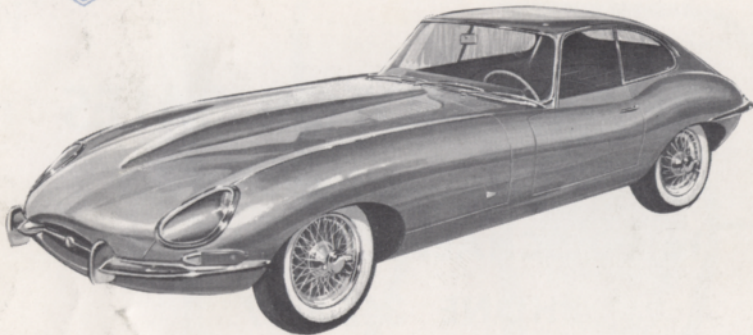


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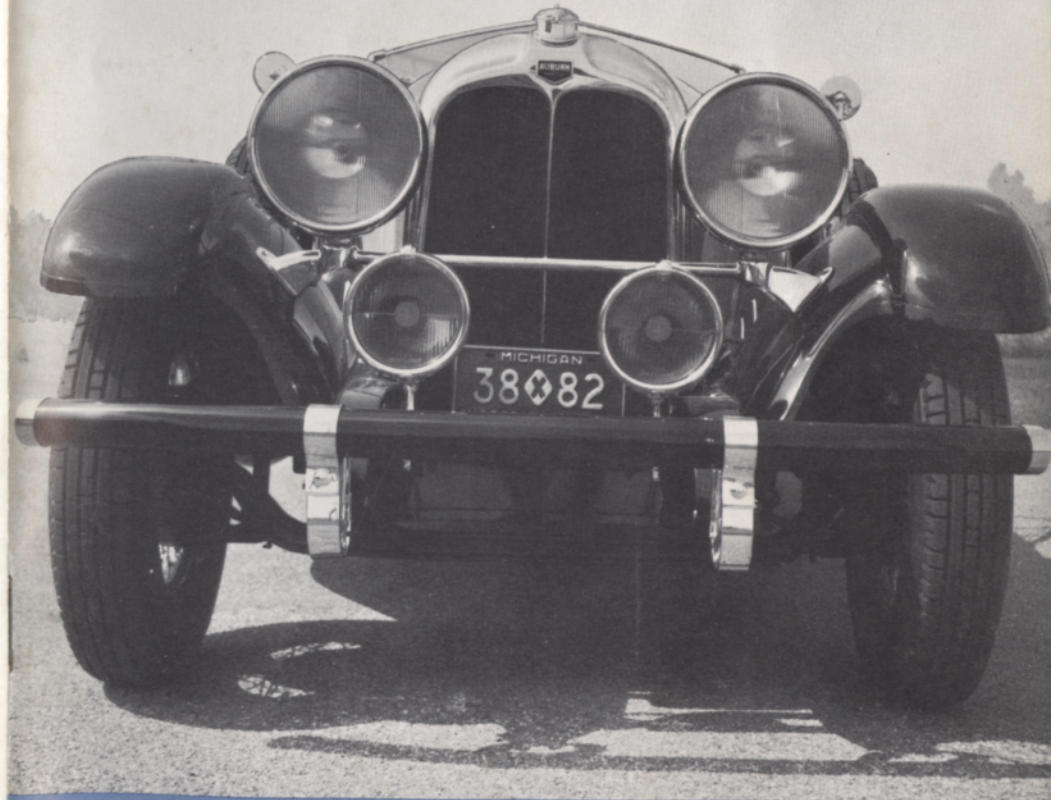
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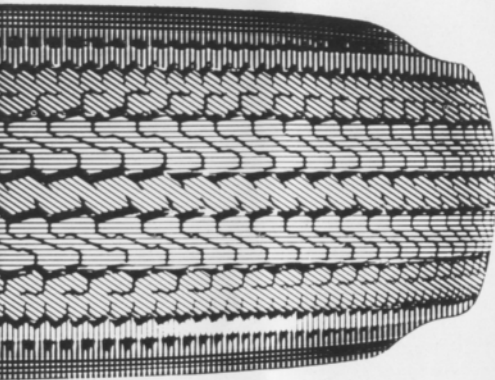
# WATERFORD HILLS digest

AUGUST 28 & 29, 1965/Price 25 cents



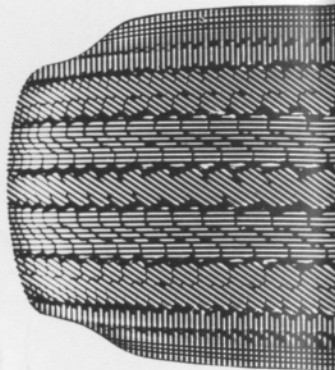
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Vol. 6 No. 4

August 28 & 29, 1965

# WHI digest



Bill Markley's

1929 Auburn Speedster.

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The Waterford Hills Digest is published by the Oakland County Sportsmen's Road Racing Corporation in conjunction with each major race at the Waterford Hills Road Course. Subscriptions are available at \$1.25 per year. Advertising rates available on request. Editorial contributions are welcomed; however, we are not responsible for the return of unsolicited material of any kind unless it is accompanied by a self-addressed stamped envelope. Address all communications to: Waterford Hills Digest, 19720 Gilchrist, Detroit, Michigan 48235. Phone: Area Code 313, 835-8573. Copyright © 1965 by Oakland County Sportsmen's Road Racing Corporation. Reproduction in any manner in whole or part without written permission prohibited. Litho in U.S.A.

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# THE INSIDE LINE



Wet doesn't begin to describe the last two events of the Midsummer Trophy Races weekend. The rain came down like there was no tomorrow, and the Timer's Stand acquired a three-inch carpeting of water that stayed put for over two weeks. The last two Feature races were delayed because of the weather, and were finally shortened to five- and ten-laps respectively.

Highlight of the weekend was the Sedan race, with Australian Allan Moffat leading the way in the Ford-owned, privately-entered and maintained Lotus Cortina. Moffat proceeded to break the class record by 2.2 seconds, establishing a new record of 1:25. (60.229 mph).

Best time of the weekend was turned by Glen Lyall in the C-Modified SCD Cadillac. Glen was the only driver in his class, so he couldn't "win", but he pushed his car to a new course record of 1:19.6, bettering Ken Nielsen's old record of 1:20.1 by .5 second. The new time averages out to 64.316 mph.

