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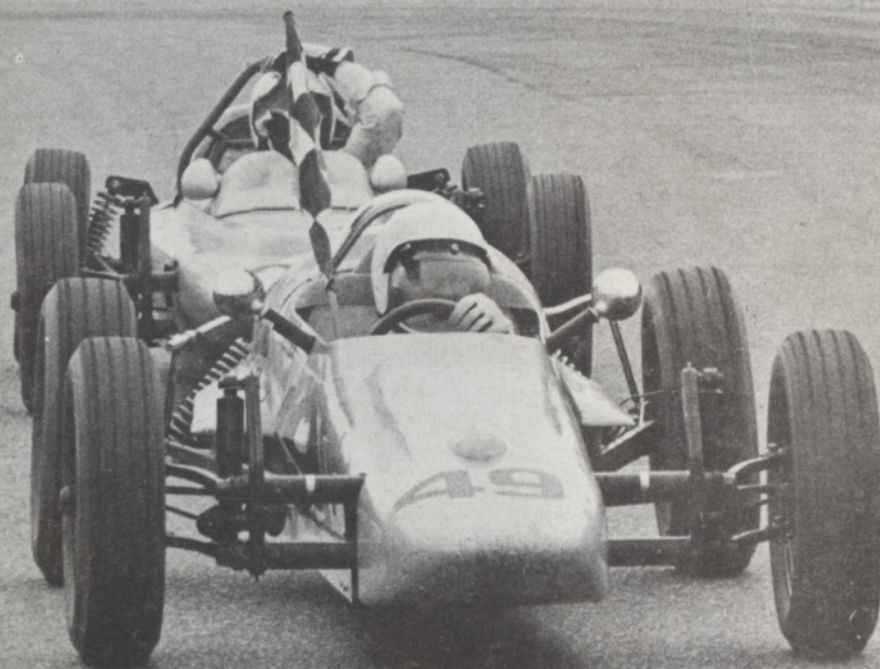
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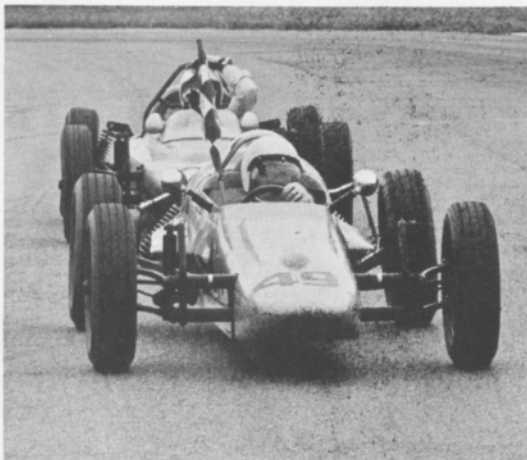
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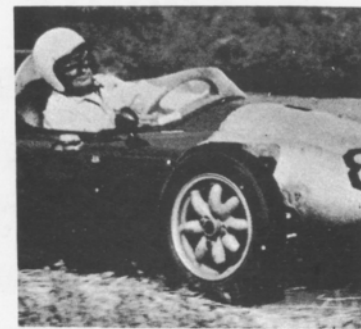


The Inside Line	3
What Is Waterford?	7
Lap Speed Chart	10
Class Records	11
Waterford Goes International	13
Photo Pages	16
Jottings - 20!	22
Photo Pages	24, 28, 30
Flags	27
Waterford Racing Classes	34
Course Map	36

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THE INSIDE LINE



Welcome to Waterford! We know this weekend's racing will provide as much entertainment and excitement as our July Blue Waters Regional II, co-sponsored by the Northeast Michigan and Saginaw Valley Regions of the Sports Car Club of America, which saw a record 200-plus entries. Among them was the conspicuously pink Yenko Stinger of Philadelphia Donna Mae Mims, reputedly one of SCCA's top women drivers. Donna's matching pink helmet and driving suit won her the Fashion Award, but she had to be content with finishing third behind Chris Gahman and Tom Varner, both Waterford drivers. Chuck Bartlebaugh again won the Sunday feature in his McLaren with the Vettes of Bob Najmowicz and John Greenwood taking second and third. Larry Clingman, last year's number two driver here, was back with his speedy green MG-B to win E-Prod. honors. Garret Van Camp, who narrowly edged Larry for number one, made his first appearance this season in his new Formula Vee. Garret and Harold MacDonald provided some thrilling moments in the Sunday Vee race as they took turns diving for the lead going into the turn off the back straight with Garret taking the checkered flag by half a car length — which isn't much lead on a Formula Vee after 15 laps!

