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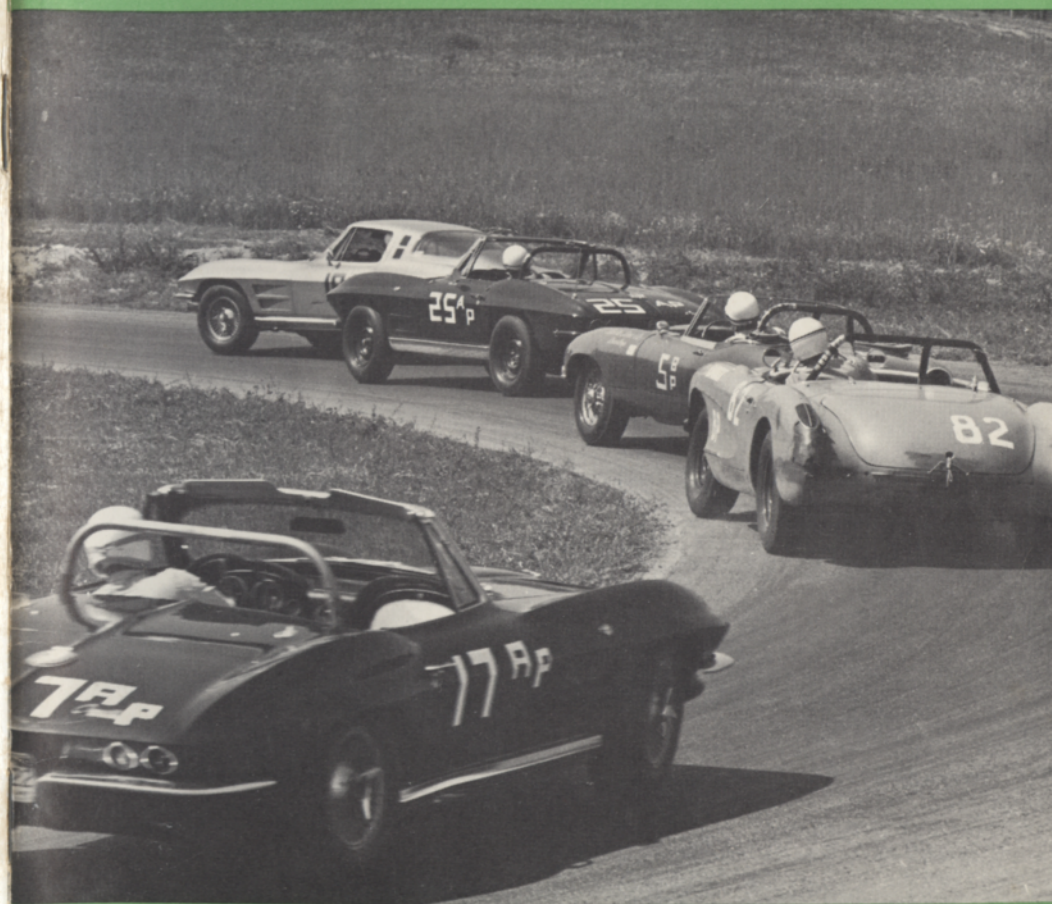


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WATERFORD HILLS digest

JULY 18-19, 1964/Price 25 cents



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WH digest



Bill Schumacher (#18) sets the pace as the large production race gets underway.

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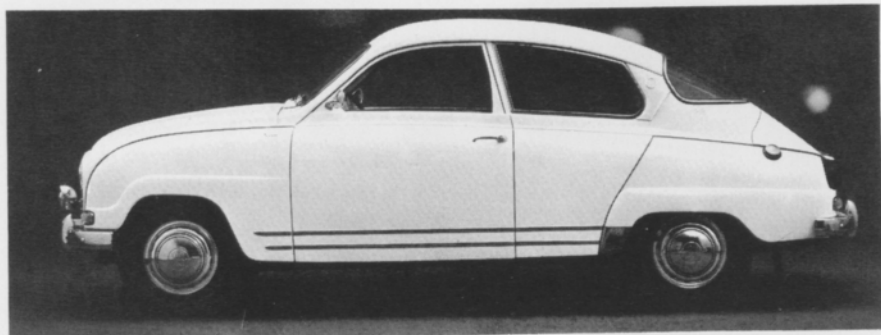
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Ed Fischer

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THE INSIDE LINE



We spoke of records broken in the last issue -- we now have a super record-breaker in the crowd: George Blass, Volvo, broke his own record five times in one race on Sunday! The new record for Sedan Class II is 1:33.5, or 54.755 miles per hour. So far this year we have twelve new records, out of a possible 22. And with the full crew of drivers expected this weekend (several of the top boys were at Lynndale Farms in June), we should see a few more breaks, and some pretty fancy driving. Glen Lyall in the SCD Ford and Jim Purcell in Dick Londergan's Formula Libre will be making bids for the track record, along with the usual assortment of Juniors.

