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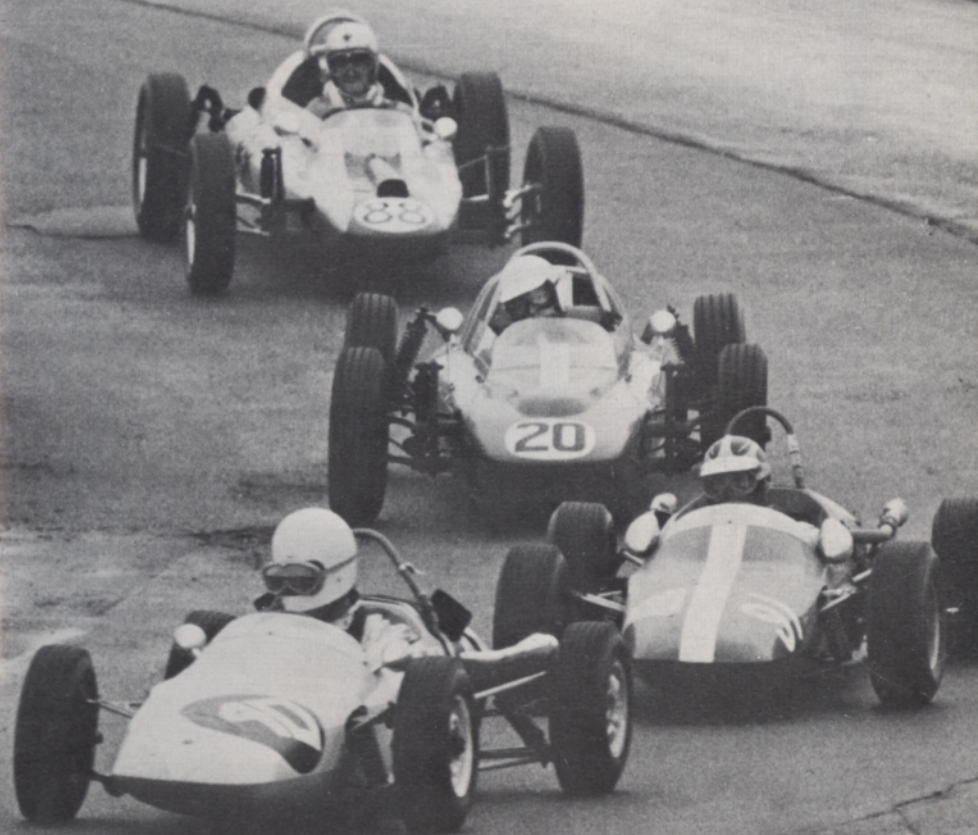
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WATERFORD HILLS digest

August 1968/25c



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Vol. 9, No. 4

August 1968

WHI digest



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THE INSIDE LINE



PIGTAIL WITH A PRESS PASS

The dichotomous personality that is Elaine Sublette Fischer, Editor of this magazine for the past five years, is comprised of two diametrically contradictory elements . . . the "what appears to be" and the "what is". External Elaine is a quiet, placid girl who, seemingly, would be content with housekeeping (which she detests), child rearing (which she does in concession to the needs of her son), sweetly snipping flowers in a rose garden (the mere thought nauseates her), and attending club meetings (which she goes wild about, providing the club members are all male). Subterranean Elaine contains a sometimes giddy, oft-times sharp, occasionally caustic wit; a perspicacious mind; a neurosis or two; genuine warmth for people she likes and a condescending chilliness tempered with amusement for those she doesn't; a worldliness that will have you confiding your darkest secrets without a qualm and an almost insatiable curiosity about the world around her.

In college she pursued a variety of unrelated subjects that included Advertising Design, Music Theory, Computer Programming, Modern Dance, Languages, Mass Communi-

cations and Calculus . . . which she flunked twice and vows she'll conquer. She is a versatile musician proficient on piano, flute, guitar, clarinet and, her first love, oboe. She, her husband, Edward and son, Mike live in a sprawling house in Southfield with seven cats and nineteen ducks, one of which bears a disturbing resemblance to the much harassed Ray Girardin. She is a voracious reader, weaves beautifully and is an outrageously talented cook. And just when you think you have her all figured out, up pops another facet so you start all over again. Equipped with these complexities, it was not only natural but a virtual certainty that she would become involved in some aspect of motor racing.

