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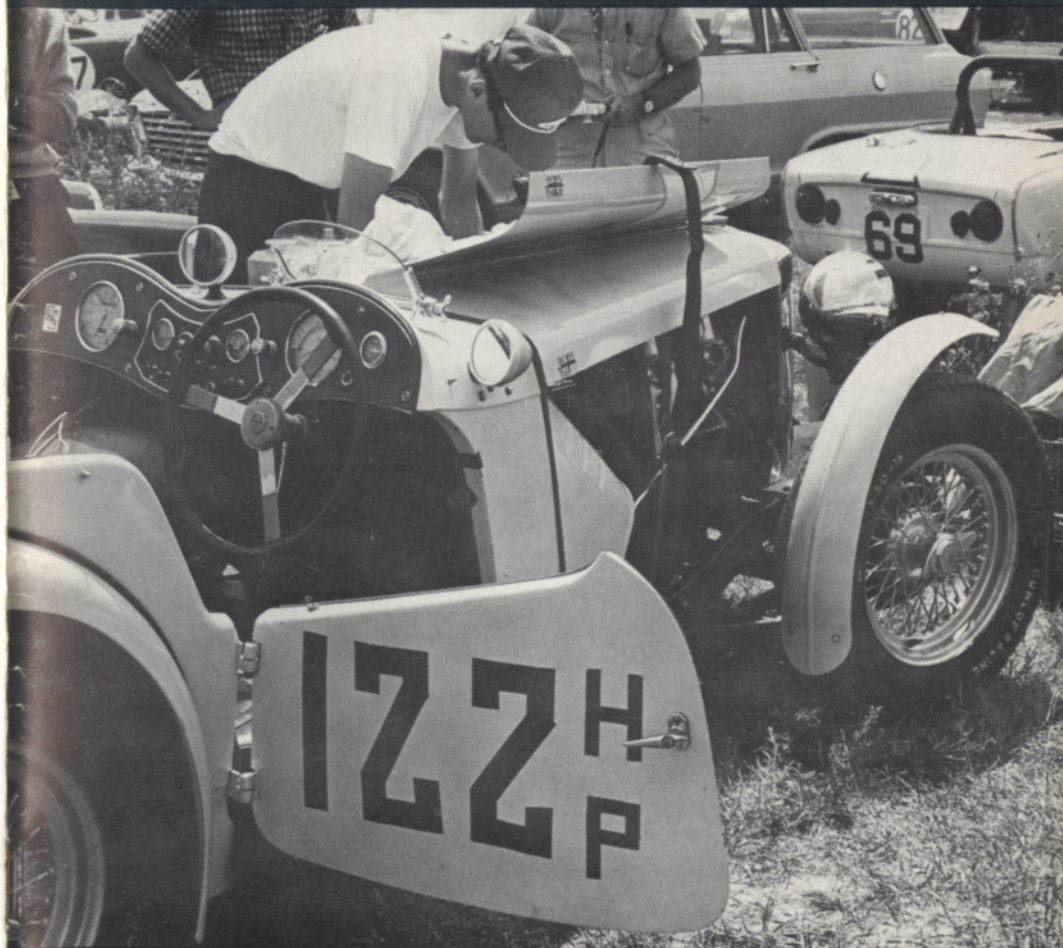
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WATERFORD HILLS digest

August 1966/25c



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Vol. 7, No. 4

August 1966

WH digest



Bizer Photo

Chris Gahman's immaculate restored-to-original-racing-condition MG-TC.

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THE INSIDE LINE



It's time for the second annual Vintage Car event at Waterford, and we're anticipating a number of immaculate pre-war vehicles. Since we were unable to find out just which cars were coming before we went to press, we decided to feature Chris Gahman's beautiful 1948 MG-TC as the car of the month. This marque has the distinction of being the first racing car brought to the States after World War II in quantity.

The potentially worst accident we've had at Waterford had an ironic twist: In July's Small Production Feature Race Bob Clemens spun his Triumph Spitfire at the Start/Finish line, smashed into the guard rail. Before the car had stopped moving he cracked his (fortunately) helmeted head against the roll bar hard enough to knock himself out. For several terrifying moments everyone was sure he had broken his neck, but once he was installed on a stretcher, he came to and moved enough to let the worriers know he was still alive. The verdict was a minor whiplash, and although Bob stayed home to recuperate on Monday, he was back at work Tuesday feeling pretty good. The ironic twist: one of Bob's pit crew members broke two fingers jumping over the fence to come to the rescue, which meant he was carted off to the hospital too!

New faces and duties at the Digest: Mary Beth Pletcher, wife of Sprite-Pilot Doug Pletcher, and a licensed Turn Marshall, has very kindly taken over the office work for us, which means that bills and books will be going out on time, for a change. Ed Fischer, who started the Digest back in 1959 and has performed every chore possible, has become ridiculously busy at his regular job, so production duties have been assumed by long-suffering staff photographer Al Bizer. Thanks, you guys, for all your help and moral support.

