

OPEN EXHAUST
AUGUST, 1959

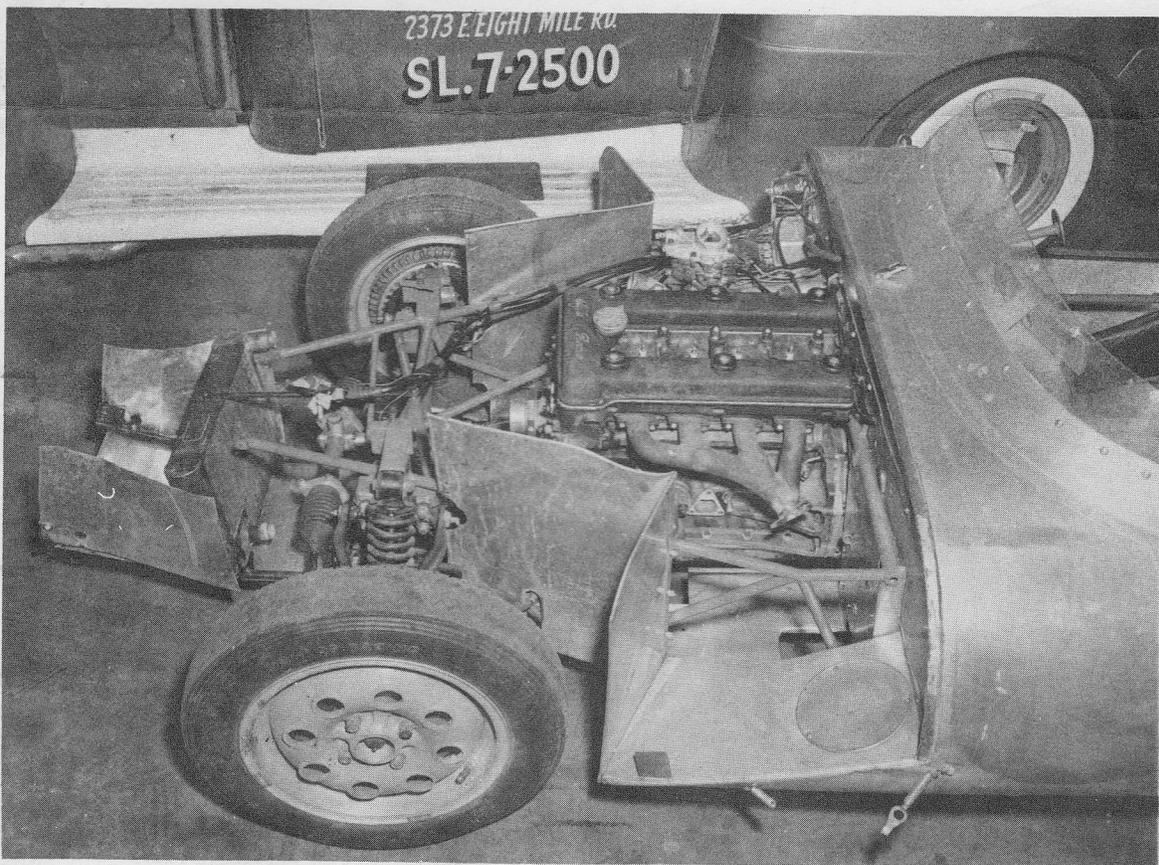
DETROIT REGION



SPORTS CAR CLUB OF AMERICA



COME TO
FAMILY DAY
SUNDAY, AUGUST 23



WHAT IS IT?
READ NEXT MONTH'S ISSUE TO FIND OUT

Our friends are always welcome here and frankly that's one of the nicest things about our business. We've made many friends in the past and hope that we will make many more in the future by giving people the service and courtesy that they deserve.

Tom Payne

EUROPEAN CARS YPSILANTI, INC.