Her introduction to the sport came in 1961 via her brother, Warren who invited her to spectate at Elkart Lake's Road America with he and several friends. "We must have done at least six laps around the course on foot and walked 25 miles. I wasn't conscious of thinking 'Gee, racing is great!', I just knew I was having an absolutely marvelous time! When I came home and told Mother about my excursion to Elkhart with Warren and three fellows, her only comment

SPORTS CAR ACTIVITIES

Sept. 4	Club Meeting	OCSRRC
14-15	Regional Races	SCCA
28-29	Fall Classics Races	OCSRRC
Oct. 2	Club Meeting	OCSRRC
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was "Well, you never were terribly conventional, were you dear?" Rack one up for mother.

Her debut into the Waterford scene occurred the following year when Warren decided to race. It was May 28th, her birthday, and when they arrived at the track they found that the Porsche he had entered required some additional preparation to the extent that it absorbed some four hours of shuttling in and out of Tech Inspection before they managed to get the nod. Among the delaying mis-adventures was the teardown of a defective fuel pump which Elaine, having the tiniest fingers, won the job of re-assembling. They hijacked her bobby pin to jam in the horn mechanism for a quick fix. They needed tires, which they borrowed from a friend's Volkswagen, and when someone discovered that the Porsche was out of gas, the crew frantically piled into the Volks ready to tear off in pursuit of petrol, completely forgetting in their addled state that the car was sitting on blocks. Eventually, they got the Porsche on the course. Making nerve wracking noises and emitting curious clouds of smoke, it managed to limp by the Checker, coughed and expired. Warren, in utter disgust, gave the car to Elaine who is not sure what she did with it. It was the first and last competition event for that car and it was some time later before Warren raced again. But Elaine had the sporty-car bug and kept coming back to work the gate, earn her Turn Marshall license and take on whatever odd assignments were disbursed at the time.

One day someone asked if she would mind typing race results for the Publicity Director. It turned out

to be Ed Fischer and she decided she wouldn't mind at all. She found herself becoming increasingly involved with the publicity function and soon she and Ed were attending club meetings together. In the helter-skelter urgency of getting the work completed, it was six months before Ed saw her with lipstick on and her hair done; a situation hardly guaranteed to precipitate into passion. But in May of '63, Ed realized, "gosh-it's-a-girl," and they started dating. Intent on racing, he had acquired an AC Bristol and jokingly asked Elaine to be part of his pit crew. In those days, that entailed more than wearing tight slacks and short-shorts. You had to work and she knew that, but she had done it before and took him seriously. After the initial Ho-ho-ho's, Ed found to his surprise that she was mechanically proficient in a number of areas and could do a substantial amount of the actual work on the car. With the exception of a time when she accidentally dropped a nut down the intake manifold, causing Ed some slight agitation when he pulled the heads, she was a considerable asset in pre-race preparations.

In a team effort with Bob Gubbins, they campaigned the Ace for a year at Waterford, Harewood and Put-In-Bay. Both cars were painted Cadillac Dunstan Blue with a white racing stripe. "One day at Waterford, the cars were sitting side by side in the paddock, Bob's car with the street grille and ours with a bug screen. Some character came by with his kid and . . . I guess he was trying to be impressive . . . said: 'That's how you can tell an AC from a Cobra'. It really cracked me up." During the campaign Ed hit on the idea that, if

Elaine went through Driver's School, she could take the Bristol to Canada on Friday while he worked, qualify, and then he could go up on Saturday and race. So she borrowed a Sprite and got her Novice license, but the plan never reached fruition. Ed retired from racing. Two years later, on the premise that she could use a friend's car for the season, she went through school again. It was the same year I attended and I doubt that I'll ever forget standing there in a paroxysm of terror while Elaine was gaily jogging around the track in the family Volks, equipped with the bare minimum in safety apparatus, listening to the ball game on the radio. After obtaining her license for the second time, the promised car was demolished by the owner. She ran a few races in borrowed cars (without a radio) and, satisfied that she could do it, quit.