SPORTS CAR ACTIVITIES

September

DATE	EVENT	CLUB	INFORMATION
Sept. 4	Speedkhana	CCM	LU 2-8657
5	Speedkhana	HVCC	482-4362
5	Club Meeting	KSCC	KE 1-8597
7	CLUB MEETING	OCSRRC	644-2534
8	Club Meeting	RALLIGATORS	294-0942
8	Club Meeting	FMC	565-5257
10-11	Weekend Rally & Gymkhana	FMC	537-1048
10-11	Weekend Rally	MSCC	772-6064
13	Club Meeting	MSCC	869-8789
15	Club Meeting	ECSCC	735-2870
17	Rally	ECSCC	UN 3-5193
18	Gymkhana	VWCD	728-3959
18	Town & Country Rally	DTC	GL 3-7038
18	Gymkhana	SCCA	549-2385
19	Club Meeting	KSCC	KE 1-8597
20	Club Meeting	SCCA	644-2534
21	Club Meeting	DTC	VE 7-5926
22	Club Meeting	MGCC	626-2485
24	Rally	KSCC	836-7629
24-25	FALL CLASSICS RACES	OCSRRC	644-2534
27	Club Meeting	AROC	422-6771
28	Club Meeting	CCM	WE 5-4100
30	Club Meeting	VWCD	PA 8-3959

For up-to-date information on sports car activities, see the Motor Sports page in the Saturday Detroit News. For further information on the clubs, see page 24.

1966 RACE OFFICIALS

Race Coordinator	Mike O'Reilly	Technical Inspector	Bill Baugh
Chief Steward	Dan MacDonald	Course Marshall	Stan Gorman
Chief Starter	Ed Houlehan	Paddock Marshall	Bob Gustafson
Chief Timer	Joan Voltmer	Registrar	Leota Dupont
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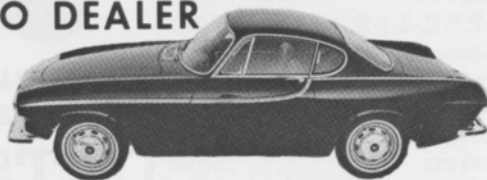
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TC: Gahman



Bizer Photo

Have you noticed a certain reverence in tone when a sports car buff speaks of the MG-TC? Before the war there weren't any sports cars in the States to speak of; after World War II the TC was one of the first cars to be brought into the country in any quantity. So although in England the TC is just another old car, in the States it is looked upon as the beginning of road racing.

Tom Gahman was one of the original buffs in the Detroit area, an early member of SCCA, and a founder of the MG Car Club. He bought his first MG-TD in 1952, kept it for a few years, running in gymkhanas, speed events, and other MGCC activities. He had always wanted a TC, and when the opportunity presented itself, he bought one. Then, realizing that two MGs were really too many he decided to sell one. He offered both cars for sale, and ended up selling both in one weekend.

The TC love lingered and it wasn't long before Tom bought another—this one a beautiful chocolate brown, immaculately restored. He kept this car for only a few months; then the restoration bug hit him and he sold the car and bought another

that a fellow had set about restoring but never completed. The seller's wife was annoyed with all the car parts scattered about the garage and she was well pleased when Tom offered to trade cars with her husband.

