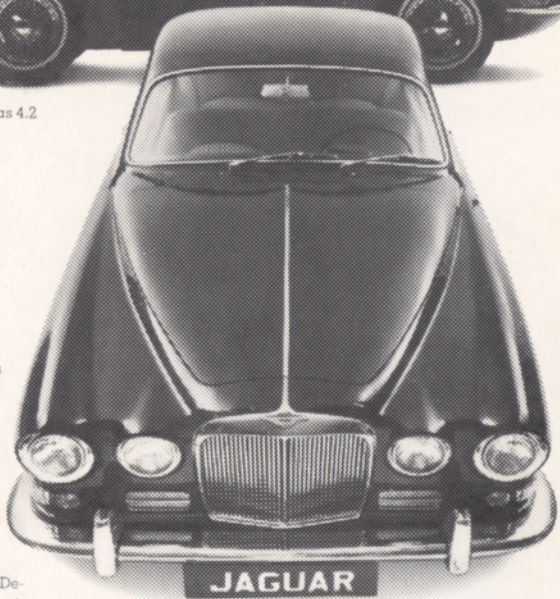
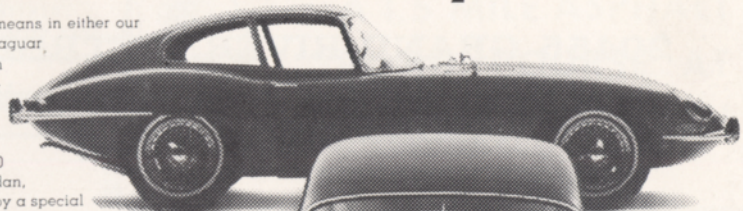


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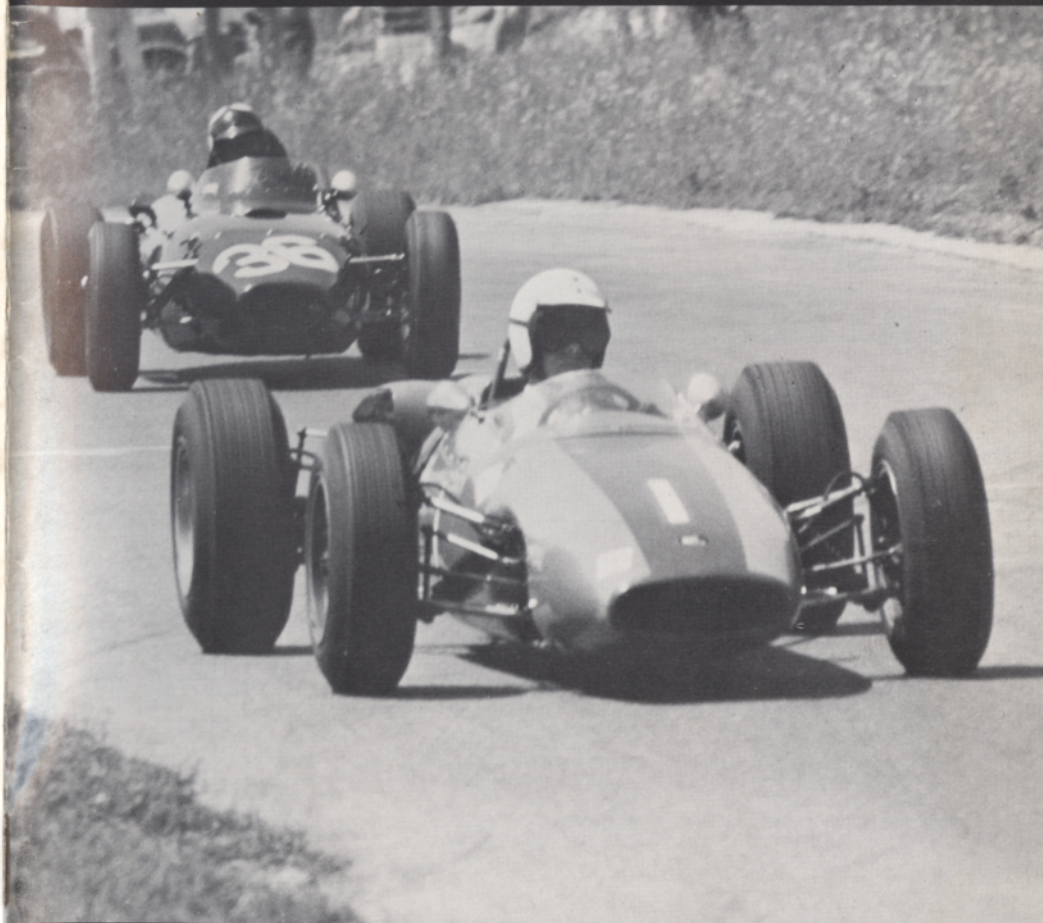
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WATERFORD HILLS digest

August 1967/25c



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Vol. 8, No. 4

August 1967

WH digest



Bizer Photo

Allan Moffat's Brabham runs away from John Grames.