Her fetish for motor racing has never been more graphically demonstrated than during an incident that occurred a number of years ago. She had lived in Ann Arbor for a time, but decided it was too far away from the action. So she loaded her possessions in a friend's Volkswagen bus, and started back to Detroit. On the way, the brakes failed and she ended up in an altercation with a Cadillac. After the dust settled, the bus was tipped on its side, she'd been slugged with the sewing machine, the police had arrived, the registration was nowhere to be found and the bus was unceremoniously lugged off to the Pound. Warren came to the rescue and carted her home to supper. Immediately after bolting down her food, she went down to the Pound, climbed the fence, broke into the bus, extracted the necessities and romped

off with Warren to Elkhart for the weekend. It wasn't until she returned that she gave any further consideration to the incarceration of all her wordly goods. First things first, and the race was the thing.

The culmination of her romance with Ed was, obviously, marriage and the circumstance that nudged him into a proposal was, not at all strangely, a race. This one was at Put-In-Bay, an island in Ohio. Transportation to and fro is totally dependent on the Auto-ferry schedule, so each detail of the trip had been very carefully planned. When the Friday of departure arrived, the nightmare began. Ed's younger brother was to arrive from Chicago to go along for the fun. Elaine went down to meet the bus, but he wasn't there. After determining the schedule for arrivals from Chicago, she alternately scurried between the bus station, in case he should arrive, and home, in case he should call. Subsequent trips resulted in no brother at either end, so they left without him . . . six hours late. They rushed over to pick up a friend, who was also going along. He'd stepped out for a minute and, thinking he'd given up, they left him behind. When they finally arrived at the Dock, the last boat had gone.



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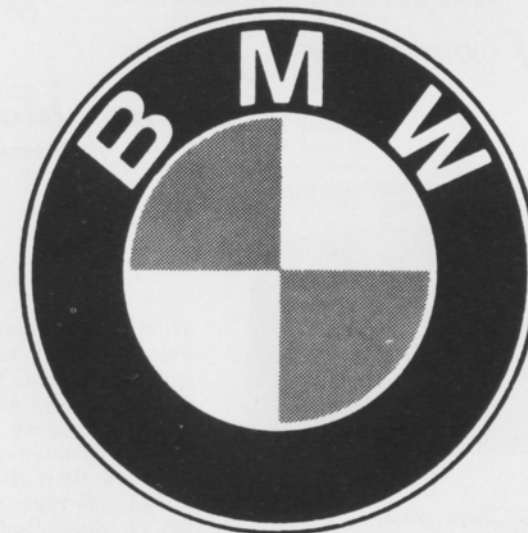


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1:11	72.106	1:21	63.204	1:31	56.259	1:41	50.689
1:12	71.105	1:22	62.434	1:32	55.647	1:42	50.192
1:13	70.131	1:23	61.681	1:33	55.041	1:43	49.704
1:14	69.183	1:24	60.947	1:34	54.463	1:44	49.227
1:15	68.261	1:25	60.230	1:35	53.890	1:45	48.758
1:16	67.363	1:26	59.530	1:36	53.329	1:46	48.298
1:17	66.488	1:27	58.846	1:37	52.779	1:47	47.846
1:18	65.635	1:28	58.177	1:38	52.240	1:48	47.403
1:19	64.805	1:29	57.523	1:39	51.713	1:49	46.968

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	Corvette	Bill Petree	1:21.6	62.748	5/67
C-P	Lotus Super 7	Jeff Lance	1:22.5	62.055	8/67
D-P	Lotus Super 7	Chris Gahman	1:23.9	61.021	7/68
E-P	MGB	Larry Clingman	1:23.7	61.140	7/68
F-P	Lotus 7	Chris Gahman	1:25.1	60.159	9/67
G-P	MG Midget	Bill Koch	1:24.5	60.587	8/67
H-P	Sprite	Dwight Knupp	1:26.7	59.049	9/66
Sports Racing (Modified):					
A-S/R	McLaren Ford	Richard Brown	1:16.2	67.188	9/67**
B-S/R	Porsche RS61	Frank Kahlich	1:21.1	63.132	7/68
C-S/R	Lotus XI	Bill Barber	1:22.1	62.358	7/68
D-S/R	Begra	Bill Mundus	1:28.3	57.9780	7/68
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
Libre	Lotus XX	Ken Nielsen	1:23.2	61.533	8/65
Sedans:					
S-1	NSU-Prinz	Paul Susalla	1:30.4	56.632	8/67
S-2	Anglia	Peter Quenet	1:27.0	58.846	8/67
S-3	Cortina	Bill DeBoer	1:27.2	58.711	9/67
S-4	Lotus Cortina	Allan Moffat	1:24.2	60.802	9/66
V-W	Volkswagon	Gary Wilber	1:36.7	52.944	7/68

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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 Stephenson, 646-8584.