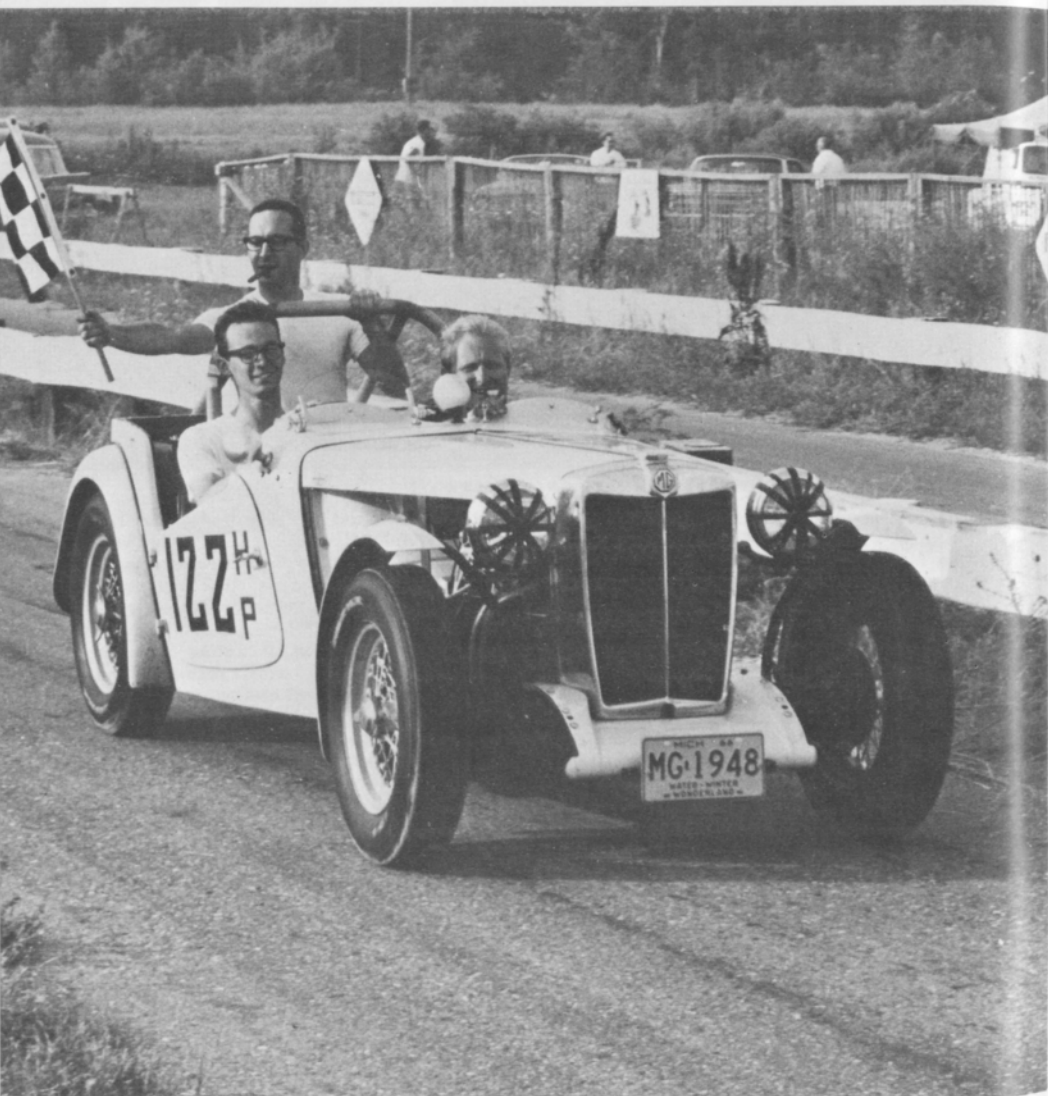
After several weeks of sorting over the pieces, Tom set to work restoring the 1948 TC. He spent well over a year on the car, taking great pains to restore it to the original trim, complete with 19" chromed wheels and real leather wheel covers. He even got the last set of original Dunlop tires with the original tread pattern. In 1956 he entered the car in a concours, won first place and best in show. He ran the car in gymkhanas, speed trials, other MGCC events.

During these restorative years Tom's son Chris was developing a love for sports cars, particularly for the MGs. In 1956 he talked Tom into buying a totaled TC, and they set about putting the car in running condition. After a couple of years they sold the car for \$200 and a mint-condition TD. The fellow who bought the TC drove it a little, and left it out in the rain a lot. Two years later, when he broke his leg

and couldn't afford the hospital bills, he offered the car back to Chris in exchange for payment of the \$200 bill.

Chris accepted the offer, pleased to have the car back, and resumed the pleasure of driving it. Unfortunately, the rain had done no good and much harm to the car, and after a couple of weeks on the road, the rotted wood gave way. A hard bump, and the main body structure dropped into Chris's lap. Chris decided to replace the wood.) One thing led to

another, and it wasn't long before the partial repair job turned into a total restoration project, with Chris hunting down parts all over the country. After two years the job was finally completed, the car restored to the original racing trim—as raced from the factory in 1946-49. The car, also a 1948 model, was painted to match Tom's TC, and the two appeared as a team at several events. (The license plates reflect the team spirit: Tom runs TC 1948, Chris carries MG 1948.)



Bizer Photo

The car was painted yellow, the family color, and therein lies another story: In the early days of sports car activities in the area, Tom Gahman and Harold Lance formed a close friendship, and entered many events together. Their cars were the TDs, with the Lance car painted red, the Gahman car yellow. When they bought Lotus Super Sevens (the first in the country), they kept the colors; the cars are seen in competition regularly at Waterford. (The Lance car was sold to Glen Lyall, who made regional championship in the car; then to father-and-son racers Dick and Greg Johnstone. The Gahman car went first to Ernie Pomeroy, then to Don Grohs, who campaigns very successfully under number 55.) In keeping with the tradition, Tom's TC is yellow, Harold's current Lotus is red. Chris runs his yellow TC in H-Production, while Harold's oldest boy, Jeff, campaigns a red MG Midget in G-Production. As the second generation of a sort of partnership, the two younger enthusiasts are considering selling out and buying a pair of Lotus Sevens, which they would race in E-Production.

Chris Gahman always wanted to race, ever since he was 12 and first involved with the MG Car Club. He'd attended nearly every race at Waterford since the course was built, and pitted for friends. He had entered every type of sports car event short of racing, and his wife Mari-lena, also a racing nut, ran her Sprite in gymkhanas. This year Chris decided that since he had the TC he might as well do something with it, and attended the May Driver's School, obtained an MGCC license, and started to race.