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THE INSIDE LINE



A hard-luck story: in June John Grames set a record of 1:19.3 in his Formula C Woodward DKW. This was .1 second better than the old track record held by Ken Nielsen in the Lotus XX, but .1 second too slow to set a new track record. After the race John sold his car, but managed to borrow it for the July race, to have another stab at the record. He did well on Saturday, and was looking forward to a fast Sunday when Allan Moffat showed up in the Repco-Brabham, and blasted around the course at 1:17.2. In trying to keep up with him Grames lost a wheel and axle on the Start/Finish straight (see page 27). It's bad enough when you break your own car, but when it's one you've just sold, and you don't make the record after all . . . sorry, John. Hope things are looking brighter this month.

The usual Luck o' the Digest: it's a rare personality story that comes out the way we plan it. This month's feature is on Eric Davison, who, naturally, sold his car right after the interview. In the past we've managed to have people catch pneumonia, race elsewhere or break their car the day before the Digest comes out. Oh, well . . . can anything happen to Rita Harms' September story on the late Ed Lawrence??

SPORTS CAR ACTIVITIES

September

DATE	EVENT	CLUB	INFORMATION
Sept. 3	Rally	ECSCC	735-2870
4	Club Meeting	KSCC	
6	Club Meeting	OCSRRC	588-9614
6	Club Meeting	MMC	LU 4-5100
9	Rally	KSCC	
9	Rally	FMC	565-5257
10	Gymkhana	KSCC	
10	Gymkhana	AROC	422-6771
10	Club Meeting	HVCC	482-5414
14	Club Meeting	Ralligators	VE 7-4473
14	Club Meeting	FMC	565-5257
17	Gymkhana	DTC	VE 7-5926
18	Club Meeting	KSCC	
20	Club Meeting	DTC	VE 7-5926
21	Club Meeting	ECSCC	735-2870
24	(?) Event	VWCD	836-7080
26	Club Meeting	AROC	422-6771
27	Club Meeting	CCM	WE 5-4100
29	Club Meeting	VWCD	836-7080
Sept. 30-Oct. 1	Fall Classics Races	OCSRRC	588-9614

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

1967 RACE OFFICIALS

Race Coordinator	Tom Dunn	Course Marshall	Stan Gorman
Chief Steward	Dan MacDonald	Pit & Paddock	Mike Chrisman
Chief Starter	Ed Houlehan	Registrar	Andrea Gleason
Chief Timer	Joan Voltmer	Awards	Paul Susalla
Flags & Communications	Dick Bailey	Announcer	Bud Pell
Vehicle Classifications	Don Eichstaedt	Public Relations	Elaine Fischer
Safety	Bob Crane	Course Physicians	F. Alpern
Driver Training	Frank Cipelle		F. Johnson
Technical Inspector	Bruce Davis		H. Larabee

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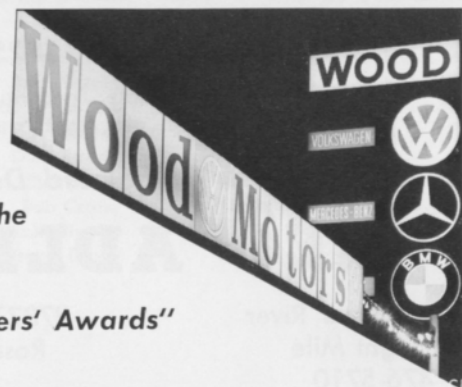
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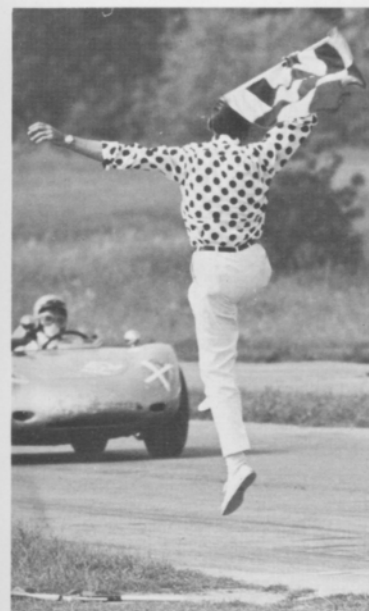