We'd be interested in hearing comments on our new system of color-marking cars running in the same class. Does this make for easier identification of the classes? Or does it just confuse the issue?

You'll notice a number of new drivers on the track this weekend, products of a mid-season Driver's School held August 20-21-22 at Waterford. These new enthusiasts will be entered in the Novice races on Saturday and in the Class races on Sunday. (Next Driver's School, for those of you interested in participating, will be held in April of next year.)

Look for the parade of vintage sports cars during the lunch break on Sunday, and a 3-lap "race" by these same cars just before the Feature races. This special event was organized by Fred Johnson, Course Physician.

# SPORTS CAR ACTIVITIES

## September

DATE	EVENT	CLUB	INFORMATION
September 1	Club Meeting	OCSRRC	835-8573
5	Gymkhana	CCM	WE 5-4100
6	Club Meeting	KSCC	KE 1-8597
9	Club Meeting	FMC	565-5257
9	Club Meeting	Ralligators	427-1821
11	Rally	FMC	565-5257
11-12	Weekend Event	MSCC	VE 8-6369
12	Gymkhana	SCCA	274-4032
12	Children's Rally	DTC	VE 7-5926
14	Club Meeting	MSCC	VE 8-6369
15	Club Meeting	DTC	VE 7-5926
16	Club Meeting	ECSCC	735-2870
19	Gymkhana	AROC	342-1150
19	Rally	DTC	VE 7-5926
20	Club Meeting	KSCC	KE 1-8597
21	Club Meeting	SCCA	274-4032
22	Club Meeting	CCM	WE 5-4100
23	Club Meeting	MGCC	KE 2-7374
24	Club Meeting	VWCD	PA 8-3959
25-26	Race	OCSRRC	835-8573
26	Rally	KSCC	KE 1-8597
28	Club Meeting	AROC	342-1150

Events listed are coordinated through the Detroit Council of Sports Car Clubs.  
For more information on the clubs see page 28.

### Fall Classics — September 25 & 26

Highlight of next month's races will be the Ed Lawrence Memorial Trophy Race for Modified cars, and the Detroit News Trophy Race for Production cars. These will be two of the Feature races on Sunday afternoon. The weekend's events will also decide the OCSRRC Point Champions for 1965. Don't miss the last race of the season at Waterford.

## 1965 RACE OFFICIALS

Race Coordinator  
Chief Steward  
Chief Starter  
Chief Timer  
Registrar  
Flags & Communications

Cliff Dickinson  
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Ed Houlehan  
Joan Voltmer  
Leota Dupont  
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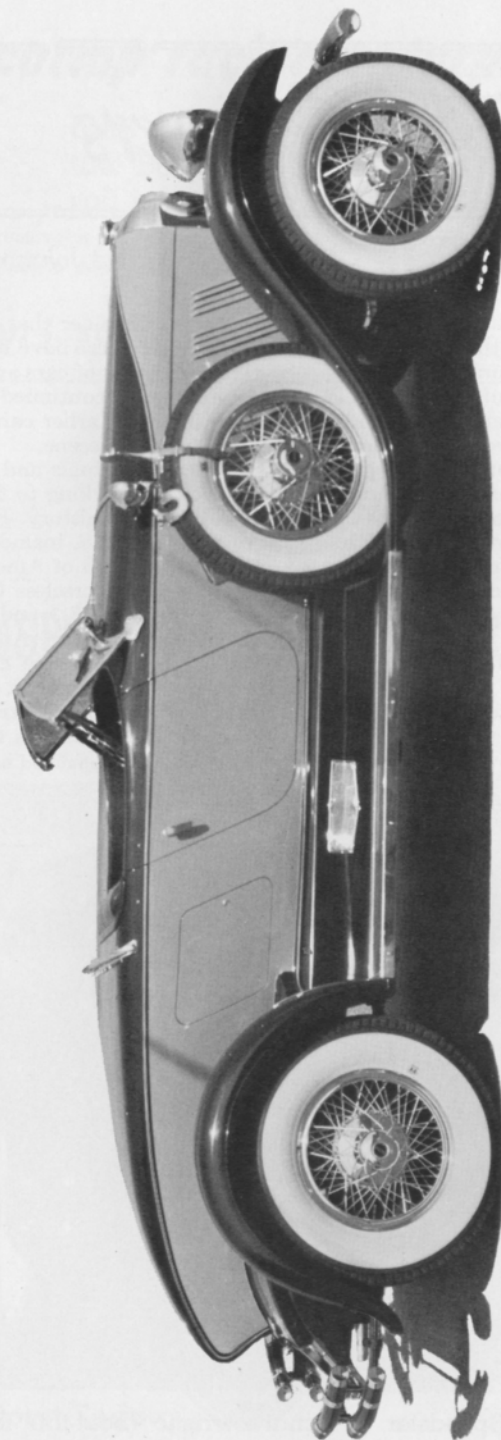
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1929 Auburn Speedster . . .

# The Restorers

by Fred Johnson

One area of all-consuming interest to many automobile enthusiasts is the collection and/or restoration of classic cars. This is a wonderful outlet for skills of many types: mechanical, electrical, upholstery, or woodworking (although this is no longer a major item in modern cars). Even the academic bent can be satisfied through the research necessary to locate a car or a part for a car. Each of these specialties is employed to some degree by the automobile restorer in his endeavor to recreate the original model.

It is interesting and absorbing work to find and restore an original piece of hardware. Unfortunately, many items have been lost in the passing years, and even entire cars have completely dis-

appeared. Consider that in the United States alone there have been over 3000 different makes of cars and trucks, and the number in continued production is small indeed. Earlier cars have simply faded from the scene.