The TC is the oldest car competing at Waterford, possibly the oldest in competition in the States. It isn't really a race car any more, not competitive against other H-Production cars since there are no options available for it. Who ever heard of a limited slip or an anti-sway bar for a TC? The original parts are harshly stressed in racing, and even the new parts don't hold up too well. The car must be thoroughly checked after every race, and replacement parts installed wherever there might be a problem. It is necessary to anticipate the obscure things that might go wrong, then stockpile parts that other drivers don't have to worry about. Chris admits that there is no Utopian car to race, but believes there must be one that is easier on the pocket book.

Chris is a firm believer in the old school method of racing: drive the car to the races, make minor adjustments for racing, then convert the car back to street trim, and drive it home. He uses his car for pleasure driving, rarely drives it to work because the old suit-and-tie business suffers a bit in transit (no weather protection). A salesman for a food broker, Chris lives in Royal Oak with his wife and new son, Timothy Clark. After reflecting on the newest "TC" in the family, Chris allows as how he can't really part with his car, will have to will it to his son at the appropriate time.

Future thoughts: Chris might like to race elsewhere, probably won't until he gets another car. If he does get a Lotus, he would like to spend another year just at Waterford. He says that if Waterford were all the budget would allow, he would be more than happy.

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1:10	74.50	1:20	64.00	1:30	56.89	1:40	51.20
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 Road 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 off the speed from this table.

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CLASS:	CAR	DRIVER	TIME	SPEED	DATE
Production Sports:					
A-P	AC Cobra	Tom Payne	1:22.2	62.206	5/64
B-P	Jaguar XK-E	Joe Mulholland	1:24.5	60.587	5/64
C-P	Lotus Super 7	Ron Justice	1:23.9	61.020	8/65
D-P	GSM Delta	Bill Clawson	1:26.7	59.049	8/65
E-P	Porsche S	Erhard Dahm	1:26.0	59.529	5/65
F-P	Sunbeam Alpine	Al Costner	1:26.8	58.968	7/66
G-P	Triumph Spitfire	Bob Clemens	1:25.7	59.738	7/66
H-P	A-H Sprite	Tom Varner	1:30.0	56.884	7/66
Modified Sports:					
C-M	SCD Mk. 3	Glen Lyall	1:19.6	64.316	7/65
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	1:26.0	59.529	9/65
Formula:					
C-1 (Rear)	Lotus XX	Ken Nielsen	1:19.4	64.478	8/65**
C-2 (Front)	Woodward DKW	Ken Woodward	1:23.0	61.681	9/64
Vee	Londergan Vee	Frank Cipelle	1:25.5	59.878	8/64
Libre	Lotus XX	Ken Nielsen	1:23.2	61.533	8/65
Sedans:					
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	Volvo	George Blass	1:29.4	57.266	8/65
S-4	Lotus Cortina	Allan Moffat	1:25.0	60.230	7/65
S-M	VW Porsche	Erhard Dahm	1:29.5	57.202	5/63

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H-Mod/ F.Vee Event



H-Mod Drivers' Meeting



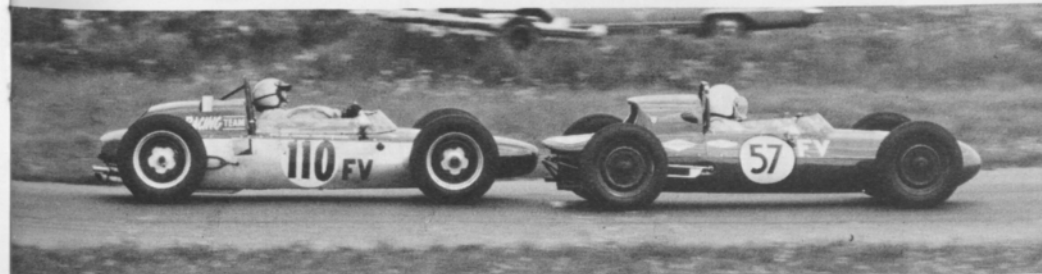
Ed Houlehan shows the green flag to the H-Mod lineup.



Jerry Hoover (#11) leads Joe Dugan (#41), Richard Smith (#4), and Frank Costey (#21)



Paul Coffield, PC Special



A close race: Chuck Bartlebaugh (#110) pushed Bob Griffiths for several laps, finally passed on the last lap.