And speaking of Juniors, Ken Woodward's Woodward DKW is up for sale. Rumor has it that by the time the car is sold, the new Woodward special will be off the blocks and ready to go. Each new Woodward car has been better than the last, so we look for something really hairy this time.

We goofed again! Apologies to Joe Seussmuth for calling his MG-TC a TF! Thanks to Peter Korwin of Ann Arbor for his snide remarks on the subject. We also flubbed when we mentioned that Ralph Yeckley had never come in first or had a dnf. On Saturday last he didn't finish, and on Sunday he won both the class and feature races outright!

Things are getting sorted out, slowly but surely: information on Sports Car events can now be gotten directly from the sponsoring club, instead of half information from the Digest. (Additional Council information is printed on the reverse side of the Program of Events.) And we have included the new cars in our Classifications, and brought the Sedan classes up to date (see page 14). Anything else not clear? Let us know.

On the subject of subscriptions again: we now have a grand total of five subscribers, had the pleasure of meeting the first, Jack Schoenberger of Miamisburg, Ohio, at the last race. We'd like to meet the rest of you, too, so if you happen to be in the Pits on race day, pop around to the Press Bus and say hello.

One of the little extras that makes Wilfred Mott (of Imported Cars of Oakland County) so popular with the drivers, was the bag of ice cubes he distributed to winners at the end of the long, hot races last month. It's gestures like this that answer the question, "What made me think I wanted to be a race driver?"

CALENDAR OF EVENTS JULY-AUGUST 1964

Date	Event	Sponsor	Information
July 25	Dual Khana	KSCC	VI 2-0938
26	Rally	DTC	VE 9-0330
26	Gymkhana	AROC	
Aug. 2	July Event	VWCD	588-5108
2	Gymkhana	MGCC	VE 8-8021
2	Gymkhana*	KSCC	VI 2-0938
5	General Membership Meeting	OCSRRC	VE 5-8573
8	June GP Rally	MSCC	SL 7-4319
9	Gymkhana*	CCM	338-9780
9	Hill Climb**	ECSCC	735-2870
15-16	Race	SCCA	VE 5-8573
Sept. 26-27	Race	OCSRRC	VE 5-8573

*Championship Event

** Licensed Drivers Only

Events listed are coordinated through the Detroit Council of Sports Car Clubs.



Gymkhana is a foreign word meaning bring your foreign car (or American compact), a few friends, and a couple of dollars, and test your driving skill. For a description of one such event see page 20.

1964 RACE OFFICIALS

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THE FABULOUS?!! WORLD OF SPEED

by Trevor D. Campbell

It is Friday night, my wife is reading from a check-list - "Tires o.k., oil fine, oh yes - diapers! Honey, do you have the stopwatch?" I remove the stopwatch from the baby, who is dangling it in a dish of strained peaches. Oh well, maybe I'll get a few good times tomorrow.

Off to the baby-sitter's - the old Chevy shudders as I let in the clutch. I dread what she'll do when I hang another 2,000 lbs. on her tail tomorrow.

The baby's crib is rattling about, I wonder if it will stay put on the roof-top carrier. In fact, I wonder if the roof-top carrier will stay put! The baby is driving furiously with her own steering wheel, but soon gets bored and decides to jam a half-eaten cookie in my right ear. The Cadillac in front makes a right turn with his left blinker on. I yell out the window, the baby screams, Marj informs me we've forgotten something. We have not yet begun to race!

(Continued)



Brancik

THE FABULOUS?!! WORLD OF SPEED Continued

Saturday morning is chilly, I am beginning to get nervous. I hear the muffled roar (I do mean muffled, Les) of well-tuned cars. My wife smiles sweetly and looks very confident, the Ginetta looks fierce and purposeful, now I am nervous. Tech inspection - we push the car down - the brake lights won't work. I trace the wiring frantically - ah! there it is. I repair the broken wire and we're through o.k. My pit crew (Marj) is very efficient, she warms the engine, changes plugs, checks the oil, and pronounces the car to be in excellent shape and ready to go. I am now very nervous, but after a few laps I begin to feel better. Marj has signalled lap times, which most certainly won't excite Joan Voltmer. We pull in for a breather and take time out to talk to fellow drivers.