Many individuals and organizations are actively working to fill in the gaps in automotive history. Some of these groups in the U.S. include the Antique Automobile Club of America (founded in 1935), the Horseless Carriage Club of America (1937), and the Veteran Motor Car Club of America (1939). The interests of these clubs vary according to the type of cars members own. The Horseless Carriage Club, for example, limits its cars to those made

(continued on page 23)



1929 Auburn Speedster . . . characteristic "boat-tail" back end

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1.11	73.46	1.21	63.21	1.31	56.26	1.41	50.69
1.12	72.44	1.22	62.44	1.32	55.65	1.42	50.16
1.13	71.44	1.23	61.68	1.33	55.05	1.43	49.71
1.14	70.48	1.24	60.95	1.34	54.47	1.44	49.23
1.15	69.54	1.25	60.23	1.35	53.89	1.45	48.76
1.16	68.63	1.26	59.53	1.36	53.33	1.46	48.30
1.17	67.75	1.27	58.85	1.37	52.78	1.47	47.85
1.18	65.61	1.28	58.18	1.38	52.24	1.48	47.41
1.19	64.78	1.29	57.53	1.39	51.72	1.49	46.97

The Waterford Hills Course is 1.4221 miles long (7,509 ft. center line of track). To determine the speed of any individual car, time it for one complete lap and read it off the speed from this table.

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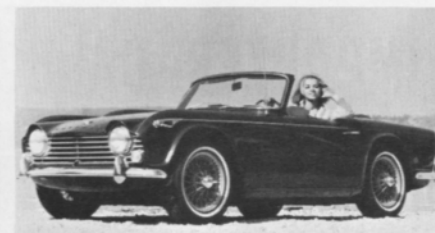
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## CLASS RECORDS

CLASS:	CAR	DRIVER	TIME	SPEED	DATE
<b>Production Sports:</b>					
A-P	AC Cobra	Tom Payne	1:22.2	62.206	5/64
B-P	Jaguar XKE	Joe Mulholland	1:24.5	60.587	5/64
C-P	Lotus Super 7	Ron Justice	1:24.9	60.301	5/65
D-P	GSM Delta	Don Grohs	1:27.8	58.309	9/64
E-P	Porsche S	Erhard Dahm	1:26.0	59.529	5/65
F-P	MG-A	Ray Brooks	1:27.7	58.376	9/64
G-P	Triumph Spitfire	Bob Clemens	1:27.8	58.309	7/65
H-P	A-H Sprite	Fred Salo	1:31.0	56.259	7/64
<b>Modified Sports:</b>					
C-M	SCD Cadillac	Glen Lyall	1:19.6	64.316	8/65**
D-M	Lotus 23-C	Glenn Baldwin	1:22.4	62.131	9/64
E-M	Porsche RS	Tom Payne	1:23.4	61.386	10/61
F-M	Lotus 23-B	Ed Cicotte	1:22.0	62.434	5/64
G-M	Lola	Pete Dawson	1:22.4	62.131	9/64
H-M	D. J. Special	Dave Johnson	1:26.8	58.981	7/65
<b>Formulae:</b>					
C-1 (Rear)	Lotus XX	Ken Nielsen	1:20.1	63.915	9/64
C-2 (Front)	Woodward DKW	Ken Woodward	1:23.0	61.681	9/64
Vee		Frank Cipelle	1:25.5	59.878	8/64
Libre		Jim Purcell	1:24.7	60.443	6/64
<b>Sedans:</b>					
S-1	Volkswagen	Jim Purcell	1:34.0	54.463	5/64
S-2	Volvo	George Blass	1:30.8	56.384	7/65
S-3	Austin Cooper S	Dick Brown	1:29.9	56.947	9/64
S-4	Lotus Cortina	Allan Moffat	1:25.0	60.230	8/65
S-M	VW Porsche	Erhard Dahm	1:29.5	57.202	5/63

\*\*Course Record

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Charlie in #17 Mini.

# Charles Davison

Charlie was born in Wiltshire, England, and grew up in an automotive atmosphere. His father was a tool-and-die maker who kept a garage on the side. By the age of 11, Charlie was grinding valves in his father's shop on Saturdays, and was an avid car and motorcycle enthusiast.

In 1921 the Davison family moved to Canada, living in Oshawa for four years, then moved to Walkerville. Charlie completed his education and training in mechanical illustrating, and went to work in Detroit in 1925, commuting from Walkerville.

In 1928 Charlie moved to Detroit, and that year he married Caroline, a native Detroitier whose parents were English.

Seventeen years went by before Charlie renewed his interest in sports cars. In 1948 he answered a newspaper ad offering membership in the newly-formed Sports Car Club of America, Detroit Region. He joined, bought an Austin A-40, and entered gymkhanas and rallies, the first in the Detroit area.

The following year Charlie went to the second race at Walkins Glen (it was run through the streets in those days). He was standing behind a hay bale when Dave Garroway spun out in his Jaguar SS 100, hit the hay bale, and stalled. When he restarted the car and drove off, the squeal of the tires and the roar of the engine convinced Charlie that that was the car for him.

He bought one through an ad in the British Motor magazine and had it delivered by haulaway from New York. When it arrived, it was far from the immaculate vehicle the seller had claimed, but it was still an SS 100,

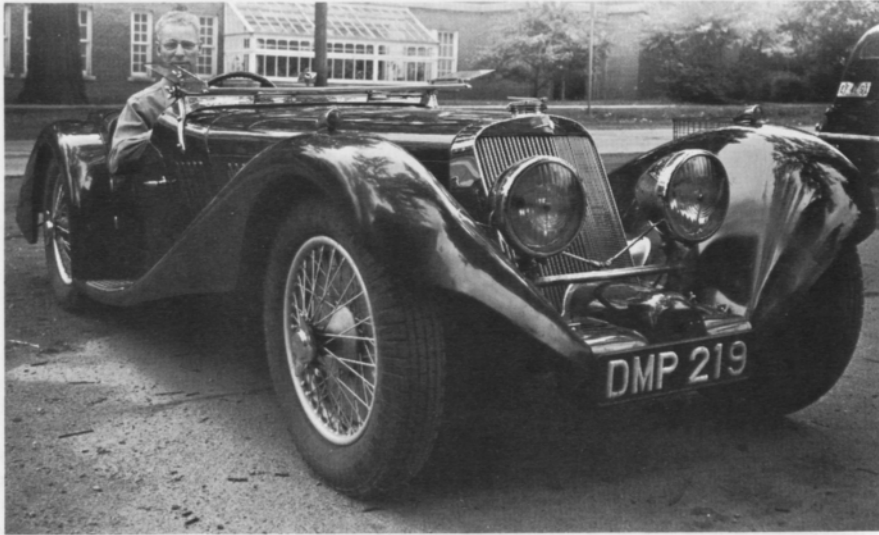
and Charlie set about the work of restoring and rebuilding it. When it was ready, he went rallying in it.