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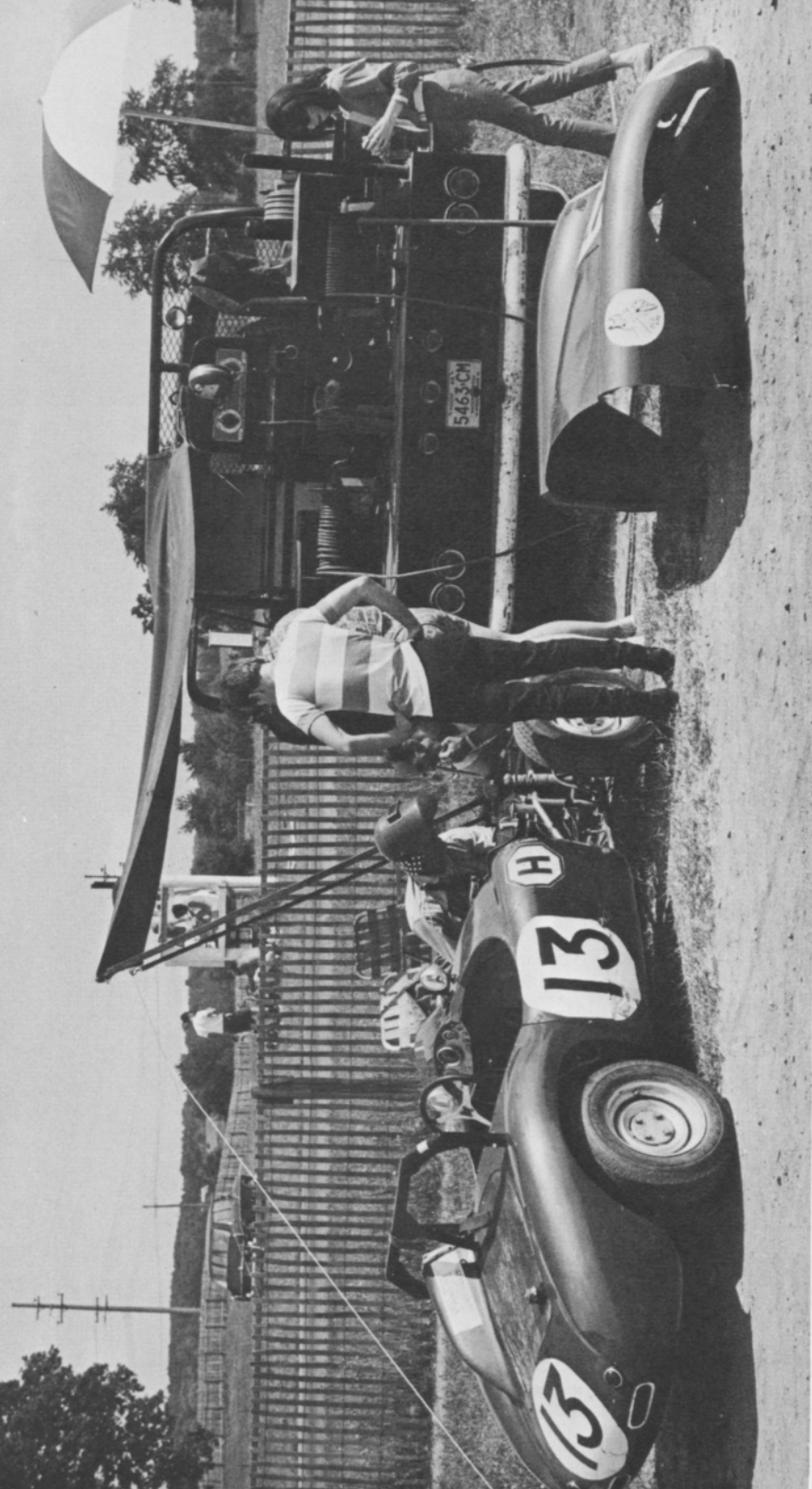
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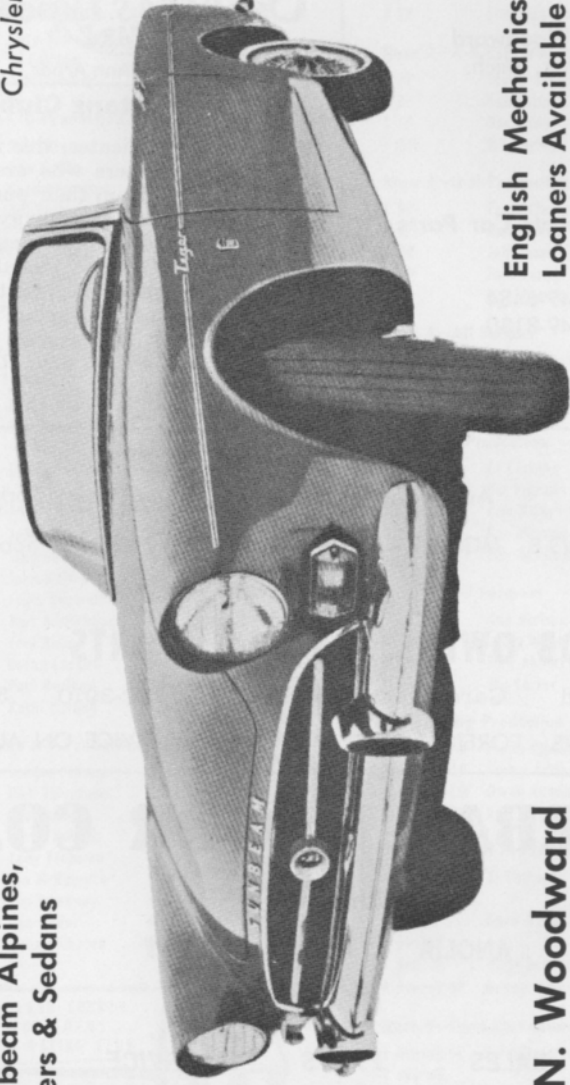
Vic Todia, #13 Devin Saab, got a quick welding job from Tom Dunn, went back out to win his race (everyone else broke!).

