to exacerbate loss of control and no abrupt transitions to cause a car to roll over or launch into the air. Care was taken to see that there are no decreasing radius turns on the track, a geometrical feature of the design that might facilitate a car's spinning in a circle and even coming back to the track facing the wrong way. (Illustration 3) Everywhere on the track the experience of the racers who designed it is evident. Cars are expensive and lives and health are precious and the track makes every possible effort to mitigate the dangers of racing.

In a way Gingerman reaches back to Janesville Airport. The open layout allows for greater safety and visibility for drivers, workers and racers, yet the subtle elevation changes and careful layout provide a racing experience far beyond a flat, sharp angled airport. The shape of the property allows a spectator area on top of a modest hill where spectators can follow an exciting duel between competing cars all the way around the track. Modern bathrooms with showers, a small convenience store, meeting room and picnic and camping grounds are all presented on a well manicured, landscaped park like setting and together offer all the amenities week end racers and spectators desire.

The GingerMan Tavern has Wrigley Field and The Metro. Gingerman Raceway has South Haven Michigan six miles to the west on Phoenix Road. South Haven is a

beautiful resort town located on Lake Michigan. Typical of Lake Michigan resort towns it has a resident working population and a resort population that swells in spring, summer and early fall. The city features many restaurants, bed and breakfast resorts, a harbor busy with yachts in season and a lively social scene. Between the track and the town, along Interstate 196 there are chain restaurants and motels for those who only want to sample the resort ambience. Nearby are the twin cities of Saugatuk – Douglas, an area described as the Midwest's Cape Cod. Inland lies the Fenn Valley vineyard, one of several of southwest Michigan's wine country establishments. Chicago is less than three hours away, Detroit less than two, leading one to the suspicion that there was more to the site selection process than the lack of zoning restrictions, although that expectation was met as well.

Unlike the owners at Grattan, Dan Schnitta is deeply involved in cars and racing himself. He currently maintains a collection of about a dozen sports and racing cars. He owns two vintage British cars, an MGA and a Jaguar XKE and a Porsche 911 Targa among the street driven cars. Race cars include a Porsche 911 painted "French Pink" and a Corvette, both of which qualify as vintage cars. He races the Porsche in vintage events. He also owns and races a Formula Mazda, a sophisticated open wheel race car that uses a Japanese Mazda rotary engine. Most of these cars, all immaculate and in good running order, are stored in a plain garage near a house he maintains on the race track property. The Formula car, however, remains in a shop devoted to race car preparation and maintenance, which occupies a row of garages on the west side of the property. The shop is rented to the proprietor of the racecar preparation business and the remaining garages are rented from time to time. Dan Schnitta is devoted to racing and racers, but he has

insisted since the beginning that Gingerman Raceway pay its own way in addition to meeting his other expectations. Dan's initial investment built and opened the track. The amenities were added as cash flow permitted, and the Gingerman Raceway project is not finished.

If Grattan is the past and the present of the sport in Michigan, Gingerman Raceway is the present and the future. Two important initiatives are underway. On the southwest corner of the property map is an area marked "Endless Summer". (Illustration 2) That portion of the property will be subdivided around access roads to both the track and the road to South Haven. Negotiations are underway with a company building quality prefabricated semi-custom buildings to build combination garage – apartments. Owners will keep their racecars and boats on the site for easy access to the track and Lake Michigan. The apartments will provide weekend and vacation retreats for racers and their families. A small club house is planned for social events. Everything will be built to quality, affordable specifications. Dan mentions dismissively a similar project in Illinois where "memberships" approach one million dollars. Endless summer will be high quality, realistically priced and will not break ground until a suitable number of participants have committed. Endless summer will be expected to pay its own way. The sales brochure is reproduced below. (Illustrations 4 and 5)

The second project aiming for the future is the effort to attract racing teams and others to use the track. Dan is particularly interested in the high tech firms that, while involved in racing, are pushing the frontiers of automotive engineering. Michigan engineered race cars burning non petroleum fuels have competed nationally. Other

innovations in light weight construction and high power production from small engines have come out of small Michigan shops. All three of the tracks discussed in this paper welcome this business, but Gingerman, characteristically, is pursuing it at a different level from the others. With sufficient interest from parties who test there, the track is under modification as of this writing. Turn ten (illustration 2) is being moved east to provide for a much longer straightaway along Phoenix Road. This modification of the track will not only permit higher speeds but will permit more time at high speed to measure chassis and engine modifications. It will, not incidentally, make Gingerman more competitive in sheer speed with Grattan.

Characteristically, Dan Schmitta is insisting on a high standard in making this change. There was a mound in what would have been the middle of the loop extending the track. If a car went off track with the mound in place it could deflect the car back onto the track, out of control, or alternatively launched in the air. So the expense of removing the mound had to become a part of the project. That created a drainage issue. Gingerman is designed with a drainage system so that water never flows across the track. Water erodes surfaces over time and when it freezes it destroys the surface, which must be patched. (SCCA workers at Grattan had patching on the track come up stuck to their shoes.)

The mound at Gingerman has been removed. Shallow drainage ditches have been installed which will lead water under the track and, not coincidentally, point out of control race cars parallel to the track instead of across it. The verges will be smoothed to provide safe transitions. The new surface will be the same polymer impregnated asphalt

that has kept the rest of the track in good condition through fifteen Michigan winters.

Racers will appreciate the change and those renting the track for testing will be satisfied.

This modification of Gingerman will pay its own way. And Dan Schnitta's expectations will have been met.



Illustration 1The GingerMan is the brick building on the corner at the right of the picture. The Metro may be seen just behind the triangular shaped GingerMan and Wrigley Field may be seen down the street on the left.

Photo: <http://www.planet99.com/chicago/bars/gingerman.html>

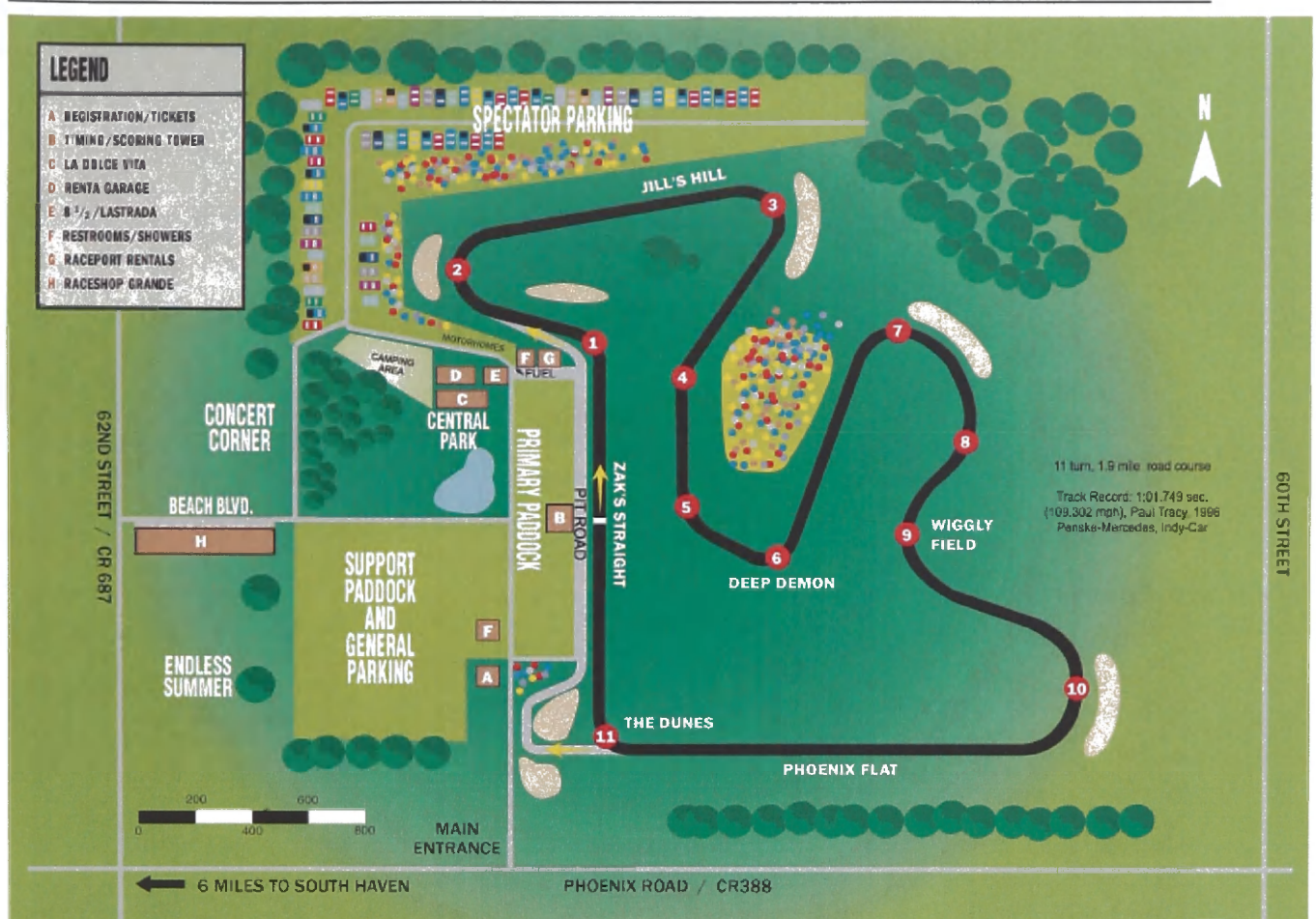


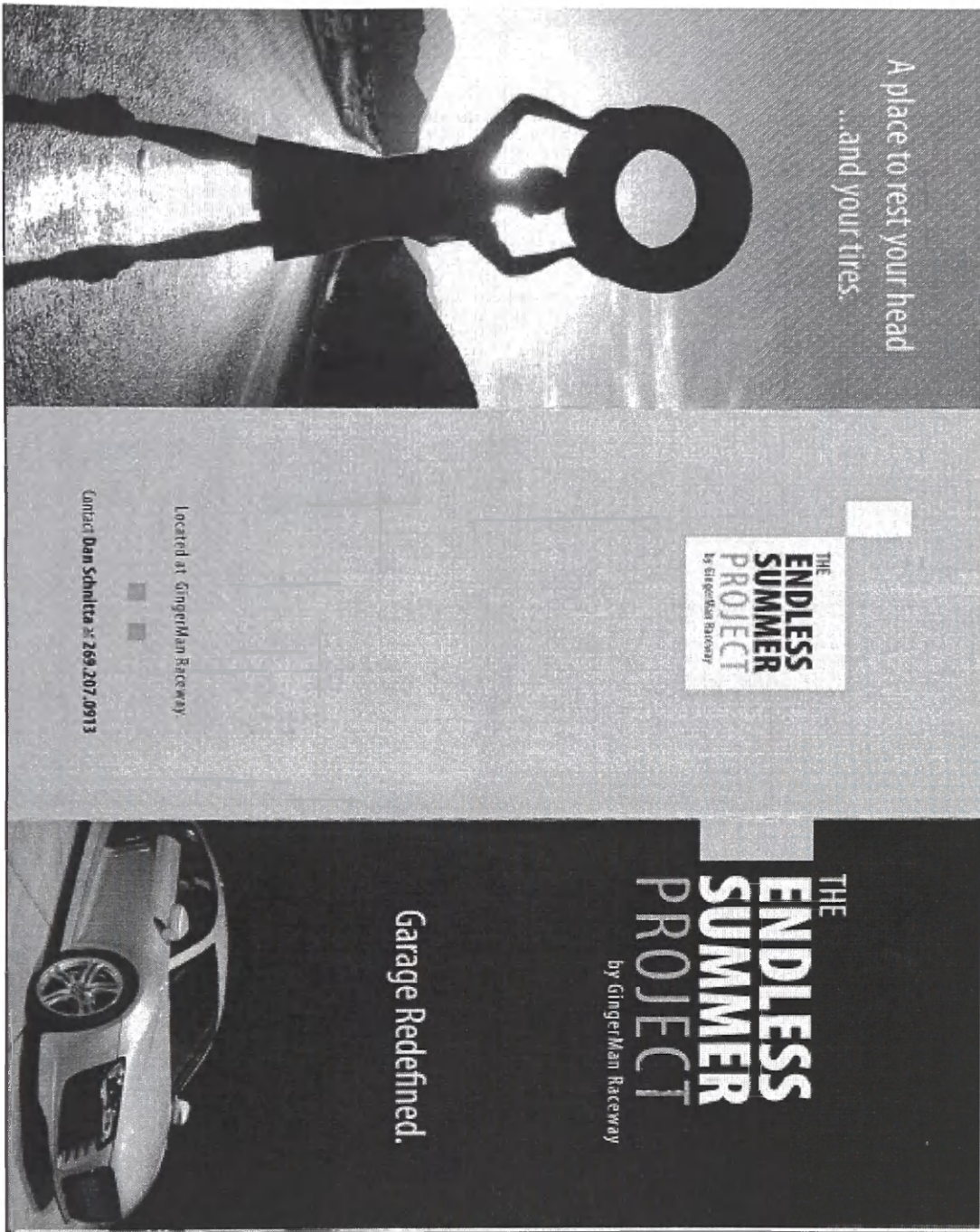
Illustration 2 This illustration shows the entire Gingerman layout. The brown patches near the corners are the gravel traps to slow cars out of control. The yellow patch in the enclosed near turns 4, 5, 6 and 7 is the highest part of the property and is set aside as a spectator area where the entire track can be seen. Turn 10 is being moved 1,000 feet towards 60th Street to lengthen the straightaway labeled Phoenix Flat. A contoured sixteen feet high earth berm has been installed diagonally from the wooded area at the top right towards the intersection of Phoenix Road and 60th Street. This berm shelters a nearby hamlet from noise and will also serve as a safety stop for cars. Note how the pit road loops behind the gravel trap at turn 11. Schnitta maintains a small but elegant house looking out over the pond. The site of endless summer is on the southwest corner of the property. Westbound Phoenix Road ends at the Lake Michigan harbor in South Haven.

Source: <http://www.gingermanraceway.com/track-layout>



Illustration 3 This is a rather extreme example of a decreasing radius turn. The picture comes from a website warning and instructing motorcycle riders about such turns. As may be seen the turn becomes sharper the farther around the turn one goes. An inattentive or inexperienced driver will come in at a higher speed because of the relatively easy curvature of the first part of the curve. By the time the driver realizes how much tighter the curve becomes the momentum of the car will be focusing increasingly towards the inner part of the corner and without barriers a car going out of control can come back across the track back into traffic. With an decreasing radius turn, the curvature would become more gradual again as a car exits the turn and a car out of control would go off the track to the outside and, on a track as well designed as Gingerman, into a gravel trap.

Source: <http://www.timberwoof.com/motorcycle/faq/decreasing-radius-turn.html>



A place to rest your head
...and your tires.

THE
**ENDLESS
SUMMER
PROJECT**
by GingerMan Raceway

Located at GingerMan Raceway.

Contact: Dan Schmitz at 269.207.0913

THE
**ENDLESS
SUMMER
PROJECT**
by GingerMan Raceway

Garage Redefined.

Illustration 5

Source: Gingerman Raceway

THE ENDLESS SUMMER PROJECT

by GingerMan Raceway

What exactly is the Endless
Summer Project?

GingerMan Raceway, home of the perfect
2 mile road course, has provided a rare
opportunity for you, the racing enthusiast,
to build your ultimate garage right next
to GingerMan Raceway!

What does the Endless
Summer offer?

Endless Summer offers a permanent
place for you to store your prized
possessions (cars, bikes, boats) as well
as a private place to relax.

At GingerMan Raceway
we offer you such items, like Michigan
Rockets and Mikrosen the best of 1000
square feet to call

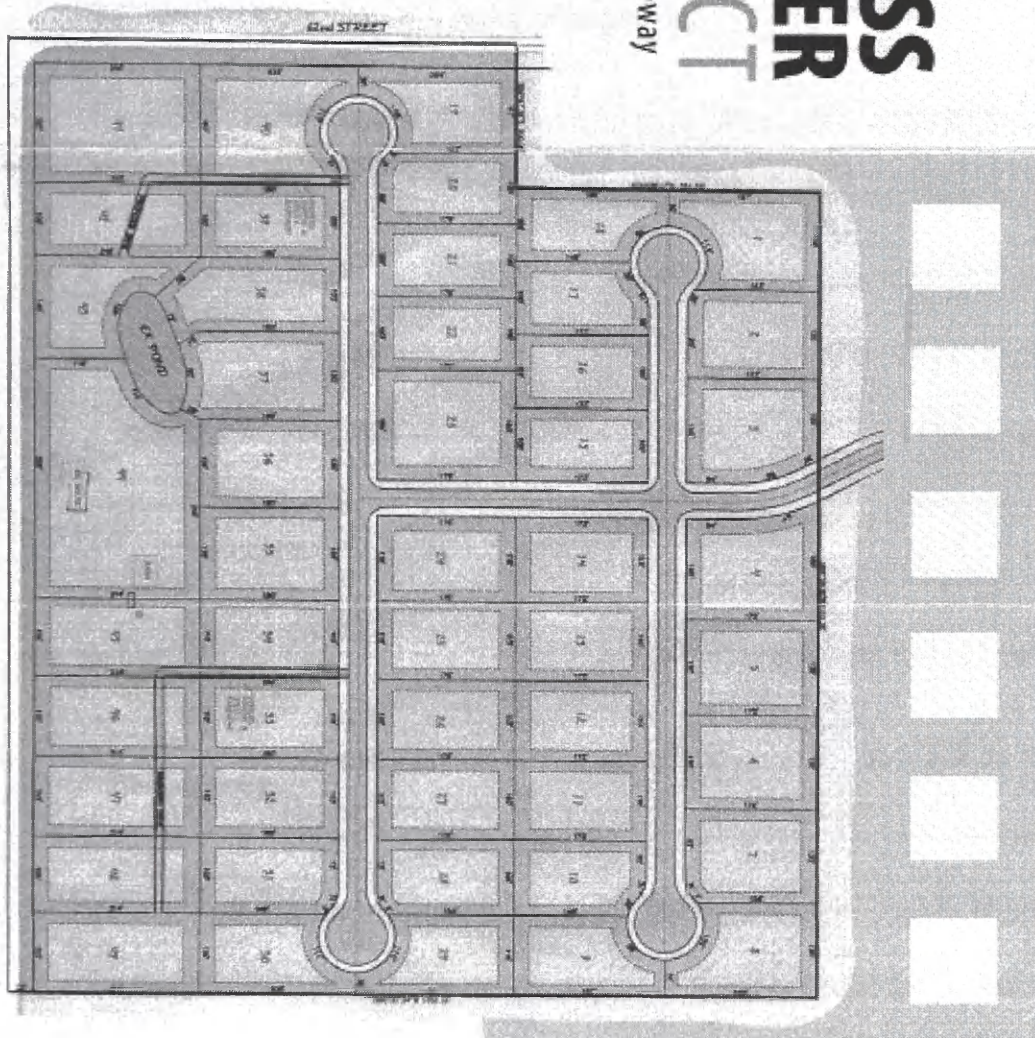


Illustration 4

Source: GingerMan Raceway

CHAPTER VII WATERFORD HILLS ROAD RACING

Waterford Hills Road Racing Inc. (Waterford) is a subsidiary club of a larger older club, the Oakland County Sportsman's Club (OCSC). For many years Waterford was the only racetrack in the United States owned and operated by a club. Thunderhill Raceway in Willow California was created by the San Francisco region of the SCCA, designed by the same designer as Gingerman.⁶⁹

OCSC is a conglomerate of clubs. In addition to WHRRI there are the Quarter Midget⁷⁰, Archery, Muzzleloaders, Shotgun, D. R. Wilson Rifle and Pistol Club and the Women's Auxiliary. The Club was founded in 1943 by a small group of Pontiac Michigan businessmen. The very first newsletter spelled out the philosophy of the founders: "Out of such an association must come a unified effort to protect and promote conservation for the healthful, recreational benefit of all...when they doff the helmets and boots of war to don fishing and hunting paraphernalia for a lazy day of communing with nature"⁷¹ The founders plainly did not envision automobile racing on the Club's grounds.