Many people have expressed appreciation for our expanded "digest" format and we've continued the practice with this issue. To sit down and try to answer the question, "What Is Waterford?" is difficult because Waterford is what each person sees

and does who is part of it. Rita Harms, a frequent "digest" contributor, wrote such an excellent answer to this question several years ago and your editor feels it merits inclusion again. Also, we have a genuine mystery article this month. An anonymous author has submitted a fine article reminiscing about the growth of sports car enthusiasm and road racing in the Detroit area during the last twenty years. All we have to do is enjoy "Jottings—20!" and puzzle out who wrote it! "Waterford Goes International" records an historic first for our road racing club. Over the July Fourth weekend drivers and workers alike traveled to Harewood, Ontario, Canada, and in conjunction with the Canadian drivers and officials staged a two-hour night Endurance Race. The spirit of cooperative camaraderie extended to the party afterwards and your editor has recorded only those events she saw or heard about as we were all happily motor-mouthing over the Crown Royal—my apologies to anyone whom I may have inadvertently slighted! Also, look for the extra photographs tucked in here and there in this issue.

We hope everyone will enjoy our August Road Races and will be back with us when Waterford celebrates its eleventh anniversary, October 4-5, with our annual Fall Classics Races. Competition is especially keen for Fall Classics as the drivers vie for the honor of possessing those big rotating trophies during the winter "garage season". Happy reading and happy watching!

SPORTS CAR ACTIVITIES

Sept. 3	Club Meeting	OCSRRC
Oct. 1	Club Meeting	OCSRRC
4-5	FALL CLASSICS RACES	OCSRRC

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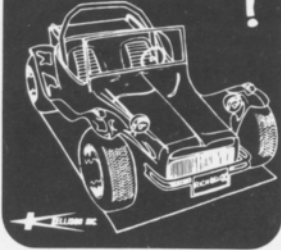
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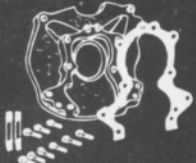


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WHAT IS WATERFORD?

A question I found myself asking in the Spring of 1960 when invited to attend the opening event of the season. On that occasion, it was nothing more than my first exposure to road racing. I, being unable to differentiate between an MG and a Jaguar without benefit of infinite scrutiny, was poorly equipped to sort out the happenings in a three-class race. And I asked an awful lot of silly questions, like "How come that little blue car beat that little red car when the little red car got there first? . . . and . . . "Why don't we go stand on that corner with those people dressed in white? We could see much better." . . . and served the unforgiveable compliment' . . . "I think your Jaguar is terribly cute." I even spent an entire season fruitlessly championing a two-passenger T-Bird.

Several years have passed and innumerable things have occurred since. Although I have a more knowledgeable impression of what Waterford is than I harboured in those early days, I've also found there is no tangible answer.

In the beginning . . . sitting on the Hill . . . watching . . . it was a spectacle of glamour and grease. Confusing . . . exciting . . . a picnic ground with entertainment. Kids crying, sand in your teeth, eating hot dogs, ants on your blanket. It was soiled sneakers and drinking champagne from a paper cup. And finally riding home in a dirty car with a sunburned nose.

Eventually married the fellow who got me hooked on the sport, and then came the spring when he decided to participate instead of observe. The casual spectating was over, and I found myself chasing bits and pieces, fireproofing uniforms, making telephone calls, learning to handle a

stopwatch, raising the ruddy devil when parts weren't delivered on time, buying The Driver a limited slip for his birthday, and writing checks. As an Enthusiasts' Award, The Driver gave me carte blanche on the purchase of sportswear for the purpose of decorating the pits, and although the rollbar, uniform, helmet, goggles and entry fees watered it down a bit, it was a charming gesture, nonetheless.

My first day in the pits taught me one thing. Looking chic is a requirement unbelievably difficult to fulfill in the circumstances. By the end of the day you're covered with dust from the sand kicked up by deflected exhausts, and it becomes embedded in the sun-tan oil you're constantly applying as a substitute for the non-existent shade. Your mouth is dry, and your lips are cracked, and no amount of liquid seems to nullify the dehydrated feeling resulting from . . . is it standing in the sun all day, or the tension? . . . I'm never sure. You rarely see a race, because you're always too busy doing something else. And when it's all over, you're emotionally and physically exhausted. The gorgeous tan you thought you had is exposed as dirt in the shower, revealing a magnificent burn that keeps you awake all night.