Ford Motorsports Club

A keen interest in automotive vehicles and motorsports is the prime prerequisite of the Ford Motorsports Club which is made up of 85 percent Ford employees and 15 percent non-employees. Both a competitive and social atmosphere exist, as activities range from gymkhanas, time trials, slaloms, rallies, club trips, and social gatherings.

General Membership meetings are held the second Thursday of each month at 8:00 PM at Ford Central Office Building on Michigan Avenue.

Additional information: Lois Paliga, 561-2536 or Write: Ford Motorsports Club, Director of Membership, Box 296, Main Office, Dearborn, Mich.

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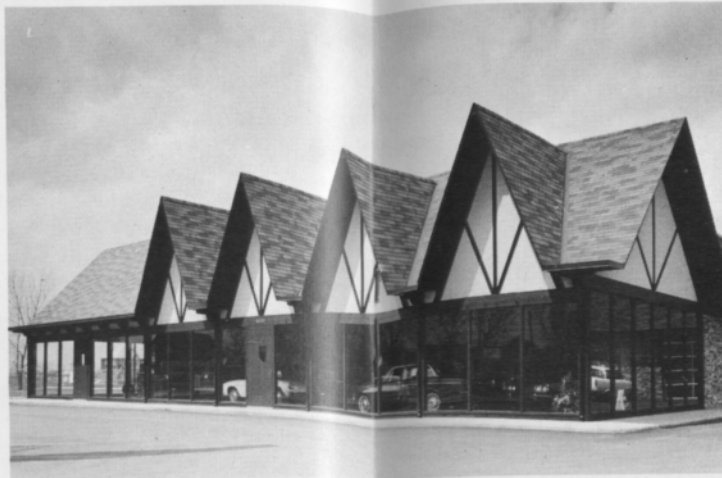
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Finding accommodations for two at that late hour on a race weekend was virtually impossible, though eventually they did and after a few sketchy hours of sleep, still exhausted, they were dock-side at 6:00 A.M. As things turned out, had there been a 2:00 A.M. ferry it would have given them just about enough time to handle their problems and make it easily through Tech. Everything went wrong. They had the competition wheels installed at a gas station and the attendant put them on backwards. The entire exhaust system had to be replaced. All the irritating mechanical annoyances that manage to occur when your back is to the wall, did. In addition, Elaine was circulating Digests and had recruited several of the local kids to peddle them for her. While she was flitting around organizing Digest sales and trying to organize Ed, who was starting to hate her, the kids sold the Digests, but neglected to turn in the money. When the green flag was dropped, Ed and Elaine were snarling at each other. When he took the Checker, he was in third place, winning his first and only trophy. One more lap and he'd have picked up a DNF and several spectators. His brakes were gone. The enthusiasm over the trophy, the ensuing celebration and the added molification of liberal doses of champagne eased the tension and, after a month of recuperation, Ed decided that if they could live through that weekend without drawing blood, they could make it forever. He proposed, she accepted and in February of 1964, they were married.

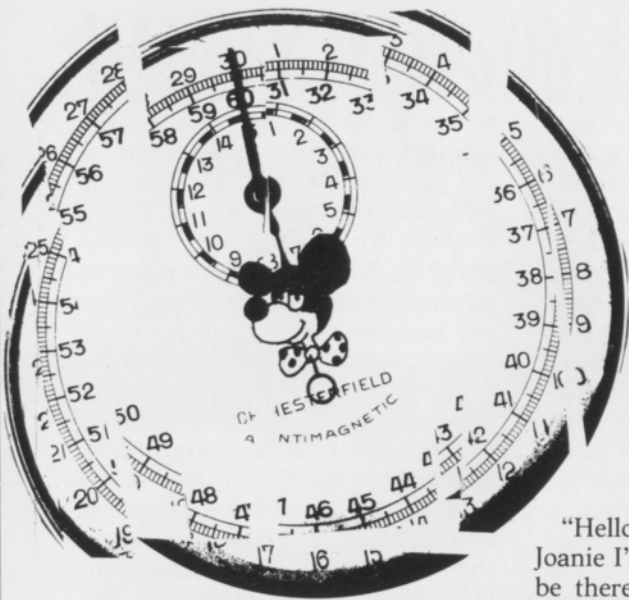
Last month, Elaine edited her final issue of the Digest. Due to increasing demands on her time from other