In May of 1944 David R. Wilson of Wilson Foundry put up \$6,450.00 to fund the purchase of eighty six acres of land north of Pontiac. The land was about one half of a mile off US 10, known in Michigan as "Dixie Highway". Dixie Highway was main artery leading from Detroit to the northern part of the state until the founding of the interstate highway system. It was an almost endless strip of smaller cities and commercial establishments. An early OCSC advertiser, The Old Mill Tavern, noted that its location was on Dixie Highway "Michigan's Main Street".⁷² The Dixie Highway location guaranteed easy access from the greater Detroit area while the site itself offered buffers

from much of Oakland County's later rapid residential expansion. OCSC and WHRRI would later encounter some political difficulties from the subdivision already in place along the eastern edge of the property and from changes in state environmental laws, problems Grattan and Gingerman have not had.

On May 21, 1944 the Club held its first "workbee", with members volunteering time to clear the land and begin getting it ready for activities.⁷³ ("Workbee" is a term that appears to be unique to the Club. Its origin is unknown.) The Club had begun a log sale to raise money to build the clubhouse almost as soon as it was founded and a book memorializing log "owners" remains on prominent display in the clubhouse today. In nineteen forty eight Pioneer Log of Roscommon Michigan built the clubhouse.⁷⁴ In nineteen fifty one the Club purchased eighty acres east of the original property and in nineteen sixty five added additional thirty four acres north of Waterford Road.⁷⁵ These three land purchases comprise the property occupied by the Club today. The property borders a small lake, Townsend Lake, and includes some ponds and wetlands.

The Club grew in size and influence in the outdoor sports world. It has published a monthly magazine or newsletter since its founding and has been a prominent force in many conservation and outdoor sports activities ever since. In 1954 the national skeet shooting championships were held at the club and a long row of skeet launching towers was built on the eastern eighty acres purchased in 1951.⁷⁶ This part of the property is occupied by the race track today and the skeet houses were left in place for a few years with the track winding through them. (Illustration 1)

Sports car events were introduced at the Club in 1958. OCSC's Fiftieth Anniversary book notes that not every member approved and several left the Club in protest over the introduction of motor sports on the Club property.⁷⁷ Both the president and immediately past president were strong supporters of sports car activities and the Club secretary, Robert Gubbins was an auto industry executive and sports car fan. Gubbins was a member of Michigan Sports Car Club (MSCC) and Gubbins, along with OCSC vice president Harry Barnes and MSCC events chair Ed Lawrence approached the board about a one-time use of the eighty six acres occupied by the skeet ranges.⁷⁸ The first event consisted of time trials held on a one lane dirt track laid out by Lawrence and graded with equipment donated by Barnes. This event took place in May of 1958.⁷⁹ Joan Lawrence Voltmer, and Emily Bowyer Walsh, wives of founding members, have preserved many papers, pictures, and newsletters from the founding days. Among them is the original pencil drawing on vellum paper of the second of three layouts. (Illustration 2)

Early entry lists are dominated by foreign sports cars and by number the entrants in events foreign cars dominated for many years. It is not until the energy crisis days of the nineteen seventies that American manufactured cars appear in any significant numbers, but in nineteen fifty eight, it was significant that Corvette Club, less than a month after the first event, asked to hold time trials on the site. This event took place on June 8, 1958 and drew forty- three cars. Bob Clift, an OCSC member and Corvette Club member won first place in the modified class, a group of cars that had been changed from the manufacturer's original specifications to enhance performance. Barnes graded a revised, expanded course of one and a quarter miles, which is seen on the cover of the *Pioneer Time Trials* program.⁸⁰ (Illustration 1)

After the Corvette Club event, the nascent sports car group at OCSC scheduled events promoted to the public, the Pioneer Time Trials. The program for these events shows the track in its second, one and a quarter mile configuration, skirting the large swamp in the middle of the property that later became a prominent feature of the track. (Illustration 1) In the illustration attached, the long row of skeet houses built by OCSC for the national skeet championships may be seen as a diagonal of dots crossing the track at the middle of the picture. Though these skeet houses are long gone, the nearby turn is still known as Skeet House Turn by those who adhere to the old road racing custom of naming prominent corners. (Illustration 3) Attempting to answer complaints about the dust raised by the cars, corners were shored up with clay and the whole track was coated with calcium chloride. These efforts proved futile and the October event was cancelled.

The obvious solution to the dust problem was to pave the track. Up to this point the track had been created and events had been staged and managed on an all volunteer basis, a characteristic that has dominated the operating philosophy of the Club for all of its existence, but paving the track was a project that required money. So in August nineteen fifty eight a corporation was formed by activist members to facilitate fund raising. Detroit attorney Anthony Peters, Gubbins and Barnes met twice and at the second meeting incorporation papers drawn up by Peters were adopted. Peters was named treasurer, Gubbins first vice president, Barnes president and another party, Dick Norton secretary. Incorporation relieved OCSC of any legal liability for racing activities and facilitated fund raising. Into the fall notes were issued to members to raise money to pave a one lane track, which was done in November of 1958. The possibility was left open that the contributing members might get their money back if the track could pay for itself.⁸¹

The paved track solved the dust problem and made competitive events possible. The Club conducted more time trials and added “Australian Pursuits”. In an Australian pursuit cars would be started separately at equal intervals and a car caught from behind by another had to leave the track. The popularity of the sports car activities grew, but what people wanted was racing. The activist members who created the corporation, Oakland County Sportsman’s Road Racing Corporation, believed that if they could stage races the track would pay for itself with entry fees and admissions.⁸² Although Les Smith, writing in the October 1960 OCSC *Sportsman* characterizes the initial issuance as notes, with the possible return of the money invested, the same piece characterizes the organization as a corporation and there is in the Voltmer-Walsh papers a blank stock certificate for the Oakland County Sportsmen’s Road Racing Corporation. An anonymous pledge of securities to secure a bank loan of \$17,000.00 put the project over the top and the track was paved in October 1955, just in time for the first races.

By this time the road racing group had become a formidable force in OCSC affairs. Matters eventually reached a point where the president of OCSC felt it necessary to write a terse three paragraph statement in the *Sportsman* to inform OCSC members that no OCSC money was being spent on the road racing club. He informed the membership that the road racing group leased the track from OCSC, that the property and all improvements reverted to OCSC upon termination of the lease and that the road racing group contracted OCSC as the sole vendor for food and drink concessions at the track.⁸³ These arrangements remain in place today. The August 1958 OCSC *Sportsman* featured a new full page column called “Wheelspin” written by sports car participant Bob Moody and the column continued well into at least the 1970s.⁸⁴ In the 1958 column Moody noted

that a sports car committee was being formed within the OCSC structure. A later column noted that Bob Clift was named chair of the committee. The same column outlined a detailed and extensive organizational structure that still survives mostly intact.

(Illustration 4) Safe, efficiently conducted road races require an extensive and detailed organizational structure and it has been a strength of the Waterford Club over all of its years that it has been able to attract and retain a core of volunteers who produce truly professional events. There seems little doubt that the national racing experience of Clift and others who came into OCSC from MSCC installed this level of professionalism in the Club.

The new sports car group held social events and became involved in many other activities. Among these was the first International Auto Show at the State Fair Coliseum in Detroit. Ed Lawrence, who came in with the MSCC members, was the chair of the event, sponsored by OCSCRRC. Ed and his wife Joan were tireless and popular contributors to the Club and its activities. It came as a great shock and loss to the Club that Ed was killed in an accident while practicing for the Twelve Hour International race at Sebring in Florida just before the auto show he organized. Ed was driving his own car when he lost control and the car burned. Waterford's ticket sales were designated as a fund raiser for the Lawrence family and the inaugural races in October included the first annual Ed Lawrence Memorial Race, a tradition that continues to this day. Ed's wife Joan (now always referred to at the Club as Joan Lawrence Voltmer) remained an active participant in the club for many years and was named an honorary non-voting member of the board of OCSCRRC. In 2008 Joan continued a Lawrence family tradition by climbing the starter's tower and showing the green flag for the fiftieth Ed Lawrence Memorial.

The Ed Lawrence Memorial, always the feature race for the fastest cars, is one of the most prestigious of several permanent trophies awarded each year by the Club. The International Auto Show went on to become the North American International Auto Show held in Detroit each year.

The first of several Detroit Region SCCA race events was held on June 24, 1960.⁸⁵ The Detroit Region and Waterford have had a tempestuous relationship over the years. Discussions with several members (none speaking for attribution) reveal that issues usually revolved around control. The SCCA was and is justifiably proud of the quality of its events and no doubt a desire to maintain that quality motivated many requests that seemed demanding and controlling. At the same time, Waterford has developed an organization and an experience that is second to none. Waterford crews, drivers and cars have competed nationally and have included SCCA national champions. The Waterford Flagging and Communications group provides services at amateur and professional events all over the country. The flagging and emergency services groups of the Detroit Region and Waterford have conducted numerous joint training programs and have combined to staff the corners at the last two Detroit "Grands Prix" held on Belle Isle in the Detroit River. These professional races included Indy Racing League road races for Indianapolis cars, the American LeMans series for an international field of sports car drivers and an SCCA Professional Series race. Leaders of all three series were highly complementary of the services provided by the Waterford and Detroit Region personnel. After years of experimenting with race car classifications, Waterford adopted SCCA classifications in nineteen sixty three so racers could compete in events sponsored by

each, an arrangement that still remains in place.⁸⁶ Waterford racing licenses are accepted at SCCA events.

Over the years volunteering and donations have been hallmarks of the Club's growth and development. As noted elsewhere, founder Harry Barnes donated grading services. Barnes also built and installed the first structure at the track, an observation tower.⁸⁷ A new paddock building began construction in August 1964, adding restroom facilities, a snack bar, storage for track equipment and the base for a tower for race control and observation. This facility was burned by vandals in nineteen eighty one and in the best tradition of Waterford volunteering, a veteran and popular member, Don Burry took the lead in designing and overseeing the construction of the tower building that exists today.⁸⁸ It was later named the Don Burry Tower. Over the years worker stations have been built and steadily upgraded by volunteers. As above in the section on Grattan, protection for workers, who are inside the track barriers with the cars, are sometimes perfunctory; at Waterford they are first rate and the author can testify from personal experience that workers are well protected inside the worker stations at Waterford. Over the years safety provisions have been upgraded, mostly by volunteer effort and donated professional services. There are now gravel traps at almost every corner. A larger run off area, where a car out of control is given room to get under control without hitting anything, was recently constructed at turn one. This involved moving and reinstalling fences and guardrails and smoothing the ground off the end of the turn. A member of the club, a contractor, sent crews with grading equipment to do the contouring and volunteers moved and rebuilt the barriers. The contact list for the club today lists twenty nine chairs

responsible for staging races and on a typical weekend there are approximately sixty five other people involved in various groups led by those people. All are volunteers.

Waterford's racers and workers participated in events in every element of the mid century American road racing experience, from street races to airport races. In 1963 an Ohio SCCA official revived, for a year, races at Put-in -Bay. Races were held in the streets of the beautiful island resort and the experience of taking the ferry to the island, staying in quaint hotels and Inns and racing on blocked off streets took the participants back to the most romantic of the early mid century days. When he had secured permission to stage the event, the official, the former starter at Waterford Hills, knew there was only one group experienced and organized well enough to stage the event, Waterford Hills Road Racing.⁸⁹ Put-in-Bay was characterized as the "America's Last Race" by noted racing historian Carl Goodwin in an excellent article in *Vintage Motor Sport*.⁹⁰ Goodwin himself is a former Waterford Hills racer.

Waterford has always featured a contingent of Canadian participants and workers and in the 1960s Waterford participants and workers often travelled to Harewood Acres, a converted airport. Waterford people once helped stage a two and one half hour night race at Harewood.⁹¹ In 1970 the Club staged a night race at Michigan International Speedway. And in 1974 the City of Pontiac asked Waterford Hills to stage races on the streets of the City as a promotional event. Waterford stalwart Don Burry chaired the event, which was considered such a success that it was renewed in the following year. Unfortunately, the 1974 winner was killed in a spectacular accident in the 1975 race, and

like other municipal sponsors Pontiac decided to avoid any further risk of negative publicity.⁹²

Waterford provided the venue for vintage races on many occasions and from nineteen eighty five until two thousand six staged vintage races in conjunction with the prestigious Meadowbrook Concours held at Meadowbrook Hall on the grounds of Oakland University. In some years there were featured makes of cars (“Marques”, as the concours crowd would say) and Waterford’s grounds have been graced with displays of historic Ferraris, Porsches, Mercedes Benz, Jaguars and Corvettes while the track was graced with large numbers of historic race cars. The races lost their sponsorship after the 2006 event, but Waterford staged its own vintage races in 2008 in celebration of the fiftieth anniversary.

Writing as an insider, it is almost impossible to convey the richness of the social life at Waterford. From the earliest days social events such as dances and dinners, trips taken together and many other activities created a reinforced a tightly knit community. Dances and similar social events are fewer today, as seems to be true of most of American society, but social activities remain an important aspect of the Club. There is a campground nicknamed “Camp Cabo” just off the end of the back straight of the track. Corner workers sleep in the back of their van parked next to the elaborate motor home of a millionaire owner – driver and just behind a couple who work timing and scoring, sleeping in their small tent with their baby. There are campfires and cookouts and several times a year everyone at the races is invited to outdoor parties. Today there are groups

with closely shared interests that fit within the whole of the Club. The corner workers reassemble as a group at lunch and worker breaks. As discussed in the section on Grattan, the paddock – the area where the cars are parked and serviced between races – has neighborhoods. Most of the Corvette drivers pit near each other; most of the Miata drivers do as well and nearly all of the Formula 500 drivers do so. Anyone suffering damage or a breakdown in a race will usually find all the help he needs from his fellow competitors. At the end of the weekend of racing most drivers and workers assemble in the lodge for the awards ceremonies. The corner workers sit together and drink beer paid for and delivered by the drivers. The drivers sit in front of the small stage and the stewards who attend usually sit in the back, scrutinizing the rest as they have all day. A weekend at Waterford confirms the impression gained at Grattan: a small city rises up on Friday and lasts for the weekend. To the casual observer, the city disappears on Sunday night.

Yet the community persists through the weeks between races in the meetings, in the shared time spent working on cars and the track and in the ongoing dialogue on the Club's website.⁹³ As an example Vern Roberts, a popular longtime member and competitor, who owns a business specializing in American muscle cars and hot rods inadvertently initiated a several month long saga on the Club's website. In celebrating the grand opening of his new store, Vern had a life size cardboard reproduction of himself in his racing suit made. "Flat Vern", as the reproduction became known, was kidnapped from the grand opening and a ransom demand was posted on the Waterford website. Over ensuing months there were pages of hilarious negotiations, demands, threats and pictures of Flat Vern everywhere. He was spotted at restaurants, bars, in police cars, under race

cars, once in a Hooters restaurant surrounded by adoring “Hooters Girls” and several times being menaced by terrorists. Flat Vern was reunited with “Round Vern”, as Roberts became known, at the end of the season. Other times there are entries that begin “Sad News”; and most often there are questions, advice, suggestions and discussion of important Club issues.

For the researcher, Waterford presents an interesting case and a puzzle. The founding of the Club and the early days are well documented in the OCSC *Sportsman*. Besides pictures and schedules, the *Sportsman* featured the “Wheelspin” column for many years and for a time included a companion column discussing social events and developments, personality profiles and good natured gossip about members and participants, but the columns disappeared in the early nineteen seventies and since that time references to the road racing group have been few and mostly confined to business matters. A separate publication, *The Waterford Digest*, devoted exclusively to the racing Club, was published during the summer from 1962 until 1989. The economic dislocations of the 1970s and 1980s probably had something to do with demise of OCSC’s coverage. The *Sportsman* was reduced from a magazine of twenty five or more pages to a two or three page newsletter at one point and the Fiftieth Anniversary book⁹⁴ does attribute that to economic conditions. Another factor probably springs from the fact that the production of these publications was the work of volunteers who eventually ran out of energy or moved away.

Since the inception of the internet and websites, almost all of the dialogue of the community has taken place there. The website is maintained and operated by volunteers,

and little of what was discussed, shown, debated and decided on the website has been saved. There was no publication celebrating the fiftieth anniversary last year but there was a compilation, on compact disc, of most of the Waterford Digests, the Silver Anniversary booklet and pictures from over the years. So unlike many institutions with a long and rich history, there is a reasonable amount of material available on the early days but for the most part only oral tradition to document the most recent years. There was a failed attempt to write a history last year; the story of the first two decades, those documented in the Sportsman and Digest were written up and that commentary is available on the website. The rest of the years are blank. There is a large amount of archival material in the hands of members. Joan Lawrence Voltmer and Emily Bowyer Walsh, who provided this author with a collection of early documents, have expressed a desire to see an archive created. That project, discussed and supported by many, awaits a volunteer.

Ironies abound at Waterford. The parent club was devoted to sports among the oldest practiced by human beings, but it became the home of one of the most successful places for one of the few modern sports. A Club devoted to conservation hosts a sport celebrating the automobile, currently regarded by many as the most troublesome threat to the physical environment. For those who became seduced by the romance of the mid century sports car movement, it seems the club was built on the foundation of the sport of the early 1950s, on those “funny foreign cars”. However, it has not really been the foreign car culture that energized or sustained the Club and the earliest history and recent history support that statement.

Looking at the pictures and the entry lists from the early days, foreign cars certainly seemed to dominate. Looking at the pictures in the Digest year by year, it is not until the 1970s that a significant number of American cars were seen. Although Waterford was founded and prospered on the home ground of the American automobile industry neither General Motors nor Ford nor Chrysler (the Big Three) ever played any significant direct role in the Club, but the car culture of southeastern Michigan provided the energy that created and sustained it and in important respects sustains it today.