About this time Charlie was president of the local region of SCCA, and received information on the various events in the area. An invitation came from the British Empire Motor Club to participate in a Canadian race, so Charlie gave himself a driving test and issued himself a license. He bought tires from Sears Roebuck (in those days any type of tire was permitted as long as it fit the wheel), and went racing.

Charlie had never been near an airport course before, and didn't even know how to downshift properly: promptly spun out. When race time came, however, he was gridded behind two Jaguar XK 120s. And when the flag dropped, he accelerated out between them to take the early lead. The faster 120 swapped places with Charlie five times in every lap; the 120 was faster on the straights, Charlie was quicker through the corners. Unfortunately, the course ended in a long straight stretch, and the 120 won out.

That fall, Charlie entered the car in the race at the Glen. Halfway to the event he lost a couple of rod bearings, left the car in a field, and went to the race as a spectator. When he returned to pick up the Jaguar, there was a note on the windscreen from a fellow in Chicago who wanted to buy the car. Charlie asked a stiff price, the fellow paid it, and Charlie bought a Simca 8 sports, which he kept for a year.





The infamous Squire.

The next car was the infamous Squire. This car was, to Charlie, the ideal classic sports car. He saw it advertised in the British Motor magazine, and wrote to England offering to buy it. The seller wrote back that the price had gone up; the new price was firm until Charlie agreed to pay that price. Again the amount went up. The car was finally sold for \$3000 delivered to New York.

The car was shipped, and Charlie flew to New York to pick it up. He had to push it off the dock, since there was no gas in the car, and none allowed on the dock. Dock hands were not permitted to help. He pushed it out into traffic, against a red light, and finally into a gas station, where he met with indifference. With gas in the tank, he tried to start the Squire. After hand-cranking it (the battery was low), the car started up, wheezing and puffing like a steam engine. It didn't sound the least bit like the Grand Prix car Charlie had expected. (After all, it had a twin cam, high performance, high compression, super-charged 1.5 litre engine!)

Charlie drove off toward Detroit, avoiding the expressways. It had been raining, and the first puddle he went

through brought another problem to light: the water hit the hot exhaust pipe, and steam came pouring up through cracks in the floorboards, filling the cockpit and fogging the windshield from the inside.

The car was built for a small person, and Charlie, being over six feet tall, had to tuck his knees up under the instrument panel. His leg, which was pressed tight against the transmission, was slowly cooking; there was oil all over his good suit. To complete the picture, it rained torrents, the rag top leaked buckets, and, in the middle of the night on a lonely road he began to lose a fender.

Charlie stopped in a motel that night and got up feeling better. He got into the car, tore off, and was promptly pinched for speeding. Later, he ran out of gas. He was ready to give the car away.

Frequent phone calls to Detroit let the family know that Charlie was still on his way. Bill Green (who Charlie had met when the former had a Vauxhall with plugged fuel lines which Charlie helped fix) had organized a welcoming party, and even brought some champagne. The hours dragged on, and the party got tired and went

(Continued on Page 21)

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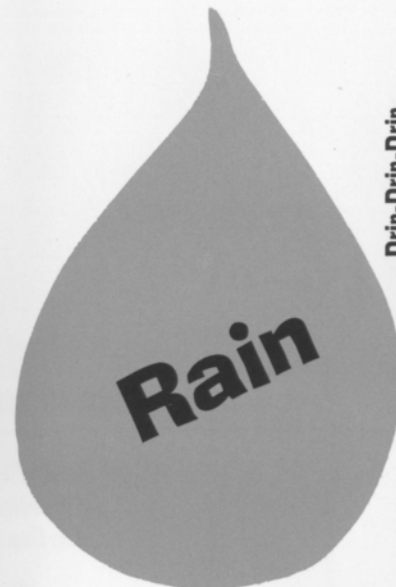
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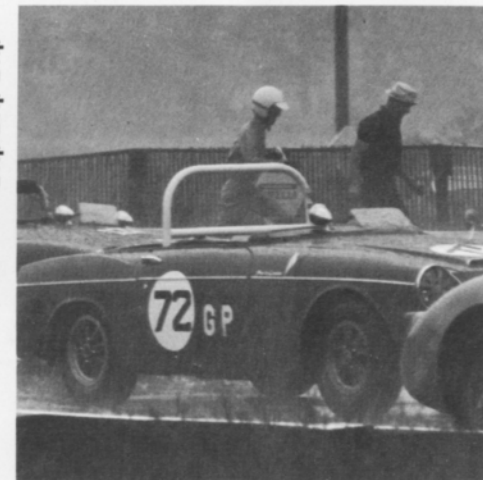
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Splash

Puddle



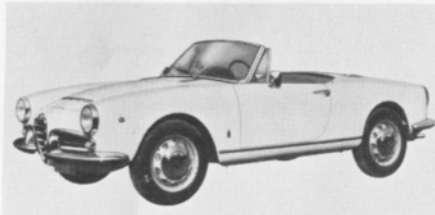
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## Flags and Communications

There are seven flag stations located around the Waterford Hills Road Course. The Turn Marshals who man these stations are charged with the safety control of the races being run here today. Each station is linked by a telephone system to the Start/Finish line, and it is through this communication system that the flag stations maintain a constant contact with the Race Officials at the Start/Finish line.

The flag stations are manned by a crew of at least three trained flag personnel, who are responsible for the portion of the course in their immediate vicinity. The crew includes one person in charge of telephone communications, who relays information and instructions from the Start/Finish line to the flagmen. He (or she) also reports infractions or unusual track conditions, recording these reports in a log book. The other two flagmen watch for unusual conditions on the course, and signal the drivers of track conditions ahead by means of the various flags.

The following flags are used at Waterford:

**White:** One minute until the start of the race.

**Green** (or no flag): Course is clear.

**Yellow** (stationary): Take care, danger, no passing.

**Yellow** (waving): Great danger, be prepared to stop, no passing.

**Red:** Stop immediately, clear the course as well as circumstances permit; the race has been stopped.

**Blue with Diagonal Yellow Stripe** (motionless): Another competitor is following you closely.

**Blue with Diagonal Yellow Stripe** (waving): A faster competitor is coming up fast behind you.

**Yellow with Red Stripes:** Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look down at the track surface.

**Black** (sloppy or dangerous driving): Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

**Black with Orange Ball** (Meatball black flag): There is something mechanically wrong with your car. Proceed to your pits at reduced speed.