It is now time for my race. I sit in the car, my stomach a piece of Jello. My wife smiles sweetly and looks confident, the Ginetta looks fierce and purposeful, my stomach is now a piece of shivering Jello. I glance over at the Elite driver, Ed drops the flag, and we're off! The first struggle for survival is over and I'm ahead of the Elite.

Oh, watch it - there's Marj. What does she mean - "GO"? The Elite is breathing down my neck, I am a little faster in the swamp - my pit sign again says "Go" - the Elite almost runs over

me - God, surely this is the last lap! Again I pass Marj, and again she says "GO." The Elite passes me in Bluff Turn, I try desperately to hold him - I lose it, I'm bouncing over the boonies!! My better half is not smiling so sweetly, she tells me where to go!

Sunday is a terrible day, I feel very nervous. My wife finally smiles, offers a few words of encouragement, my confidence returns. The white flag goes up on the false grid, I fire up the engine. Marj asks, "What is that fluid dripping on your coveralls?" Good Lord, the oil pressure gauge line has unscrewed itself! The cars have all gone - frantic work with a wrench - I'm off!

I feel fine, the car is running good. I've been told I'm not allowing the car to break loose enough - I'm entering Paddock Turn, let's try it. Lovely, a little more throttle - watch it, look out - Ye Gods, too much - more throttle, more lock, phew!! I look for the Turn Marshal, he waves me on, I feel very idiotic. Marj is watching the Cobra; we take the chequered flag - it's all over!

I strap the baby's crib on the car, we say "Goodbye" to the baby-sitter, the Chevy shudders, the baby is driving furiously, Marj smiles, I think I could have gone deeper into Turn One. We both laugh, it was a ball!!

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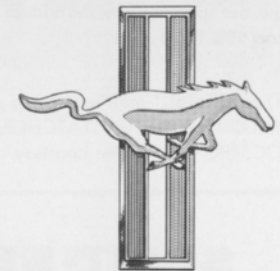
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1.14	70.48	1.24	60.95	1.34	54.47	1.44	49.23
1.15	69.54	1.25	60.23	1.35	53.89	1.45	48.76
1.16	68.63	1.26	59.53	1.36	53.33	1.46	48.30
1.17	67.75	1.27	58.85	1.37	52.78	1.47	47.85
1.18	65.61	1.28	58.18	1.38	52.24	1.48	47.41
1.19	64.78	1.29	57.53	1.39	51.72	1.49	46.97

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

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CLASS RECORDS

CLASS:	CAR	DRIVER	TIME	SPEED	DATE
Production Sports:					
A-P	AC Cobra	T. Payne	1:22.3	62.206	5/64
B	Jaguar XKE	J. Mulholland	1:24.5	60.587	5/64
C-P	Lotus S7	R. Justice	1:27.6	58.442	6/64
D-P	GSM Delta	W. Osband	1:28.7	57.718	5/63
E-P	Porsche	R. Dorn	1:29.4	57.377	8/63
F-P	MG-A	C. Cantwell	1:29.0	57.520	9/63
G-P	TR Spitfire	R. Clemens	1:30.2	56.758	5/64
H-P	Sprite	F. Salo	1:32.0	55.647	6/64
Modified Sports:					
C-M	SCD Ford	G. Lyall	1:23.2	61.533	5/64
D-M	Torus	O. Clubine	1:27.5	58.510	5/62
E-M	Porsche RS	T. Payne	1:23.4	61.387	10/61
F-M	Lotus 23-B	E. Cicotte	1:22.0	62.434	5/64
G-M	Lola	F. Bradley	1:24.7	60.444	8/61
H-M	Special	R. Hull	1:27.5	58.510	9/62
Formula Junior:					
Rear Engine	Lotus 20	R. Durbin	1:20.4	63.676	8/63**
Front Engine	Stanguellini	R. Brown	1:25.2	60.090	10/61
Sedans:					
Modified	VW Porsche	E. Dahm	1:29.5	57.171	5/63
Class I	Volkswagen	J. Purcell	1:34.0	54.463	5/64
Class II	Volvo	G. Blass	1:33.5	54.755	6/64
Class III	Austin Cooper S	R. Brown	1:30.5	56.570	5/64
Formula Vee:		F. Cipelle	1:28.6	57.783	6/64
Formula Libre		J. Purcell	1:24.7	60.444	6/64