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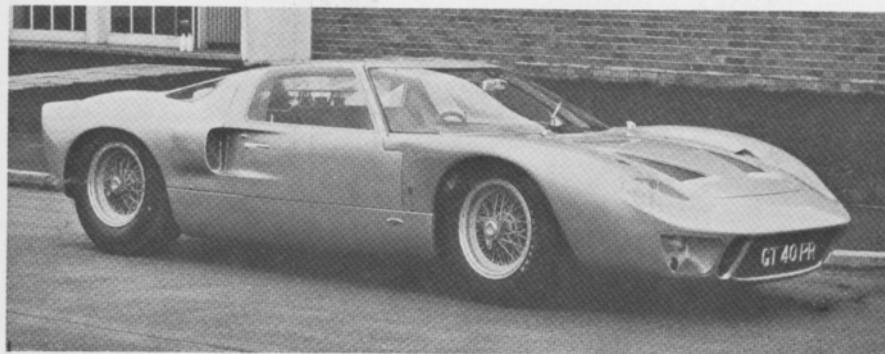


PORSCHE

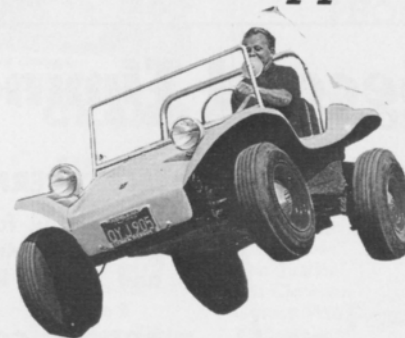


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Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:10	74.50	1:20	64.00	1:30	56.89	1:40	51.20
1:11	73.46	1:21	63.21	1:31	56.26	1:41	50.69
1:12	72.44	1:22	62.44	1:32	55.65	1:42	50.16
1:13	71.44	1:23	61.68	1:33	55.05	1:43	49.71
1:14	70.48	1:24	60.95	1:34	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.

The Official Time Pieces used at the Waterford Hills Road Course are **CERTIFIED BULOVA MASTER WATCHES**. These instruments are made available to OCSRRRC through the courtesy of **THE BULOVA WATCH COMPANY**.

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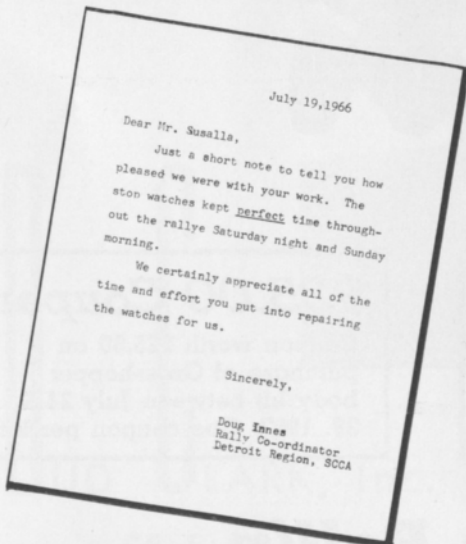
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Sincerely,

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Rally Co-ordinator
Detroit Region, SCCA

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CLASS RECORDS

CLASS:	CAR	DRIVER	TIME	SPEED	DATE
Production Sports:					
A-P	AC Cobra	Tom Payne	1:22.2	62.206	5/64
B-P	Corvette	Bill Petree	1:21.6	62.748	5/67
C-P	Lotus Super 7	Ron Justice	1:23.4	61.386	9/66
D-P	GSM Delta	Bill Clawson	1:26.7	59.049	8/65
E-P	Porsche S	Garrett Van Camp	1:24.8	60.844	9/66
F-P	Sunbeam Alpine	Al Costner	1:25.5	59.878	5/67
G-P	Triumph Spitfire	Bob Clemens	1:25.2	60.089	9/66
H-P	A-H Sprite	D. A. Knupp	1:26.7	59.049	9/66
Modified (Sports Racing):					
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	Clark/Londergan	Frank Cipelle	1:21.8	62.586	5/67
G-M	Lola	Pete Dawson	1:22.4	62.131	9/64
H-M	Kurtis Saab	Dave Johnson	1:25.1	60.159	9/66
Formula:					
B	Brabham	Allan Moffat	1:17.2	66.316	7/67 **
C-1 (Rear)	Lotus XX	Ken Nielsen	1:19.4	64.478	8/65
C-2 (Front)	Woodward DKW	John Grames	1:19.3	64.556	5/67
Vee	Bobsy Vanguard	Tom Abbott	1:24.8	60.372	7/67
Libre	Lotus XX	Ken Nielsen	1:23.2	61.533	8/65
Sedans:					
S-1	NSU	Paul Susalla	1:31.2	56.136	5/67
S-2	NSU 1000-TS	Bernd Leckow	1:28.2	58.158	5/67
S-3	Cortina	Bill DeBoer	1:29.0	57.530	5/67
S-4	Lotus Cortina	Allan Moffat	1:24.2	60.802	9/66
S-M	VW Porsche	Erhard Dahm	1:29.5	57.202	5/63