Robert "Bob" Clift's name and picture are everywhere in the records of the early days. He was an experienced racer when the club was founded and was the first chair of the Sports car Committee, the first incarnation of the club. Clift was a member of the Corvette club and it will be recalled that the Corvette Club held the second event held at Waterford in June of 1958 and fielded forty eight cars. Bob Clift worked for General Motors (GM) at the GM Proving Grounds, the private network of streets, roads and high speed tracks where General Motors tested its cars. Clift was the Public Relations Officer, but did double duty as a driver and raced a 1954 Corvette. The 1954 Corvette was a styling success built over ordinary GM parts and was widely dismissed by sports car people. But Clift's Corvette was different. It is widely known today that GM officially abandoned racing in those years, but that several people in the Company ran a clandestine racing support program that eventually helped produce some of the most successful race cars in the country. It was during this time that Zora Arkus Duntov, a European engineer with deep racing experience came to the Chevrolet division of GM and began the campaign to make Corvette a legitimate world class sports car. Bob Clift eventually became a development driver in the Corvette program for Duntov. Bob Clift's 1954 car

always ran in modified classes, classes for cars that had been changed from factory specifications and it ran much better than any other 1954 Corvette. Paul Van Valkenburgh says, in his book *Chevrolet – Racing?*⁹⁵ Clift contributed pages of competition specifications and preparation checklists that benefitted Corvette development and future Corvette racers. It appears Waterford Hills may have played a significant role in the development of the Corvette. (Illustration 5)

There is no discussion in the documents available of the jobs held by Waterford members over the years. There are anecdotal reports that numerous Big Three designers, engineers and business officials have been members and competed at Waterford. Deep connections are there to be discovered.

One of the enduring neighborhoods in the pits at Waterford is the encampment of Green Dot Racing. Cars, coolers, barbecue grills, chairs and tools are sheltered under canopies to keep the sun and rain away. (Illustration 6) Bruce Wenzel, owner and proprietor of Green Dot Racing, has been competing at Waterford since 1989. Bruce builds, repairs, rents and races cars based on the rotary engine⁹⁶ powered Mazda sports cars popular from 1978 through 1995.⁹⁷ On any given race day there are four to six Mazdas in the Green Dot pit and several others scattered around the pits that Bruce maintains for others in the club. Bruce has raced his own cars in SCCA regional and national events. By all appearances he is a promoter of the foreign cars most reviled in Detroit at one time, the Japanese car. At one level that is true, but Bruce Wenzel is a retired GM engineer, educated at General Motors Institute, who was assigned to the proving grounds in the latter part of his career where he met people who introduced him

to Waterford. His first sports car was a Corvette and he joined the Corvette Club. Before the proving ground assignment Wenzel was assigned for two and a half years to GM's rotary engine project at the General Motors Technical Center in Warren Michigan. Mazda had considerable success with the rotary engine which was smaller, lighter and more powerful than a comparable displacement piston engine. Mazda had developed considerable expertise with the engine and General Motors bought hundreds for study at the test center. GM's program eventually folded because GM was never able to match Mazda's technological expertise and neither company was able to meet the pollution control standards later imposed by the United States Government, but Wenzel never forgot the excellence of Mazda's rotary engine. He and several other engineers once took a car to a remote site at the Tech Center, left it behind a large embankment and began running the engine as fast as possible as long as possible to see when and how it would fail. It did not fail. So when the cars began to age and people began to convert them to race cars, Wenzel became interested. The cars were and are relatively cheap, powerful, reliable and rugged and, when properly prepared, fast. Wenzel's business repairing, maintaining and renting Mazda cars just about breaks even financially, but it does help support his other automotive avocation: three weekends a month, away from Waterford races, Wenzel and his wife autocross⁹⁸ their late model Corvette.⁹⁹ Like Bob Clift, Bruce Wenzel is a "Corvette guy".

In pursuing the theme of this foreign born sport being nurtured by insiders in the American automobile industry, another emerges, the conservation and development of technological talent and capacity. One of the most visible teams at Waterford races is the Corvette racing team sponsored by Cauley Chevrolet based in suburban Detroit. The cars

are impeccably maintained and are usually the fastest in their class. The team has raced all over the United States and has participated in the biggest sports car events in the country. The team has raced in internationally famous races such as the 24 hour race in Daytona and the twelve hour race in Sebring, Florida that dates back to the early nineteen fifties. One of the team's top drivers and by all appearances team manager is Danny Kellermeyer.

Kellermeyer is also an alumnus of General Motors Institute who fell in love with cars and racing early in life while growing up on a farm, where he learned to work hard. After an apprenticeship in GM, he landed a "car guy's" dream job. He became a field liaison between GM's Flint engine plant and the Corvette program. His job involved traveling, investigating problems and needs involving the cars and assisting in engineering solutions. On a trip to Texas a friend took him on a weekend junket to the famous Riverside Raceway in California where he cured an issue with a wealthy Texan's race car that others had not been able to solve. The Texan was delighted with the result and pointing to Kellermeyer told his team manager that Kellermeyer would be working for him from then on. Kellermeyer left GM in 1991 and has been involved in racing at top levels ever since.

Kellermeyer builds Corvette race cars and buys what are known as kit cars from the Corvette factory. He works out of a shop located on the farm he shares with his wife. The property includes a big old fashioned red barn which is full of Corvettes of many past models. Kellermeyer says he is not a collector and is not emotionally attached to the cars. He is just too busy and too committed to new projects to dispose of them. His shop

is behind the barn. What is delivered to Danny Kellermeyer is a bare metal tub, vaguely recognizable as a part of a car. If there are any assembled parts on the “tub” they are disassembled and inspected. The entire car is then assembled with painstaking attention to every detail. For example, small bushings in the suspension of the car located near the brakes are wrapped in little “jackets” of heat resistant material before being reassembled. All the systems and components of a complex race car are assembled with the same care. What emerges from this process is a dazzling, powerful and efficient race car.

(Illustration 7)

Engines, transmissions, suspensions – all assembled by Kellermeyer, usually working alone, are improved and upgraded whenever he spots the need and opportunity and the changes reported back to suppliers and vendors. A vendor recently delivered a composite material¹⁰⁰ “spring” that mounts in the front of the Corvette. Kellermeyer specified the strength of the spring he wanted. He installed it in a car, drove the car and contacted the factory to say it did not meet his specifications. The factory sent him another. Kellermeyer installed it in the car, test drove it and reported to the factory that the new one also failed to meet specifications. When the factory balked at Kellermeyer’s rejection, he turned to his shop and invented and built a testing device and successfully tested the springs, neither of which met the factory’s promised performance. Properly chastened and instructed, the factory eventually delivered what Kellermeyer had specified. Kellermeyer’s shop is filled with machine tools and testing devices he invented and built in pursuit of building fine race cars. The level of engineering prowess and technological capacity is astonishing.

Danny Kellermeier started racing at Waterford in 1989; his license number is near Bruce Wenzel's. Like Wenzel he built several cars that race at Waterford besides his own Cauley sponsored cars and like Wenzel he is usually in the pits on race days at Waterford dispensing advice, offering assistance and driving fast, entertaining races. Kellermeier, like Wenzel, is a tireless promoter of the track and the Club. Both men have served as officers and participated in innumerable workbees, fundraisers and meetings. With countless experiences at the highest level of the sport behind him, Kellermeier says flatly that there is no other place like Waterford Hills.¹⁰¹

The culture of innovation at Waterford rises to yet higher levels. The Club has been the home of builders of road racing "specials", discussed above, for many years. The author remembers a car in the 1960s powered by a motorcycle engine. The builder employed the motorcycle transmission, normally activated by the rider's foot. The builder of that car arranged a system of cables and levers so that the driver could shift the transmission using levers located on the steering wheel. Following the technology of Formula One, the highest level of road racing, "paddle shifters" on steering wheels has become the "latest" innovation on expensive cars in two thousand eight. The fastest car and driver on the track in the past few seasons comes from that tradition of road racing specials.

Jon Staudacher came to speed sports through his family. His father built unlimited hydroplanes in the 1950s¹⁰² and Jon built his first championship winning boat at age fifteen. He has been in the motor racing business one way or another ever since. The unlimited hydroplanes originally used surplus World War II aircraft engines and

many aircraft building and engineering techniques were adopted in the design and construction process. The fundamental engineering problem was strength to manage the stresses of all the power applied and lightness with the purpose of delivering the greatest possible performance. At some point Jon became interested in aerobatic aircraft, airplanes that permitted the performance of spectacular maneuvers in the air. Staudacher Aircraft was formed and over a number of years a number of aircraft were built, each one unique. These aircraft are considered among the best and change hands seldom and then for significant amounts of money.¹⁰³ Staudacher boats and aircraft have set the highest standards in their fields. Jon still does a good business building and repairing boats in the tiny village of Kawkawlin, Michigan and he still flies, testing planes for customers. All of the design, engineering and construction methods employed were learned by experience, in his shop and in competing in sports.

Jon competed in aerobatics and a day came when he realized that eight of his best friends were dead from accidents in the sport and that he personally knew about fifty people who had been killed in aerobatic planes. Jon had been interested in automobile racing and had originally attended driver's school at Waterford in 1968. He built his own Formula Vee¹⁰⁴ race car but military service interrupted his racing plans. When he became disillusioned with aerobatic competition, he returned to auto racing and went through drivers' school again in the 1990's. He initially raced a Formula Continental, an open wheel race car built by a firm specializing in race cars. Jon eventually redesigned and rebuilt the continental to his standards. He determined to design and build his own race car and settled on D Sports Racing cars. D Sports Racers are a development class, a class where there are few basic rules and a maximum degree of innovation is permitted.

Staudacher has called on his success and expertise in the boat and airplane businesses. He learned building light strong structures out of wood, using a sophisticated system of epoxy bonding in lieu of mechanical fasteners. He designs and engineers the cars, building bodies and chassis himself and reengineers and adapts mechanical systems from other cars as needed. In addition to his cars John has built several very carefully designed enclosed trailers to haul the car, spare parts and tools, using wood, composite materials and epoxy. The trailers are built to the same standards of fitness and beauty as his race cars. The latest carries all of his tools and the car and includes a bunk for camping at far away tracks. It weighs only six hundred and fifty pounds and is finished like furniture. Race car and trailer are easily towed behind his compact four cylinder Mazda car at speeds as high as ninety miles per hour. He was chagrined to find at a recent SCCA regional event that most of the people stopping by his pit wanted to speak to him about the trailer.

The SCCA has strict rules and procedures for admitting new cars in its events. It can sometimes present a dilemma for new builders and John was considered a new builder by the SCCA. The cars had to be proven before being admitted to races, but needed to be raced to be developed and proven. Waterford Hills depends on its own "Tech" officials to inspect and approve cars and Waterford welcomed Jon and his new cars. After being proven at Waterford, they were accepted by the SCCA.

Jon's race cars weigh about seven hundred and fifty pounds. (There are two that appear identical to a casual observer) They are powered by one thousand cubic centimeter Suzuki motorcycle engines, about sixty five cubic inches, less than twenty

percent the capacity of one of Danny Kellermeyer's Corvettes. The bodies weigh about thirty six pounds and are considered works of art by knowledgeable racing fans. This light car powered by a small motorcycle engine has a top speed approaching one hundred and fifty miles per hour and holds the class track record at Waterford, Gingerman, Grattan and Mid Ohio raceways. Until September 28, 2008 Staudacher held the outright lap record at Waterford Hills at 1:02.818 (minutes, seconds and thousands of a second). It was beaten by a car with an engine twice as large and costing about ten times as much as Staudacher's car; the record was lowered to 1:02. (Illustration 8) In discussing that race Staudacher was dismissive of the track record, the cost of the cars or the relative sizes of the engines, although not of the amount of his time and work involved in his cars. He was preoccupied with subtle changes in the aerodynamics of the two cars, one being "set up", as racers say, for Waterford, where the highest facility in cornering is critical and the other for Mid Ohio where top speed is paramount. Solutions to problems and the translation to performance on the track matter most to him.

Staudacher had nearly a lifetime of experiences in different sports before returning to road racing. He too says there is no place else like Waterford Hills. The track is better located for him, is more accommodating in practice and testing arrangements and is cheaper than the others. He marvels at the Club's ability to turn out professional quality workers who stand out in the sun and wind and rain to work corners, staff emergency services and provide all the other services necessary to staging a quality racing experience. Having the fastest car on the track in a race with several different classes of cars presents its own unique problems. Only at Waterford Hills does he compete in a group where he feels all the drivers are safe, predictable and trustworthy and

where the races are well managed by his standards. More important to him is the fact that Waterford Hills is the only place he competes where he can strike up conversations and expect the same level of technological competence he has achieved. He says he must be careful how he speaks at events at other tracks, not out of any political or social concern, but for fear of talking above the level of his competitors, most of whom simply write checks and buy cars and services. This sophisticated innovator of modest demeanor finds equals and a sense of being at home in his sport at Waterford. It seems Waterford Hills has been fulfilling this role for countless people in the sport and in the automotive industry for over fifty years.

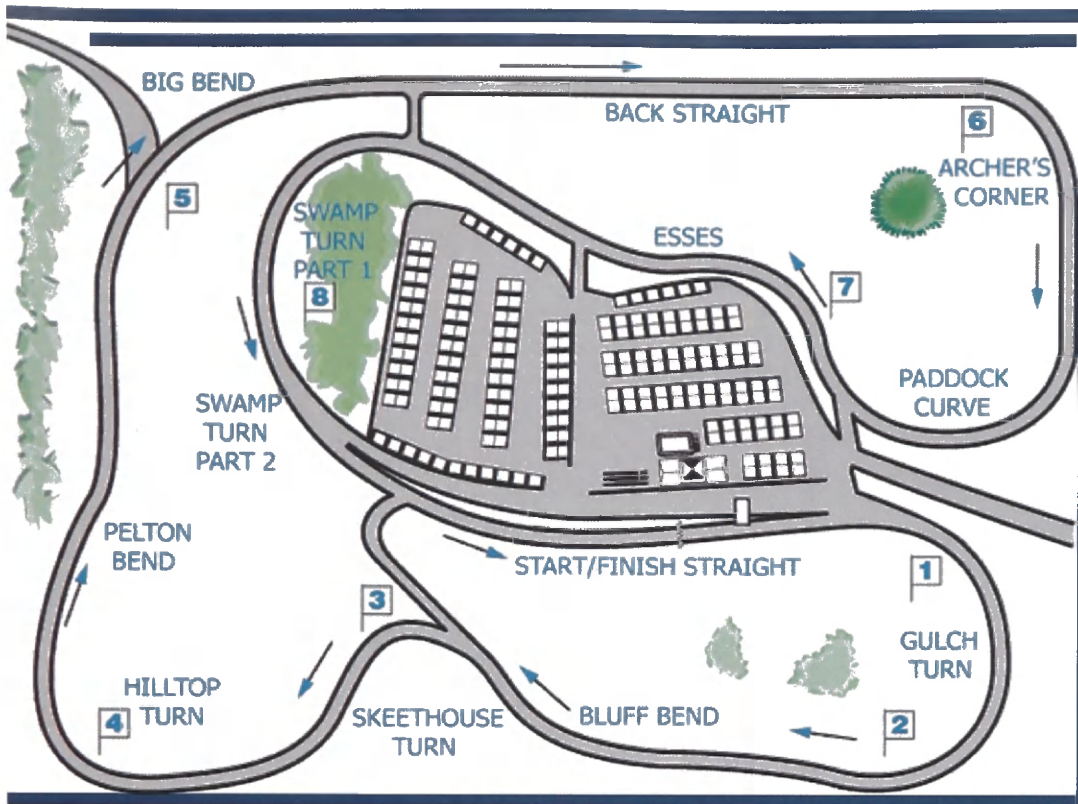
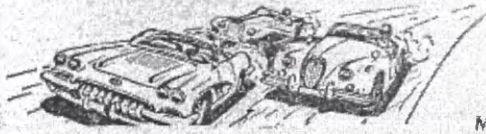


Illustration 3 The map of the track served as the homepage illustration on the track's website for many years. The drawing shows the naming of corners, a tradition that reaches back to nineteen fifties sports car racing. Skeethouse Turn is the part of the track formerly crossed by the row of towers left over from OCSC's national skeet shooting tournament. Archer's Corner is near the original location of OCSC's archery range, which is now the sight of the campground, "Camp Cabo". Gulch Turn, the turn one-turn two complex circles a deep gulch into which many errant cars disappeared before Armco barriers were installed a few years ago. The track rises sharply uphill from turn three to turn four and then falls sharply downhill from turn four through Pelton Bend. The worker's station at Hilltop is located where the flag marked "4" is seen; cars setting up to drift over Hilltop are often pointed right at the workers before centrifugal force carries them out and over the hill. The cars pass within ten feet of the workers at speed, which makes for an exciting day for the workers! Swamp Turn, circling what remains of what was a much larger swamp, provides for some interesting "surface" calls from the workers stationed there. Workers display a flag with red and yellow stripes to warn drivers of something unexpected on the racing surface and call Race Control in the Tower to describe the hazard. Hazards are often geese, frogs or turtles at Swamp Turn. Deer and foxes have been called in from other corners. Every possible effort is made to spare the wild life at Waterford; high speed contact can be as much of a personal hazard to the drivers as to the animals. In the early days the swamp had a pond deep enough that a row boat with a diver on board was stationed on the pond to rescue drivers from sunken cars. There is no record of the necessity to deploy the diver.

WHEELSPIN



By
BOB
MOODY



BOB CLIFT TO HEAD NEW SPORTS CAR COMMITTEE

At a meeting September 4th, to which all sports people were invited, Bob Clift was handed the gavel of chairmanship of the new Sports Car Committee. Sue Harrison accepted secretarial duties and the group of about 30 able enthusiasts immediately got down to business.

Harry Barnes had the facts and figures on course improvements and the group discussed, at some length, just what should be done at this time. It was decided to stabilize all the soft corners with clay fill and apply calcium chloride to the rest of the track. The Board of Directors gave their approval of this action at their next meeting.

Bob Clift came well prepared for his new assignment with an organizational chart befitting the responsibilities of this group. Bob heads the Competition Sub-Committee which embodies the Safety Section, headed by Gordon Harrison, and Operations Section, which is at present open to anyone with event planning experience.

Harrison's Safety Section includes the Inspection Group, headed by Don Center and including Louis Fucinari, Don Grohs, and Bob Corliss. Also in Harrison's section is the Communication Group with Dick Wolf and Jerry Ramsey. Dick is the boy who has been doing such a fine job like right in the ears, man! at many club events. Chief Starter, also in Harrison's section is Leaping Ed Lawrence, whose own group consists of Paddock Marshall, Bill Corliss; Flagman, Carl Dorst; and Pit Steward, Ed Krzeminski.

Operations Section includes Registration Group, headed by Mary Grohs and staffed by Sue Harrison, Ann Featherstone and Rita Moody.

Event Group with Art Novak as leader assisted by Jack Jenkins on Course Set Up. Chief Timer in this section is Dick Norton who is assisted by Dr. Robert Clifford with Scoring, and Harry Keeler with Statistics and Licensing.