506-08 Michigan Avenue
Ypsilanti, Michigan
HUnter 2-2175

REGIONAL OFFICERS

President and Regional Executive—Tom Hallock, TU 2-6443
Activities Director—Dick Dittus, CR 8-3246 Program Director—Carl Chakmakian, WE 3-8200
Treasurer —Kent Zopf, KE 2-8592 Secretary —Chuck Sherman, KE 4-4129
Public Relations Director: Jay Hammen, 28 W. Adams, Detroit 26, Michigan., WO 3-8186

BOARD OF DIRECTORS

Gene Annabel KE 2-2758 or VE 8-3638 Lee Beck WO 3-5504 or DU 2-3857
Harry Beronius TW 2-5800 or LA 7-9510 Dick Dohmen DI 1-9390 or VE 6-1388
Harry Dumville JE 9-5000 or MI 6-7221 Bob McLean JE 9-4500 or MA 6-5838
SCCA Contest Board Member and Representative: Max Goldman, 218 E. State, Ann Arbor, NO 2-6091

CALENDAR OF EVENTS

August 18..... MEETING, Detroit Region
August 22, 23 Berkshire Mountain Rally, New England Region
August 23..... FAMILY DAY, Detroit Region
August 29, 30 Tri-State Rally, N.W. Ohio Region

REGULAR MEETING—TUESDAY, AUGUST 18

Your program is scheduled to begin at 8 P.M. For members and guests who wish to have dinner at Bonnie Brook, the popular dinner special will be served starting at about 6:30. It's a good buy at \$1.75. Of course the pit-bar is open for those who are so inclined.

After 19 months of monthly program planning, your obedient program director has resorted to having an "Amature Nite for 8 mm S. C. Fans," after heavy pressure! We will have two 8 mm. projectors promised by George Durbin and Dick Dittus, who with Alex Azaray, will have lots of footage on Put-In-Bay, Haven Hill Climb, etc. Other members are welcome to bring their films for proud display. By having two projectors, the film showing can be virtually continuous.

Before the above mentioned program starts, we shall have the latest club news, event reports, buy-and-sell, and other items of great interest, I think. These meetings are for you so come on out! As always, meetings are on the 3rd Tuesday of every month at Bonnie Brook, 8 Mi. Rd. and Telegraph. Remember, the annual dinner party December 12, Saturday, at Lockmoor Country Club.

FAMILY DAY—SUNDAY, AUGUST 23

Family Day this year will be held at Ivory Park, near Commerce. As in the past, the main feature of this event is relaxed fun and a Concours d'Elegance. The SCCA will be welcome at Ivory Park at any time after 10:30 A.M. Since the judging of the Concourse will take place at 2:00 P.M., the interim will allow sufficient time to have a picnic lunch and do the final polishing on the cars. There are no food facilities, so it would be wise to bring with you everything that you wish to consume. Whether you plan to enter the Concourse or not, why not come out and enjoy a pleasant afternoon at Family Day.

Here's how to get to Ivory Park: Go North on Telegraph (Route 24) to Route M-59 and turn left (West). Go about 3/4 of a mile on Route M-59 and then bear left on Elizabeth Lake Road. Go about 1 mile on Elizabeth Lake Road and then turn left on Cooley Lake Road. Ivory Park is about 6 miles West on Cooley Lake Road on the right hand side.

Concourse Rules: SPORTS CLASS: Open or roadster type, stock or modified but with all road equipment in place. Points will be given for the presence of seat belts, roll bars, crash helmets, fire extinguishers and competition safety equipment. Point categories are as follows and points listed are the maximum that can be earned in each category: A. Exterior: 1 - Condition of sheet metal, 5: 2 - Condition of paint, 5: 3 - Condition of bright work, 5: 4 - Instrument panel, 5: 5 - Hardware, 5: 6 - Luggage compartment, 5: 7 - Cleanliness, 10: 8 - Competition safety equipment, 10: 9 - Accessories, 5: 10 - Design concept, 5: 11 - General chassis condition, 5: 12 - Cleanliness (including engine compartment), 5: 13 - Mileage, 1 point for each 10000 miles, 5 maximum.

Concourse Rules: Grand Touring Class: Points will be awarded in the same manner as the Sports Class except 8 will be omitted and in its place will be Safety Equipment, 5: Tools, spare parts, touring equipment, 5: and category 12 will be 10 points with no category 13.

General: Cars must be in position for judging by 2:00 P.M. Water will be available, but it is suggested that participants bring their own sponges, etc. Judges decisions will be final and there will be awards for each class and an award for best of Concourse.

MINUTES OF THE BOARD OF DIRECTORS MEETING—JULY

The meeting was called to order at 8:30 P.M. Present were President Hallock and Messrs. Zopf, Dohmen, Dittus, Beck, Hammen, Chakmakian, Beronius, Steel, and Sherman.

Mr. Hallock informed the Board that the National Contest Board refused to accept the Put-in-Bay race for their calendar of events. The Ann Arbor Sports Car Club was approached by Mr. Hallock for their sponsorship of the race. The Ann Arbor people considered the proposition and decided that it was too large an undertaking for their Club. The Board members discussed the Put-in-Bay race at great length and decided to appoint a tentative race committee in the event the sanction would come from National.

