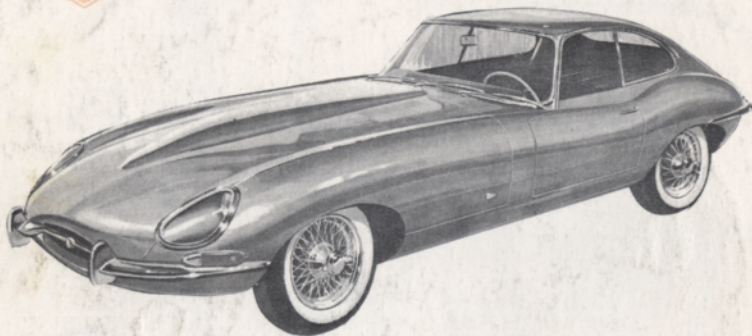


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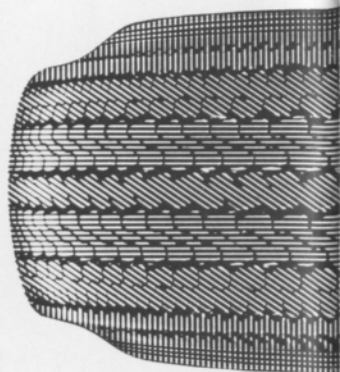
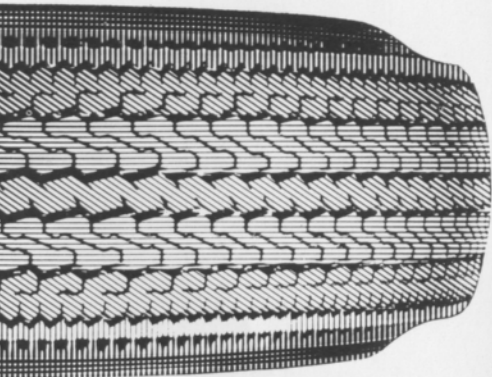
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Vol. 6 No. 3

July 31 & Aug. 1, 1965

# WHI digest



Bizer Photo

When Eichstaedt's Corvair breaks, everyone pitches in to help.

## CONTENTS

Inside Line .....	3
Sports Car Activities .....	4
Powered by Ford (from England) .....	7
Lap Speed Chart .....	10
Class Records .....	11
The Nielsen Racing Team .....	13
Notes .....	17
Road Racing at Mosport .....	22
Race Results .....	27
Detroit Council of Sports Car Clubs .....	28
Pit Pass .....	31
SCCA Action .....	32
Racing Classes .....	35
Course Map .....	36

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# THE INSIDE LINE



Look for some excitement in the Sedan races this weekend. Australian Allan Moffat will be back in a FoMoCo-entered Lotus Cortina. He will be competing against Don Eichstaedt, Jerry Thompson, and Ernie Mohawk in Corvairs, and Hugh Gordon in a Cortina GT. Moffat gave the boys a good run for their money last month, but ran out of gas near the end of the race.

A new entry for the Sedan race, it is rumored, will be Erhard Dahm in a BMW TISA. This car is brand new, and is reportedly sold only to licensed race drivers!

In the Digest this month we are concentrating on the English Ford Line engines and two drivers-of-note who make use of these engines: Ken Nielsen and Ron Justice of the Nielsen Racing Team. Our thanks to Peter Quenet of English Ford Line for his help.

Watch for news of Waterford on the Motorsports page of the Detroit News. This very informative feature page, which covers all types and aspects of racing, appears in the Sports section of the News every Saturday.

# SPORTS CAR ACTIVITIES

## AUGUST

DATE	EVENT	CLUB	INFORMATION
August 2	Club Meeting	KSCC	KE 1-8597
4	Club Meeting	OCSRRC	835-8573
7	Rally	MSCC	VE 8-6369
8	Gymkhana	KSCC	KE 1-8597
8		CCM	WE 5-4100
10	Club Meeting	MSCC	VE 8-6369
12	Club Meeting	FMC	565-5257
12	Club Meeting	Ralligaters	427-1821
15		DTC	VE 7-5926
16	Club Meeting	KSCC	KE 1-8597
17	Club Meeting	SCCA	274-4032
18	Club Meeting	DTC	VE 7-5926
19	Club Meeting	ECSCC	735-2870
21-22	Rally	Ralligaters	427-1821
22	Gymkhana	MSCC	VE 8-6369
24	Club Meeting	AROC	342-1150
25	Club Meeting	CCM	WE 5-4100
26	Club Meeting	MGCC	KE 2-7374
27	Club Meeting	VWCD	PA 8-3959
28-29	Race	OCSRRC	835-8573
Sept. 26-27	Race	OCSRRC	835-8573

Events listed are coordinated through the Detroit Council of Sports Car Clubs.  
For more information on the clubs see page 28.