Bizer Photo

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RACE RESULTS

Midsummer Trophy Races

SATURDAY, JULY 23, 1966

Race 1—H-Production & Sedans

1 HP	Tom Varner	Austin-Healey Sprite
1 Sed. 4	Don Eichstaedt	Corvair
1 Sed. 1	Larry Naar	Volkswagen

Race 2—E-F-G Production

1 EP	Gary Van Camp	Porsche
1 FP	Al Costner	Sunbeam Alpine
1 GP	Bob Clemens	Triumph Spitfire

Race 3—A-B-C-D-Production & All Modified

1 BP	Bob Acton	Mustang 350 GT
1 CP	Don Grohs	Lotus Super 7
1 DP	Gordy Harrison	GSM Delta
1 G&HM	Bill Barber	Lotus 11

Race 4—Ladies' Race

1 AP	Mary Swindell	Corvette
1 F&GP	Carol Clemens	Triumph Spitfire
1 EP&S2&S3	Kathi Burban	Cortina
1 HP&S1	Rita Harms	Austin-Healey Sprite

Race 5—All Formula

1 F.C	Ken Nielsen	Lotus 20
1 F.Vee	Jim Purcell	Lynx Vee
1 F.Vee (Novice)	Stu Carter	FormCar

Race 6—Novice G-H-Production & Sedans

1 GP	Jeff Lance	MG Midget
2 GP	Stan Denek	Triumph Spitfire
3 GP	John Kelley	Austin-Healey Sprite
1 HP	Chris Gahman	MG-TC
2 HP	Bart Bartlebaugh	Austin-Healey Sprite
3 HP	Tom Bailey	Austin-Healey Sprite
1 Sed. 1	Bernd Leckow	NSU
2 Sed. 1	Paul Norland	Volkswagen
1 Sed. 2-3-4	Kathi Burban	Cortina

Race 7—Novice A-F-Production & All Modified

1 B&CP	Sandra Schaap	Corvette
2 B&CP	Dick Johnstone	Lotus Super 7
3 B&CP	Les Talcott	Corvette
1 D&EP	Frank Kahlich	Porsche
2 D&EP	Tony Francion	Alfa
3 D&EP	Joe McNamara	Porsche
1 FP	Tim Sweeney	MG-A
2 FP	Ron Poller	MG-A
1 Mod.	Doug Shierson	Elva Mk. 6

SUNDAY, JULY 24, 1966

Race 1—D-E-Production

1 DP	Gordy Harrison	GSM Delta
2 DP	Bob Rozsnyai	Triumph TR-4
3 DP	Jim Branam	MG-B
1 EP	Gary Van Camp	Porsche
2 EP	Tony Francion	Alfa

Race 2—A-B-C-Production & All Modified

1 AP	Scotty Addison	AC Cobra
1 BP	Bob Acton	Mustang 350 GT
1 CP	Don Grohs	Lotus Super 7
1 GM	Bill Barber	Lotus 11

Race 3—G-H-Production

1 GP	Carol Clemens	Triumph Spitfire
2 GP	Randy West	Triumph Spitfire
3 GP	Jeff Lance	MG Midget
1 HP	Tom Varner	Austin-Healey Sprite
2 HP	Dick Harms	Austin-Healey Sprite

Race 4—All Sedans

1 Sed. 4	Don Eichstaedt	Corvair
1 Sed. 3	Bob Gordon	Cortina
1 Sed. 1	Larry Naar	Volkswagen

Race 5—F-Production

1 FP	Al Costner	Sunbeam Alpine
2 FP	Bill Petree	Sunbeam Alpine
3 FP	Bob Miller	Sunbeam Alpine
4 FP	Ron Reeves	Triumph TR-3
5 FP	Eric Davison	GSM Delta

Race 6—All Formula

1 FC	Ken Nielsen	Lotus 20
1 F.Vee	Larry Wilhelm	Londergan Vee
2 F.Vee	Tom Abbott	Vanguard Vee
3 F.Vee	Stu Carter	FormCar

Race 7—Big Production & Modified Feature

1 overall-FM	Frank Cipelle	Clark Londergan
2 overall-AP	Scotty Addison	AC Cobra
3 overall-CM	Owen Russell	Russell Ford
4 overall-CP	Ron Justice	Lotus Super 7

Race 8—Small Production & Sedan Feature

1 overall-FP	Al Costner	Sunbeam Alpine
2 overall		
Sed. 4	Gene Henderson	Lotus Cortina
3 overall		
Sed. 3	Hugh Gordon	Cortina
4 overall-GP	Randy West	Triumph Spitfire

Race 9—Formula Feature

1 overall-FC	John Grames	Woodward DKW
2 overall		
F. Vee	Larry Wilhelm	Londergan Vee
3 overall		
F. Vee	Stu Carter	FormCar