Mr. Dittus, our Activities Chairman, reported to the Board that the Haven Hill event was progressing satisfactorily. Haven Hill entry blanks were in the mail and timing equipment had been secured and arrangements were made for a Doctor to be in attendance. He also brought to the Board's attention a rally sponsored by the Greater Detroit Sports Car Club, which the first prize will be a Citron. If a member of the SCCA wins the rally and accepts this prize he will be considered a professional and will not be allowed to participate in National rallies for a year. Arrangements have been made for the Annual Family Day event to be held at the John F. Ivory Park.

Respectfully submitted,
Charles E. Sherman, Secretary

NEW APPLICANTS

The following people have requested application blanks for membership:

Warren Ross
6021 Williams Lake Rd.
Drayton Plains, Mich.

Gib Richards
1526 Webster
Royal Oak, Mich.

John Wright
20680 Vernier Circle
Grosse Pte. Woods, Mich.

Roy E. DeHaven
1005 W. Liberty St.
Ann Arbor, Mich.

D. J. Hill
4785 S. Huron River Dr.
Flat Rock, Mich.

Joseph Buegeleisen
21220 W. Eight Mile Rd.
Detroit 41, Mich.

Harry Haaxma
24337 Orangelawn
Detroit 39, Mich.

* James L. Freeman
6819 Country Lane
Dearborn, Mich.

Bruce D.. Kellner
2280 Remington E.
Detroit 34, Michigan.

* Transfer

NEW MEMBER

All of us extend a hearty welcome to the following new member:

Gordon E. Harrison

REGIONAL POINT STANDINGS — INCLUDING JUNE GYMKHANA

MEN

- | | |
|---------------------|--------------------|
| 1. 300 S. Harvey | 6. 200 G. Birkerts |
| 2. 275 T. Hallock | 7. 180 R. Pfeiffer |
| 3. 210 R. Barsantee | 7. 180 H. Koontz |
| 3. 210 J. Eason | 9. 170 R. Novotny |
| 5. 205 R. Dittus | 10. 160 D. Lawson |
| | 10. 160 W. Wells |

HAVEN HILL CLIMB - JULY 18 AND 19

Saturday dawned wet and nasty but undaunted, a small crew of enthusiasts made the trek to the Highland Recreation Area with the avowed intention of seeing just how fast it can be done. The rain stopped for a while and practice runs started. Due to the small turnout on Saturday morning we had three or four cars that had 17 practice runs on Saturday. The timing equipment was acting up but Del Lance with the able assistance of Don MacKenzie finally got things operating. Our good friend, Dr. Pete Prosser appeared with his little black bag and then the action was continuous.

The only incident on the hill was Lt. Les Morriset tried (successfully) to remove a tree with his bulldozer. (I mean Corvette) The Park Ranger, after surveying the damage was heard to say, "That's nothin, you ought to see what the Boy Scouts do with their hatchets."

Unfortunately, the timing equipment could not time the Lotus driven by Posselius-Kilburn so they had to be hand timed. At the very best, this method is grossly inaccurate but it was about the only choice. Bob Clift, who has had fastest time of day for the past three years, exhibited more of that quality we call Sportsmanship than we have seen around here for many years. He had, in many peoples opinion, a legitimate protest, but chose not to do so. Jack Easons crew of qualified volunteers combined to make this one of the best Hillclimbs put on in the area.

SEDAN CLASS

1. Dick Dittus	GT SAAB	31.60
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UNDER 1600 CLASS

1. Scott Harvey	Porsxhe	26.20
2. Gary Geister	Alfa	26.56
3. Harry Keeler	Alfa	26.62
4. Dave Lawson	MGA	27.58
5. Nick Hartman	Alfa	27.70
6. Bob Barsantee	Sprite	29.59
7. Jack Hargreaves	MG TD	29.88
8. Art Subberra	Sprite	30.22

OVER 1600 CLASS

1. Les Morrisett	Corvette	23.68
2. Glenn Baldwin	Corvette	24.33
3. Bob Gubbins	AC Bristol	25.28
4. Gordon Harrison	Morgan	25.46
5. J.C. Kilburn	Peerless	25.60
6. Ernest Davis	TR-3	25.74
7. Marcel Dupont	Healy	26.17
8. John Posselius	Peerless	26.47
9. Fred Hall	TR-3	26.48
10. Alex Azary	BMW	26.59
11. Bill Akerman	Healy	26.78