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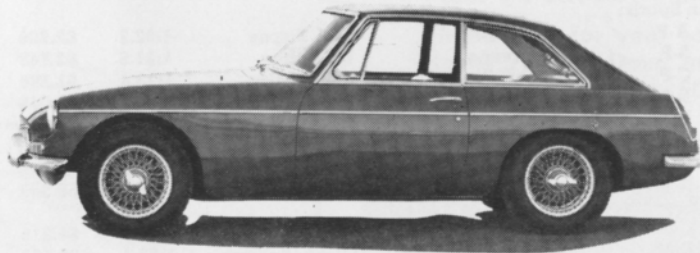
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Road racing in one form or another has fired the imaginations of men since the dawn of Christianity. In the days of the Roman Empire, Charioteers coaxed their Bigas to victory, satisfying some basic drive of their own while furnishing thrills and amusement for the spectators. In drawing this parallel, I wondered what sort of preliminary preparations went into their events. Thumbing through available reference material didn't serve much in the way of edification, though I suppose the information is available somewhere. In any case, I decided to put forth for the present public and posterity, an outline of the basic rigamarole involved in getting the modern day charioteer and his horse-powered chariot on the 'Road to Rome'.

To underline this literary endeavor, I pursued one Eric Davison about the Pit and Paddock area last race weekend, aided and abetted by Al Bizer, official Digest photographer. Why Eric? Well, for one reason, Eric is typical of the enthusiastic weekend race driver. The fellow who enjoys the sport, but hasn't made it his career. And yet, like all other drivers, not typical at all. Each one is so different that it's impossible to find a mean-

Eric is close. For another reason, one could imagine Eric in an earlier century, toga clad and grinning, prodding two horses into a helluva clip in an effort to overtake the fellow ahead of him. His wife, Mary, is equally imaginable as the silk-draped Roman wife encouraging him to victory. They just sort of fit into the basic theme.



Eric's day began at the Clubhouse with Andrea Gleason, who is Chief Registrar. Andrea, a former MG pilot, processes the Drivers, checking validity of licenses, issu-

ing Pit Passes, separating them from their funds and handling the myriad little problems peculiar to any race weekend. I guess the reason she manages the friendly smile while managing all the detail is attributable to her having been on the other side of the counter.

During registration, breakfast is available at the Coffee Bar. If you're the kind of a driver who can get food around the lump in your throat, the fare is good. Most of the transactions are for coffee.

Eric's chariot is a GSM Delta containing a 105 E engine and is gridded with the F-Production vehicles. His first chore of the morning is finding a paddock slot for the Delta and his tow car. That accomplished, he does a final shakedown on the car prior to Tech Inspection.

At 9:30, Eric attends the Driver's Meeting. There are conflicting opinions among drivers on Drivers' Meetings and the necessity thereof, but the meeting is mandatory, so you go. If you will tolerate some personal editorializing, for myself these meetings serve the dual purpose of glutting me with information on how the events of the day will be conducted, stressing the hazards therein, and scaring me half out of my wits. Eric, seemingly nonplussed, wanders back to his car and sails through Tech Inspection.

Tech Inspector, Bruce Davis,

bright-eyed, bushy-tailed and clutching his clip board, gives each vehicle the thorough attention warranted a Grand Prix entrant. I've said previously that these people hold your life in their hands, and this was not a statement made in dramatic license. What sometimes comes off as nit-picking to the already jumpy driver, is simply precaution to protect. Someone has to be primarily devoted to safety and, quite obviously, this isn't the driver's predominant motivation or he wouldn't be trying to get out on the course and risk his neck to begin with. E.g., Tech Inspection.