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RACE RESULTS JUNE ROAD RACES

Saturday

Race #1 - E-F-G-Production*

1 EP	Bob Schiffer	Porsche
1 FP	Don Watson	MG-A
1 GP	Bob Kliffel	Sprite

Race #2 - Sedans & H-Production*

1 Sed. 1 & 2	Ed Lidgard	Volvo
1 Sed. 3	Jim Purcell	Volkswagen
1 HP	Fred Salo	Sprite

Race #3 - A-B-C-D-Production*

1 AP	Bill Schumacher	Corvette
1 B&CP	Joe Mulholland	Jaguar XKE
1 DP	Cliff O'Grady	Austin Healey

Race #4 - Ladies' Race

1 overall	Joyce Sutherland	MG-A
-----------	------------------	------

Race #5 - All Modified, Formula Vee, Junior, Libre*

1 F.Jr.R	Ken Nielsen	Lotus XX
1 F.Jr.F.	Ken Woodward	Woodward DKW
1 F.Vee	Larry Wilhelm	Formula Vee
1 C&FM	Edgar Manker	Corvette
1 G&HM	David Moothart	Lotus XI

Race #6 - E-G-H-Production & Sedans**

1 F&GP	Charles Akins	Lotus VII
2 F&GP	Don Clining	MG-A
3 F&GP	Ron Anderson	MG-A
1 HP	Bob Mynke	Sprite
1 Sed. 1	Ed Austin	NSU Prinz
2 Sed. 1	Larry Naar	Volkswagen
1 Sed. 2 & 3	Chuck Emerson	Austin Cooper

Race #7 - All Modified, Formula Vee, Junior, Libre*

1 F.Jr.R	Chris Prewitt	de Tomaso
1 F.Vee	Donald Brown	Formula Vee
2 F.Vee	Richard Denny	Form Car
1 Mod.	Wayne Cherry	Scorpion
1 Prod.	James Ford	Lotus S7
2 Prod.	Michael Sanders	Triumph TR-4
3 Prod.	Don Munoz	MG-B

* Licensed Drivers Only.
** Novices Only.

Sunday

Race #1 - G-H-Production

1 GP	Ralph Yeckley	Sprite
2 GP	Bob Kliffel	Sprite
1 HP	Fred Salo	Sprite
2 HP	Bill Larson	Sprite
3 HP	Joe Brancik	Sprite

Race #2 - All Modified

1 CM	Owen Russell	Rusler II
1 D&FM	Doug Akin	Special
1 G&HM	David Moothart	Lotus XI
2 G&HM	Paul Muir	Lola Climax

Race #3 - Formula Junior, Vee, Libre

1 F.Jr.R	Ken Nielsen	Lotus 20
2 F.Jr.R	Bill Bradley	Special
1 F.Jr.F.	Ken Woodward	Woodward DKW
1 F.Vee	Larry Wilhelm	Formula Vee
2 F.Vee	Tom Faulkner	Formula Vee
3 F.Vee	Frank Cipelle	Formula Vee

Race #4 - All Sedans

1 Sed. 1	Jim Purcell	Volkswagen
2 Sed. 1	Larry Naar	Volkswagen
1 Sed. 2	George Blass	Volvo
2 Sed. 2	Bill Clawson	Falcon
1 Sed. 3	Ed Lidgard	Volvo

Race #5 - E-F-Production

1 EP	Erhard Dahm	Porsche
2 EP	Larry Sherman	Porsche
3 EP	Ken Hathaway	Alfa Romeo
1 FP	Don Watson	MG-A
2 FP	John Pierce	MG-A
3 FP	Tom McDonald	MG-A

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

1 A&BP	Norm Luther	Corvette
2 A&BP	Ernie Humphrey	Corvette
1 CP	Jerry Konieczny	Lotus S7
1 DP	Donald Grohs	GSM Delta
2 DP	Cliff O'Grady	Austin Healey
3 DP	John McComb	MG-B

Race #7 - MODIFIED FEATURE***

1 overall	Ken Nielsen	Lotus 20
2 overall	Tom Monarch	Lotus 18
3 overall	Bill Bradley	Special
1 CM	Kryn Ihrman	Rusler II
1 G&HM	David Moothart	Lotus 11
1 F.Vee	Larry Wilhelm	Formula Vee