Balancing the disadvantages, the people you meet who are involved in road racing are kind, thoughtful, friendly—the most genuine people I've ever known. Usually, I find generalizations wholly inaccurate, but in this case the few who do not conform to this majority are rare exceptions. The spirit of camaraderie that prevails among competitors extends beyond the desire to win into an almost altruistic area where assisting the adversary in order to provide a good race has more significance. And there's excitement in the early-morning hustle before the race . . . thin

sunshine . . . people scurrying about purposefully, still shedding sleep . . . engines revving . . . coffee in one breeze, gasoline in the next . . . the almost prim quiet of the people in the Clubhouse on Saturday morning, during registration . . . and the incredible uproar generated by those same people at Sunday night Trophy Presentations, letting off steam. Most of all, the wonderful feeling that you're part of the action.

I didn't truly learn to appreciate the other people—the working personnel—until the following year when I decided to drive. It took putting a car under me to bring the realization that the Flag and Communications personnel and Tech Inspectors hold your life in their hands. That pit crews can make miracles happen. That Timers and Scorers are battling heat exhaustion and gulping engine fumes in the Tower to set up grid positions and provide lap charts from which I can gauge my progress.

That all these warm, wonderful people, with no remuneration, are there with one purpose—to help.

There is no single answer to the question "What is Waterford?" because Waterford is people, and to each of them it is something different, depending upon their particular degree of involvement.

Statistically, Waterford is 1.5 miles of asphalt forged into the landscape of a small town in Michigan with the same name.

For me, it has meant something different each year. As a spectator on the Hill, it was excitement, fun and a great way to spend Sunday. As a driver, it was intense concentration, hating myself for not doing well . . . a mixture of tension and excitement and praying the car would hold together. As a Pit Bunny, it's Smorgasbord.

What it really is, to you, can only be determined if you come out and spend the day, either behind the wheel or on the Hill.



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Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:10	73.137	1:20	63.995	1:30	56.884	1:40	51.196
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	Corvette	John Greenwood	1:21.0	63.204	5/69
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	Evan Walters	1:21.8	62.587	5/69
E-P	Porsche	Garrett Van Camp	1:22.6	61.982	8/68
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	Alfa Bobsy	Len Pickering	1:20.8	63.362	9/68
C-S/R	Lotus XI	Bill Barber	1:21.2	63.110	9/68
D-S/R	M.F. Special	Bob Clift	1:25.1	60.159	5/69
Formula:					
B	Merlyn	Ken Nielsen	1:15.2	68.079	5/69**
C	Rassey	Bob Clemens	1:18.1	65.552	9/68
Ford	Lotus 61	Jimmy Clark	1:16.3	67.098	5/69
Vee	Lynx	Jim Purcell	1:22.3	62.105	
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	Bob Transou	1:26.3	59.325	8/68
S-4	Lotus Cortina	Allan Moffat	1:24.2	60.802	9/66
V-W	Volkswagon	Roger Roeske	1:33.9	54.521	8/68

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WATERFORD GOES INTERNATIONAL

Carl Harrington as told to
Sue Hoffman

The setting is Harewood Acres, an abandoned airfield which has been converted into a roughly triangular race course near Jarvis, Ontario, Canada. In the grandstand sit 600 hardy race fans who have already seen a full daytime card of eleven races topped off by two hours of go-cart racing followed by twenty-five minutes of dusk-dark warm-up practice for the grand finale—a two hour night Endurance Race starting at 10:00 p.m. and put on by the joint efforts of Waterford and Canadian drivers and workers. As starting time nears, the familiar busy last minute preparations take on an unreal aspect in the glare of the floodlights. The engine revves seem to have a higher pitch as the cars warm up and are backed into their slots for the modified Lemans start. Finally, the cars stand in reversed pull-in-parking order, drivers buckled in, co-drivers lined up opposite their cars, and that anticipatory hush sets in, heightened by the surrounding darkness. The starter waves the green and the co-drivers sprint across the track to tap the car. The silence is broken by the engines starting and gearing up to the accompaniment of encouraging yells from workers and spectators alike. The cars transform into a moving serpent of lights winding through the esses and the race is on!