**Checkered:** You have finished the race (or practice session). Complete one "cool-off" lap at reduced speed before entering the pits.



(Continued)

home. When Charlie arrived at midnight, all that was left was the champagne.

Parts for the Squire were not easy to come by. The company had been sold to an old Britisher who operated out of his garage. His prices were extremely high, but Charlie ordered \$400 worth of parts, and sat back to await delivery. After a number of cables, a personal inquiry by a friend who went to England on business, and a transatlantic phone call, the parts arrived—better than six months later.

Charlie made many parts himself on his metal lathe, and did most of his own painting, repair and re-enforcing work on the car. In the three or four years he spent restoring and rebuilding the car, he entered it in several races, including one at the Fairgrounds.

The Squire shed oil in the old British tradition, and made so much noise that on a trip home from work one day a cabbie pulled up next to Charlie at a light and asked, in all seriousness, "What's the matter with it?"

Charlie sold the Squire eventually, and bought a Lancia GT coupe from

General Motors. He tried racing the new car, but it was too heavy and had too little power. During this time, he also pitted for racing friends, and did corner work at the Glen.

In 1962 Charlie joined OCSRRC, and was immediately put to work policing the spectator gate. He then graduated to the Paddock gate, and in 1963 took over the Publicity chores. That spring he went through Driver's School in a Porsche, and later in the season began to race a brand-new Mini (Austin Cooper S). He is currently head of the Publicity committee, and still races the Mini.

Racing has become a family hobby with the Davisons in recent months. Son Eric has a GSM Delta, which he began racing this year. Son Mark is chief pit crew member, mechanic, and morale booster for both drivers. Caroline (who used to rally with Charlie) and Eric's wife Mary are avid enthusiasts. (Daughters Lynn and Gail remain uninvolved.)

Future plans? "I'll stay right here. In case you don't know it, Waterford is a paradise on wheels for sports car enthusiasts."



Charlie (right) and sons Eric (left) and Mark discuss Delta problems.



Larry Naar's



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(continued from page 7)

prior to 1916. Activities vary, too, and may include rallies, concours, or family events.

Vintage cars are classed by age or type; 'Antique' indicates cars built before 1929, 'Production' describes those built after 1930, and 'Classic' means any car more than 15 years old. In Britain, where vintage cars appear more frequently on the public roads, the periods are differentiated thus: 'Veteran', through 1904; 'Edwardian', 1905 through 1916; 'Vintage', 1919 through 1930. There are also categories for the Historic Racing Cars and the Post-Vintage Thoroughbreds. Within each classification there are sub-groups of specialized interest in a certain make or model, such as the Rolls Royce Owners Club.

The recreation of vintage cars can be a tremendous task, involving vast outlays of time or money or both. Building up a Bugatti to its original pristine, delicate precision from a rusted, twisted frame and pitted, corroded engine block, sans body, sans wiring, sans wheels, often seems to be an impossible job. But it is done, and done well, by amateurs learning crafts as they go and farming out the really impossible parts, and also by a very few professional restoration shops. How it gets done depends on the owner, his abilities, and his pocketbook. A set of

four wheels for a classic, for example, may cost \$1500, if they can be found. If not available, they must be made to the original specifications, and of the original materials.

Wooden frames must be made, aluminum hammered out, magnesium machined or cast, tufted red leather upholstery cut, sewn, tacked in place, electrical fittings and wiring done (and of the correct antiquity, if possible); much correspondence and tracing of people who may have, or have knowledge of, a necessary part. All of these activities are part of the restoration of a vintage automobile. These projects can consume a lot of time, especially considering that they are, for the most part, hobbies.

Some people, who are not able to pursue so large a project as a complete car, choose lesser objects in which to specialize: lights, crests, horns, brochures (sometimes a fine source of specifications), tiny models, and so on. One can name any aspect of the whole, and there will exist some collector, or an expert who may not collect, but who is an authority.

Experts have been at work on the collection of vintage sports, touring, and racing cars which make their appearance at Waterford this weekend. These automobiles, which represent many dollars and hours and hours of painstaking work, are truly works of art.

.. by two.



.. by two . . .



Two . . .



## BIG TIME AUTORACING

**ELKHART LAKE, Wisconsin, Sept. 12th, 10:15 a.m.-4:45 p.m.**

The "Road America 500" will see the U.S. Road Racing Champion crowned after a series of twelve grueling races on tracks throughout the United States. A measure of endurance as well as speed, with pit stops taking on added importance in this long grind.

**RIVERSIDE, California, October 31st, 4:15-7:15 p.m.**

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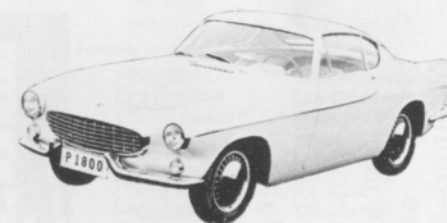
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# RACE RESULTS

## Midsummer Trophy Races

### SATURDAY, JULY 31

#### Race 1: F-G-H-Production

1 FP	Jerry Tobin	Sunbeam Alpine
1 GP	Bob Clemens	TR Spitfire
1 HP	Tom Varner	A-H Sprite

#### Race 2: Ladies' Race

1 overall	Juanita Henderson	Sunbeam Tiger
2 overall	Alice Hibbard	Corvette
3 overall	Andrea VonHagen	MG-A

#### Race 3: Modified

1 GM	Pete Dawson	Lola
1 HM	Dave Johnson	D. J. Special

#### Race 4: Sedans

1 Sed. 4	Allan Moffat	Lotus Cortina
1 Sed. 2&3	Hugh Gordon	Cortina GT
1 Sed. 1	Paul Susalla	Volkswagen

#### Race 5: A-B-C-D-E-Production

1 A&BP	Paul Sonda	Corvette
1 CP	Barrett Wayburn	Lotus Super 7
1 DP	Bill Clawson	GSM Delta

#### Race 6: Formula

1 F.C	Ken Nielsen	Lotus 20
1 F.Vee	Lowell Blossom	Londergan Vee

#### Race 7: Novice F-G-H-Production & Sedans

1 F&GP	Bob Miller	Sunbeam Alpine
2 F&GP	Eric Davison	GSM Delta
3 F&GP	Dave Backer	MG Midget
1 HP	Dick Harms	A-H Sprite.
1 Sed. 1	Jim Roan	Saab
2 Sed. 1	Bill Semeniuk	Volkswagen