areas, she found it no longer possible to continue. This race program, which is by far one of the most sophisticated I've seen anywhere, is the product of the imagination, intelligence and versatility of Elaine Fischer. In the beginning, it was simply a book full of car pictures, advertisements and statistics. From her creative ability came the metamorphosis into a slick, witty, interesting little booklet with kooky captions under the pictures, an editorial called "Inside Line" and guest articles by people in racing. The format has been set and when Elaine discovered she no longer had time to maintain that format intact, she requested she be relieved of the job in the hope that someone else could give it the attention it deserved. She's just not the kind of person who can settle for doing anything less than her best.

All of us associated with the Digest trust that it will continue in the tradition that she has established. But we'll miss the direction of the girl with the Press Pass tied to her Pigtail and the whole thing will never really be quite the same.

Rita M. Harms





See that beautiful tower at the start-finish line? That's where the timing staff labors over their stop watches all race weekend. Color it calm, cool, and collected.

See the little room in the back, behind the rows of calm, cool, collected timers? That's the office of Joan Voltmer, Head Timer and Scorer. Color it chaos. See the wild-eyed group of women inside the little office? Color them deranged.

Look inside that little office Sunday morning of any race weekend. The drivers have started their pre-race practice, the timers are carefully counting to five for each car (five is the required number of practice laps), and the office staff is taking Excedrin. The runners are preparing to run all over the pit area with grid charts and race results, the typewriter girls are plugging themselves into the wall, and the phone girl is wedging herself between a ditto machine, and a phone headset which connects her with the Pit area, and an outside phone—which is about to ring:

"Hello—this is Doc Johnson. Tell Joanie I'm having a baby and won't be there until the afternoon." The phone girl reports to Joan that one of our track doctors is about to make medical history. Joan mutters something abusive into her grid charts. By eleven A.M. most of the drivers have counted to five, the first two races are gridded, and the hot-line rings again:

"Hello—this is the babysitter. Tell Joanie her little girl just drank lighter fluid. I think." Everything comes to a screeching halt while the babysitter smells the child's breath. No lighter fluid—false alarm—go go go, Joanie has a nervous breakdown and grids races three and four.

Calls come into the office from the pits: "car 741 has changed its number to 744 and car 477 has decided not to run." The phone girl notes down that car 741 has scratched and changes car 474 to 471. Joan murders the phone girl and straightens everything out. It's suddenly lunch time and somebody brings up "hero" sandwiches. Is somebody trying to be funny? The phone girl revives and answers the hot-line:

"Hello—this is the subdivision next

To anyone who bought a second car in the last month:

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Hey Larry! over here ...



Woof!



This is a PIT BUNNY?



Bill Martin concentrates.



Dan O'Connor splashes Paul Knopp.



Bernd Leckow and his swing'in Porsche.



Chris Gahman
cleans up again.



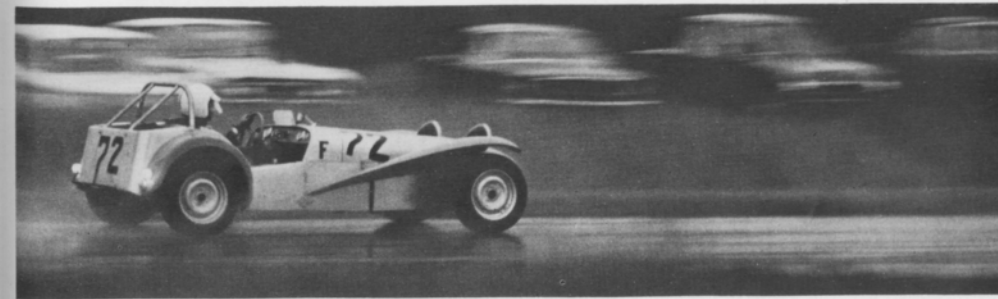
Tom Abbott checkers in the grass.



This IS a Pit Bunny!



Mary Swindell tries on a new shoe.



Bill Larson strikes back.