This Endurance Race was the brainchild of last year's OCSRRC president, Frank Cipelle, who made the initial steps. When current president, Carl Harrington, took office he found club interest still high and he, Tom MacDonald, Tom Abbot, Tom Phimister and Joe Charrette worked

out the many details. These included making final arrangements with the London Automobile Sport Club for use of the track and a compromise of rules differences. The committee decided to limit the race to production cars and sports racers with lights. The entrants were placed in one of four classes based upon car performance. The cars rear lights had to be in good working order and at least two extra broadbeam floodlights were mounted in front and set to focus upon the hay bales marking the course. In addition, each entrants number was preceded by the letter "N" and illuminated by a specially installed right side "running" light. Among the other details the committee had to worry about were driver pre-registration and enticing about forty-plus volunteer workers to forget the July Fourth holiday and come for the fun, too. Dan MacDonald and Tom Abbot were Stewards. Starter Lou Higgins and Assistants Charlie Pickett and Nate Brogan took turns with the flags. Flag and Communications Chief, Dave Mackinder, did a beautiful recruitment job and had 34 white-dressed workers in ghostly groups manning the various corners. Diana Berman and Barbara Miller plus their crew provided Continuity and Lap Charts. Before the night was over Diana earned the Devotion to Duty Award by spending most of it checking charts and compiling the results for Sunday's trophy presentation; this while everyone else partied. For all these people the work and time were given because of their common interest in racing. But Harewood was special and the special part of it for most was the curiosity for a new racing experience.

And Harewood did provide our Waterford drivers with some new experiences! The course, consisting as

it does of onetime runways, is predictably flat. The triangular shape gave plenty of opportunity to put your big toe in the carburetor and open it up on the three straights and relax before entering the chicane or esses which are more open than Waterford. Thus the course is not as tiring to drive and this coupled with two drivers per car helped everyone to stay alert and still finish relatively fresh. Another unusual aspect for some of our drivers was picking out the road between the hay bales. Especially during Friday's night practice, while everyone was still learning the course, the drivers would suddenly find themselves off course and have to slalom in and out of hay bales to find the track proper again. Carl Harrington took one curve of the chicane too hot and went wide to avoid hitting a bale. When he checked his mirror to see how safe it was to re-enter, Carl was quite surprised to see Jim Haggarty's Honda lights right behind him. Jim greeted Carl after practice with, "Hey, you're the club president; I thought you knew where you were going!" Carl and Jim were not the only ones to play Follow-the-Leader-into-the-Boonies that night.

Those hay bales were something else again. Most are weathered "veterans" and all were sodden from Friday's rain. Therefore, it became the better part of valor to clip your apex, but not enough to clip a bale in the process. Waterford's only DNF (Did Not Finish) of the race was an orange Cortina which battled a bale, sideways, and lost. Hitting one of those bales was like hitting a rock, only the rock explodes and covers the track with wet and slippery used grass. Most drivers had a healthy appreciation for this hazard and tiptoed through—if you can envision a

Camaro tiptoe-ing!

"Everyone was driving blind" is an old expression which took on new meaning at Harewood, until the drivers mastered the trick of tilting up the mirror slightly. Actually the competitor's headlights were both helpful and harmful. If you were stopped in the boondocks, you waited for a black space and then drove on course. But it was exceedingly difficult to tell by the lights alone which car was coming up on you. The drivers of the smaller production cars and sedans were faced with the choice of moving over and giving up the line or shutting the door on a possible Mustang, Javelin, or Camaro. This is no time for no-decision makers!

Meanwhile, back in the pits—the crews and especially the co-drivers were playing that age-old guessing game: *Did* he see the signal to come in or is that son of a gun having too much fun driving to give me a chance? All the crews were having difficulty signaling to their drivers with the notable exception of one crew who were apparently warming up for Sebring. They came equipped with phosphorescent board, tape and so on, a good set-up. The crews were in good, and equally frustrated, company. It took several laps for the starters to convince a nameless Mustang driver that his dragging tailpipe was considered hazardous by the stewards!

The two hours of that race still and probably always will hold special memories for those of us there. The flag crew at "highpoint" or the top of the triangle curve which separates the two fastest straights say the view (coupled with the sounds) of the first lap string of lights coming up, curving around, and going away was spectacular. Amid the ohs and

ahs as the leaders entered the long back straight, flagman Len Hoffman provided the voice in the wilderness, "I sure as H--- hope the leader knows where he's going". Come to think of it, twenty-three cars off course at once could be more than veerly interesting!

Drivers and crews have their memories too. Grimly humorous or maybe it's funny later might describe the pit crew for Shantz and Lambke's Austin Cooper. They faithfully slugged through the infield mud to the farthest point from the pits only to learn that the driver had repaired the car enough to coax it into the pits and they should slug back post haste. Doug Pletcher set a new record for the three-quarter mile run into the pits. He made the run back to the car with the battery and tools—but no longer alone. A crewman jogged along to shout instructions and a steward came too—just to make sure Doug was a do-it-yourself man. The team of Carl Harrington and Dick Harms finished the race a little the worse for a slight altercation with a Ford Escort over who had and/or needed the inside line. Carl smoked his NSU's engine and most of the car as well as he roared across the finish line to take the checkered flag at a valient 5 m.p.h. Joe Charrette and Don Burry were really team drivers—it was Joe's Mini but it was Don's engine! Bob Wilson and Bill Martin played in and out of the pit lane all night as Bob's traction bar wasn't tracking! Jim Haggarty and Doug Clingman with the only Honda in the race earned the nickname "the Kamikaze Kids". This apparently didn't faze either them or the "angry hornet" they were driving as they finished first in class and fifth overall. And then there was the Ginetta. Dick Peurtas had it out in the warm-up practice and took the curve off the first straight too hot and