Other Subcommittees are Membership with Bob Brener in the chair, assisted by Glen Baldwin; Course,

headed by next O.C.S.C. President, Harry Barnes, whose Planning, Construction, and Maintenance, and Scheduling Sections, headed by Art Peters, Jud Holcombe and Jim Budnick, are faced with probably the group's biggest single job; and Publicity which I handle with the aid of Sue Harrison and Photographic Section, head Ed Wheeler and Art Section head Bill Pratt.

The Finance Sub Committee with its Planning and Accounting Sections has not yet been staffed. With probably the most talented group ever to head a sports car movement, your Committee is ready to roll.

Near future plans call for ice runs, probably combined with ox roasts and dances. Food served by the O.C. S.C. Snack Bar Committee is fit for a king and events such as these are eagerly awaited by all those who have sampled the fare.

Bob Gubbins, O.C.S.C. Board Secretary and powerful behind-the-scenes-organizer (he named this column and was responsible for the "Dear Sports Car Enthusiast" letter and Pioneer Trials brochure) has brought to my attention an article by Stealing Moss, which appeared in the London Sunday Times and the West Essex Car Club Magazine. Wheelspin (wonder where they got that name?)

Remember: many more members are necessary to get a paved course. Bring a new member to the next event! All participants will receive a fine engraved dash plaque.

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Illustration 4: The structure outlined by Bob Clift in 1958 remains substantially that of the road racing club today. It would have been adapted from SCCA experience and mirrors the organization of events at Janesville Airport.

Source: Oakland County Sportsman, The Oakland County Sportsman's Association, October, 1958, 11



Illustration 5 Bob Clift's heavily modified 1954 Corvette. The two seat car was a styling coup for general Motors, but was ridiculed by nineteen fifties sports car aficionados. Clift's years of possibly clandestine testing at Waterford Hills for the Corvette program, later under Zora Arkus-Duntov, may have paved the way for Danny Kellermeyer's sensational sports cars.

Source: http://www.waterfordhills.com/cms/e107_plugins/gallery2/gallery2.php?g2_item=2223



Illustration 6: Top: The Green Dot Racing Neighborhood in the pits at Waterford. The blue and white and green cars on the right are first generation Maxda RX-7s, the orange and yellow cars on the left are second generation.

Bottom: Bruce Wenzel's current personal race car. The damage on the left front is an indication that this is a veteran car. As discussed early in the Thesis, road races are conducted in the rain, shutting down only if there is lightning to threaten the workers in the open out on the course. This is a checkered flag lap celebrating a win, a frequent occurrence for the Green Dot team.

Sources: Top: Author's photograph; Bottom:
http://www.waterfordhills.com/cms/e107_plugins/gallery2/gallery2.php?g2_itemID=616



Illustration 8 Top: A close up of Jon Staudacher's beautiful self designed, engineered and built D Sports Racing car at Waterford. Bottom: Staudacher near the start of a race next to the much costlier, more powerful professionally built Formula Atlantic that erased Staudacher's lap record by a fraction.

Source:http://www.waterfordhills.com/cms/e107_plugins/gallery2/gallery2.php?g2_itemID=61
19



This is a view into Jon Staudacher's latest trailer that attracted so much attention a recent SCCA national event. Except for the hitch, wheels and axel, the structure is entirely wood and epoxy composite. The metal plates are decorative; Jon says they lend an "Art Deco" look he likes.

Source: Author's photo

CHAPTER VIII CONCLUSION

This thesis was really undertaken to fulfill a personal interest – a study of road racing in Michigan – and to answer presumed skeptics that the investigation would engage interesting and important topics in the study of American culture. The study became limited to the three race tracks presented for two reasons. First, racing, like many sports, requires a place, but the scale of the activity and safety and environmental issues make special demands. Racing requires a place in this narrow sense of a physical facility suited specifically to its requirements, which in turn requires investment. Only three sites in the State meet that criterion. Second, there was the hope that these would prove to be “places” in a richer sense of the word, that they would prove vehicles for interesting, substantial and important stories. The expectation was that the insight into topics in American culture that emerged would be greater in scope for the inclusion of all three. That expectation has been met.

Grattan Raceway evokes nostalgia for the 1950s in both the sport and in American culture; the institution itself almost incidentally involves road racing. The Faasen family was quite literally a large nineteen fifties family. In her book The Way We Never Were, widely employed in American Culture programs, Stephanie Coontz debunks the images of family seen on television in the nineteen fifties. She argues that the idea of the nuclear family popular then was wrongheaded and harmful and says that activist government was most responsible for the prosperity of the nineteen fifties.¹⁰⁵ Near the conclusion of her chapter “We Always Stood on Our Own Two feet she says “...leading European thinkers insisted that the sun and all the planets revolved around the earth,

much as Americans insist that our society revolves around family self-reliance.”¹⁰⁶

Plainly, Coontz never visited Grattan Raceway or at least took the trouble to get to know the Faasens. One is reminded of the story of Abraham in Genesis questioning God about Gods decision to destroy Gomorrah. By persistent questioning Abraham elicits the response from God that the existence of just ten good men in the city would prove the case for human goodness and that God would spare the City on the account of the ten.¹⁰⁷

The author will assert without offering further proof that such families as Coontz “debunks” have existed, do exist and that there are likely many more than ten.

Gingerman Raceway is a business that does not incidentally involve road racing, but it is primarily a business. Dan Schnitta races elsewhere. He has said he likes going to Grattan and is as moved by the evocation of the old days as anyone, but he insists it cannot be the future of the sport and that only a carefully considered, business- like approach will secure a place for the sport in the future. He thinks the technology involved in the sport is a valuable part of Michigan business that is being neglected by State economic development programs that subsidize windmills and movie studios.¹⁰⁸ While his primary expectation is that Gingerman Raceway pays its own way, an important corollary is that Gingerman will prove to be an important testing and development tool for innovators in automotive technology. Danny Kellermeyer, who has done testing and development work all over the country, says that Gingerman is the best of the three facilities in the state for that purpose.¹⁰⁹

Gingerman does reach back to the early days of the sport, in at least one important respect. In terms of safety and event management, Gingerman resembles the old airport

courses, like Janesville Airport. It has taken a patient and intelligent method to construct a track that delivers on safety and yet also delivers on a more interesting road racing experience.

Schnitta is widely hailed in the sport and in the community at South Haven as an entrepreneur, but the story of Gingerman bears out the thesis of Scott A. Shane in *The Illusions of Entrepreneurship*.¹¹⁰ Contrary to innumerable books, magazine articles, television programs and seminars, most start up businesses are not successful, certainly not overnight. They are started usually by middle aged white men who are not inventing something entirely new. They are financed out of the owner's savings and assets, not a leveraged initial stock offering sold on Wall Street. They do not have exponential growth, but are built over time with painstaking attention to detail. They are not amplified by dramatic acquisitions, but growth by studied, deliberate additions to the basic business.¹¹¹ All of these observations and more are proved at Gingerman Raceway. The creation and development of the track would make for a great business school case study.

Waterford Hills started as a club and remains a club. In a culture obsessing in recent years with the idea of "community", Waterford provides a perfect case study. Drawn together by a love for a sport many consider cruel and mechanical in human terms, working on a strictly volunteer basis otherwise unrelated people stage complex, potentially dangerous sporting events involving some of the most talented athletes and sophisticated engineers in the nation. In the process many form strong personal attachments to each other and to the place. Waterford's strengths come from this true sense of community forged by the individuals involved based on their personal values

and directed only by the necessities of the undertaking itself. It is a study in communal activity but it is born of personal interest and plainly and frankly depends on individual achievement. It is a place where millionaires and near paupers participate and socialize. It is a place where people work frantically at times to help each other with repairs in the pits so they can beat each other on the track and then share a meal after the racing.

CHAPTER IX REFLECTION

It is evident that the author maintains a special attachment to Waterford. I have been going there since 1965 and I have been a participant for the past five years. Yet I have no hesitation in saying Waterford is special in one very important way. Grattan and Gingerman are places for hire. People and events come and go and most of the history and culture goes with them. Waterford is a place where the history and culture reside and that gives Waterford a special power.

There is a lesson to be learned at Waterford in this presumed day of the “service economy” and “knowledge workers”. There is a scene in Ayn Rand’s *Atlas Shrugged* where a nationally renowned physicist is asked by a railroad executive to study the remains of a revolutionary motor found abandoned in an abandoned factory. The physicist cannot solve the problem of the motor, but asks to see the remains. This theoretical genius says of the inventor “A man with the genius to be a great scientist , who chose to become a commercial inventor?...He wanted a motor, and he quietly performed a major revolution in science, just as a means to an end...Why did he want to waste his mind on practical appliances?”¹¹²

People like Danny Kellermeyer and Jon Staudacher quietly perform amazing feats of engineering and design and production, truly innovative feats, for the purpose of solving real world problems; that is, to facilitate confident, productive action. This attitude and this capability seem lacking in much of American culture today. With its resources, Waterford has played a key role in sustaining and nurturing this important

human characteristic, allows for its practice and its conservation and in that way meets the spirit of the intentions of the founders of the Oakland County Sportsman's Club.

Later in the same scene in *Atlas Shrugged*, looking at the remains of the motor the renowned physicist says it is important to see a great new achievement that is not his; that there is a certain loneliness, a certain need for "...a mind to respect and an achievement to admire."¹¹³ Sports exist in part to provide us with achievements to admire. Amateur road racing in Michigan provides us with both minds and achievements to admire.

ENDNOTES

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- ¹ Bochroch, Albert R., *American Automobile Racing: An Illustrated History*. New York: The Viking Press, 1974, 119
- ² Rueter, 16
- ³ Bochroch, 23
- ⁴ Bochroch, 59
- ⁵ Bochroch, 45
- ⁶ Bochroch, 88
- ⁷ Bochroch, 23
- ⁸ Thompson, Neal, *Driving with the Devil*. New York, Three Rivers Press, 2006, 32
- ⁹ Thompson
- ¹⁰ Thompson, 227-228
- ¹¹ Argetsinger, Michael, *Walt Hansgen: His Life and the History of Post-War American Road Racing*. Phoenix, 2006, 29
- ¹² Argetsinger, 28
- ¹³ Argetsinger, 29
- ¹⁴ Argetsinger, 52
- ¹⁵ Schultz, Tom, *Road America: Five Decades of Racing at Elkhart Lake*. Indianapolis: Beeman Jorgensen Incorporated, 1999, 1
- ¹⁶ Argetsinger, 130
- ¹⁷ The Grand rapids Press, May 13, 1962, New Raceway Nearly Ready
- ¹⁸ Argetsinger, 68
- ¹⁹ Bochroch, 45
- ²⁰ Program, *Janesville Airport Races*, Janesville Jaycees, 1952, pg 2. This program was discovered in the collection of The National Automotive History Collection, a division of the Detroit Public Library. This collection includes an extensive number of original documents, letters, programs and pictures as well as books and current periodicals.
- ²¹ Ibid, 4
- ²² Ibid, 1
- ²³ Ibid, 4
- ²⁴ Ibid, 14
- ²⁵ Ibid, 6
- ²⁶ Ibid, 25
- ²⁷ Ibid, 10
- ²⁸ Ibid, 10
- ²⁹ Ibid, 10
- ³⁰ Ibid, 27
- ³¹ Rueter, John C. *American Road Racing, The Automobile Racing Club of America in the 1930's*. New York, A.S. Barnes and Company, Inc. 1963. 46
- ³² Vintage Motor Sports, *Road Racing Specials*. 2003
- ³³ Levy, Burt S. *The Fabulous Trashwagon*. Oak Park Ill, Think Fast Inc. LLC. 2002
- ³⁴ Program, *Janesville Airport Races*, 19
- ³⁵ Ibid, 19
- ³⁶ Argetsinger, Michael Walt Hansgen. Phoenix Az, David Bull Publishing. 2006
- ³⁷ Levy, Burt S. *The Last Open Road, FINISH*
- ³⁸ Argetsinger, 30
- ³⁹ Program, *Janesville Airport Races*, 22

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- ⁴⁰ Weisberger, Bernard A. *The Dream Maker*. Boston – Toronto; Little, Brown and Company. 1979; 352. This is by far the best biography of General Motors founder Billy Durant. Durant was the first true entrepreneur of the industrial age.
- ⁴¹ The Grand rapids Press, May 13, 1962, New Raceway Nearly Ready
- ⁴² Drag racing is a match race where two cars start side by side, accelerating in a straight line a dead stop for one quarter of a mile. It is a quintessential American sport, being a contest of brute force.
- ⁴³ The Grand Rapids Press, August 9, 1973, The ‘Old Man’ of the Strip
- ⁴⁴ E. J. Faasen, interview with the author, November 5, 2008
- ⁴⁵ The Grand Rapids Press, October 19, 1978
- ⁴⁶ Two undated newspaper clippings, E.J. Faasen collection
- ⁴⁷ Various undated newspaper clippings, E.J. Faasen collection
- ⁴⁸ The Grand Rapids Press, December 4, 1966
- ⁴⁹ Ann Roeske, interview with the author, August 6, 2007
- ⁵⁰ E. J. Faasen, interview with the author, November 5, 2008
- ⁵¹ <http://www.ama-d14.org>
- ⁵² <http://www.wera.com>
- ⁵³ <http://www.ahrma.org>
- ⁵⁴ <http://www.sportbiketracktime.com>
- ⁵⁵ <http://www.apex2apex.net>
- ⁵⁶ <http://www.600rr.net>
- ⁵⁷ <http://www.vscda.org>
- ⁵⁸ The Grand Rapids Press, July 30, 1970, A Public Deprived
- ⁵⁹ The Grand Rapids Press, August 6, 1979, SCCA Grattan Feud May Result in Suspension
- ⁶⁰ E.J. Faasen, interview with the author, November 5, 2008
- ⁶¹ Ibid
- ⁶² John Firment, interview with the author, December 5, 2008
- ⁶³ E.J. Faasen, interview with the author, November 5, 2008
- ⁶⁴ <http://www.wmr-scca.org>
- ⁶⁵ <http://chibarproject.com/Reviews/Gingerman/Gingerman.htm>
- ⁶⁶ Ibid
- ⁶⁷ Interview, Daniel Schnitta, Gingerman Raceway, November 3, 2008
- ⁶⁸ Moss, *All But My Life*
- ⁶⁹ Lyons, Pete “Wildflowers”, *Autoweek*, January 20, 1997. Although Thunderhill is technically a club owned track, it is staffed by full time paid professional employees who promote and manage the track.
- ⁷⁰ Quarter Midgets are tiny race cars powered by lawnmower type motors raced by children on a small circle track.
- ⁷¹ *OCSC Information*, Oakland County Sportsman’s Association, Vol.1, No. 1, April 1943
- ⁷² *Oakland County Sportsman*, Oakland County Sportsman’s Association, May 1945, 14
- ⁷³ *Oakland County Sportsman’s Association Fiftieth Anniversary*, Oakland County Sportsman’s Club, 1993,
- 10
- ⁷⁴ Ibid, 11
- ⁷⁵ Ibid, 12
- ⁷⁶ Ibid, 17
- ⁷⁷ Ibid, 12
- ⁷⁸ *Oakland County Sportsman*, October 1960, 11
- ⁷⁹ *Oakland County Sportsman*, June 1958, 15
- ⁸⁰ *Oakland County Sportsman*, October 1960, 11
- ⁸¹ Ibid, 11
- ⁸² Ibid, 11
- ⁸³ *Oakland County Sportsman*, May, 1960, 7

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- ⁸⁴ *Oakland County Sportsman*, August 1958, 27
- ⁸⁵ *Oakland County Sportsman*, June 1960, cover
- ⁸⁶ *Oakland County Sportsman*, April 1963, 14
- ⁸⁷ *Oakland County Sportsman*, February 1959, 16
- ⁸⁸ *Waterford Hills Road Racing Silver Anniversary Waterford Digest*, Waterford Hills Road Racing Inc., 1983, 36
- ⁸⁹ *Ibid*, 28
- ⁹⁰ Carl Goodwin, *The Last American Road Race*, *Vintage Motor Sport*, 2003, No. 2
- ⁹¹ *Waterford Hills Road Racing Silver Anniversary Waterford Digest*, 30
- ⁹² *Ibid*, 32
- ⁹³ <http://www.waterfordhillsroadracing.com>
- ⁹⁴ *Oakland County Sportsman's Fiftieth Anniversary*, 17
- ⁹⁵ <http://books.google.com/books?id=7mZ8cTC74n8C&printsec=frontcover#PPP1,m1>. Google Books is a new service in which books are available over the internet from Google under arrangement with the authors. The book cited here is out of print.
- ⁹⁶ Conventional engines used in cars typically have four to eight pistons that travel up and down circular cylinders and are connected by connecting rods to a crankshaft that rotates and transfers power out of the engine. In a rotary engine three combustion chambers are separated by a roughly triangular rotor with the "crankshaft" passing through the middle. Successive explosions of fuel in the combustion chamber cause the rotor to rotate around the shaft which transfers power out of the engine. The rotary engine has many fewer moving parts than a piston engine and is lighter and smaller than a piston engine of comparable power.
- ⁹⁷ <http://www.edmunds.com/maxda/rx7/review.html>
- ⁹⁸ Autocross is an event where a tight "race course" is laid out on a large parking lot using traffic control cones. Cars go one at a time around the course and are timed and the fastest car in each class wins. This event was called gymkhana in the early days of sports car culture and is now called Solo. By number of competitors Solo is the largest activity conducted by the SCCA.
- ⁹⁹ Bruce Wenzel, interview with the author, Milford, Michigan, May 27, 2009.
- ¹⁰⁰ A composite component is one, such as a spring, which was formerly made out of one material (in this case steel) that is now composed of carbon fiber epoxy and other exotic materials. The result is a component of superior performance that is also lighter and stronger than the old component.
- ¹⁰¹ Danny Kellermeyer, interview with the author, Ortonville, Michigan, May 28, 2009.
- ¹⁰² <http://www.thunderboats.org/history/history0093.html>
- ¹⁰³ <http://www.johnklattairshows.com/staudacher300d.asp>
- ¹⁰⁴ A Formula Vee is an open wheel race car built using Volkswagen air cooled engines and suspension components and raced in an SCCA class.
- ¹⁰⁵ Coontz, Stephanie, *The Way We Never Were*. New York, 2000, Basic Books, 68
- ¹⁰⁶ *Ibid*, 91
- ¹⁰⁷ 18 Genesis 22-33 (The New Oxford Annotated Bible)
- ¹⁰⁸ Daniel Schnitta, interview with the author
- ¹⁰⁹ Danny Kellermeyer, interview with the author
- ¹¹⁰ Shane, Scott A., *The Illusions of Entrepreneurship*. New Haven & London; Yale University Press, 2008
- ¹¹¹ *Ibid*, Introduction
- ¹¹² Rand, Ayn, *Atlas Shrugged*, 35th Anniversary Addition. New York; Dutton; 1992, 356
- ¹¹³ *Ibid*, 358

APPENDIX

JAMESVILLE AIRPORT RACES PROGRAM

ACKNOWLEDGMENTS

Without the help of countless numbers of community-spirited individuals, the Janesville Junior Chamber of Commerce would have been unable to stage the first Airport Sports Car Race to be held in the Middle West. It is to these people, and the members of the Milwaukee Region Sport Car Club of America that we wish to extend thanks.