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door. We are going crazy. Things are loud, loud, LOUD over here. HALP!" Phone girl contacts Chief Steward Dan MacDonald on the pit phone. Dan speaks calmly into her left ear, "The Decible Meter says the noise is below the agreed level." Subdivision speaks calmly into her right ear, "We're still going crazy." Phone girl has a nervous breakdown; blames atmospheric conditions. Nobody is happy but everybody hangs up.



Races begin. Ulcers begin. Joanie sends down for milk. No one ever heard of MILK at the concession stand. Runners rush to the ice cream truck. Yes, they have milk. Joan's ulcer subsides and she grids races five and six. Doc Johnson pokes his head through the door and announces it's a girl. The office staff applauds. Track Manager Pete Rose pokes his head through the door and announces that the phones on the flag stations are not working. He uses the hot line, consults solemnly with Michigan Bell, and hangs up sobbing.

The timers calmly time cars. The office is the leading edge of a hurricane. False grid demands grids for the next race. They are in the typewriter. The typewriters crank, the runners run, Joanie drinks milk, drivers appear out of sulphorous smoke to demand reasons why they finished where they did.

Feature gridding begins. This is impossible. Cars race in feature races who finish well in their class race. Which means class races must be over and results tabulated before a feature grid can be written. But the feature is NOW. Joanie drinks more

milk and grids faster than a speeding bullet. She finishes, the runners run, the race starts . . . a miracle! Except for the driver who turns up to ask if he can run in the feature race that has just left the start line. He cries.

The ditto machine dittos race results in phone girl's left ear. Her right ear is on the hot line, listening to a noise report from the subdivision. The ditto machine goes berserk and eats the entire results from race six. The phone girl goes berserk and eats the ditto machine. The subdivision goes deaf. Joanie sends down for more milk. The races end.

At six P.M. all racing cars turn into large-bore pumpkins, the typewriter girls turn into small white mice with crooked fingers, the phone girl turns into a gibbering idiot, Joanie collapses into a can of cold beer, and the sun sinks tiredly into the west. After the course is cleared the office staff is lowered to the ground in small baskets. One last glance into the little office catches Our Man from Radio using the hot line as he vainly tries to grab air time to broadcast the day's results. He is having a nervous breakdown.

See the beautiful tower at the start-finish line? See the big pink mushroom cloud rising from the little office in the back? Now you know why.

Emily Bowyer



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SCHTICK, LTD. PRESENTS THE POGO: A PREVIEW

With a major auto firm blatantly advertising that its racing engine costs as much as a house it is encouraging to report that Schtick, Ltd. is reversing the expense trend. Ready for the 1968 season will be Schtick's newest entry into the racing ranks — the Pogo. Priced well within the range of the "weekend" driver, small enough to be raced on even the lesser-known tracks, the Pogo approaches the ultimate in economy racing.

The Pogo's design is simplicity itself. The various mechanical systems work off the central shaft in a modification of the classic T design made famous by Henry Ford. Driver visibility is excellent with a notable absence of blind spots. There is no heater or other "luxury" extras as the Pogo is not intended for street use. Its most outstanding engineering triumph is Pogo's suspension which, while firm, has a definite spring in it.

The Pogo is a driver's vehicle. From the moment of ignition, through acceleration and during all steering the driver gets the decided feeling that he is in control and definitely a part of the overall performance of the machine. During our testing, braking did present some small difficulty as both feet were needed to stop. However, with some practice, a one-foot stop is possible. The Pogo performs best on asphalt or concrete and gives an airy ride. Because of its small size, the washboards of gravel or dirt roads do restrict the Pogo's handling ability.

Top speed of the Pogo depends somewhat upon the skill and nerve of the driver. Schtick, Ltd, stresses that the outstanding feature is the Pogo's maneuverability in traffic, rather than excessive speed, which

provides the major driving thrill.

We found two principal drawbacks to the Pogo: poor weather protection and a high center of gravity. The driver is somewhat more exposed to the elements with the Pogo than in a Formula Vee. The center of gravity is relatively high and especially during acceleration, renders the Pogo less predictable off the start.

Even with these drawbacks, we feel the Pogo will be the smash success of the season. You're going to see a lot of those "Go-Go with Pogo" emblems around.

Sue Hoffman



"Whadaya
mean MAYDAY!
I just got
this coffee!"