MODIFIED CLASS

1. J..C. Kilburn	Lotus	22.65
2. Bob Clift	Corvette	22.79
3. Dana Burgess	Allard	23.69
4. John Posselius	Lotus	23.86
5. Bob Keslin	Bandini	31.24

**JOHN POSSELIUS'S
EUROPEAN MOTORS, INC.**

*TAKES PLEASURE
IN ANNOUNCING*

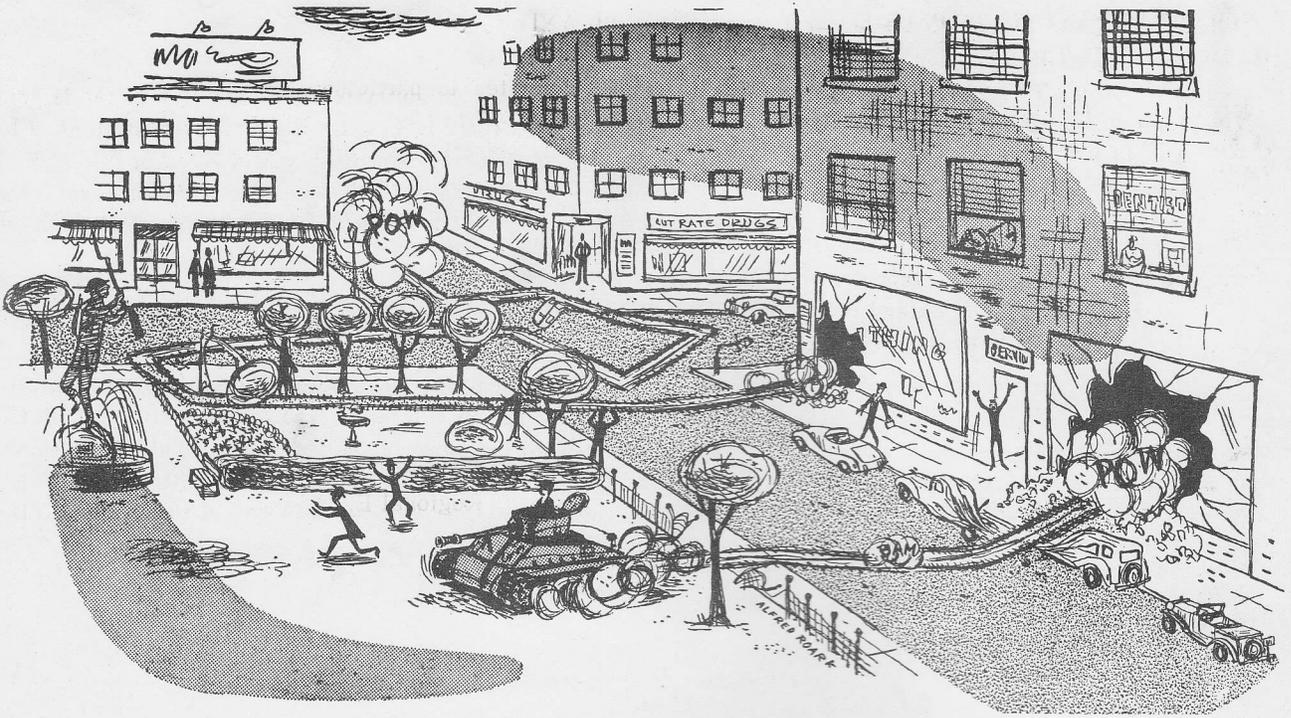
MR. VIRGIL PHILLIPS

IS NOW A MEMBER

OF OUR STAFF

8811 East Jefferson Avenue

VA 1-7900



Testing the SHERMAN M-4

by Alan Beck

EVER SINCE its impressive showing against the German makes in the overseas competition, I have wanted to road test the M-4 Sherman Tank. So it was with considerable enthusiasm and gymnastics that I got inside this 1942 model hard top owned by my Uncle Samuel of U.S.A. Motors in Washington, D.C. Actually I was boosted in by a sergeant who shall remain nameless since his employer is somewhat touchy about his tanks being ridden in by those who aren't members of the firm.