drove it off about fifty yards into the tall grass. All that could be seen was the top of the roll-bar and the grass waving. From then on it was all comic-drama, somewhat like watching a hound chasing a rabbit, as Peurtas' helmet came bobbing up periodically as he tried to find the course again. The Ginetta and crew performed a miracle pit stop when they changed an axle in four minutes flat with the help of co-driver Tom Phimister who turned himself into "the human hydraulic" and literally held the car up while the work was being done. Competitive awards go to two Canadians whose cars spent the last third of the race in the pit lane but were started and nursed across the finish line to take the checkered flag—no DNF's on the record for those drivers!

Among the memories must go the kindness and co-operativeness of the members of The London Automobile Sport Club who helped our Waterford workers learn their way around a new track. Actually, the mutual consideration shown by both Americans and Canadians typified the best in sportsmanship we have all come to expect from the amateur road racing enthusiast.

The jubilation of the sixteen finishers was tempered somewhat by the DNF when Pyska's Cortina lost the bout to the bale and the disappointment of young Patrick Waszkiewicz whose Lotus broke on the starting line. This, too, is racing. So were the several post race parties which went on into the dawn as the events of the weekend were discussed, relived and committed to the well of happy past experiences. If there is one prevailing sentiment it is, wait till next year—we'll be back!



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BOB NAJNOWICZ GRANDSTANDING



I SAID ONE WITH MUSTARD!



RON REEVES LEADING OUT OF SWAMP TURN



EUROPA ENERGY



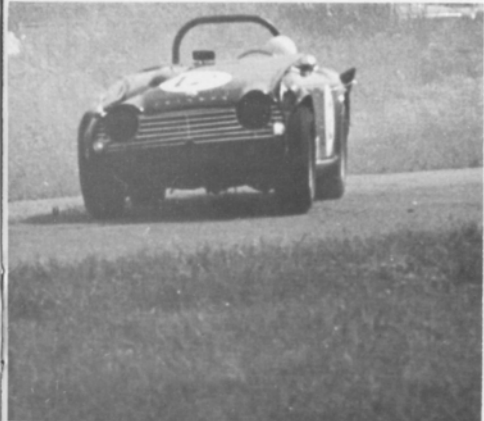
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Michigan Sports Car Club

MSCC membership is made up of motor sports enthusiasts; enthusiasm being the only prerequisite. Candidates are expected to work or run two events before qualifying as members. Club activities include a full yearly calendar of gymkhanas, rallies and ice runs. Annual dues are \$10.00 and \$1.00 for wives. Monthly meetings are held on the second Wednesday of each month at 8:00 p.m. at Botsford Inn, Grand River and Eight Mile Road. For information call John Sabina, 576-2670.

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 p.m. at Ford Central Office Building on Michigan Avenue.

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

Volkswagen Club of Detroit

This group plans rallies, gymkhanas, and a trip to Europe every year in the fall. 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 and Beech-Daly Road, at 8:30 p.m. Information is available from Hans Brodersen, 836-7080.

KSCC

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Grab your crayons and swing on down to the Boar's Head Inn, 26207 W. Warren, Dearborn Heights, or call "Fearless Leader" Ed Crippen, 548-9252.

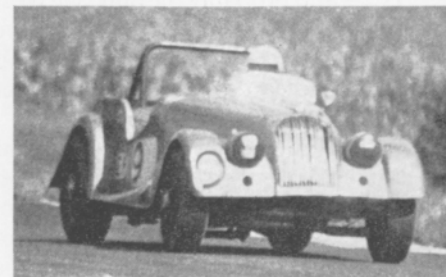
Corvette Club of Michigan

The Corvette Club of Michigan is devoted to the Corvette sports car enthusiast. Activities range from social functions for the family and single individuals to rallyes, drags, and slalom events for the competition minded. The National Council of Corvette Clubs and the Detroit Council of Sports Car Clubs are a part of CCM's activities. For additional information, visit the Corvette Club of Michigan at Wink Chevrolet, 10700 Ford Road, the fourth Wednesday of each month or call CCM's Membership Chairman B. Gibson, 422-2147.