At 10:00 everybody goes to work. Flag and Communications personnel, under the direction of Dick Bailey, take to their corners. Joan Voltmer, in the Timing Tower, has distributed stop watches and the Timers prepare to pick up their cars. Danny MacDonald, Chief Steward, takes his position in the Tower. Mike DeCiantis prepares himself for the confusion in the Pit and Paddock area. The cars, lined up for open practice, are flagged onto the course one after the other by Ed Houlehan, and the day begins.

Open practice is a multi-purpose fundament. Each driver must lap the course a minimum of five times for qualifying in order to determine his grid position for Saturday's race. While the Timers are

(Continued on page 22)



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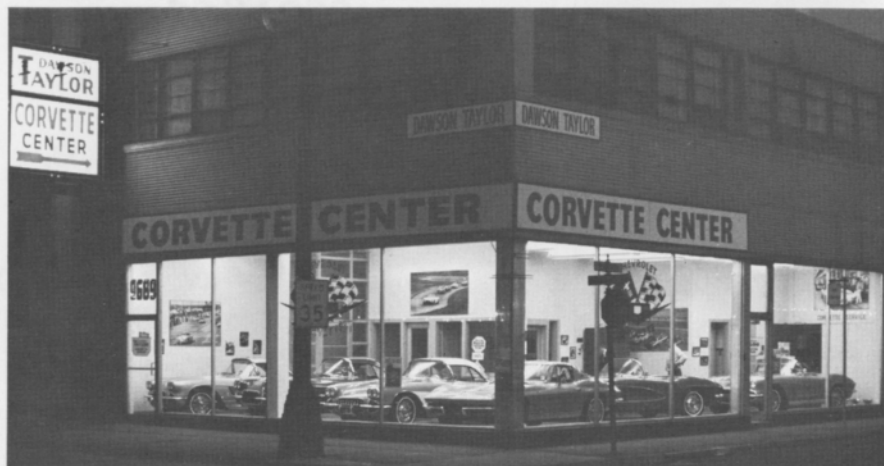


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Ford Motorsports Club

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 21 years of age with a driver's license and a Corvette, may join this club, which holds gymkhanas, rallies, road races, drags and social events. 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. Information is available from Phyllis Henning, Membership Chairman. WE 5-4100.

Milliken Mustang Club

This club was organized as a branch of the National Council of Mustang Clubs in 1965, and is the only club in the Detroit area devoted to Mustang owners. (Owners of cars other than Mustangs also permitted to join.) Rallies, gymkhanas, national and regional meets and social events are included in the club's activities. Meetings are at 8:00 p.m. the first Wednesday of every month at Watkin's Coffee Shop, 19100 Joy Road. For membership contact Mike Cassell at LU 4-5100

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 Pompei's Lounge, 14417 Michigan, Dearborn at 8:30 p.m. on the first and third Monday of each month.

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 clubs represented.

The Council also serves as a means by which the individual clubs can join together in projects of mutual interest. Through joint effort, the clubs were able to bring Stirling Moss to Detroit in 1961 and Mario Andretti

in 1966. In 1964 the Council sponsored a four-day trip to Nassau during Speed Week and in 1965 & 1966 an eight-day trip was held.

The Council's main function is to coordinate motor sport events 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, sponsorship of local races and to bring outstanding speakers to Detroit. 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 Alice Street Community Centre, Windsor, Ont. For information contact Bill Brewer, 12722 Keith Avenue, Tecumseh, Ontario. Phone 735-2870.

Alfa Romeo Owners Club

Gymkhanas, Rallies, and Social activities are the highlights of the Alfa Club. Membership requirements? An active interest in the sport, any make car. 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 Fred Seyfarth, 32940 Brier Ct., Livonia. 422-6771.

Huron Valley Corvette Club

Organized in 1965 by eight original members and with 63 members after the first year to acclaim fastest growing club in Detroit area. Gymkhanas, road races, drags and social events. Dues \$10.00 per year. Meetings held second Sunday of each month at 6:00 p.m. at Vincent Chevrolet, 1180 E. Michigan Ave., Ypsilanti. Further information is available from Jim Keegan, 1180 E. Michigan Ave., Ypsilanti. Phone 482-5414.

Volkswagen Club of Detroit

This group plans rallies, gymkhanas, and a trip to Europe every 18 months. Membership is open to anyone interested; dues at \$8.00 (initiation), (associate members may join for \$4.50). Meeting night is the last Friday of the month at the Warren Valley Golf Club, Warren & Beech-Daly Road, at 8:30 p.m. Information is available from Hans Brodersen 836-7080.