Getting into a Sherman Tank is somewhat like being dropped into a boiler. Entrance is by means of a steel trapdoor in the top which can be left open for sticking the head out during parades and bolted down in inclement weather or in competition driving. The thing that first struck me was the .30 caliber machine gun. I got it right on the shin. In fact if the machine gun is in place, the passenger can't get in at all. This .30 caliber job is what is used on light traffic and pedestrians.

The standard Sherman comes equipped with a 76 millimeter cannon which is more than adequate to cope with traffic jams and poky Sunday drivers. On our way to my favorite testing ground we swung into heavy traffic so the sergeant could demonstrate how the Sherman could handle the heavy-footed Detroit cowboys. Our top speed was only about 35, but we left two Buicks and a Lincoln extremely flat out. There is a slight upward lurch in the Sherman at the moment of overtaking and passing a standard car, but one soon becomes used to it. The soft springing of the American sedan somewhat cushions the impact and the old-time tankers refer to the lurch as "having the feel of the car."

Aside from a terrific and thunderous roar, the Sherman tank is comparatively noisy. The passenger is seated about one foot from the starboard ear of the driver, but not even Ezio Pinza, a charge of dynamite, and three

fire sirens could get through to him. The interior decor is somewhat severe and functional, but the color scheme of grease on white is unique.

This particular Sherman was powered by a hot-rodder's dream—a 500 horse V-8 of gigantic proportions manufactured by that old V-8 king, Henry Ford. The sergeant opened up the engine hatch and I eagerly peeked inside. What a mess! But it was a lot of engine. At first it looked like the inside of the Jaguar factory, but the sergeant insisted it all belonged to the Sherman. This raucous, hairy-chested power plant swills down a gallon of gas every 2000 feet (three gallons to a mile) and takes 50 gallons of oil at every change.

The gear box is a he-man affair standing knee-high to a tall giraffe. This heats up too hot for comfort and it is said you can fry a pedestrian on it, though we didn't have time to try it. Five forward speeds, with a top of 35 mph in fifth, and backed by its 500 hp, means that in first gear the Sherman is going to have its own way or else. We tried it out by nosing the tank gently against a cliff at the edge of town, revving the engine, and letting out the clutch. At first nothing happened, then she started clawing her way down into the ground. The cliff swayed. Now the town has a new parking area (as soon as the bull-dozers can clear out the rubble.)

Steering the Sherman is an experience I will never forget. My first try took me through a store, into a basement apartment, out again, into and over a Greyhound bus, but I soon got the knack of it. Two levers are used instead of the conventional steering wheel. Pull one lever and the right track, or tread, brakes throwing you to the right. Pull the other lever and there you are in the middle of a department store making a U-turn around the ladies-ready-to-wear. I turned the behemoth back to the sergeant. "She's a mite tricky," he said, "until you

get the feel of it."

The Sherman tank corners like it was on tracks. And it is. It is the only vehicle in the world which turns a corner in jumps. It picks itself up by its bogie wheels and plomps itself around like a hog-tied alligator.

The M-4 is definitely not for the average American driver, but for the man who wants the utmost in safety and durability, the Sherman will appeal. MG drivers particularly will appreciate the enjoyment to be had in parking in front of a massive sedan and backing up *fast*. It makes the Sherman's price tag of \$45,000 almost attractive. The driver who is getting traffic nerves from commuting, will find he can sit back, relax, and drive to work in a Sherman without a thought about the joker who is cutting in ahead of him. The Sherman merely makes his modern low, wide look even lower and wider. True, one cannot be first away at the green light—but at the red light one can crawl right on up and over to the front of the line again.

Despite its record breaking horsepower, the makers are not interested in power for power's sake. Like the other manufacturers, all they want to do is knock the block off the competition. We found the cannon most intriguing. In an emergency when you need that little bit extra to get you out of a tight spot, just step down on the treadle and the 76 millimeter will remove the tight spot entirely. It will also remove most of the money from your pocketbook, because replacement shells cost \$15 each. When not in use, a leather bootie is placed over the muzzle of the cannon, and it is customary to leave this in place during pleasure driving, removing it only to discourage such fair game as race course marshalls and movie stars.

Our single objection to the classic M-4 is the price tag. That \$45,000 (new) puts it out of the reach of any except the U.S. tax-payer.

TRI-STATE INVITATIONAL RALLY - AUGUST 29 AND 30

Members of the Detroit Region, SCCA, are cordially invited to participate in the 500 mile Tri-State Invitational Rally sponsored by the Northwestern Ohio Region, Sports Car Club of America, on August 29th and 30th. This event, for which we have enclosed entry blanks and other pertinent information, will be a straight forward time-distance event patterned after National SCCA Rally Regulations.