#### Race 8: Novice A-B-C-D-E-Production & Modified

1 DP	Ivor LeGros	MG-B
1 EP	Helmut Leukert	Porsche

### SUNDAY, AUGUST 1

#### Race 1: G-H-Production

1 GP	Don Watson	Datsun
2 GP	Bob Clemens	TR Spitfire
3 GP	Ralph Yeckley	A-H Sprite
1 HP	Tom Varner	A-H Sprite
2 HP	Bill Larson	A-H Sprite
3 HP	Bob Mynek	A-H Sprite

#### Race 2: Formula

1 F.C	Ken Nielsen	Lotus 20
1 F.Vee	Jim Purcell	Formula Vee
2 F.Vee	Lowell Blossom	Londergan Vee
3 F.Vee	Larry Wilhelm	Londergan Vee
4 F.Vee	Frank Cipelle	Formula Vee

#### Race 3: Sedans

1 Sed. 4	Allan Moffat	Lotus Cortina
1 Sed. 3	Hugh Gordon	Cortina GT
1 Sed. 2	George Blass	Volvo
2 Sed. 2	Bob Zimmerman	Mini Cooper
1 Sed. 1	Larry Naar	Volkswagen
2 Sed. 1	Pete Korwin	Volkswagen
3 Sed. 1	Paul Susalla	Volkswagen

#### Race 4: Modified

1 FM	Pino Morrani	Osca
1 GM	Pete Dawson	Lola
2 GM	Bill Barber	Lotus II
1 HM	Dave Johnson	D. J. Special
2 HM	Paul Coffield	Saab Special
3 HM	Ed O'Keefe	Martin T-5

#### Race 5: E-F-Production

1 EP	Pete Hutchinson	Porsche
2 EP	Helmut Leukert	Porsche
3 EP	Gib Hufstader	Austin Healey
1 FP	Jerry Tobin	Sunbeam Alpine
2 FP	Bill Petree	Sunbeam Alpine
3 FP	John Pierce	MG-A
4 FP	Ron Reeves	TR-3

#### Race 6: A-B-C-D-Production

1 AP	Paul Sonda	Corvette
1 BP	Russ Dejaiffe	Corvette
1 CP	Ron Justice	Lotus Super 7
1 DP	Bill Clawson	GSM Delta
2 DP	Don Munoz	MG-B
3 DP	Ivor LeGros	MG-B

#### Race 7: Formula Feature

1 overall	Ken Nielsen	Lotus 20
2 overall	Larry Wilhelm	Londergan Vee
3 overall	Lowell Blossom	Londergan Vee
4 overall	Ken Woodward	Woodward DKW

#### Race 8: Small Production & Sedan Feature

1 overall	Jarvis Wickes	A-H Sprite
2 overall	Allan Moffat	Lotus Cortina
3 overall	Don Parish	MG Midget
4 overall	Don Watson	Datsun

#### Race 9: Large Production & Modified Feature

1 overall	Pete Hutchinson	Porsche
2 overall	Paul Sonda	Corvette
3 overall	Dennis Waszkiewicz	Corvette
4 overall	Pete Dawson	Lola

## Ford Motorsports Club

This group is made up of mostly Ford employees, although 15% non-employees are allowed to join. The club holds gymkhanas, rallies, time trials, concours, and social events. Annual dues are \$6.00. Meetings are on the second Thursday of the month at 8:00 p.m. at the Ford Central Office Bldg., Southfield & Michigan. Additional information is available from Director of Membership, Box 296 M.O., Dearborn, Michigan. Phone 565-5257.

## Corvette Club of Michigan

Anyone with a driver's license and a corvette may join this club, which holds gymkhanas, rallies, road races, drags, and social events, regularly. Dues are \$8.00 per year. Meetings are held on the fourth Wednesday of the month at 8:00 p.m. at Dawson Taylor Chevrolet Corvette Center, 9711 Grand River at Livernois, Detroit. Further information is available from Ralph or Phyllis Henning, 12292 Ward, Detroit. WE 5-4100.

## Sports Car Club of America, Detroit Region

An interest in sports cars and the motorsport are the only requirements for this club. Dues are \$13.50 for the national organization, and \$8.00 for the local group, which sponsors races, driver's schools, rallies, gymkhanas, and ice runs. Meetings are on the 3rd Tuesday of the month at 8 p.m., Bonnie Brook Golf Club, Telegraph S. of 8 Mile. Information: Mrs. "Rusty" Fitts, 27166 Coleen Ct., Dearborn Hts., phone 274-4032.

## Alfa Romeo Owners Club

Gymkhanas, Rallies, and Social activities are the highlights of the Alfa Club. Membership requirements? An active interest in the sport. Annual dues are \$5.00 per year, or \$6.00 per couple. Meetings are held on the fourth Tuesday of the month at Amato's Restaurant, 6926 Wyoming, Detroit. For additional information contact John Mrsan at 342-1150.

# Detroit Council of Sports Car Clubs

The rapid growth of motoring as a sport since 1950 has led to the formation of many sports car clubs in the Detroit area. These clubs, which share a common interest in active motor sport participation, banded together in 1960 to form the Detroit Council of Sports Car Clubs.

The Council is comprised of two representatives from each member club, and serves primarily as a clearing house for information to be passed along to the more than 1500 members of the club represented.

The Council also serves as a means by which the individual clubs can join together in projects of mutual interest. Through joint the clubs were able to

bring Stirling Moss to Detroit in 1961. In 1964 the Council sponsored a four-day trip to Nassau during Speed Week, and a second eight-day trip is scheduled for 1965.

It also coordinates motor sport event in the area in order to minimize conflicts in scheduling.

The Council is still young, but it has already contributed much to the enjoyment and furtherance of the motor sport locally. Future plans include European trips for the major races, and sponsorship of local races. Through the cooperation of its member clubs, the Council has and will continue to stimulate greater interest in motorsports.

## Essex County Sports Car Club

This club is open to anyone interested in the motor sport. Activities include rallies, gymkhanas, time trials, and ice runs. Dues are \$10.00 annually. Meetings are held on the third Thursday of the month at 8:00 p.m. at the Jefferson Ave. Community Centre, Sandwich East. For information contact Bill Brewer, 12722 Keith Ave., Tecumseh, Ontario. Phone 735-2870.