Detroit Triumph Club

A marque group for Triumph and Spitfire owners only, the DTC sponsors rallies, gymkhanas, autocrosses, and social events monthly. Meetings are held on the Third Wednesday of the month at 8:00 p.m. Annual dues at \$6.00 per year (initiation fee is \$10.00). Further information is available from Mrs. Kay Budesky, 14910 Lesure, Detroit. 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 Bill Braund, VE 7-4473.

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 \$15.00 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 ranges, picnicking and camping areas. Meetings are held on the first Wednesday of the month, at the clubhouse at 8:30 p.m. Call Cliff Dickinson, 588-9614, for information.

Sports Car Enthusiasts

This club is open to persons interested in the motor sport. Activities of the club include rallies and gymkhanas. The club is one of the newest in the Detroit Council and has much to offer its members. For membership information contact Levester Lewis. TY 8-7430.

clocking his laps, he may be doing any number of things. He could be simply practicing . . . attempting to improve his handling of the vehicle under him. Perhaps he's having a mechanical problem, and he will alternately make adjustments in the paddock and run the car round the course to see if it's been rectified. New equipment, installed since the last race, affects the car's performance and will take some getting used to. Could be that. Or maybe the car's running fine. The track is in good condition . . . it's cool yet, no oil dropped, no dirt thrown on the course yet . . . and he's just out having a go for the sheer joy of it. At any rate, he'll continue in stages of alternate involvement until lunch.

During Lunch Break, everyone gets a chance to unwind. The Flag & Communications personnel come in from the field, the Timers & Scorers descend from the Tower, the Track Officials relax a bit and the Pit Bunnies review and adjust their assets. Everyone eases the tension on the coil but the drivers and their pit crews. Now is the last opportunity before the last practice session to give concentrated effort to any mechanical difficulties that can possibly be corrected before the race. Everyone is in the paddock, so parts are being hustled from other drivers with spares accumulated through long experience with failure. Pit crews attack vehicles wildly, using bobby pins, bailing wire, parts borrowed from transportation vehicles of similar origin, coat hangers . . . anything! . . . that will safely serve the purpose and create a miracle. And more often than not, the miracle occurs.

With Lunch Break over, everyone returns to the activity of Open Practice, preparatory to the events of the day. At 2:15, the course is closed.

Grid positions have been issued and cars, surrounded by well-wishers, line up on the False Grid. Knots form in tummies. Pit Bunnies and crew members pile into the cars and drive off to position themselves on the Grid. When cars are arranged at the Start/Finish line, their drivers extract themselves and stand at attention during the National Anthems of our Country and Canada. The loudspeaker blares "Gentlemen! Start your engines", and in a flurry of motion and noise, the grid is cleared. Drivers strap themselves in . . . adjust goggles . . . check rear view mirrors . . . drop into first gear . . . raise engine revs . . . a show of hands now, indicating readiness . . . the Starter crosses the track . . . arms come down now, and hands grip the wheel . . . he pauses . . . leaps into the air . . . brings down the green flag AND THEY'RE OFF! A cumulative roar . . . traffic jam in first turn . . . someone skids off . . . and as they reach the spectator area they start to sort. All the preparation was for this . . . the edge you gain in the first lap . . . the methodical improvement of position . . . the exhilarating, pounding excitement . . . the challenge. Tummy-knots gone, men compete against men.

Why all this?

For every driver, there's a different reason. It's a question Eric never asked himself, so we looked for his answer together. First of all, it hadn't occurred to him that he wouldn't race. His father, Charlie, has been competing since 1950, so Eric sort of grew up with it. He learned to drive at the wheel of an SS-100 Jaguar. He always knew he would race "someday". Mary listened to his "someday" and then, when a birthday came around, she bought him a driver's suit. Christmas followed a few months later and under the tree was a hel-

met, accompanied by the announcement that this was as far as she could go towards "someday" and the rest of the way was up to him. Two months later, Eric acquired the Delta.

Is it the winning?

In Saturday's race, Eric got off to a pretty fair start. Then, in the fifth lap . . . smoke! They'll tell you their greatest fear is fire, but in the race, on the track, it's the fear of being interrupted. You look for reasons. Oil ok . . . Water ok . . . must be oil or brake fluid on the crosspipe. In the seventh lap, he catches the scent . . . electrical . . . and he comes in. Lifting the hood, fire extinguisher ready, they look at the smoldering engine. He disconnects the battery, finds the cause, pulls wires and it's over. Frank Burrell, who was formerly with the Cunningham-LeMans team, wanders by and in no time, the exhaustive job of re-wiring the entire system has begun.