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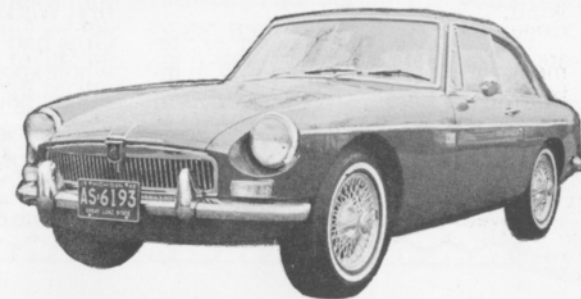
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What's that strange red thing with the buggy wheels popping down the street? That, my boy, is a 1948 MG TC!—and probably the only one west of New York. "Let's go!" And off we went to find out where it lived and who handled the care and feeding of the little thing.

1948 seems to be the year that interest in foreign cars really started to spread—until then very little publicity was attached to the owning of odd cars, unless you were in the Rolls category. Also, this was the year the Detroit Region of SCCA was formed; the beginning of that club's spread from the East across the country. Our local SCCA meetings consisted mostly of tire-kicking the three or four imports we had and passing around a three weeks old copy of "Motor", our only contact with European motor sport.

In that same year a trip to the first Watkins Glen Grand Prix whetted the competition appetites of the several of us who went. Detroit, however, was a far cry from Watkins Glen. There was no sympathy for those noisy little kiddy cars, in fact, Detroit was in a "stamp them out" frame of mind. It almost seemed as if the police had standing orders—all MG's parked at the curb got an automatic warning—red ones a ticket. To get pinched for going 80 was, of course, thirty days; a distinction which could be achieved only with the help of a heavy tail wind.

The best we could do for excitement were Sunday rallyes and gymkhanas. Those rallyes were real pioneering! It took a lot of fast talking to convince the local *gendarmes* that a rallye was not a race and often they were not convinced. The farm-

ers, too, were very touchy about rallyes; they didn't like the dust. During one event the fourth red MG in the pack was peppered by .410 and blasted with the angry bellow, "You blankety-blank so-and-so, you've been past here three times already!" Tail-end Charlie was always the rough spot in a rallye because, by the time he came along, the barricades were up and he was in the soup. We had a special trophy for him—if he made it! Gymkhanas presented their own special problems, the biggest of which was finding and keeping a site. We thought we finally had it made when we were permitted the Sunday use of a five acre parking lot. This lasted until mid-way of the second Sunday event when a spectator in the family sedan toured across the lot going due north, looking due west at the activities, and heading for the only light pole on the whole five acres—Yep!—Direct hit! That was the end of that facility for us.

It has taken a persistent public relations job and a lot of hard work during these twenty years to achieve the number of rallyes and gymkhanas which now take place in the Detroit-southeastern area of Michigan. In this time, too, the number of sports car clubs has increased to approximately twenty, quite a growth rate from our Detroit Region SCCA beginning.

A word or two about road racing. It was in 1948 that several of us SCCA members went to see the first Watkins Glen Grand Prix. Mardi Gras had nothing on that event; the whole sports car nut-hatch was there. It took hours to walk down the main street inspecting the wonderful collection of vintage cars there. Race day was the proverbial somethin' else. The course went right down the

main street. Classes were non-existent since there were no two cars alike—just big 'uns and little 'uns against each other. There were Bugattis right off the museum floor and hy-breds right off the kitchen floor and all of them delightfully noisy and stinky. Petroleum perfume! The best racing was in the small class where MG's were the thing and some of those boys knew how to make them go fast—in all directions! Crowd control around the six mile course was very lax which made driving just the least bit defensive-evasive, somewhat reminiscent of an elongated "Dodg'em Car" carnival game. Many were the DNF's—Did Not Finish—and one missing "bug" was finally found inside the local furniture shop.

By the time the 1949 Watkins Glen race rolled around the sports car bug had bitten a lot more people and the racing boys had learned a bit more about it—like it costs money to win and, from then on, the bank-roll became one of the important factors, if your bag was winning. This did not discourage the poor but honest enthusiast who continued to build up his special and rev his MG far beyond safe limits. Racing was on its way!

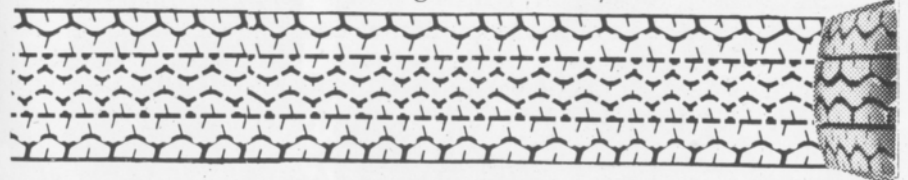
Later on an accident due to poor crowd control ended "round the houses" racing in this country and the Watkins Glen race was moved to a closed course where it is today the scene of an International Grand Prix. By this time too many people had race fever and airport racing became the substitute for road racing.