Among the local persons who gave generously of their time, was City Manager Warren Hyde, who gave the utmost cooperation from the City of Janesville on various phases of the race. Shortliff E. A. Silverthorn ably directed traffic outside the Airport area. Police Chief Jasper Webb cooperated in various matters, including the obtaining of bleachers for the event. R. L. Patterson, President of the Bower City Riders Club directed his members in patrolling the area inside the airport fences and around the track.

Then there was Cal Goodenough, who, as always, contributed freely of his time in setting up the loud speaker and communications set-up at the airport; John Fredendall and the Rock County Airport Committee, without whose cooperation in closing down the field we would have been unable to stage these races; Pat Dawson, who allowed us the use of Monterey Stadium for the concourse Saturday night, and aided in other ways. Sidney Bliss, George Kalvelage, Vern Williams, Don Boyd, George Raubacher, and Jim Warner of Radio Station WCLO and the Janesville Daily Gazette helped much with pre-race publicity. Rockford, Beloit, Madison and Milwaukee papers also aided greatly in this regard. Walter Short contributed generously of his time in obtaining and promoting the sale of pre-race booster buttons and window stickers. Fred Perlman, designer at the Parker Pen Company operated as a liaison with the Sports Car Club of America. Carlos Weber of the Gazette advertising staff, aided greatly in establishing the art layout for this program. Roger Bothun, manager of the Monterey hotel, worked very closely with the arrangements committee in scheduling events at the hotel. John Haskell, of Harder's Standard Service, drew the design for our booster buttons and stickers.

One of the biggest contributions was by three Janesville garages in handling the race car inspections on Saturday. They are Desens Janesville Motors (Ford dealer), Belk Motors (DeSoto, Plymouth dealer), and Harrison Chevrolet Company. These concerns donated the use of their facilities and manpower.

The page of cartoons on safety in this program is a Dick Taylor creation. Dick is a fellow Jaycee from Delavan.

To the model airplane enthusiasts demonstrating their wares at the races we say "thanks" for a thrilling exhibition. The Blackhawk Radio "Hams" Club deserves a lot of praise for their help in the communications set-up.

The Janesville Junior Chamber of Commerce is greatly indebted to the Sports Car Club of America, Milwaukee Region, for their invaluable help in solving the countless problems involved in staging such a race.

To Andy Rosenberger, activities chairman of the Milwaukee club, we owe a great deal for his countless hours of work in various phases of the race, particularly in lining up entries and officials, and in obtaining prizes for the participants. Brooks Stevens, eminent industrial designer from Milwaukee, designed the cover for the official program and helped solve several other problems. Carl Mueller, Milwaukee sports car enthusiast, greatly aided us.

Perhaps one of our greatest sources of encouragement and advice was James Kimberly, of Chicago, who showed movies and gave a general explanation of Sports Car racing at our first organizational meeting of race committees. William W. Plankinton, of Milwaukee, donated the use of his mobile transmitting coach (a fabulous vehicle, to say the least.) This was used in our inter-communication set-up at the airport.

To Paul O'Shea, Long Island, New York (internationally known sports car driver) our Chief Steward, Benjamin F. Harris, of Champaign, our Chief Starter, and Virginia Feld, Milwaukee, our Chief Timer, also go a great deal of appreciation.

Such a list of thank-you's would not be complete without mentioning the advertisers in this program, the donors of trophies, and YOU who are attending the races and buying this program. It is through your financial support that the Youth Activities program of the Janesville Junior Chamber of Commerce flourishes.

Fred Weber, President
Janesville Junior Chamber of Commerce

Daniel Parker
General Chairman
1952 Janesville Airport Races

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Janesville Airport Races

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OFFICIAL PROGRAM

Saturday, August 2, 1952

8:00 A.M.—5:00 P.M.—INSPECTION OF ENTRIES

DESENS JANESVILLE MOTORS—BELK MOTORS—HARRISON CHEVROLET

8:00 P.M. CONCOURS d'ELEGANCE

MONTEREY STADIUM

+

Sunday, August 3, 1952

ROCK COUNTY AIR PORT

11:00 A.M. JAYCEE TROPHY RACE

CARS UNDER 1500 CC DISPLACEMENT
NOVICE DRIVERS

1:45 P.M. HIGH LIFE TROPHY
RACE FOR VINTAGE CARS

11:45 A.M. LUNCH

REFRESHMENTS AVAILABLE ON THE GROUNDS

2:45 P.M. FREEMAN SHOE
TROPHY RACE—SR. DRIVERS

CARS UNDER 1500 CC DISPLACEMENT

12:45 WARNER BRAKE
TROPHY RACE

CARS OVER 1500 CC DISPLACEMENT
NOVICE DRIVERS

3:45 PARKER "51" TROPHY
RACE FOR SR. DRIVERS

CARS OVER 1500 CC DISPLACEMENT

7:00 P.M. VICTORY DINNER

BY INVITATION

JANESVILLE ELKS CLUB

OFFICIALS

SPORTS CAR CLUB OF AMERICA

BROOKS STEVENS
Regional Executive

MARCIA M. COWDIN
Secretary, Treasurer

ANDY ROSENBERGER
Activities Chairman



JANESVILLE JAYCEES

DANIEL PARKER
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FRED WEBER
Vice-Chairman

ROBERT H. GEFFS
Vice-Chairman



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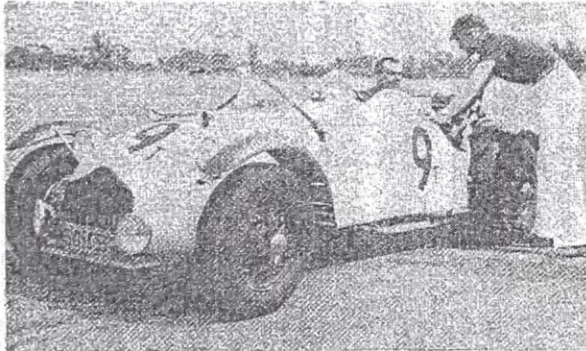
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PAUL O'SHEA, CHIEF STEWARD
Shown Above (left) With Fred Wacker, Pres. SCCA
Ben Harris III, Starter Virginia Feld, Chief Timer

BILL BESSIRE
Program

WM. LATHROP, JR.
Concourse



Janesville JAYCEE Trophy Race

For Novice Drivers With Cars of Under 1500 C.C. Displacement

10 LAPS—20 MILES

RACE NO. 1—11:00 A. M.

CAR NO.	MAKE	YEAR	DRIVER	ADDRESS	CLASS
4	MG-td	1952	William A. Fleming	Glen Ellyn, Ill.	6
6	MG-td	1950	William D. Nelson	Evanston, Ill.	6
19	MG-td	1952	David Uihlein	Milwaukee	6
29	MG-td	1951	George D. Colborn	Glenview, Ill.	6
34	MG-td	1950	Robert J. McManus	St. Paul, Minn.	6
35	Simca	1951	Jacob Smith	Chillicothe, Ill.	6
41	MG-td	1951	Orlo H. Koenig	Sauk City, Wis.	6
44	MG-td	1951	Robert Erffmeyer	Milwaukee	6
51	MG-td	1952	Edgar S. Meridith	Oshkosh, Wis.	6
56	MG-td	1949	John N. Schmidt	Rockford, Ill.	6
64	MG-tc	1949	E. Parker Cummings	Madison, Wis.	6
66	Porsche	1952	Paul C. Clovis, Jr.	Northbrook, Ill.	6
70	MG-td	1952	Bruce Montgomery	Sauk City, Wis.	6
73	MG-td	1952	Donald B. Hawthorne	Hoppeston, Ill.	6
78	Crosley	1951	John C. Mays	Bloomington, Ill.	8
90	MG-td	1951	Ben F. Harris III	Champaign, Ill.	6
94	MG-tc	1949	Robert J. Gary	Chicago, Ill.	6

Warner Brake Trophy Race

For Novice Drivers With Cars of Over 1500 C.C. Displacement

12 LAPS—24 MILES

RACE NO. 2—12:45 P.M.

CAR NO.	MAKE	YEAR	DRIVER	ADDRESS	CLASS
3	Jaguar	1952	Walter Klekhefer, Jr.	Milwaukee	3
8	MG-tc (super-chg)	1948	E. A. Weschler, Jr.	Milwaukee	5
14	Jaguar XK-120	1950	Charles Finkl	Evanston, Ill.	3
18	Comet	1952	Robert J. Ballenger	Highland Park, Ill.	2
22	Allard	1951	Carl G. Schmidr	Park Ridge, Ill.	3
23	Jaguar	1952	Dr. John E. Urbas	Westville, Ill.	3
24	Jaguar	1952	Dr. Richard Murphy	River Forest, Ill.	3
25	3920 Spl.		Chas. M. Moreaux	Minneapolis	3
26	Jaguar		Don R. Skogmo	Minneapolis	3
28	MG-tc (super-chg)	1949	Ben S. Barrett	Chicago	5
30	Jaguar XK	1952	Dr. Jerry Borden	Chicago	3
37	MG-tc (super-chg)	1949	Ralph F. Murray	Oak Park, Ill.	5
40	Jaguar		Frank Larson	Decatur, Ill.	3
50	Jaguar XK120	1951	Knox Stahel	St. Paul, Minn.	3
93	Jaguar XK-120	1951	Paul Van Antwerpen	Milwaukee	3
60	Jaguar		Fred Miller, Jr.,	Milwaukee	3

"High Life" Trophy Race

For Vintage Cars—Sponsored by Miller Brewing Co.

10 LAPS—20 MILES

RACE NO. 3—1:45 P.M.

CAR NO.	NAME	YEAR	DRIVER	ADDRESS
2	Bentley	1930	Carl Mueller	Milwaukee
10	Bugatti	1927	Thomas Rosenberger	Milwaukee
11	Mercedes	1930	Brooks Stevens	Milwaukee
13	Duesenberg	1934	George Lamberson	River Forest
16	Alfa-Romeo	1930	David Uihlein	Milwaukee
88	Mercury-Ruxton	1931	Don Short	Wayzata, Minn.

Late Entries — Personal Notes

Freeman Shoe Trophy Race

For Senior Drivers With Cars of Under 1500 C.C. Displacement

20 LAPS—40 MILES

RACE NO. 4—2:45 P.M.

CAR NO.	MAKE	YEAR	DRIVER	ADDRESS	CLASS
9	Nardi-Simca	1950	Kurt Hildebrand	Chicago	6
12	O.S.C.A.	1952	Edgardo Fronteras	Chicago	6
17	O.S.C.A.	1950	Rees T. Makins	Chicago	6
31	MG-ic	1949	Fred Stratton		
			Brooks Stevens (owner)	Milwaukee	6
66	Porsche	1952	Larry Whiting, Jr.	Lake Forest, Ill.	6
72	Bandini	1952	Charles Hassan	Cincinnati, Ohio	7
77	Porsche	1952	Karl Brocken	Milwaukee	6
			(E. F. Trego-owner)		
96	Bandini	1952	Hector S. Scheffer	Park Ridge, Ill.	8
97	Nardi	1950	Paul Gougelman	Wilmette, Ill.	8
99	Morris	1951	Andy Rosenberger	Milwaukee	7

Late Entries — Personal Notes

Parker Pen Trophy Race

For Senior Drivers With Cars of Over 1500 C.C. Displacement

25 LAPS-51 MILES

RACE NO. 5—3:45 P.M.

CAR NO.	MAKE	YEAR	DRIVER	ADDRESS	CLASS
1	Excalibur	1952	Ralph Knutson (Brooks Stevens-owner)	Milwaukee	4
5	Ferrari	1951	James Kimberly	Chicago	2
Or 55	Ferrari	1952	James Kimberly	Chicago	4
7	Frazer-Nash	1950	Ted Boynton	Winnetka, Ill.	4
15	Ferrari	1949	James Simpson, Jr.	Wadsworth, Ill.	4
21	Jaguar	1950	Jim Feld (Brooks Stevens-owner)	Milwaukee	3
27	Jaguar	1951	Ernest Erickson	Chicago	3
33	Ferrari	1950	Edmund Lunken	Cincinnati, Ohio	4
67	Jaguar	1952	Larry Whiting	Lake Forest, Ill.	3
80	Cadillac-Allard		Fred Wacker, Jr. (Pres. S.C.C.A.)	Chicago	2
95	Jaguar	1951	Bill Victor	Chicago	3
98	Jaguar	1950	Andy Rosenberger	Milwaukee	3

Late Entries — Personal Notes

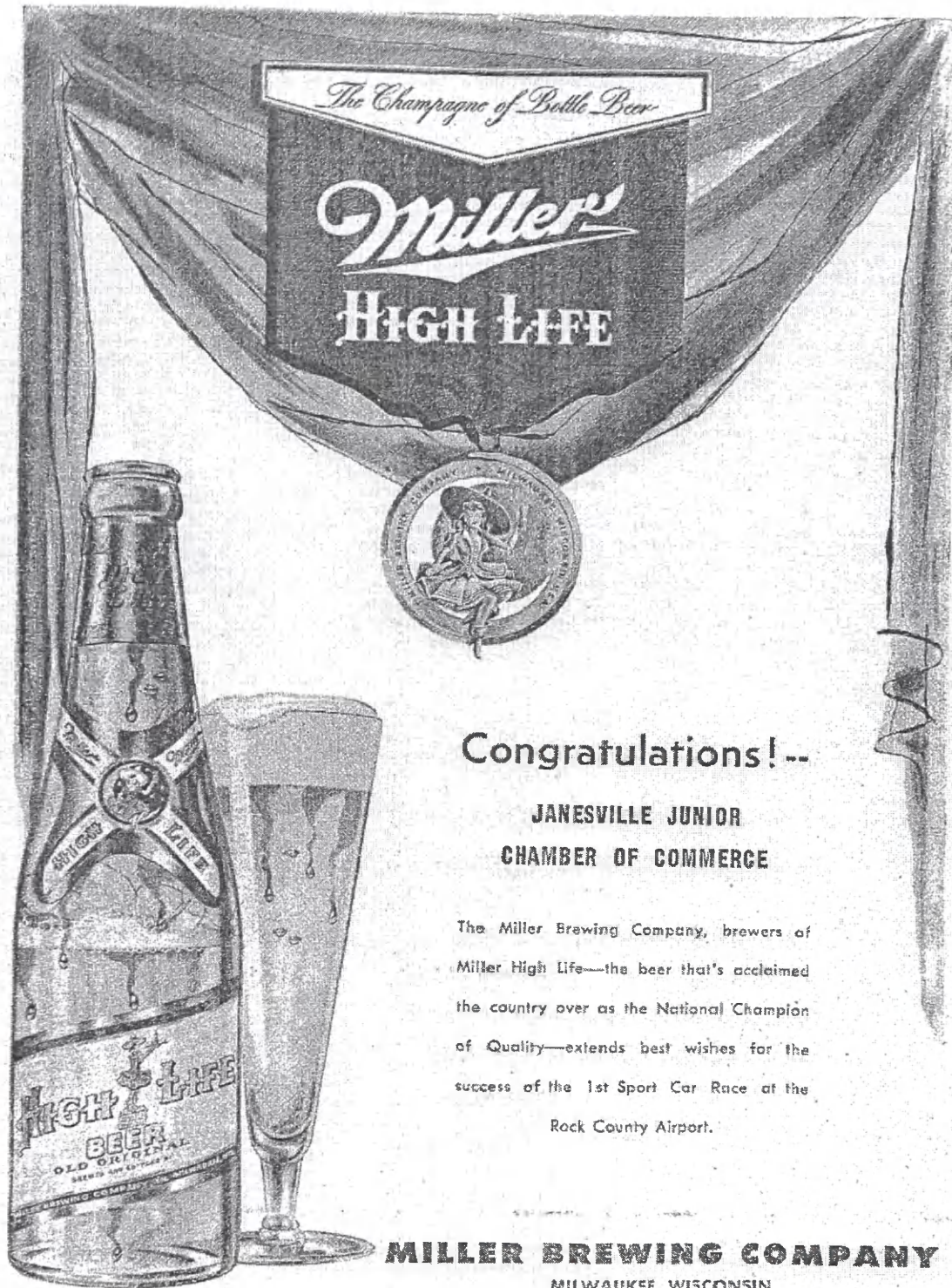
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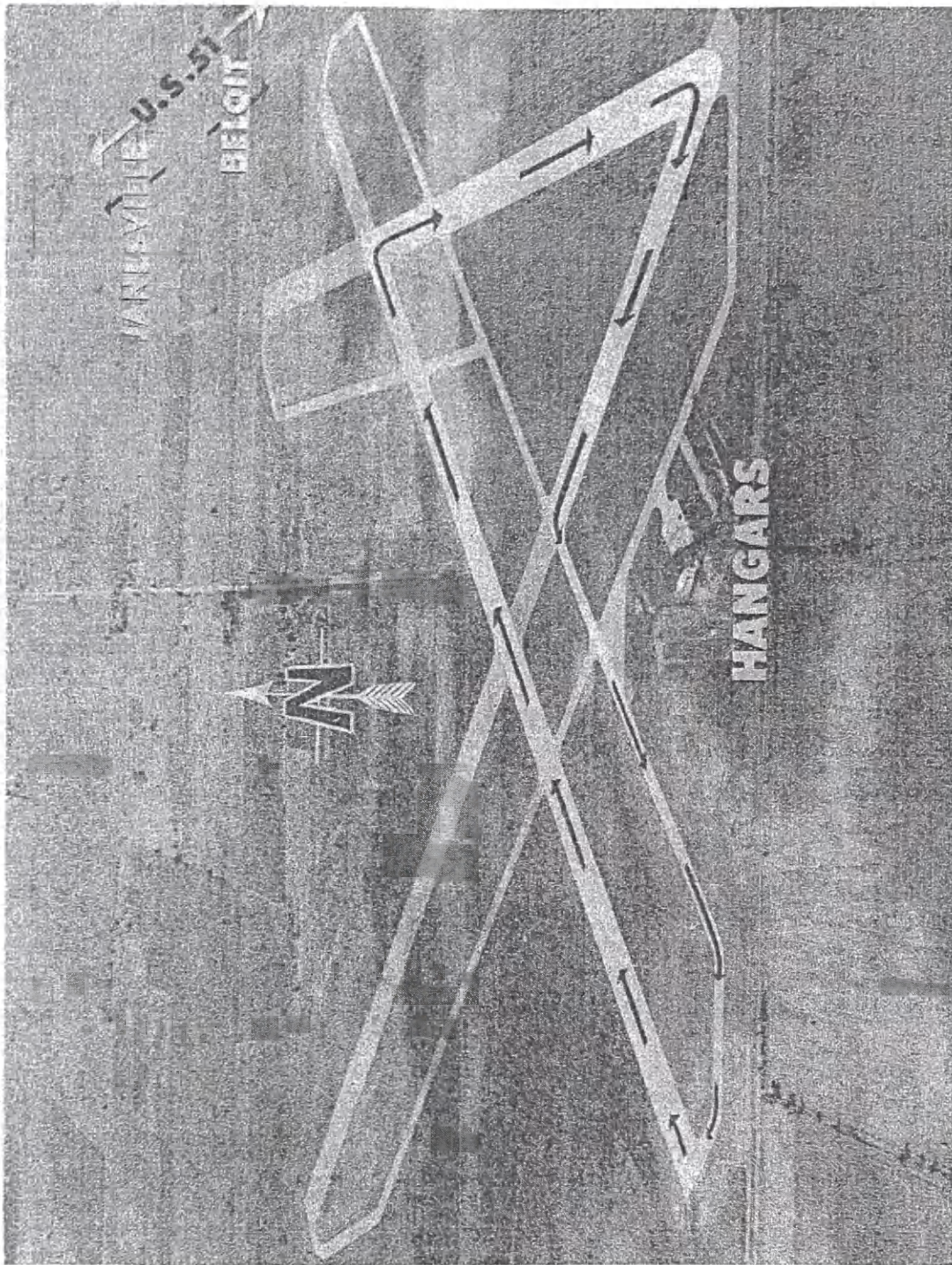


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JANESVILLE JUNIOR
CHAMBER OF COMMERCE

The Miller Brewing Company, brewers of Miller High Life—the beer that's acclaimed the country over as the National Champion of Quality—extends best wishes for the success of the 1st Sport Car Race at the Rock County Airport.