An isolated incident?

Sunday morning, I found Eric and family patriarch, Charlie, draped under and around the Delta rearranging her vein-like wires. Mary spends the weekend in a state of abstract charm. A pretty, perky, outgoing elf of a girl who, under normal conditions, gives you her undivided attention now dispenses half to you with half held off in concern for whatever problem Eric seems to be having at the moment. Father Charlie, whose ability to enchant has no limits, is encumbered with the dual anxiety of son Eric's Delta and his own Austin-Mini that he bounces about the course. A brother, Mark, spreads his vassalage between vehicles and a tall, pretty red-head he's brought along.

There are 18 cars in Eric's race on Sunday and Eric is 13th on the grid. The flag drops and Eric lets out the clutch. Metal noise and he loses first gear. Seventeen cars roar away with Eric limping behind in second gear and last position.

(Continued on page 24)



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The gearbox trouble necessitates his scratching the feature and from now until the next race, every spare minute will be devoted to getting the car race-ready. Days will be spent chasing parts. Nights will be spent working on the car. Weekends utilized for a combination of both. His wife has a chummiest relationship with the friendly neighborhood welder and the guys at the machine shops than she has with the girl at the supermarket check-out counter or the clerk in her favorite dress shop. Social life is obliterated. Is that why the Delta is for sale? No, it's because Eric has to go faster, now.

If it's not the winning . . . Why? What's worth the frustration, the work, the sacrifice of time?

Is it the pleasure taken in competing fiercely and violently against other men, there for the same purpose? The speed? The satisfaction of doing something and doing it well?

Eric and I didn't find any single answer. Only many reasons . . . his reasons. And every other driver is equipped with his own highly personalized motivations. I've often searched for the common denominator . . . the one, single answer that would deftly draw the scattered lot of them into a whole. Perhaps it's simply that, since the dawn of Christianity, road racing has fired the imaginations of men.

Rita M. Harms

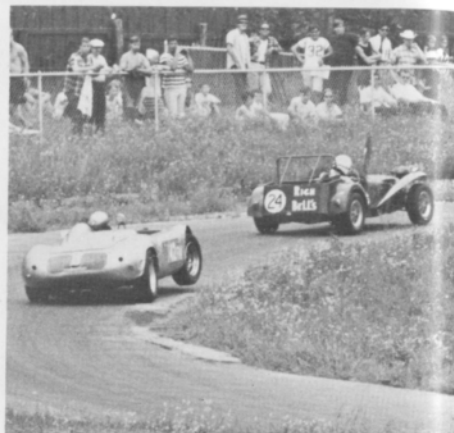
MIDSUMMER TROPHY RACES



Lineup for Sunday's Race #10: The winners were Frank Kahlich, Jeff Lance, and Larry Clingman.



Art White takes to the grass in order to pass Jon Clemens in Swamp Turn.



Frank Kahlich lifts a wheel in a successful bid to take the lead from Jeff Lance.



Jim Callison's Falcon smokes up a storm, spinning its wheels to stay ahead of Conrad Miesiak's Alfa.



Jack Schoenberger takes the checkered flag after working his way from #22 on the grid.



A bit of Grand Prix was evident when camera crews filmed a commercial.



John Grames gracefully loses a wheel and axle on the Start/Finish straight.

Photos by Al Bizer



Action at Skeet House: Mike Labowitch widens the turn to get around the pack.



"When a body meets a body . . ." Dennis Waszkiewicz and Russ Dejajiffe survey the situation.

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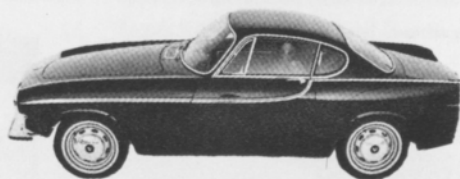


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OCSRRC RACING CLASSES

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, Cobra 427, Griffith 200, Porsche GTS/904, Shelby GT-500, Sting Ray 396 & 427.

CLASS B: Aston Martin DB4, DB5, DB4 GT & GT Zagato; Cobra 289; Corvette 327 & 283; Ferrari 250 GTO, 275 GTB, Berlinetta Lusso, 250 GT-SWB, 2+2, & GT-California, Coupe & Cabriolet; Jaguar E 3.8 & 4.2; Shelby GT-350 & GT-350 1-4V; Sting Ray 327.