Race #8 - SMALL PRODUCTION FEATURE***

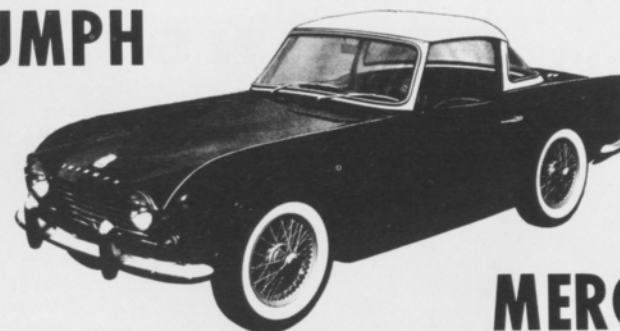
1 overall	Don Watson	MG-A
2 overall	John Pierce	MG-A
3 overall	Ed Lidgard	Volvo
1 Sed. 1 & 2	Art Sutphin	Austin Cooper
1 GP	Ralph Yeckley	Sprite
1 HP	Fred Salo	Sprite

Race #9 - LARGE PRODUCTION FEATURE***

1 overall	Joe Mulholland	Jaguar XKE
2 overall	Norm Luther	Corvette
3 overall	Bill Schumacher	Corvette
1 C&DP	Cliff O'Grady	Austin Healey
1 EP	Larry Sherman	Porsche

*** Class Winners on Sunday and by Invitation. No Novices.

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SEDANS



Earl Stevenson, Sunbeam Imp, passes Barbara Purcell, Volkswagen.

One of the most interesting, and varied, races of any weekend takes place when the Sedans take over the track. Since there are now enough of these cars to run by themselves, they are no longer gridded with the H-Production cars. This makes for a better and safer race, since the two groups have such different handling techniques and performance capabilities.

In the past, Sedans have been classed as over and under 1300 cc and modified. Now that there are so many more on the track, and the performance potential is so varied, they are classified by this potential rather than by displacement. This makes the classes more evenly matched, which means a better race for everyone concerned. Class I is made up of the smallest cars, and has an approximate displacement limit of 100 cubic inches. Class II includes the medium-sized cars and 6-cylinder American compacts (up to 200 cubic

inches). Class III takes in all the larger sedans and American compacts. The overall limits for sedans are 300 cubic inch displacement, 110 inch wheelbase, and 3500 pounds in weight. These limits have been set because it is felt that the longer cars would be too difficult to handle on such a short, twisty course, and heavier cars would tend to tear up the track, no small consideration.

A fourth class, Modified Sedans, has not been included this year because not enough drivers expressed interest in entering cars in this category, and it was felt that at least five cars were necessary to make up the class.

The most popular cars this year have been the Mini, Volkswagen, and Volvo, with a scattering of others, such as the NSU Prinz, Corvair, Sunbeam Imp, Falcon, Saab, and Mustang. Although the sedans have often been thought to be non-



Scotty Lidgard takes the checkered flag.

competitive cars, their class records prove differently. Current records are held by Jim Purcell, Volkswagen (Class I), at 1:34.0; George Blass, Volvo (Class II), at 1:33.5; and Dick Brown, Austin Cooper S (Class III), at 1:30.5. These times are comparable to the records in the G- and H-Production and Formula Vee classes.

A complete breakdown of the Sedans is as follows:

CLASS I: Renault, Volkswagen 1200, Simca 1000 and 1300, BMW 700, Mini Minor 850, Saab Standard, Ford Ang-

lia, Fiat 600 and 1200, Opel Kadette, Hillman Imp, Hillman Minx.

CLASS II: Mini Cooper 1000, Volvo 1600, Saab GT, Fiat 750 Abarth Derivation, MG 1100, Volkswagen 1500, Renault 1093, Volkswagen Ghia, Volkswagen 1200, Ford Consul Cortina Standard, BMW 700S, 6-cylinder American compacts (up to 200 cubic inches, 110" wheelbase, and 3500 pounds.)

CLASS III: Volvo BI800, Mini Cooper S-1100, Ford Consul Cortina, BMW 1800, Jaguar Sedan 3.4, any American compact up to 300 cubic inches, 110" wheelbase, and 3500 pounds.



Andrea Von Hagen, Corvair, moves up on Bob Acton, Mustang.