As it's name suggests, the Tri-State will loop into Ohio, Indiana and the rolling countryside of Michigan. There will be trophies for at least ten percent of the entries, team awards and marque awards. We are still working on details to make this event as interesting as we possibly can.

We hope that you will extend our invitation to your members in your next newsletter or at your next meeting. It will be our pleasure to welcome representatives from your club.

(Signed) Sincerely,

Richard D. Kaszynski,
Regional Executive.

P.S. Entry blanks can be obtained at our regular meeting or by calling Tom Hallock.

MARKET PLACE

FOR SALE - 1959 SAAB (GT) Many goodies - never wrecked - good ice run car - excellent heater - Asking \$2295, Call Dick Dittus.

FOR SALE - Going type Corvette with FI, cam and other equipment designed for good racing. Roll bar included. Call John Woodhouse, Jr.

FOR TRADE - Four MGA brake shoes - Would like to get four that will fit my MG TF. Call Tom Hallock.

MISCELLANY

Put-In-Bay Races in September have fallen flat. It seems that all the magnificent offers by the Put-in-Bay Chamber of Commerce were made by the president of that body without knowledge or permission of the rest of the people. PS. The Chamber of Commerce at Put-In-Bay has a new president.

A fire extinguisher from a competitor's car was borrowed by officials at the Haven Hill Climb. The embarrassed officials can't return it because we don't know whose it is. It will be at the August meeting.

Next month's issue of the Open Exhaust will have a picture story of Bill Bradley's Alfa Elva. An interesting story it makes. If you have a suggestion of what would make a good story for us to write up, please call us or mention it at a meeting.

Rich Lyeth's Lister Corvette seems to be progressing nicely after quite a few problems. Some of the problems must have been dam serious because we just learned that Duane Raymond, Rich's head mechanic, had a mild heart attack and is in the hospital. Glad to say that he is recovering nicely.

Ed Fuch's 3 litre Maserati was driven at a recent pro race on the east coast by one of the Rodriguez boys who brought it home 3rd overall and 1st in class running against some of the best cars in the US.

Rumor says that a Formula 2 Lotus will be coming into the Detroit area, as well as a Cooper Monaco. That should liven up the local scene a bit. How would you like to see those two cars storming up Haven Hill?

Anyone interested in putting an ad in this publication should call Jay Hammen or Tom Hallock or Dick Van Cleve for rates. Information is required by the 1st of the month for publication in that month.

Seen in Motorsport: *Armstrong 12*. Mass of spares mechanical electrical and body. Dirt cheap because wife threatened to leave if the lounge is not cleared. *Enthusiast* marrying 18th of July, wants sporting owner of Vintage Bentley to drive bride and groom from Church to reception.. *Alvis 12/50* to the first person who will give me 35 pounds sterling. I will donate to them my fine old English motor-car, in perfect order and guaranteed to last a lifetime if you're over 65. 1936 P.B.M.G. Black, original chrome includes brakedrums. Racing crank, etc. Reason for sale: impending middle age spread.

IS THERE A LAWYER IN THE HOUSE?

Believing that nobody ever reads a release before he signs it, Matt Glover, of the Narragansett Sports Car Club, decided to try a fake on entrants on a recent rally. Using the same form of the standard release and maintaining the same two opening and closing lines, he came up with the following:

I, the undersigned, being of lawful age, do for myself, my heirs, executors, and assigns hereby release remise, and forever discharge the Narragansett Sports Car Club, as I affix my signature to something I haven't read. This proves that I am off my rocker box, probably drunk as a booty owl, don't know my (Aston) from a hole in the ground, and can't tell a finnegan pin in a galloping rod from a turn key in a can of sardines. My car is not production, as it is milled, ported and relieved, blown, moth balls in the gas tank, and gasoline in my fire extinguisher for a hell of a joke, just in case. My old bald tires will cause an accident which may occur as a result of participating in any contest sponsored by the Narragansett Sports Car Club/or its co-sponsors.

This release contains the entire agreement between the parties hereto and the terms of the release are contractual and not a mere recital.

Witness my hand and seal at: BELKNAP, NEW HAMPSHIRE. This SEVENTH day of JUNE 1959.

And who so you think was the first to sign? The club's "legal eagle."

S P O R T S C A R C L U B O F A M E R I C A



D E T R O I T R E G I O N



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