CLASS C: Abarth Simca 1300, Alfa Romeo TZ, Datsun SRL 311U, Ginetta G4-1500, Lotus Elan & Super 7, Mercedes Benz 300 SL, Morgan Super Sports, Osca 1600 GT, Porsche 911S, Porsche Carrera 1500 & 1600; Porsche 356B, C 2000 GS, & 911; Sunbeam Tiger.

CLASS D: AC Ace Bristol, Aceca Bristol, Alfa Romeo 2600 Sprint & Spider, Arnolt Bristol, Austin-Healey 3000, Daimler SP250, Elva Mk. III 1800, Mk. IV 1800 & T1800; Fairthorpe Electron, Fiat Abarth 1000 DOHC, Ginetta G4-1000, GSM Delta, Jaguar XK 120, 140, 150, Marcos GT 1000, Speedwell GT 2A & 2B, Triumph TR4 & TR4A-IRS, Turner Climax, TVR Mk. III 1800 & Climax, Yenko Stinger.

CLASS E: Alfa Romeo Duetto, Giulia Spider Veloce, Giulia Sprint GT & GTC, Giulia Sprint Speciale; Austin-Healey 100-6, Elva Mk. IVT Ford, Mk. I, II, III 1622, Mk. IV 1622; Fairthorpe Electron Minor, Lotus Elite, MG-B, Morgan +4, Porsche 912, 356C; 1600SC, 356B Super 90, 356 1500/1600 A, B, C; Triumph TR-2, 3, 3A, 3B; Turner 1500, TVR Mk. III 1622, WSM GT.

CLASS F: Alfa Romeo Giulietta Super Sprint & Spider, Sprint Speciale & Zagato, Sprint & Spider; Alpine A110-1100, Austin-Healey 100-4, Datsun SP-311, Glas GT 1700, Lotus 7 and 7-America, Mercedes Benz 230 SL, MGA Twin-Cam, 1500, 1600, 1622; Morgan 4/4 Mk. V, Sabra Sport, Sunbeam Alpine, Volvo P1800, GSM Delta (105 E).

CLASS G: Alfa Romeo Giulietta Sprint & Spider, Abarth OTS 1000 Coupe, Alpine A108-1000, Austin-Healey Sprite 1100, 1275, AN8; Datsun SPL 310U, Fiat Abarth 700, 750 DOHC, 1000 Pushrod; Fiat 1500 Spider

DOHC, 1500 Spider & Cabriolet; Glas 1300 GT, Honda S 800, Matra, MG Midget 1275, 1100, AN3; Porsche 1300, Rene Bonnet CRB, Triumph Spitfire, Turner.

CLASS H: Austin-Healey Sprite 948 Mk. I & II, DB HBR5 851-954, Fiat Abarth 850S, 750 GT, 750 MM; Fiat 1200 Spider; Honda S 600, MG Midget 948, MG-TC, TD, TF 1250, TF 1500; Morgan 4/4 Mk. IV, NSU/Wankel-Spider.

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 classified 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 or five classes of Sedans are run, the cars being grouped by performance potential.

CLASS I: Renault, VW-1200 & 1300, Simca 994 & 1290, BMW 700, Mini Minor 850, Saab Standard 750 & 850, Ford Anglia 997, Fiat 600, 750, 850, 1100, 1300; Opel Kadette 1078, Hillman Imp 875, MG 1100, NSU 1000 L/S-996.

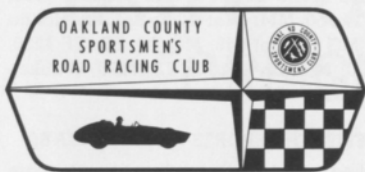
CLASS II: Alfa Giulia 1300, Ford Anglia 1198, Mini Cooper 997, Mini Cooper S 970 & 1071, NSU-TT 1085, NSU-TTS 996, Renault Gordini-R8 1108, Saab 750 & 850 Sports, VW 1493 & 1584, Hino Contessa 1251.

CLASS III: Alfa-TI 1600, BMW 1600 & 1800 TI, Corvaire Monza, Datsun 1595, Ford Cortina 1498, Isuzu Bellet 1991, Sunbeam & Hillman 1725, Saab 1498, Toyota Carona 1899, Volvo 1600 & 1800, Valiant 2786, Mini Cooper S 1275, Renault Gordini 1300.

CLASS IV: Alfa TI Super 1600 & GTA, BMW TISA, Lotus Cortina, Corvaire Corsa, Porsche 911, sedans over 180 cu. in. to 5 liters, 112" wheelbase, and 3500 lbs. maximum.

CLASS V: Sedans exceeding Group II Specifications, i.e. Canadian & FIA Group 5 Sedans.

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