MILLER BREWING COMPANY
MILWAUKEE, WISCONSIN



What is a SPORTS CAR?

by Phil Stiles

After the first race at Palm Beach Shores, Florida, a friend of mine went out late at night onto the circuit in his convertible (maker's name omitted—you probably drive one) to satisfy his firm opinion that his car would get around as well as the sports cars he'd seen in action.

And it did!—That is, it did until he came to the first right angle turn at the end of the straight. Next morning a wrecking truck unceremoniously hauled his "bomb" out of the sand. He told me he turned the steering wheel as fast as he could and his beloved convertible plowed straight ahead like Fido chasing a "puddy-tat" the time the leash tore.

Perhaps if he'd had his wife, kids, mother-in-law and great Aunt Sara as passengers together with a full trunk-load of Encyclopedia Britannicas for balast he might have made it—if in addition he'd had a strong right arm and one of those spinner knobs some drivers clamp to their steering wheels so the left arm can cool off in the breeze and help hold the roof down.

Easy Steering

When you drive a sports car you can go through sharp turns with both hands clamped to the wheel because you don't turn the wheel very much to get around—you are actually steering—not just "aiming"—and if you oversteer you may still have a chance to correct because a good sports car is properly balanced and will therefore maintain traction (adhesion to the road) long after the Sellfast-Super-Seven-Special has decided to become a wreck.

To obtain this good fore and aft balance, known as correct weight distribution, it is generally necessary to place the motor well behind the front axle together with the radiator, thereby creating, by family sedan standards, an awful lot of waste space; so much so, in fact, that you end up with a two-seater with trunk space enough for the spare wheel and a tennis racquet.

(If you play golf, put your clubs up front with a thin partner.)

Another item which comes in handy a few hundred times during the average race are good brakes. Good big truck brakes on your car would do the trick if you could keep them cool, but you can't because there's too much chrome decorated steel surrounding them.

Just Plain Car

And speaking of chrome, you don't see much on a sports car except on necessary hardware—no gleaming sculpture on the front of the hood to impale unsuspecting pedestrians, no "television" aerials to impress the plebians that you can simultaneously keep one eye on the road and the other on Godfrey, no shiny wheel spinners (the ones you see today have a slight purpose—they make it possible to change a wheel in a mat-

ter of seconds when seconds count) and no chrome strips to add needless expense—and weight.

All useless "gimmicks" add weight, and the more weight you haul around the longer it takes you to gain speed and to slow down. Sports car builders and enthusiasts go to great trouble and expense to pare weight. An ordinary car frame may weigh five times its equal in tubing. An aluminum body can easily save a thousand pounds. Throw away most of the upholstery and save another hundred or more. Forget about windows—they're heavy.

Get the idea!

Oh! So you think you could get around faster with an automatic transmission so your left leg can do a little catnapping (poor leg—it has to wake up at night and work the dimmer switch—but you can't. You need your gears to slow down because even the best brakes designed aren't equal to the kind of punishment road racing gives 'em. And you've got to be able to shift when you know you're ready for the next gear—not when Detroit thinks you might be.

"Yeah! Buncha wist guys. Lemme drag the 'Knock-In-Can-Opener-Special' over here from Indianapolis an' I'll suck yuz all up my exhaust pipe."

There's A Difference

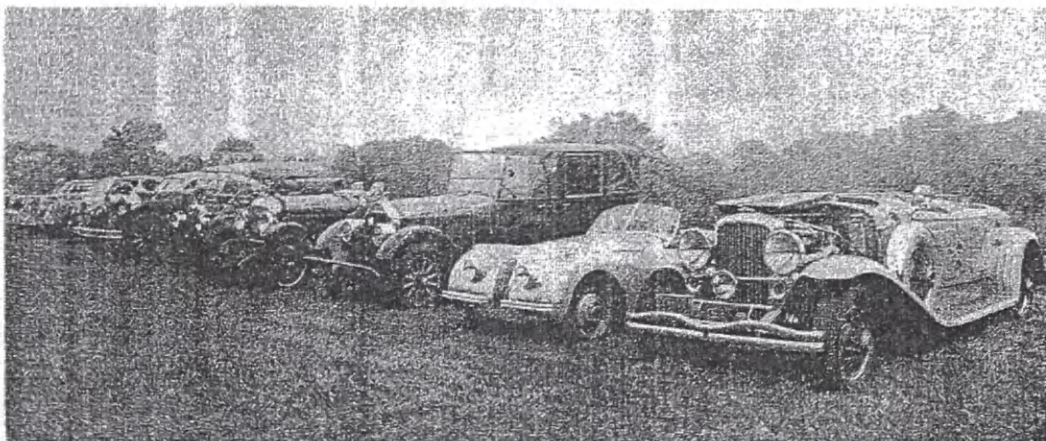
We've heard that one before, but it doesn't quite pan out. Race cars, as we know them in America today, are specifically designed to run only on oval and circular tracks and to always turn to the left. You don't shift gears in these cars because you don't have to accelerate violently out of a 30 MPH corner, and you don't need terrific brakes because you don't have to slow down too much. And there are a lot of other differences that the professional drivers know.

An Indianapolis three time winner acting in the capacity of Honorary Starter at the Second Watkins Glen Road Races summed up the difference when he said "I wouldn't drive this course for any kind of money."

Sports Cars are required to have fenders, head and tail lights, horn and any other requirements for licensing. Spare wheels must be carried, even in racing, and there must be an extra seat which can be occupied by a passenger.

But most of all, to qualify as a sports car, a car must be fun to drive. And anyone who really enjoys driving who drives a sports car for a few hundred miles and learns its thoroughbred capabilities will never go back to his Kustomized Detroit Drudge without a feeling of frustration—without thinking that perhaps his heap was designed for his wife. (It was! And the manufacturer will be the first to admit it!) and that perhaps, after all, the neighbors won't think he's gone completely out of his mind because—

TODAY HE'S GOT A LOT OF COMPANY!



Typical View of Concours d'Elegance

Pictured (right to left,) Duesenberg, Jaguar, Pierce-Arrow, Bentley, Ford and Locomobile

The Concours d'Elegance

by Webster Woodmansee

Of major interest to spectators at Janesville will be the sports car Concours d'Elegance, held at 8 p.m. Saturday evening at Monterey Stadium. At this event, a variety of unusual automobiles, antique, sports, and classic, will compete for prizes in various classes. No admission will be charged.

For the origin of the Concours, we must go to the capitols and fashion centers of the Continent—Paris, Brussels, Milan, Cannes, Nice, Biarritz, Deauville, Monte Carlo. There the "competition of elegant objects" (a translation of the phrase) provided a showplace for the most fabulous cars ever built. Manufacturers of luxury vehicles, not having body making facilities, sent their chassis to the custom coach builders, many of whom had built carriages for the aristocracy before the days of gas and steam. Among these famous names were:

Fernandez	Barker
Franay	Curney Nutting
Hibbard & Darrin	Van den Plas
Letourneur & Marchand	D'Iteren Freres
Saoutchik	Castagna

Rivalry was keen among these craftsmen, and it was not unusual for some shops to devote an entire year to just a few custom bodies. When the coachwork was complete and mounted on the chassis, the car was ready to vie for beauty of line, depth of finish, and detail of appointments with the handiwork of the finest shops in the world. Solid gold or silver hardware was not uncommon, and inlaid mosaic rare wood was frequently seen.

Since the cars were designed for persons of limitless means, cost was never a deterrent. Among the only seven Bugatti Royales built (chassis \$40,000), King Carol of Rumania paid \$22,500 for an armored body; King Alfonso of Spain had one for which a subsequent owner used a convertible coupe body by Weinberger of Munich for \$13,000. (This car is restored and presently in the collection of Charles Chayne, vice president of General Motors.

The Concours was usually a high point of the social season, with royalty presiding and leaders of the fashion world in attendance. The place might be a courtyard, a country estate, or a public square, but always the affair was conducted with all the dignity, all the pomp and circumstance that we ordinarily associate with old world art and culture.

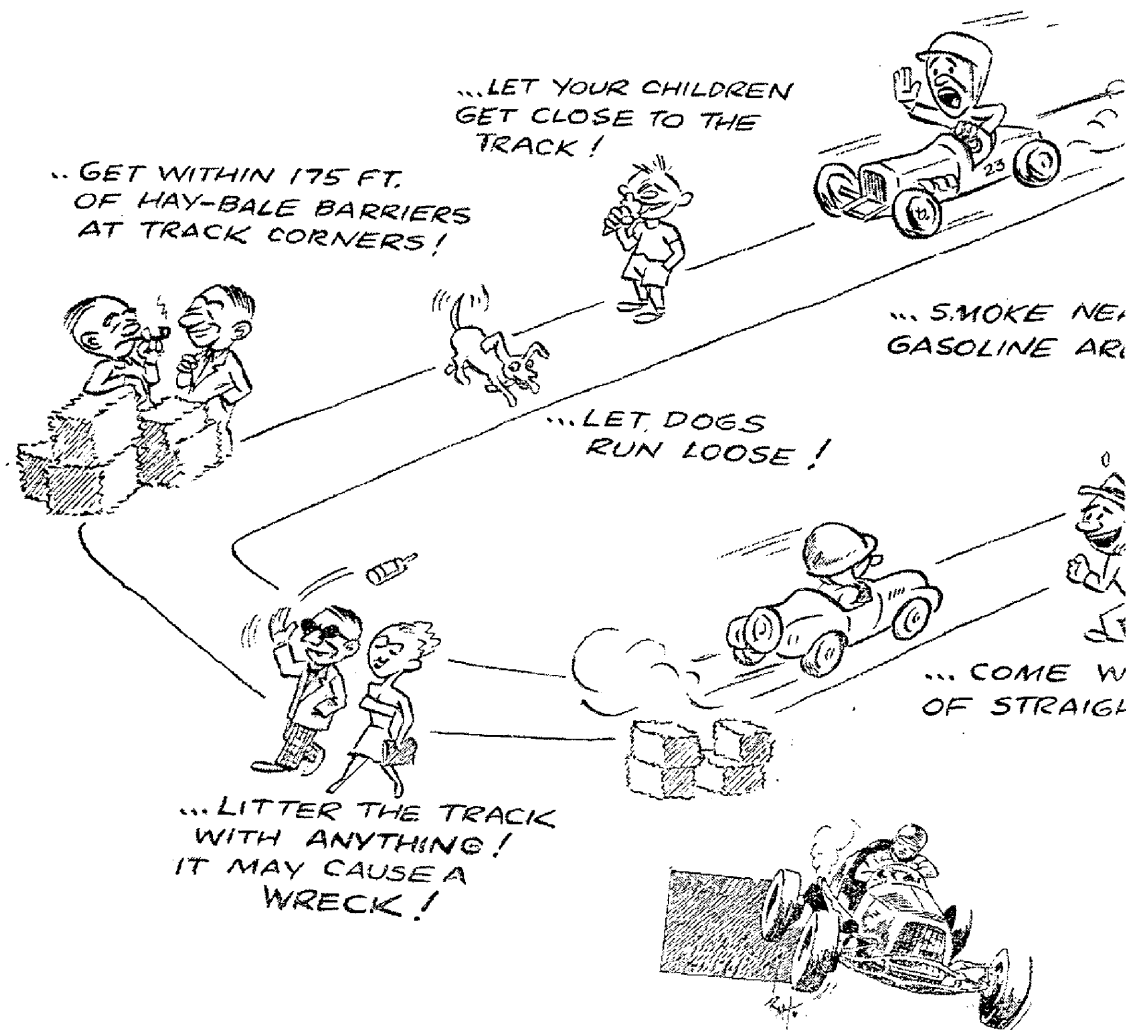
In the case of each contender, permission to compete was obtained by the coach builder from the intended owner. The trophies and other awards presented were themselves objects of great beauty. They were, of course, of inestimable value to the recipients for reasons of prestige and the attraction of future commissions to design and build.

A requirement for participation in the Concours was that the entry must have been driven from the place of fabrication to the event. One can imagine some of the complications raised by this condition, especially where great distances and/or water transport was involved.

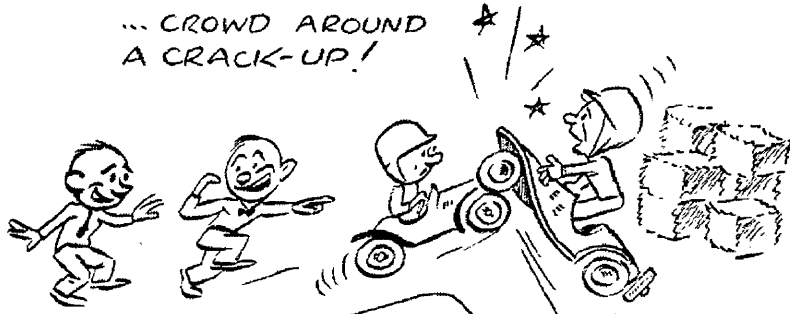
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SPECTATORS

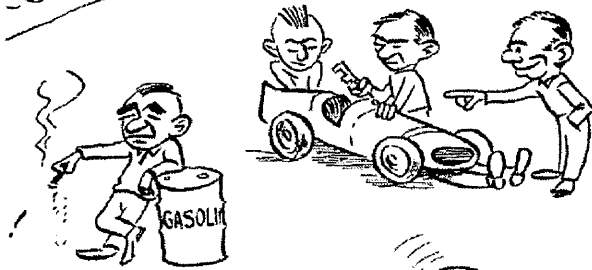
PLEASE OBSERVE
THESE DON'T'S !



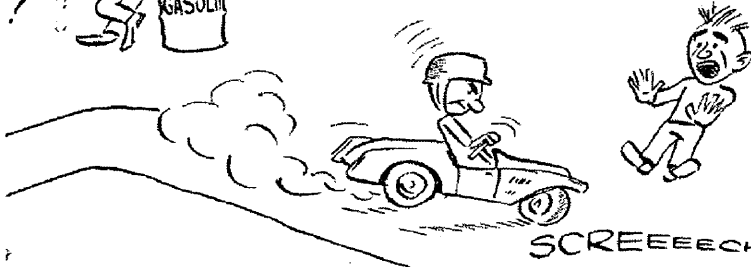
... CROWD AROUND
A CRACK-UP!



... ANNOY THE
PIT CREWS!

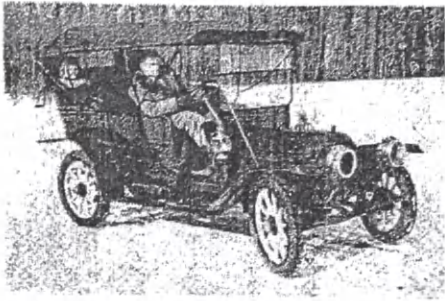


... GET NEAR
THE INFIELD!



... IN 125 FT.
A-WAY TRACK!

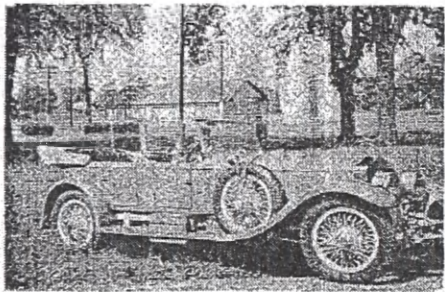




No. 202—1909 Cadillac



No. 205—Porsche



No. 208—1922 Rolls-Royce

SEE YOU AT
ELKHART LAKE
NEXT MONTH

BE A SPORT

Cooperate With the Police
Do Not Cross the Track
Remain in Spectator Areas
Keep Clear of Curves.

CONCOURS ENTRIES

No. 88—a 1931 Mercury-Ruxton Custom Roadster owned by Don Short, Wayzata, Minnesota. The Ruxton front-wheel drive car was the luxury line of automobiles built in the Moon Motor Co. plant in St. Louis. Parts were produced for 5,000 cars, but only 325 cars were assembled in 1930 and 1931. The original power plant—a straight eight Continental engine was replaced in 1950 with a modified Mercury engine mounted backwards. The car is capable of speeds exceeding 100 m.p.h. The car is classic in lines, due to the simplicity of its drive and its being a "one only" production car.

No. 202 is a 1909 Cadillac Touring Car owned by James R. Mattison of Milwaukee. He acquired it in 1945. It hadn't been in use since 1911. It has 3 ignition systems, three-speed transmission. Starting is by virtue of a strong right arm.

A boon to the ladies is a linkage between the clutch and hand throttle. This device enables the operator to set the hand throttle up when coming to a stop on a hill. By depressing the clutch the engine is caused to idle. As the clutch is disengaged the engine speeds up. Without touching the foot throttle or releasing the foot brake one may proceed.

No. 204—Rolls Royce 1931 Roadster owned by H. E. Bremer of Milwaukee. Mr. Bremer is somewhat scanty in his information about the car itself, but he tells the following interesting detail about its history:

"The car was purchased in 1931 by Oscar Johnson of the International Shoe Co. in St. Louis, and, after touring in the car for one year in Europe he returned to St. Louis and was kidnaped. On his release his attorneys advised him to 'stay out of that car'! It was then laid up for 10 years....."

No. 205 is a brand new Porsche limousine owned by Karl Brocken of Milwaukee. This is the same make of car discussed under race entries (number 77.)

No. 206 is a 1927 Pierce-Arrow Landau entered by Andy Rosenberger of Milwaukee. According to Andy it still can do an "honest" 70 m.p.h. It has a T-head engine, dual intake and exhaust valves and dual ignition. A "Landau" is an open-front, closed-rear car.