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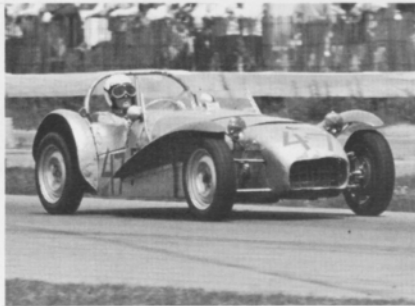
20830 COOLIDGE - OAK PARK, MICHIGAN

THE WOMEN OF WATERFORD



Joyce Sutherland, MGA, leads Jonna Valdemar, Gordini, through the swamp.

Since the early days of Waterford, plans have been made to include a ladies' race if there were enough ladies interested. Since most of the cars are in different classes, a handicap system is used in positioning and starting these races. The fastest time for each car is taken, and the slowest car starts first.



Nancy Tucker in former Winship Brown-owned Lotus 7.



Mary Swindell, highly competitive Corvette driver.



Juanita Henderson, Volvo, awaits the start of sedan race.

Thereafter, each car waits out a "handicap" of the number of laps in the race times the number of seconds faster per lap they are than the car in front. It's all very confusing, but luckily Chief Timer Joan Voltmer is an expert mathematician who seems to keep things well under control.



Novice Barbara Purcell watches for the green flag in the ladies' race.

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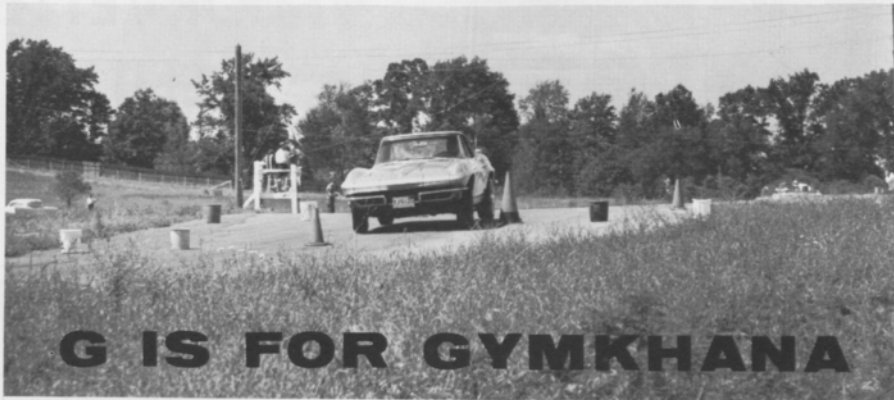
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G IS FOR GYMKHANA

Basically, a gymkhana is a type of race in which the entrant must complete the course in a minimum amount of time without penalty points. The catch is, you must thread your way through the buckets without knocking any over. For every bucket you knock over, you get a certain number of penalty points, so the driver who does everything right the fastest wins.

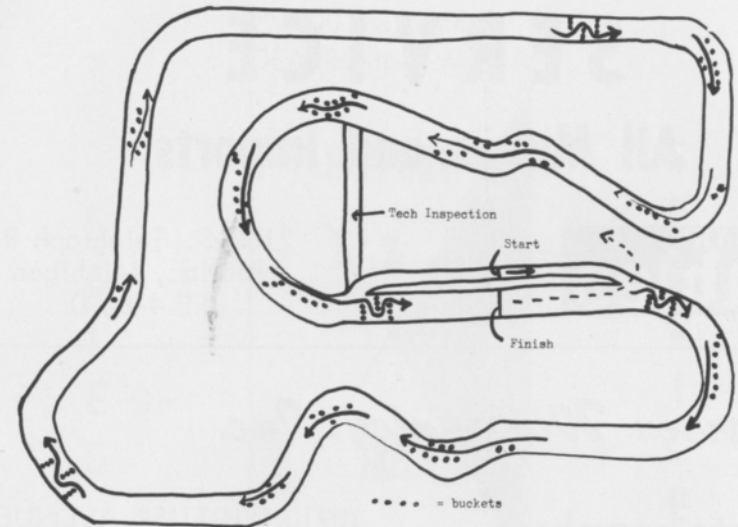
Since it is often difficult to follow the course the first time around, most organizers allow time for at least one practice run before the timed ones. This way, everyone has an equal chance to learn the pattern without incurring penalties.

Cars are classed in gymkhanas, just as they are in races, by performance potential, to make handling the most important factor. Awards are by clas-

ses, usually to the first, second, and third place winners in each class.