## Keynote Sports Car Club

This club is open to all persons interested in sports cars and motor sports. Group activities include gymkhanas, rallies, road races, and flagging. Club teams participate in all types of events. Annual dues are \$5.00; meetings are held at Amato's Restaurant, 6926 Wyoming, Detroit, at 8:30 p.m., on the first and third Monday of each month. For further information call Howard Willson, KE 1-8597.

## Michigan Sports Car Club

You must own a sports or foreign car to be a full member of this club (others are associate members). Club activities include rallies, gymkhanas, and ice runs. Annual dues are \$12.50, which includes a club badge. Monthly meetings are held on the second Tuesday of the month, at 8:00 p.m., at Northland Center, Meeting Room B. Information is available from Larry Lawrence, 13533 Rutherford, Detroit. Phone VE 8-6369.

## MG Car Club, Detroit Centre

Gymkhana, Rally and Racing Teams from this group compete throughout the area. Two-thirds of the members must be MG owners or have an interest in BMC, and all must be over 21. Dues are \$11.50, 2/extra if the wife joins. Meetings are on the fourth Thursday at the Botsford Inn, Grand River nr. 8 Mile. Call Hugh Laird, KE 2-7374 for further information.

## Detroit Triumph Club

A marque group for Triumph owners only, the DTC sponsors rallies, gymkhanas, autocrosses, and social events, regularly. Meetings are held on the third Wednesday of the month, at 8:00 p.m., at Amato's Restaurant, 6926 Wyoming, Detroit. Annual dues are \$6.00 per year (initiation fee is \$15.00). Further information is available from Mrs. Kay Budesky, 14910 Lesure, Detroit. Phone VE 7-5926.

## Ralligators

As the name implies, this is a club for rally enthusiasts. The only membership requirement is an active interest in this type of motorsport, since this is the only type of activity offered. Annual dues are \$7.50. Meetings are held on the second Thursday of each month, at 8:00 p.m., at Amato's Restaurant, 6926 Wyoming, Detroit. For further information call Fred Bienke, 427-1821.

## Oakland County Sportsmen's Road Racing Club

Activities of the OCSRRC center around road racing and the training of drivers and flag and timing personnel. The club is open to anyone interested; annual dues are \$5.00 for the Road Racing Club, \$10.00 for the OCSC (which men must also join), plus initiation fees. Club facilities include a 1.5 mile road course, ¼ midget oval, rifle and archery ranges, skeet range, picnicking and camping areas. Meetings are held on the first Wed. of the month, at the clubhouse, at 8:30 p.m. Call Ray Kempton, 644-2534 for additional information.

## Volkswagen Club of Detroit

This group plans rallies, gymkhanas, and a trip to Europe every 18 months. Membership is open to anyone interested, dues are \$8.50 (initiation), \$5.00 per year. (Associate members may join for \$2.50). Meeting night is the last Friday of the month at the Warren Valley Golf Club, Warren & Beech-Daly Rd. at 8:30. Information is available from Emily Bowyer, PA 8-3959.



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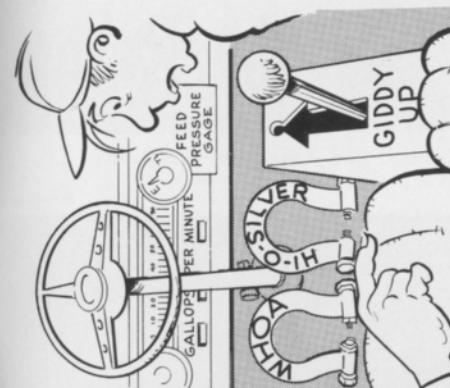


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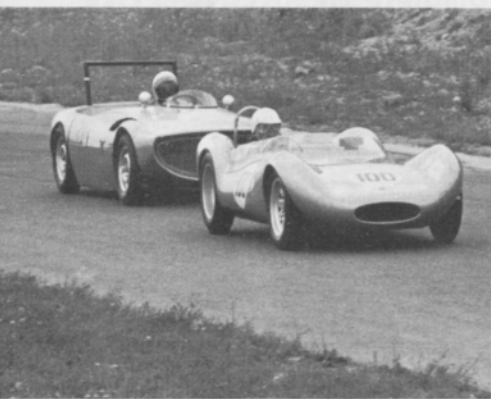
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Hey, Gib, you don't have to give Pete the whole road!

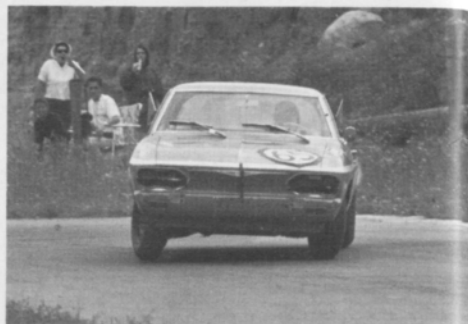


Cliff Dickinson's Special looks like it's about ready to gobble up Ed O'Keefe in the Martin T-5.



# Midsummer Trophy Races

All Photos by Al Rizzo



What makes Eichstaedt run like this . . .



. . . and like this?



It's Allan Moffet in his Lotus Cortina. Moffet trounced the hot Corvairs of Eichstaedt and Thompson to win the Sedan race, and knock 2.2 seconds off the class record.



Chief Timer Joan Voltmer takes her son's flag around on Ken Nielsen's victory lap.



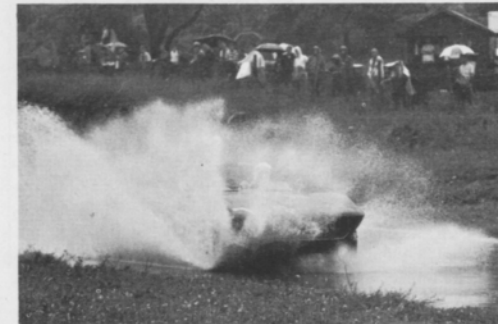
Looks like Jim Purcell has carried his de-cambering a bit too far!



Larry Wilhelm hopes his nose hasn't changed its shape as he gets dangerously close to Ken Woodward.



Paul Sonda is spectacular whether it's dry . . .



. . . or terribly wet. Whew!



The Small Production and Sedan Feature starts off in a tremendous downpour.

Don Cameron spins directly in front of Dick Hansen. No, the flag didn't hit, but it was close!