Airport racing had a couple of pluses going for it since, all things being more or less relative, spin-outs became safer and crowd control simpler. Besides these, airport races were a great training ground for the batch of new drivers entering the sport.

Detroit was slow to accept sports car road racing and it was an uphill battle finding places to run. Again, it took a persistent public relations job by local clubs, and a lot of hard work by a dedicated few. Finally, we made an impression and we enjoyed a few years of airport racing—to go with our ice time trials, field trials, rallyes and gymkhanas. And then, the wonder of wonders, the first real road racing course in Michigan, our own O.C.S.R.R.C. here at Waterford, was opened eleven years ago. To those of us who worked for it, to those of us who used to kick tires and drool in 1948—this was an impossible dream come true.

What a change in these twenty short years! There are at least one, and usually two, events sponsored by a local sports car club for the area enthusiast nearly every weekend throughout the year. There are three road racing courses in Michigan, two of which are within seventy miles of Detroit. It is an easy drive to either our sporty course here at Waterford or to the all-purpose layout of MIS. In fact, there are so many events of all kinds during the season, and during the year, that opportunities to run or spectate are only limited by time and pocketbook.

Pour le sport!





KARL TO THE RESCUE



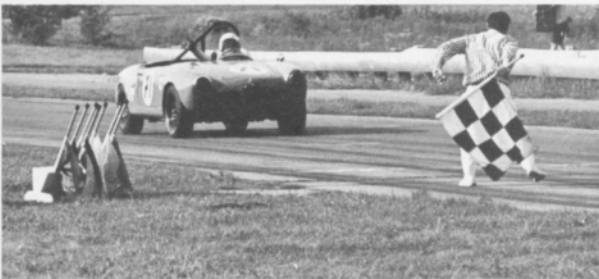
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Yellow (stationary): Take care, danger, no passing.



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.

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



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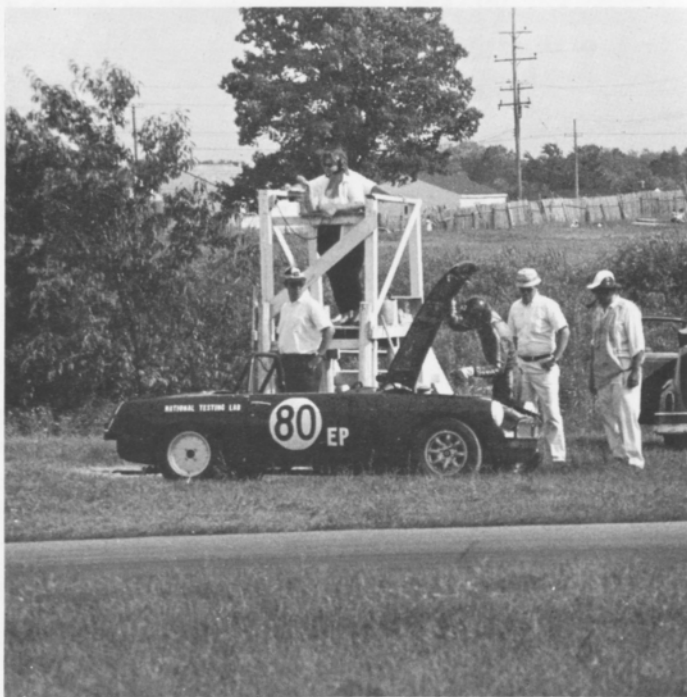
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"Production" Sports Cars (i.e., cars not designed primarily for racing) are grouped in classes according to their racing performance. This system of classing makes driver skill rather than car performance the primary factor in winning races.

CLASS A: Abarth Simca 2000; Cobra 427; Sting Ray 427 (thru 1967); Sting Ray 427 Roadster (1966); Griffith 200; Porsche GTS/904; Shelby GT500 (thru 1967); Sting Ray 396.

CLASS B: Aston Martin DB4, DB5, DB4GT and Zagato; Cobra 289; Corvette 327 and 283; Sting Ray 327 (thru 1967); Sting Ray 327 Roadster (1968); Ferrari 250GTO, 275-GTB, Berlinetta Lusso, 250GT (SWB), GT (California, coupe and cabriolet), 2-plus-2; Jaguar E 3.8 and 4.2; Shelby GT350 (thru 1966, and 1-4V 1967).