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, Yenka 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 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 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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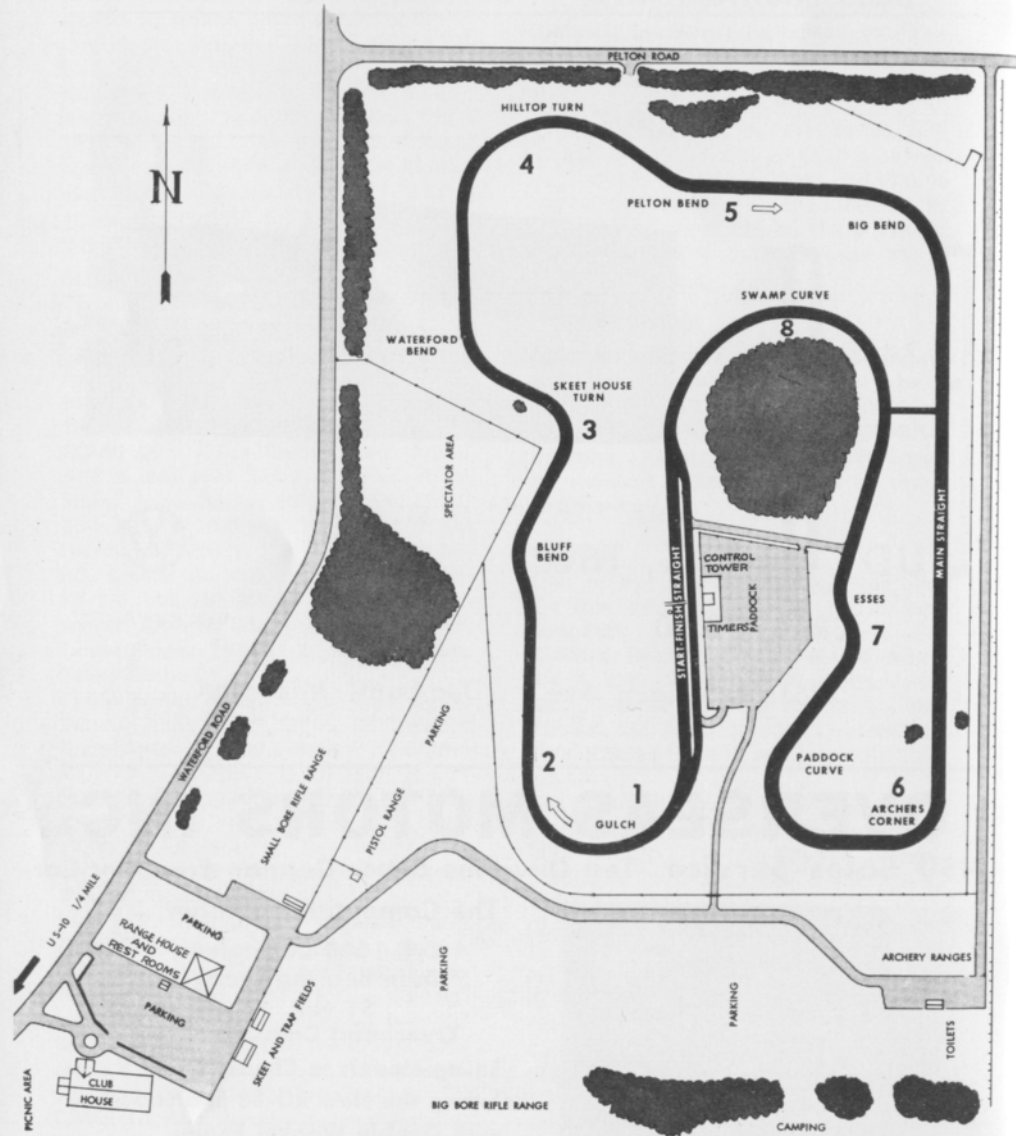
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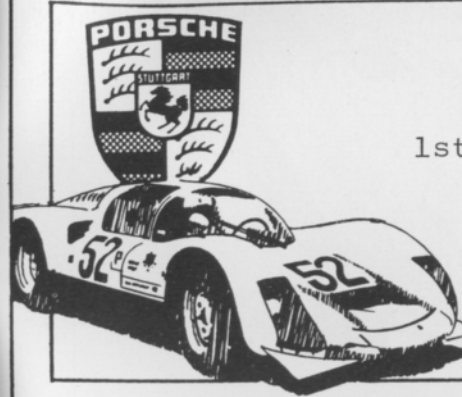
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