On July the fourth the Corvette Club of Michigan held a gymkhana at the Waterford course. Using the track itself, the organizers placed plastic buckets at strategic points (emphasizing skill and safety, rather than top speed). A wide assortment of cars were entered, including a Model "A" Ford, several Corvettes, small sedans and American compacts, as well as the usual array of foreign sports cars. (Anyone is welcome to enter these events, club member or not.)

Each car was given two practice runs through the complicated course, and then two timed runs, the better of the two being the official time. It was interesting to note that, even though the fast corners and straights were "buck-



Corvette Club Gymkhana Course

eted," the top speed was under two minutes, which is about the average time of a novice racing on the course for the first time.

Although this particular event was held on a race course, most are held on large parking lots, using the "bucket method." The course for this event was long enough to allow more than one car to run at a time. For shorter events, there will often be two or more parts, so that drivers are not kept waiting too long before competing. In an OCSRRC-sponsored event last year, for example, one part was run by a blindfolded driver operating under directions from a navigator. And another part teamed up two

cars with a length of tape joining them. The cars had to complete the course without breaking the connection.

Gymkhanas are necessarily "gimmick" events, often including carrying things from one point to another, such as an egg balanced on a spoon, backing and turning, figure eights, or a short drag race.

These events are a lot of fun for beginners and pros alike, providing an awfully good ground for testing a new car or becoming more familiar with an old one. The two or three dollar entry fee is well worth the gain in confidence, experience, friendships, and just plain fun.



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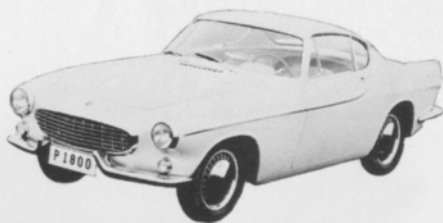
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TURN

THE O'REILLYS MARSHAL

Two of the hardest working people around Waterford are Mike and Emily O'Reilly. They got their start in the racing business two years ago when they traded their Corvair in on an Alfa Romeo. When they took this new car to the shopping center for the first time, they met Ron Roe, a racing enthusiast who persuaded them to come out to Waterford. Immediately interested in the sport, they became involved with the Flags and Communications crew as Turn Marshals.

In 1963, Mike was the OCSRRC representative to the Detroit Council of Sports Car Clubs. The same year he joined the SCCA, handling communications for their August race and for their Driver's School this year. He is now co-chairman (with Dick Bailey) of Flags and Communications for the OCSRRC. Holder of a Competition License, Mike races at the Waterford course and pits for other people when his other duties permit.

Emily has been co-editor (with Emily Bowyer) of the club's "Wheelspin" col-

umn, published monthly in the Oakland County Sportsman. She combines flagging with working on Registration, and fits into any job available. This year she participated in the OCSRRC Driver's School for the experience.

Em teaches fourth grade in Clawson during the year, and takes playground duty during the summer. Mike works on payroll at Automobile Transit in Wayne, 31 miles, or a good haul in the Alfa, from home.

Married seven years (Em is 29, Mike is 33), the O'Reillys live in Madison Heights with their two station wagons (one runs), two Alfas (one is the race car), and a whole gang of friends, who pop in for breakfast, lunch, or dinner almost every day.

In between work and racing, Em manages to keep up with her sewing, gourmet cooking, and gardening, while Mike, with the help of friends, does most of the work on the Alfas. Their future plans include spectating at other courses, and more of Waterford.



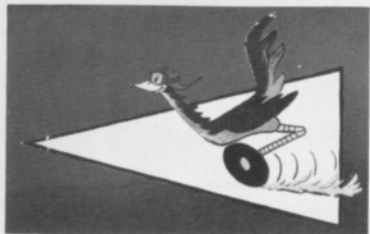


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OCSRRC RACING CLASSES

PRODUCTION SPORTS CARS:

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

CLASS A:

Abarth Simca 2000; AC Cobra; Corvette 237-cu in; Corvette Sting Ray; Ferrari 250 GT (short wheelbase); Ferrari GTO; Griffith 200; Porsche GTS 904 coupe.

CLASS B:

Aston Martin DB-4 GT & Zagato, DB-2, DB-2/4, DB-4; DB-5; Corvette 283 cu in; Ferrari 250 GT (long wheelbase); Sunbeam-Ford Thunderbolt; Jaguar XKE; Mercedes 300-SL.