No 210 has an interesting variation. It's a 1952 Jaguar with an 8 cylinder Cadillac engine. Paul Gougelman of Wilmette, Illinois is the owner.

No. 212 also has a tale. It's a 1929 Rolls Royce Phaeton owned by Harry W. Pierson of Lincolnwood, Illinois. It's one of the last Springfield built cars, having left the factory in Septem-

All Gasoline

for today's race
donated by

LIONS OIL CO.

Distributors of

TEXACO PRODUCTS

Janesville, Wis.

Beloit, Wis.

Fitzgerald & Weber

Distributors of

SHELL PRODUCTS

Janesville, Wis.

WE FEEL THESE RACES
ARE ONE OF THE GREATEST ENTERTAINMENT ATTRACTIONS
EVER PRESENTED IN THIS AREA.
WE WISH THE JANESVILLE JUNIOR CHAMBER OF COMMERCE
SUCCESS AND HOPE THE RACES
ARE HELD ANNUALLY

ber, 1929. It is one of the few remaining Phaetons having a Brewster Ascot body. The immediate past owner was Dave Garroway. The car is in excellent mechanical shape. The aluminum body shows no signs of wear. It represents one of the last great pre-depression luxury cars. Original selling price was \$16,500.00

No. 213 is one of the few models of the very

famous Tucker rear engine car. It's owned by Abe Malofsky of Wisconsin Auto Sales Company, Milwaukee. Equipped with the "Cyclops Eye," crash panel and other Tucker-isms this was the car that was supposed to revolutionize post-war American motoring. Tucker's dream faded in 1948, causing a loss of millions to unwary investors.

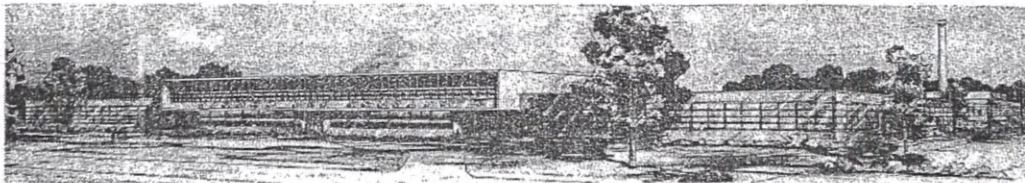
Decades Ahead

A car to answer every driving need—and a pen to answer every writing need! Here are the most advanced products in their fields—Le Sabre, the car of the future by General Motors, and the new "51", tomorrow's pen today—by Parker.

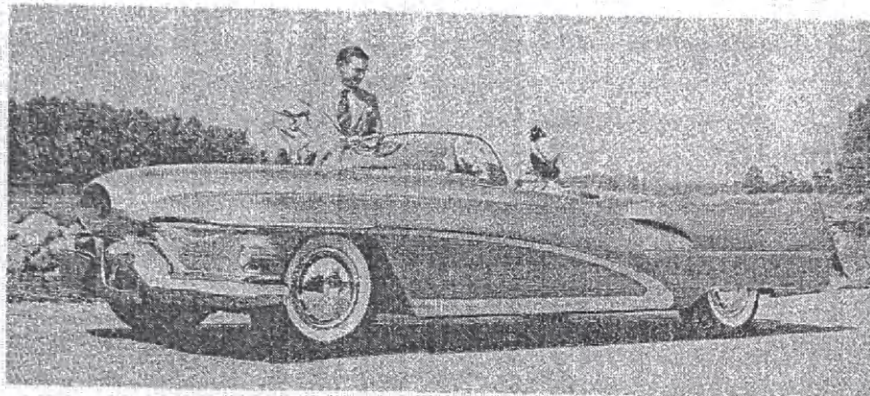
Every Parker pen has distinctive beauty and traditional Parker precision born of 65 years' experience in pen manufacture. What more assurance of sound value and lasting enjoyment! Whichever model pen you choose—you'll write better for it.

Let your dealer's Parker Preview for Fall prove now that you can say it best on paper with a Parker. Choose for school, home, or office.

After the races—drive by and see our new plant now a building on Highway 51, north city limits.



in Design . . .



LE SABRE

*Car of the future . . .
by General Motors*



**NEW
PARKER '51'**

Tomorrow's pen today

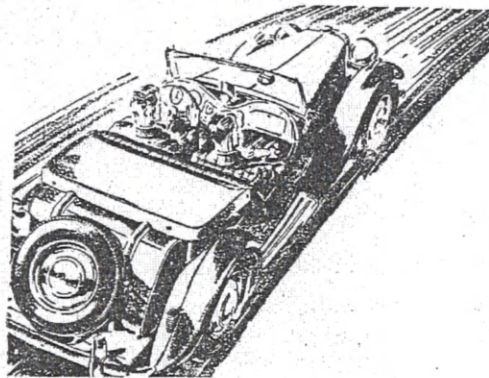
. . . by Parker

The Parker Pen Company, Janesville, Wis.; Toronto, Canada

A SPORTS CAR WITH A SPEED "PLUS"



Racy in lines, vivid in acceleration, nippy in traffic—the new MG is a "plus" version of a world-wide sports-car success. All the things that the sporting driver expects in his ideal car—this dream-come-true has every one of them!



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Lt.-Col. Goldie Gardner's MG holds world records for Flying Kilo, Flying Mile and Flying 5 Kilo in five International Classes, F.G.H.I.J.

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JANESVILLE, WIS.

MG AND PACKARD CARS, BSA TRIUMPH AND
ARIEL MOTORCYCLES, INDIAN AND BSA BICYCLES

THE SPORTS CAR CLUB OF AMERICA

The Sports Car Club of America is something more than an organization dedicated to the mere purpose of enabling enthusiasts to indulge in the sport of amateur racing. To understand more clearly the true scope of the S.C.C.A.'s ideals, it is necessary to go back almost a generation to a time when the American automobile declined from the level of a distinctive and cherished possession to that of something on a par with an icebox, a telephone or some other routine accessory whose prime purpose is one of utility. During this period, the sheer pleasure of driving—the appreciation of the handling qualities and performance of a finely engineered car as such—were almost forgotten. Then, in the Middle Thirties, a courageous band of sports and custom car enthusiasts known as the Automobile Racing Club of America came into being, who until the outbreak of World War II conducted a highly successful series of road races and rallies that began to rekindle popular

interest in motoring as a sport.

A year after the War, these enthusiasts, joined by many others dedicated to the same purpose, reformed themselves into the Sports Car Club of America. So successful was this movement that S.C.C.A. membership rose quickly to over 300 sports car fans by 1948, while at the close of 1949 nearly 700 members and their cars were spreading the exciting gospel of motoring as a sport and of automobile engineering as an art. Today, the intelligent and disciplined participation of S.C.C.A. members in numerous recognized racing and competitive events is not only arousing the enthusiasm of vast crowds, but is also attracting the attention of responsible civic and automotive engineering bodies all over the country. Thanks to the unremitting efforts of the S.C.C.A., the automobile may yet be restored to its former place as a possession whose definite personality entitles it to a full measure of care and interest.

JANESVILLE JAYCEES

THE REASON WHY

The Janesville Junior Chamber of Commerce is one of more than 2000 local Jaycee units in 44 countries of the world. Our objectives are simple but serious.

1. To make Janesville a better place in which to live and work.
2. To develop leadership qualities among our membership so we will be better fitted for further responsibility in the affairs of our community, state and nation.

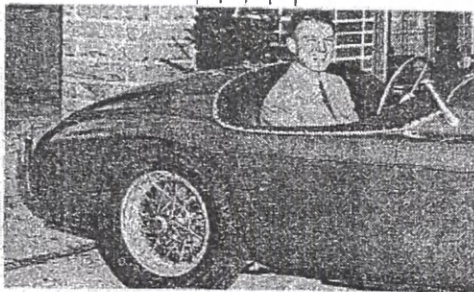
To fulfill these objectives, we plan and activate certain civic projects which are to the benefit of the people of Janesville. Some of these, such as the 4th of July celebration, Christmas Home Lighting contest, Freedom Forum, and Get-Out-the-Vote efforts have gained much merit for the Jaycees.

We are particularly interested in the youth of Janesville. Already such activities as the Junior Golf Tournament, "I Speak for Democracy" contest, Jaycee Net Club, sponsorship of Janesville's Sea Scout Troop, bicycle safety inspection, and teen-age driving program, have filled real needs in these youngster's lives.

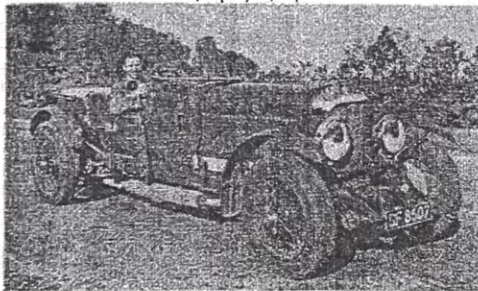
The proceeds of today's Sportcar Race will allow the Janesville Jaycees to conduct more constructive activities for the youth of our city. We sincerely appreciate your patronage and hope you have a memorable day at the races.

by RICHARD BAER

Some Interesting Facts about Cars and Drivers



No. 33 Edmund Lunken, Ferrari, Parker Pen Trophy Race



No. 2 Carl Mueller, Bentley, High Life Trophy Race

No. 1 an Excalibur is designed and owned by Brooks Stevens, Milwaukee. (Driven by Ralph Knutson.) It is the first appearance in any race of this brand new machine. Stevens plans limited production of this strictly American sports car. It represents his attempt to put America ahead in the small sports car field, formerly dominated by European designers.

No. 3, a 1952 Jaguar XK driven by Walter Kieckhefer, Milwaukee. He placed first in the Dubuque Hill Climb this spring.

No. 5 is a 1951 Ferrari "America" piloted by James Kimberly. Here is one of the outstanding Sports Car drivers in America. He won the recent 12 hour Vero Beach Endurance Race. He has won numerous National Road Races. Kimberly and Edmund Lunken (No. 33) have the "hot" cars in the Parker Pen Trophy Race. Kimberly is 44 years old, single, and an executive with the Kimberly-Clark Paper Corporation, Nennah, Wisconsin.

No. 6 is a MG-TD roadster. William Nelson, owner-driver says it was purchased second-hand from "the worst bunch of pirates in the business" —company name deleted for this publication. "Would scarcely run at time of purchase but was tenderly nursed back to health," he proudly announces. Nelson is an ardent skier. This is his first season of race competition.

Kurt Hildebrand helms Number 9. It's a Nardi-Simca with 1086 cubic centimeter displacement. He bought the car in Torino, Italy last fall and drove it on a 2500 mile trip thru Italy, Switzerland, Germany, Austria and France. He drove it at Vero Beach this year. Dropped out after 4 hours of the 12 hour race with a loose flywheel. He has also driven at Watkins Glen and Elkhart Lake.

No. 10 is entered in the High Life Trophy Race. It's a 1927 Bugatti. Tom Rosenberger of Milwaukee is the proud owner. This type Bugatti was made from 1924 to 1927. It is described as a modified 2 litre Grand Prix, eight cylinders, with single overhead cam, three valves per cylinder.

No. 12 is a 1952 O.S.C.A. (this is the new name for the Italian Maserati. Willbur Shaw drove to three Indianapolis victories in a Maserati.) The driver Edgardo Fronteras, is a veteran of European road races. 52 years old, he is in the foreign car distributing business in Chicago.

No. 15 is a Ferrari piloted by James Simpson of Wadsworth, Illinois. He finished third in 6 hour race at Vero Beach. (Car was driven part of time by George Colby.) At Sebring, Florida race this year the car was put out of commission when it hit an oil drum.

Rees T. Makins, Chicago, drives No. 17, another O.S.C.A. This car was the fastest car in the under 1500 C.C. class at Bridgehamton, N. Y. last

month. (This race was publicized in Time Magazine.) The car has dual overhead camshafts, hemispherical combustion chambers, and develops about 80 horsepower. It is hand made by the Maseruti brothers in Italy. This car and the one driven by Mr. Fronteras (No. 12) are the only two O.C.S.A. cars in the United States today! Janesville has a monopoly!

No. 18, Robert Ballenger's Comet is another rare machine. It has MG-TD frame and suspension. The engine is a modified Merc. The gear box and rear end are Ford. Fiberglass is the material used in the body. It has been clocked in a standing 1/4 mile at 98.80 m.p.h. This will be the first public appearance of the Comet which was built by Paul Clovis of Northbrook, Illinois.

No. 23 is a Modified XK120 Jaguar. Driver is Dr. John E. Urbas of Westville, Illinois. This is a brand new Jag, never been raced.

No. 28 is a particularly beautiful MG-TC driven by Ben Barrett of Chicago. It is entered in the Concours d'Elegance and the Warner Brake Trophy Race. It is bright red with whitewall tires. The car won first place for "blown" (supercharged) MG's at the recent Dubuque Hill Climb.

No. 33 is the 1951 SCCA Championship car. Formerly owned by Bill Spear. Edmund P. Lunken now owns and drives this 1950 Ferrari. This car and number 5 (Jim Kimberly) have the edge in the Parker Pen Trophy Race. Lunken and Kimberly (good friends and pit partners) are two of the handsomest of present sports car crop. Lunken raced a P-51 in Bendix Transcontinental Air Races in 1947 and 1948. Placed 3rd and 4th respectively. Drove his Aston-Martin DB-2 sports car at Vero Beach this year. Was forced out with motor trouble.

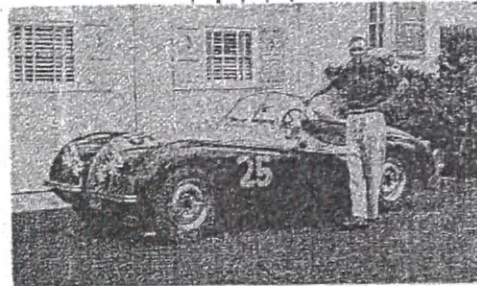
No. 37 a supercharged MG-TC has Ralph Murray of Oak Park, Illinois in the cockpit. Murray says the original owner of his machine "let it go to hell." It has taken a great deal of work to get it back in top order. It's Murray's only means of transportation. Murray tied for first in the Holly Hill Climb last winter.

No. 50, a 1951 XK120 Jaguar is from St. Paul, Minnesota. Knox E. "Buddy" Stahel was one of the first entrants from the twin cities. He participated in the Land O'Lakes Snow Race on Lake Phalen near St. Paul. This race was held on the ice on February 3rd of this year.

No. 64, an MG-TC piloted by E. Parker Cummings of Madison. It placed 2nd in the Fox n' Hounds hill climb in its class. Cummings is a 1948 graduate of the University of Michigan. He is now a sales representative for the National Gypsum Company.

No. 70, a brand new MG roadster, is owned and driven by Bruce H. Montgomery of Sauk City.

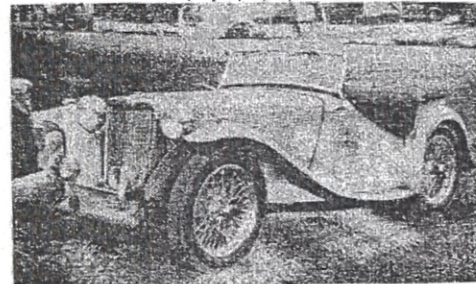
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No. 95 Bill Victor, Jaguar, Parker Pen Trophy Race



No. 23 Dr. John Urbas, Jaguar, Warner Brake Trophy Race



No. 64—MG driven by E. Parker Cummings in Jaycee Trophy Race



World's Largest Producers of

AUTOMOTIVE LOCKS, KEYS AND RELATED EQUIPMENT . . .
ALSO, AIR-COOLED GASOLINE ENGINES FOR INDUSTRIAL,
CONSTRUCTION, RAILROAD AND FARM EQUIPMENT.

BRIGGS & STRATTON CORP., MILWAUKEE



COMMUNICATIONS AT TODAY'S RACES

Shortwave radiophone communication between the various flagmen and race officials will highlight the communications setup at today's races. Lowell Wilson, Janesville Amateur Radio Emergency Coordinator, is in charge of the plan.

Members of the Blackhawk Amateur Radio Club will man their own transmitters. The club, incorporated in 1951, has 35 members. Many of them have installed mobile transmitters in their cars, hoping to be of service to the community in an emergency. They have volunteered their equipment and personal services to provide this vitally necessary service at the races.

Janesville Lincoln - Mercury Inc.

"Southern Wisconsin's Largest Used Car Lot"

wilson - FRC

THE STARTER'S FLAG

By N. E. Mickelson

Flags

Readily recognized and easily understood signals between race officials and drivers are an absolute necessity in order to conduct safe racing programs at today's extreme speeds. The set of seven flags used by the starter at the Janesville races are familiar to all the drivers since they have been in use in sports car racing in this country for many years. The message conveyed by each flag signal is very carefully defined to avoid any misunderstanding. Spectators who recognize these signals are better prepared to enjoy racing since they are "in the know" and can immediately note the changes in pace or course conditions.

At the start of a race and frequently during the running of an event the green flag is out. The precise meaning of this flag is, "The Course is Clear." At the start of a race, the starter must satisfy himself that the course has been cleared, that the hundreds of people involved in running the event are at their posts and ready, and that all cars are in position and ready to go. Then, in a tense seven and one-half second interval, events really pop. The starter requests permission from the Chief Steward to start the race. He calls, "Timers Ready" and checks that these important officials are prepared. He again checks the line-up, gets a final nod from the Chief Steward, faces the snarling pack with the green flag raised for three exciting seconds and then drops it. (And ducks) From this instant the course is his and the only official communication to the drivers is via his flags. At the starts of today's races watch the starter go through the routine of checking as he points to each official in turn and receives confirmation that all are set and ready to go.

The yellow flag does not necessarily mean a slowing down of the cars. Its exact definition is, "Use caution. Do not change your position." The yellow flag is displayed at the starting line when course conditions are such that the race may be continued but for some reason wide open driving may not be permitted.

The red flag has but one meaning in automobile racing, "The race has been stopped." Hence a car may go by a red flag but the driver knows that he is no longer in competition and that the course is not open.

During the race it may be necessary to call a car in for a safety inspection or to instruct a driver. The black flag is broken out and means, "Stop at your pit."









Occasionally, as in Sunday traffic, on Old Route 1, one of the drivers will inadvertently fail to keep to the right. This will result in his having a very good view of the big blue flag with the diagonal orange stripe which tells him, "You are being overtaken. Give way." Spectators can anticipate this pleasant interlude by watching the driver of the overtaking car. If he feels that he is being blocked he will raise one hand as he approaches the starting line to register official protest.

In races you can catch up on your scoring at the half-way mark. The starter will display two furled flags of contrasting color with the staffs crossed. The signal is not officially recognized but serves to let some of the drivers know where they stand if they have forgotten to keep time.

As an aid to drivers in planning their all-important and strategic last minute activity, it has become customary to display a white flag to cars having but one lap to go. It means, "You are starting your last lap." Often the event is decided in the last lap.