CLASS C: Abarth Simca 1300; Alfa Romeo TZ; Datsun SRL311U; Ginetta G4-1500; Lotus Elan (roadster, coupe and drophead); Mercedes Benz 300SL; MGC; MGC-GT; Morgan SS; Osca 1600 GT; Porsche Carrera 1500 and 1600; Porsche 356B, C2000 GS, 911, 911 S, (11L; Sunbeam Tiger 260; Toyota 2000GT; Triumph TR250 and TR5.

CLASS D: AC Bristol; Aceca Bristol; Alfa 2600 Sprint and Spider; Arnolt Bristol; Austin-Healey 3000; Daimler SP250; Elva Mk. 3 and 4 (1800); Elva Mk. 4 (T1800); Fairthorpe Electron; Fiat Abarth 1000 DOHC; Ginetta G4-1000; Jaguar XK120, 140, 150; Lotus Super 7; Marcos GT1000; Speedwell GT2A and 2B; Triumph TR4, TR4A (IRS); Turner Climax; TVR Mk. 3 1800; TVR Climax; Yenko Stinger.

CLASS E: Alfa Duetto, Giulia Spider Veloce 1600, Giulia Sprint GT and GTC, Sprint Speciale; Austin-Healey 100-6; Elva Mk. 4 T Ford, Mk. 1, 2, 3, 4 1622; Fairthorpe Electron Minor; Lotus Elite; Mercedes 250 SL; MGB; MGT-GT; Morgan plus-4; Porsche 912, 356C/1600SC and 265B, S90, 356 1500/1600 A, B, C; Triumph TR2, 3, 3A, 3B, GT6; Turner 1500; TVR Mk. 3 1622; TVR Vixen 1600 Ford (provisional); WSM GT; GSM Delta.

CLASS F: Alfa Giulietta Super 1300, Sprint Speciale, Giulia Sprint and Spider 1600; Alpine A110-1100; Austin Healey 100-4, Sprint 1275; Datsun SPL311 and SPL 311U; Fiat Abarth OT 1300/124 coupe; Glas GT1700; Lotus 7 and 7A; Mercedes 230SL; MGa 1500, 1600, 1622, twin cam; MG Midget 1275; Morgan 4/4 Mk. 5; Sabra Sport; Sunbeam Alpine; Spitfire Mk. 3 1300; Volvo P1800; GMS Delta (Ford 105E).

CLASS G: Alfa Sprint and Spider 1300; Abarth OTS 1000 coupe; Alpine A108-1000; Sprite 1100 and AN8; Datsun SPL 310U; Fiat Abarth 700, 750DOHC, 1000 pushrod, OT1000 Spider; Fiat 1500 Spider DOHC, 1500 Spider and cabriolet, 124 Sport Spider; Glas 1300GT; Honda S800; Matra; Midget 1100 and AN3; Porsche 1300; Rene Bonnet CRB; Spitfire Mk. 1 and 2; Turner 950S.

CLASS H: Sprite 948 Mk. 1 and 2; DB HBR5 851-954; Fiat 850 Spider; Fiat Abarth 850S, 750GT, 750MM; Fiat 1200 Spider; Honda S600; Midget 948; MG TC, TD, TF 1250, TF 1500; Morgan 4/4 Mk. 4; NSU Wanke Spider.

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"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 A: Over 2000 cc (over 122 cu. in.); **CLASS B:** 1300 to 2000 cc (111½ cu. in.); **CLASS C:** 850 to 1300 cc (46 to 111½ cu. in.); **CLASS D:** Under 850 cc (under 46 cu. in.).

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CLASS II: Alfa Giulia 1300; Ford Anglia 1198; Mini Cooper S 970 and 1071; Renault Gordini R8 1108; Saab 850 Sports; Hino Contessa 1251; Datsun 1595; Saab 1498; NSU TT-1085; NSU TTS-996; NSU 1200 TT-1117; Fiat Abarth 1000, Volkswagen 1600; Mini Cooper 997.

CLASS III: Alfa TI 1600; BMW 1600 and 1800 TI; Corvair Monza; Ford Cortina 1498; Isuzu Bellet 1991; Sunbeam and Hillman 1725; Toyota Carona 1899; Volvo 1600 and 1800; Valiant 2786; Mini Cooper S 1275; Renault Gordini 1300; NSU 1200 TTS and TTC 1177; Fiat 1200.

CLASS IV: Alfa TI Super 1600 and GTA; BMW TISA, Lotus Cortina; Corvair Corsa, Porsche 911; Fiat Abarth 1200; 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).



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