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"Production" Sports Cars (i.e., cars not designed primarily for racing) are grouped in classes according to their racing performance. This system of classing makes driver skill rather than car performance the primary factor in winning races.

**CLASS A:** Abarth Simca 2000; AC Cobra 289 & 427; Corvette 327; Ferrari GTO; Griffith 200; Porsche 904; Sting Ray 327 & 396.

**CLASS B:** Aston-Martin DB 5; Corvette 283; Ferrari Lusso, 250 GT & 2 + 2; Jaguar XKE 3.8 & 4.2; Mercedes Benz 300 SL; Shelby American Mustang; Sunbeam Tiger.

**CLASS C:** Alfa Romeo TZ; Elva 1800; Ginetta 1500; Lotus Elan; Lotus Super 7; Morgan Super Sport; Osca 1600 GT; Porsche Carrera 1500 & 1600; Porsche 2000 GS; Simca Abarth 1300; TVR 1800 & Climax.

**CLASS D:** AC Ace Bristol; Alfa Romeo Giulia Spider Veloce; Alfa Romeo 2600; Alfa Romeo 1600 Sprint GT & Speciale; Arnolt Bristol; Austin-Healey 3000; Daimler SP250; Elva Mk. IV Ford; Fairthorpe Electron; Fiat-Abarth 1000 dohc; Ginetta G4-1000; GSM Delta; Jaguar XK 120, 140, 150, 3.4, & 3.8; Lotus Elite; Marcos GT; MG-B; Porsche 911; Speedwell Sprite; TR-4; Turner Climax; Turner 1500; TVR 1622; WSM.

**CLASS E:** Alfa Romeo 1300 Sprint Speciale, 1300 Super, 1600 Standard; Alpine A-110; Austin-Healey 100-4, 100-6; Elva 1622; Fairthorpe Minor 948; Lotus 7 & 7A; Morgan Plus 4 & 4/4 Mk. V; Porsche Super 90 & 356C-SC; Porsche 356 A, B, C, 1500, 1600, Renault Alpine A-108; Sabra.

**CLASS F:** Alfa Romeo 1300 Standard; Fiat-Abarth 700, 750 dohc; Fiat-Abarth 1000 Pushrod; Mercedes-Benz 230-SL; MGA Twin Cam; MGA 1500, 1600; Sunbeam Alpine; TR-3, TR-2; Turner 950S; Volvo P-1800.

**CLASS G:** Austin-Healey Sprite 948 Mk. I (options) & Mk. II; Austin-Healey Sprite 1100; Datsun SPL 310-U; DP 851, 954; Fiat 1500 dohc, 1500 Cabriolet; Honda S600; MG Midget 948 & 1100; Morgan 4/4 Mk. IV;

Porsche 1300; Rene Bonnet CRB-1; Spitfire.  
**CLASS H:** Austin-Healey Sprite 948 Mk. I; Fiat-Abarth 850-S, 750-GT; Fiat 1200 Spider; MG TC, TD, TF 1250; MG TF 1500.

**MODIFIED SPORTS CARS**

"Modified" Sports Cars (i.e., sports cars designed specifically for racing, and "Production" cars that have been modified for racing) are grouped according to engine size.

**CLASS C:** Over 3000 cc (over 183 cu. in.); **CLASS D:** 2000 to 3000 cc (122 to 183 cu. in.); **CLASS E:** 1600 to 2000 cc (97½ to 122 cu. in.); **CLASS F:** 1150 to 1600 cc (67 to 97½ cu. in.); **CLASS G:** 850 to 1150 cc (46 to 67 cu. in.); **CLASS H:** under 850 cc (under 46 cu. in.).

**FORMULA CARS**

**Formula "C":** A class of single seat, open-wheel racing cars using engines from small imported sedans (under 67 cu. in.). Two classes are run: Formula C-1, Rear-Engine; Formula C-2, Front-Engine.

**Formula Vee:** A type of Formula "C" using Volkswagen components.

**Formula Libre:** "Anything goes" type of Formula Car.

**SEDANS**

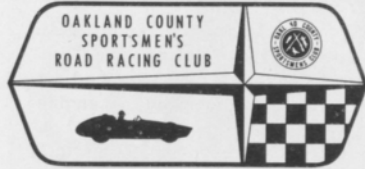
Four classes of Sedans are run, the cars being grouped by performance potential. **CLASS I:** Renault, VW 1200, Simca 1000 & 1300, BMW 700, Mini Minor 850, Saab Standard, Ford Anglia, Fiat 600, 850, 1200 & 1300, Opel Kadette, Hillman Imp, Hillman Minx, VW Ghia 1200.

**CLASS II:** Mini Cooper 1000, Volvo 1600, Saab GT, Fiat 750 Abarth Derivation, MG 1100, VW 1500, Renault 1093, Ford Cortina, BMW 700S, Mustang Six 170 & 200 cu. in., American 4- & 6-cylinder compacts (up to 200 cubic inches, 110" wheelbase, and 3500 pounds).

**CLASS III:** Volvo B-1800, Mini Cooper S 1000 & 1100, Ford Cortina GT, BMW 1800 TI, Jaguar 3.4, Mustang 260 & 289 (2-barrel carb.), Renault D8 Gordini, Corvair, Valiant, Alfa TI, American V-8 compacts less high-performance options (up to 300 cu. in., 110" wheelbase, 3500 pounds).

**CLASS IV:** Mustang 289 with 4-barrel carb., 289 high-performance, 289 with weber options; Mini Cooper S 1300, Ford Cortina Lotus, Fiat Abarth T.O., 1965 Corvair Spyder 180 hp with high-performance options, BMW TISA, Fiat Abarth OT 1600 (up to 300 cu. in., 110" wheelbase, 3500 pounds).

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# PORSCHE

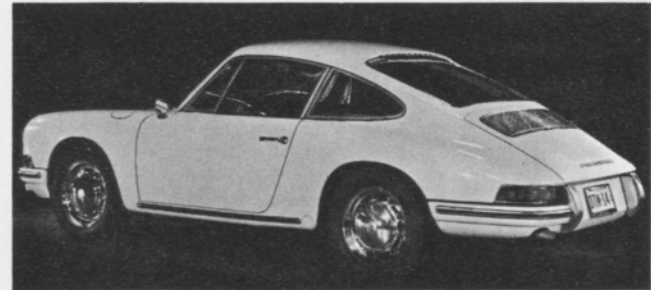


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