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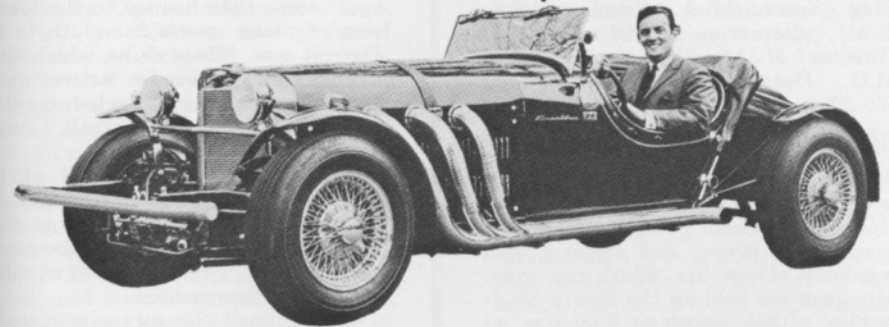
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Bizer Photo

Randy West beat Bob Clemens in June, but in the July issue we ignored him. Here he is getting a personal trophy before taking his victory lap.

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MIDSUMMER TROPHY RACES-JULY

All Photos by Bizer



Scotty Addison acknowledges the checkered flag with his good arm. Scotty made good after a two-month rest-and-recuperation period following a traffic accident in May. He managed to win two class races overall, and placed second in the Feature race.

Frank Kahlich, Porsche, passes Tim Sweeney in Skeet House.

Bob Gustafson kicks up his heels going around Cal Gleason.



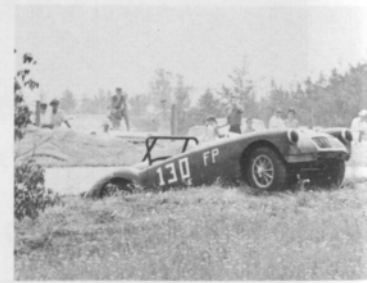
Unlikely class, likely winner: Kathi Burban, #136 Cortina, won first honors in Class E-P and Sedan 2 & 3 in the Ladies' Race.



Bernd Leckow (#119) dogged Jim Callison lap after lap . . . finally passed when Callison overcooked it.



Ken Nielsen, John Grames, Bob Clemens



Giving up? Ron Poller (#130) parked



his car before Bill Petree came bombing by.



John Grames takes the Formula "C" win.



Al Costner: new face, new winner, new F-P class record: 1:26.8.



Paul Susalla (#9) and Larry Naar tour the course side by side.



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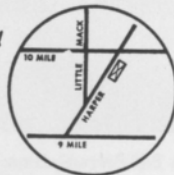


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OCSRRC RACING CLASSES

PRODUCTION SPORTS CARS

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

CLASS A: Abarth Simca 2000, AC Cobra 289 & 427, Ferrari 250 GTO, Griffith 200, Porsche GTS/904, Sting Ray 396 & 427.

CLASS B: Aston Martin DB4, DB4 GT, DB4 GT Zagato; Mustang 350 GT, Corvette 283 & 327; Ferrari Lusso, 250 GT, 275 GTB, & 2+2; Jaguar XK-E 3.8 & 4.2; Lotus Elan, Mercedes-Benz 300 SL; Sting Ray 327; Sunbeam Tiger.

CLASS C: Abarth Simca 1300, Alfa Romeo Giulia T.Z., Elva Courier Mk. III 1800 & Mk. IV 1800, Ginetta G4-1500, Lotus Super 7, Morgan Super Sport, Osca 1600 GT, Porsche Carrera 1500 & 1600, Porsche 356C/2000 GS, TVR Mk. III 1800 & Climax.

CLASS D: AC Ace Bristol; Aceca Bristol; Alfa Romeo Giulia Spider Veloce, 2600 Sprint & Spider, Giulia 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 1000; MG-B; Porsche 911; Speedwell Sprite SGT 2A, SGT 2B; Triumph TR-4A, TR-4A (IRS), TR-4; Turner Climax & 1500; TVR Mk. III 1622; WSM GT. Yenko Stinger

CLASS E: Alfa Romeo Giulietta Sprint Speciale & Zagato, Super Sprint & Spider, Giulia-Sprint and Spider; Alpine A-110; Austin-Healey 100-4 & 100-6; Elva Courier Mk. I, II, III 1622, Mk. IV 1622; Fairthorpe Minor; Lotus 7 & 7A; Morgan Plus 4 & 4/4 Mk. V; Porsche 356B Super 90, 356C/1600 SC, 356 A, B, C 1500 & 1600, 912; Renault Alpine A-180-1000; Sabra Sport.

CLASS F: Alfa Romeo Giulietta Sprint and Spider; Datsun SPL 311; Fiat-Abarth 700, 750 dohc, 1000 Monomille; Glas GT 1300; Mercedes-Benz 230 SL; MGA Twin Cam, 1500, 1600, 1622; Sunbeam Alpine Mk. I, II, III, IV, Harrington, & Series V; Triumph

TR-3, TR-2; Turner 950S; Volvo P1800.