The checkered flag which generally comes to mind when racing flags are mentioned has the exact definition, "You have finished the race." It is shown to all cars. It has been customary to display the checker and the red together after a sufficient number of cars have finished to allow adequate scoring. This prevents a few slower cars from prolonging the program by tying up the course.

No mention of flags would be complete without a word about the hard working flag marshals stationed at every corner. These absolutely necessary officials use three flags. They display a green flag when conditions are normal and the drivers receive a great deal of assurance from this knowledge. Lap speeds are incredibly high and the principal factor is the fine work of the flag marshals. If the course at a marshal's corner is partly blocked he will hold up a yellow flag to warn oncoming drivers. If the course is completely blocked, all flagmen on the course will show their red flags and drivers will stop immediately, wherever they are on the course, when they see the red flag. When the obstruction is cleared, the starter will instruct all flagmen to display the green flag simultaneously and the race will be on again, with the ever watchful chief starter carefully observing its progress.

GREEN	YELLOW	RED	WHITE	CHECKERED	BLACK	BLUE	CROSSED FLAGS
							
The course is clear. Start	Caution. Hold your position	The race has been stopped	You are starting your last lap	You have finished the race	Stop at your pit	You are being overtaken, give way	Half-way mark

IMPORTED MOTOR CARS

SALES & SERVICE

- MG
- MORRIS
- RILEY
- HILLMAN MINX
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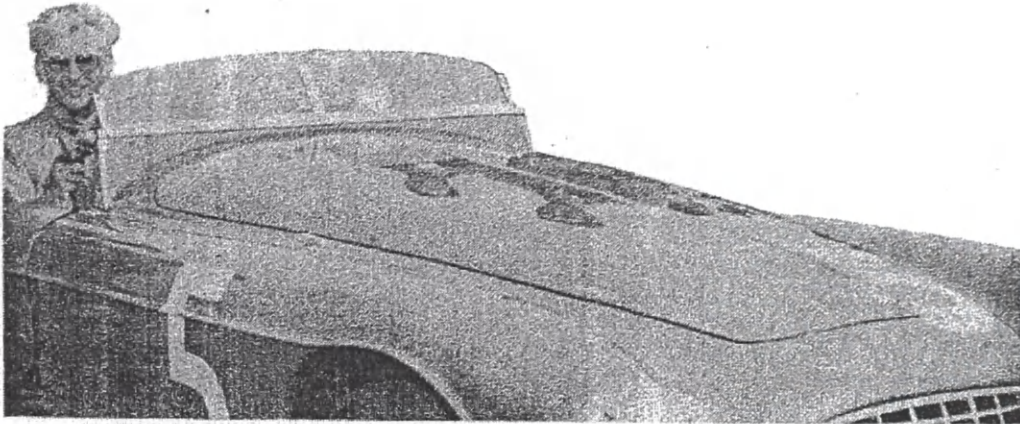
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In warming up for the midwest's first airport sports car races at Rock County Airport here, Jim Kimberly whipped his Ferrari up the mile-long runway at 150 mph.

Airport Sports Car Racing

Some Opinions by James H. Kimberly

Sports car racing on airports is the coming thing in this country. Let's be factual and analyze the situation. Almost all states in this country have statutes on the books which prohibit racing on public roads. Occasionally these laws are relaxed; but generally only to allow the use of secondary roads.

Why is this? First of all let us remember that in this country the automobile is not considered in the same category as it is in Europe. Here, generally speaking, the auto is a necessary means of transportation. The economy of our country could not exist without the automobile, as such.

Because of a different standard of living in Europe, automobiles are not nearly so numerous there. The traffic problems on roads are not nearly so great. They have a different philosophy regarding speed as it endangers human life. Perhaps they are right. I will not endeavor to cover that subject in this article.

Nevertheless, we find that there has been an increased interest in racing since the war. This increase in interest has probably been most noted in amateur events. One of the greatest handicaps has been the inability to promote road racing because of unsatisfactory courses on which to race.

Let's go a step further; if you are familiar with the situation in Britain, you will know that they are facing the same problem. British magazines, such as Autocar and Motor have been cognizant of their problem for some time. To say the least, it is difficult to close the public roads for racing purposes, and many editorials have been written both pro and con regarding this subject.

Working toward a solution to the unavailability of proper road courses, Great Britain has run some races on airports. Two good examples are Silverstone and Brands Hatch. Racing on these

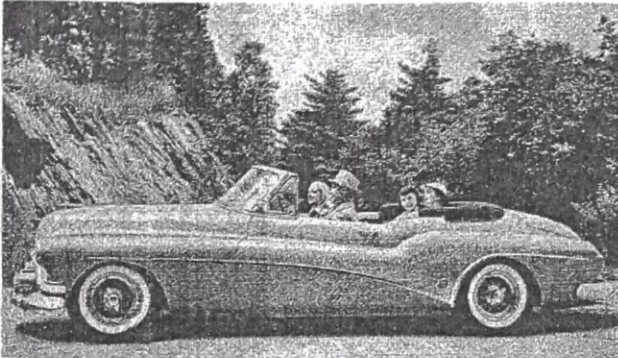
airports has been extremely successful, and they have meets going on almost continually during the racing season. The British do not hesitate to point out the advantages of airport racing. It is safer; a mistake can rarely be as serious on an airport as on a narrow country road. Crowd control is greatly simplified, and one of the greatest advantages is that the spectators have a more widespread view of the course.

Certainly, in this country, we stress the matter of safety, and having driven in races both on country roads and on airports, I am in firm agreement that of the two, airport racing is the safer. As a matter of fact, it is so much safer there is no comparison.

I, personally, have observed some very serious accidents in races on narrow country roads, where a mistake might easily be fatal. Though there have been some accidents in airport racing, I have not observed any myself. In any case it is probable that accidents on airport courses would be less serious to driver, car and spectators.

Some question might enter your mind as to the availability of airports. We all know there were numerous airports built in this country during World War II. While some have deteriorated badly, a great many have been maintained and are still in use. These can be used occasionally for airport racing—such as is the case today at the Janesville Airport.

Janesville is the first big step toward airport racing in the entire middle west. Many of us hope that the Janesville Races will become an annual event. I hope that it will be possible to put on many more races similar to this great program we are witnessing here today. We can all say "thanks" to the Milwaukee Region of the S.C.C.A. and to the Jaycees of Janesville, who have made this event possible. Good luck to all!



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"Why Drive a Sports Car?"

by Andy Rosenberger

Why drive a Sports car, you say? Because it puts the fun back into driving; it's a thrill to get behind the wheel of an MG or a Jaguar and have the car go where you want it to go; to be able to stop without the brakes landing you 111 yards beyond where you are going; to be able to drive 80 or 100 miles per hour in a cross wind without the car buffeting from side to side; fun to play the gears of the 4 speed gear box rather than having an automatic transmission do all the thinking for you.

America makes wonderful Dollar value cars but with the exception of the Cunningham at \$10,000 and the Crosley Sports at \$1,000 there are no American Sports Cars. Motoring in America has degenerated from the romantic sporting days of the wonderful Locomobile, Stutz, Mercer and American to the "transportation only" days of 1952. Remember the Canary yellow Stutz that Johnny Appleyard had at Wisconsin in 1914? Remember how he had the pick of the coeds? Remember how the Stutz would "corner" at 50 miles per hour and we'd all wish that our Dad owned that lumber yard in North Podunk? Those coon skin days are back, today, at Janesville.

The sales of Sports Cars have doubled every year since 1949 and Detroit is well aware of this. There is a big difference; try, just try and stay behind an MG (with its 54 horse power) on a twisting, winding road. Your 200 horsepower boat will be lost in the dust after the 2nd turn. Why? The more central engine location, lower center of gravity, better brakes, 4 speed gear box (transmission) quicker steering, better and stiffer springing and suspension not only make for a safer car but for more of a "fun car." A sports car can be driven at 100 miles per hour and in perfect safety while your hydroplane 8 is all over the road at 60.

The sports car is not a racing car though. The average owner drives his car every day; it's a good "town" car, easier to park, easier to get through traffic, easier on the pocketbook and much easier on the eyes. My wife and I drove our Jaguar, in the rain, 1500 miles to Florida, in perfect comfort and safety, without the usual car sickness that one so often gets from the soft "mattress" ride of the cars of today.

It is commonplace for a Sports car enthusiast to drive 2000 miles to a race, unpack his wife's 6 hat boxes, race 100 miles, pack up the hat boxes again and drive 2000 miles home, all without changing the "sparking plugs"; probably merely putting down the "hood," inflating the "tyres" with 35 lbs. of air and "topping" up the tank with "petrol."

Today you are seeing some of America's best drivers in Europe's best machines, driving their cars under conditions far different than what you are used to; road racing requires more exacting precision and skill than driving in a track race. When America's best track drivers drove against Europe's Grand Prix racers in 1937 (Vanderbilt Cup Race in New York) our drivers looked like rank amateurs! Road racing died in America in about 1917 but has continued in Europe as "la sport." Alberto Ascari, who drove the Ferrari at Indianapolis this year said, "Indianapolis is like a tea party compared to a Road Race."

The drivers today are all amateurs, and proud never to have received money for so grand a sport; driving for the love of driving and often times at hundreds of dollars of their own expense; driving to win a \$10.00 cup—that's sport—the same kind of sport that makes a College wrestling match 100 times more exciting than watching Joe Longhair vs. Angelface McTuff on TV.

Some interesting cars are on hand today but space will not let us describe them all. The little MGs are probably America's most popular sports car; these rugged little machines have a long pedigree of racing and sports car successes behind them. The "Midge" has a top speed of about 87 developed with a 54 horsepower engine; these cars cost about \$2,200.

The Jaguar XK-120, the second most popular, is an outgrowth of the Standard Swallow Company. After the War the name Jaguar, which previously applied to their sports model, was given to the whole line of cars and their new model, the XK-120 has a number of successes under their belt. 131 miles in 1 hour, 132 plus MPH. These cars cost about \$4,000.

The 4 Ferraris here today cost from \$12,000 and up and represent Italy's best. Number 5 of Jim Kimberly will do 150 MPH plus and will do it on the long straight today.

Of note is No. 1, Kip Stevens Excalibur. This is the Milwaukee Industrial Designers (together with Charles Cowdin) idea of what can be done with American components. This car is basically a Henry J. with the Willys F-head engine, developing 90 horsepower, will do the standing 1/4 mile in 15 seconds compared to about a 22 second average with your car.

The Class number in your programme signifies what engine displacement group each car is competing in. Take Race 5, the Parker Pen Cup Race, Nos. 98, 27, 21, 67 and 95 etc. are running 1 race; the cars numbered 55, 33, 7, 15 and 1 are running another race; the cars are all driving for an overall win but there are 4 races going on at one

Continued on next page.

"Why Drive a Sport Car?"

continued

time. Car No. 5 has 2 times the engine displacement as No. 55, so it would be unfair for these cars to compete on equal terms; therefore the SCCA Class system.

A Chrysler and Cadillac have about the same engine displacement as Class 2. A Ford and Chevrolet have about the same engine displacement as Class 3. The Nash Rambler about the same as Class 4; this may give you an idea of how small these engines are. It's all a matter of the ratio of

horsepower to weight; a 4000 pound car with a 200 HP engine would have the same performance as a 2000 pound car with a 100 HP engine and so down the line. The XK-120, for instance weighs 2800 lbs. and develops 160 horsepower in stock form.

We of the S.C.C.A. thank Janesville for making a wonderful two days possible and as we go into our 2nd, 3rd, 30th and 50th years, we hope the money that the JCs realize from this annual event, will make Janesville the best town, the richest town and bring it international fame for having the finest course in the world. It can happen; it will! Thanks to your enthusiasm!



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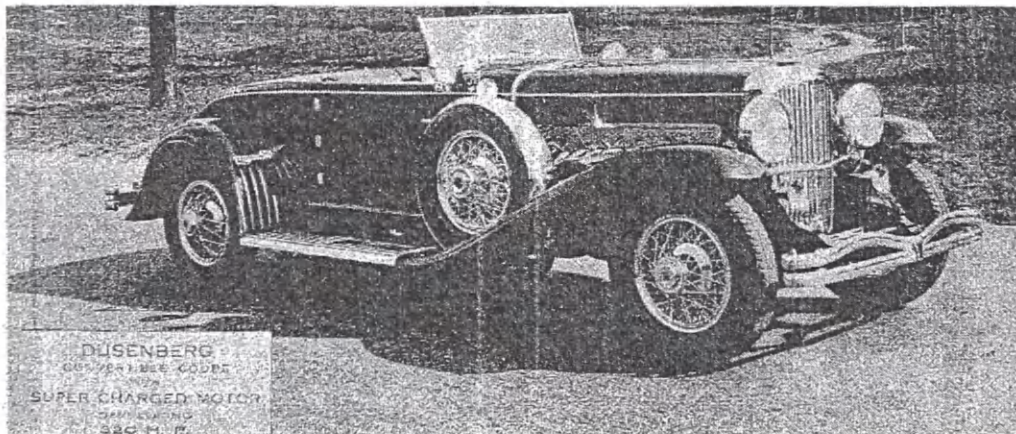
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CONCOURS D'ELEGANCE

Continued from Page 11

Ed. Note: The body of the Cord coupe owned by Brooks Stevens, Milwaukee collector, who will participate in the Concours Saturday night, was designed by Alexis de Saknofski and built at the Hayes shop in Grand Rapids, Michigan. From there it was driven to New York, shipped to Le Havre, and then driven to Paris and other centers where it won many awards.

The counterpart to the Concours in the United States was the "salon" staged by the coach builders and open only to the elite. The first was held in 1904 on Macy's top floor, and in later years hotel ballrooms and lobbies were used. Only the finer cars were exhibited, with bodies by many famous firms, foreign and domestic. Among the latter were:

Dietrick	Rollston	Le Baron
Brewster	Murphy	Brunn
LaGrande	Fisher	Willoughby
Weymann	Locke	Judkins
Bohman & Schwartz	Fleetwood	Derham

Here, no prizes were awarded, and, in most cases, bodies had been built for the show and not previously ordered by customers.

The trend toward custom coachwork in this country had just gained momentum in the late twenties when the crash and depression wiped out the wealth or drove it underground. Thereupon, the black two-door sedan came into its own. Even on the better cars, bodies became standardized.

Then, sometime in the late thirties or early forties, the old phrase "Concours d'Elegance" came again to have meaning, though perhaps

somewhat different than its continental significance. People who loved cars for reasons other than daily transportation began to band together in clubs whose prime purpose was to encourage the restoration and collection of these specimens of better work in a bygone day.

Each year these groups have grown in membership as more barns and fields yielded up their rusting relics. And as the clubs grew in size and the restored cars increased in number, it seemed only logical that the members should gather to exchange compliments and information. As these gatherings became larger and more frequent, it was inevitable that a spirit of competition should arise, and that judges be appointed and awards given.

As a guide to these judges, standards had to be set up to insure the fairest possible appraisals of all competing cars. What weight should be given such items as present condition of paint, upholstery, wood trim, underbody, engine? Should the sleek phaeton of 1928 have any advantage over the boxy limousine of 1919, other factors being equal? How should they rate the brand new sports car, just off a freighter from Italy with a price tag of \$14,000?

And so at each gathering of these automobile enthusiasts, there is a "competition of elegant objects." Some meets consist of nothing else. However, the Sports Car Club of America has done much lately to bring the great international sport of road racing to this country. With several national events of this nature every year, it has attracted many thousands of spectators to watch the sleek new products of the world's automotive centers roar around an appointed course.

At each of these races, a special preliminary event is the "Concours d'Elegance," where any car, old or new, may line up to bring new ideas or fond memories to the crowd, and to seek the approving nod of those poor fellows, the judges, who must pick the winners.

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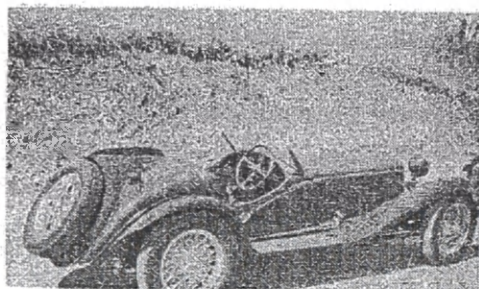
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INTERESTING FACTS

Continued from Page 21

Wisconsin. From the number of entrants from this western Wisconsin city it is apparent that the area has the sports car bug.

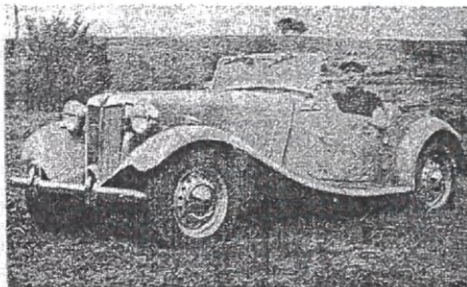
No. 77 has a particularly hot story. It's a Porsche driven by Karl Brocken. It's one of 12 cars being built by the Porsche Company of Stuttgart, Germany. This is the second "copy" to arrive in the U. S. The car is too new to give a full account of itself at Janesville. Won the Milwaukee Region hill climb at Eagle, Wisconsin, July 13. Karl Brocken is a Milwaukee Industrial Designer. He took 2nd place in class at Vero Beach, 10th overall Elkhart Lake. He is the former Regional Executive of the Milwaukee Region SCCA.



No. 16 Alfa-Romeo, David Uihlein

No. 78 is an American Crosley, slightly customized by John Mays of Bloomington, Illinois. Raced at Vero Beach. His frank (and modest) entry form has these notes: "The body is too heavy for the 750 c.c. motor, and definitely will be out-classed, but inasmuch as the car and I are both amateurs, a little experience will definitely be helpful. May I also add that I cannot afford Sports Car racing, neither do I have the time, but it certainly is fun and I love it!"

No. 90, a 1951 MG-TD has a well-known middle western driver at the helm. He is Ben F. Harris III of Champaign, Illinois. Ben's 1951-1952 SCCA competition record is enviable: 3rd place Hill Climb, Dells Rally, Chicago Region SCCA; Timed Lap, Studebaker Meet 1951. Certified 93.103 m.p.h.; 3rd place, Acceleration Trial, Relaxed Rally, Chicago Region 1951; 3rd place, Hill Climb, Cook County 120; 1st place, Acceleration Trial, Indianapolis Region, June 1, 1952; 2nd place, Maquoketa Rally, Milwaukee Region 1952.



1951 MG-TD

No. 97, Paul Gougelman is the man to watch in the Freeman Shoe Trophy Race. His 1950 Nardi has won most under 1500 c.c. events he's entered. This is strictly a competition car—he hauls it behind his Jaguar. His amazing win record apparently justifies his trouble.

No. 98 is a 1950 Jaguar. Andy Rosenberger, Milwaukee Region Activities Chairman is at the wheel. Together with the immense amount of time put into planning these events, Andy plans to race in 'em too. Car is completely stock except for straight exhaust.

No. 99 is a Morris again driven by the hard working Mr. Rosenberger. The 27 horsepower generated by its engine will produce a 60 mile an hour top speed. (AAA racing fans remember Tony Bettenhausen's famous No. 99 did some better.)

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