CLASS C:

Alfa Romeo Giulia TZ; Alfa Sprint Speciale & Zagato; Elva Courier Mk III 1800, Mk IV 1800, 1800-T; Lotus Super 7 (Ford 109E & Ford 116E); Lotus Elan; Marcos GT 1000; Morgan Super Sports OSCA, 1600 GT; Porsche Carrera 1500, 1600, 2000; Simca-Abarth 1300; Sprinzel Sebring Sprite; TVR (MGB or Climax engine); WSM GT Toupe.

CLASS D:

AC, Aceca Bristol; Alfa Romeo 2600, 2000, 1600 Giulia Sprint GT, Alfa Romeo Giulia Spyder Veloce; Arnolt Bristol; Austin-Healey 3000 & Mk II; Austin Healey BJ8 3000; BMW 507; Daimler SP-250; Fiat-Abarth 1000 dohc; Frazer-Nash; Ginetta G4 (single webber); GSM Delta; Jaguar XK-120, 140, 150, 150-S, & 3.8; Jensen 541-R; Lancia Aurelia GT & Spyder; Lotus Elite; MG-B; Porsche 356-B, 356-C, Super 90, 1600 SC; Siata 208-S; Triumph TR-4; Turner (Climax or Ford 116E).

CLASS E:

AC Ace & Aceca; Alfa Giulietta Veloce; Alfa Giulia 1600 Standard, Alfa A110-1100, Austin-Healey BN-1, 2, 4, 6; Elva Courier Mk III, 1622 cc & Mk IV, 1622 cc; Fairthorpe Electron; Fiat

Abarth 700 dohc, 750 dohc, 1000 push-rod; MG-A dohc; Morgan Plus 4, 4/4 Mk V; Porsche 356, 356-A, 356-B 1600, 356-C 1600; Renault Alpine.

CLASS F:

Alfa Giulietta Standard; Berkeley B-95, B-105; Deutsch-Bonnet; Denzel 1300-S; Facellia; Fairthorpe Minor; GSM Delta (Ford 105E single webber); Lotus 7 (BMC or Ford 105E); Mercedes 190-SL; Mercedes Benz 230SL; MG-A: Rene Bonnet CRB-1; Sabra Sports; Sunbeam Alpine; Triumph TR-2, TR-3; Turner 950-S; Volvo P-1800.

CLASS G:

Austin Healey Sprite AU8; Sprite 948 cc w/options; Sprite 1100; Datsun SPL-310-U; Fiat-Abarth 850-S; Fiat 1500 Spyder; MG Midget 948 & 1100; MG Midget AU3; Morgan 4/4 Mk IV; Porsche 1300-S; Triumph Spitfire.

CLASS H:

Sprite, 948 cc, limited options; Auto-Union 1000-SP; Berkeley 500cc; Fiat-Abarth 750 GT Mille Miglia; Fiat 1200; Fiat 1500 Cabriolet; Lancia Appia GT; MG-TC, TD, TF 1500.

MODIFIED SPORTS CARS:

"Modified" Sports Cars (i.e. sports car 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 97-1/2 to 122 cu. in.).

CLASS F: 1150 to 1600 cc (67 to 97-1/2 cu. in.)

CLASS G: 850 to 1150 cc (46 to 67 cu. in.)

CLASS H: Under 850 cc (under 46 cu. in.)

FORMULA JUNIOR:

The F.Jr. is a class of single seat, open-wheel racing cars using engines from small imported sedans. These engines, although under 67 cu. in. in displacement, are modified to produce up to 100 horsepower. The **FORMULA VEE** is a type of Junior using Volkswagen components.

SEDANS:

At the Waterford course Production Sedans are classed by performance potential. Class I includes the VW, Renault, Imp, and other small cars; Class II is made up of slightly faster cars, including the 6-cylinder American compacts; and Class III includes the larger sedans, plus the 8-cylinder compacts. Limits of 300 cubic inch displacement 110" wheelbase, and 3500 pounds weight are placed on all sedans, since it is felt that larger cars would be too difficult to handle on this short, twisty course.

JUNE RACE PICTORIAL

Photos A. Bizer



Farming with a TR-4



Coming out of Swamp Turn:
Lidgard, Pierce, & Watson.



Sunday: Luther promises to stay out of the Swamp.



It must be an elephant
'cause the trunk's in front.



Poetry in motion.



Farming with an Alpine.



Wilhelm finishes 1/2 carlength ahead of Cipelle.



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