CLASS G: Austin-Healey Sprite Mk. I, Mk. II, 1100, & AN-8 1100; Datsun SPL 310-U; DB HBR5 851, 954; Fiat 1500 Spider dohc & Cabriolet; Honda S600; Matra-Bonnet MB8S Djet 5 & 5S; MG Midget 948, 1100, & AN 3 1100; Morgan 4/4 Mk. IV; Porsche 356, 356A 1300; Rene Bonnet CRB/1; Triumph Spitfire & Mk. II.

CLASS H: Austin-Healey Sprite Mk. I; Fiat-Abarth 850/S, 750 GT, 750 MM; Fiat 1200 Spider; MG TC, TD, TF 1250, TF 1500.

MODIFIED or SPORTS RACING 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

Four classes of single seat, open-wheel racing cars classed by size and/or type of engine: **FORMULA A:** 1100 to 3000 cc; **FORMULA B:** 1100 to 1600 cc; **FORMULA C:** under 1100 cc; **FORMULA VEE:** based on standard Volkswagen 1192 cc sedan components.

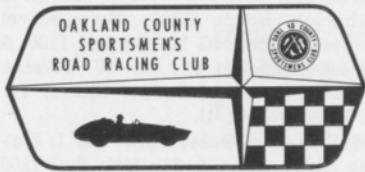
SEDANS

Four classes of Sedans are run, the cars being grouped by performance potential. **CLASS I:** Anglia 997; BMW-700 697; Fiat 600D, 750, 850, 1100, 1300; Hillman Imp 875; Mini-Minor 848; Opel Kadette 1078; MG 1100; NSU-1000L 996, Renault Dauphine & R8 1108; Saab Std. 750 & 850; Simca 994, 1290; VW 1192.

CLASS II: Alfa Giulia-1300 1290; Anglia 1198; Fiat-Abarth 850TC 847; Mini-Cooper 997; NSU-1000TT 1085; NSU-1000LS 996; Renault R8 Gordini 1108; Saab 750, 850 Sport; VW 1285, 1493, 1584; Volvo 1600. **CLASS III:** Alfa TI-1600; BMW-TI; Ford Cortina GT; Corvair Monza (without Turbo-charger) 2376, 2687; Valiant 2786; Triumph-2000 1998; Mini-Cooper C 1071, 970; Volvo-1800; Sunbeam & Hillman 1750.

CLASS IV: Alfa TI Super-1600 & GTA; BMW TISA; Lotus Cortina; Mini-Cooper S-1300; Corvair Corsa; Sedans over 180 cu. in. with maximums of 300 cu. in., 110" wheel base, and over 3500 lbs.

WATERFORD HILLS

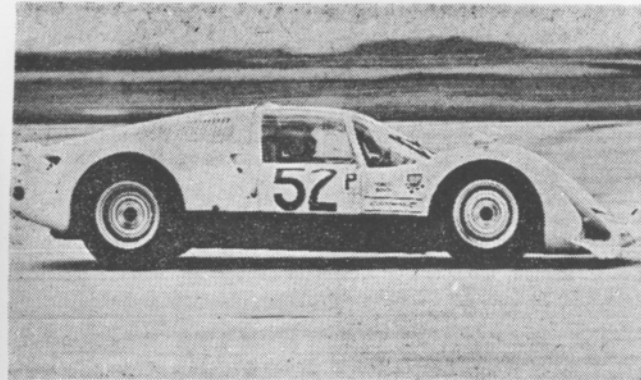


A 1.5 MILE ASPHALT ROAD COURSE AT WATERFORD, MICH



THIS IS THE SEBRING STORY THE HEADLINES DIDN'T TELL

In their enthusiasm for the 1-2-3 finish of the Fords in the recent Sebring Auto Race, most newspapers and magazines failed to point out these significant facts about the results of the 12-hour classic:



Porsche Carrera 6 outraced every car in its class and many bigger at Sebring

1. Sebring is actually several races in one. In addition to competing for the overall championship, big cars compete against big cars, small cars against small cars.

2. The victorious Fords have 7010-cubic-centimeter engines. The Porsche that finished 4th and the Porsches that finished 6th, 7th and 8th have engines under 2000 cubic centimeters.

3. The 4th-finishing Porsche beat every car in its class. And, despite its small size, it beat every car in the race except the three Fords. Among the cars defeated by the Porsche were all the Ferraris, the Chevrolet Stingrays, the Jaguars, and all the Fords except the front-finishing trio.

4. 1966 Sebring, a race so punishing that only 30 of the 64 starters were able to finish, offers additional evidence that the Porsche is truly the giant-killer among cars.

Summaries of 1966 Sebring Auto Race:

PLACE	CAR	ENGINE SIZE (cc)
1	Ford Roadster XI	7010
2	Ford MK II	7010
3	Ford GT 40	4727
4	Porsche Carrera 6	1991
5	Ferrari Dino 206-s	1996
6	Porsche Carrera 6	1991
7	Porsche 904	1966
8	Porsche Carrera 6	1991
9	Chevrolet Stingray	6997
10	Ford Cobra	7010

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