## ROAD RACES—AUGUST 28 & 29

Highlight of the weekend will be a parade and three-lap race by vintage sports cars. Bugatti, Crosley, Jaguar—these were the cars that made road racing what it is today. Don't miss the chance to see these antique automobiles in wheel-to-wheel competition at Waterford.

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Nowhere within recent history has one engine so completely dominated a sphere of automobile racing as have the four-cylinder, overhead valve English Ford engines normally found in the Anglia and Cortina sedans. Suitably modified, these engines have scored success after success on the international sports/racing scene.

In examining these engines, their design, characteristics, power output, and reliability, it is significant to note that many varied facets dictated their specifications. In order to keep manufacturing and assembly costs low, it was necessary to use but one basic cylinder block for the various engine sizes, and using the same cylinder heads, pistons, and auxiliary equipment. By varying the crankshaft stroke and lengthening or shortening the overall length of the connecting rods, the one basic engine was made to serve all requirements between 60 and 90 cubic inches.

One of the more unusual design features in the English Ford Line engine is the exceedingly over square bore-stroke ratio. The advantages of this over square design are small physical size, particularly in engine height, low weight in relation to power

output, and considerably increased engine life due to the low piston speeds attained.

The 60 cubic inch Anglia engine (105E) was the first to be produced, and served, therefore, as the basis for modification. This engine has been developed to produce over 110 horsepower, and this without the use of overhead camshafts, desmodromic valves or supercharging. Reliability of an engine producing this sustained level of power in relation to its small size would normally be considered very low. However, the English Ford engines are highly reliable as far as racing engines go, and are a significant tribute to the original design and to the firms which have so successfully modified them.

In 1961, the newly-created Formula Junior specified an engine capacity not to exceed 60 cubic inches, and the engines were to be derived from a standard-production sedan. Such eminent engine tuning specialists as Cosworth, Alexander, Martin and Holbay chose Anglia engines for their Juniors, because only the Anglia provided sufficient ruggedness and adaptability for increased power outputs. The combination of the Colin Chap-

## "Powered By Ford"

(from England)

Lotus 20 (105E)





Lotus Super 7 (109E)

man-designed Lotus and the Cosworth-modified engine completely dominated Formula Junior racing and established the Lotus-Ford combination, which has since proven virtually unbeatable, from Indianapolis to Sebring, not only in the hands of Jimmy Clark, but also as piloted by Waterford driver Ken Nielsen (Lotus 20).

The 82 cubic inch version of this engine (the 109E) is used to power the Lotus Super 7 (as driven by Ron Justice, Barrett Wayburn, and Don Grohs). The most significant change in this engine in recent years was the addition of five main bearings, and increasing the engine size to 90 cubic inches (designated as the 116E). This basic engine has proved adaptable enough to produce 85 horsepower in the regular production Cortina GT (118E), and when it is modified for

racing, it has been known to develop over 130 horsepower. One of the most highly developed Cortina GTs in this country is driven by Hugh Gordon here at Waterford.

The amazing sturdiness of the five main bearing engine prompted Lotus to develop a twin-overhead camshaft aluminum cylinder head, which is used to power a special version of the Cortina (Lotus Cortina, 125E, driven by Allan Moffat), as well as the Lotus 23 and the Lotus Elan. Specially tuned, the twin-cam's power output has risen to nearly 150 horsepower.

In recent years the English Ford Line engine has proved to be a highly successful and readily adaptable machine. Keep an eye on the boys that are "powered by Ford"—they'll be showing up in the winner's circle.

GSM Delta (105E)



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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 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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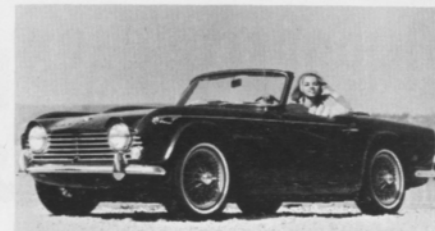
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## CLASS RECORDS

CLASS:	CAR	DRIVER	TIME	SPEED	DATE
<b>Production Sports:</b>					
A-P	AC Cobra	Tom Payne	1:22.2	62.206	5/64
B-P	Jaguar XKE	Joe Mulholland	1:24.5	60.587	5/64
C-P	Lotus Super 7	Ron Justice	1:24.9	60.301	5/65
D-P	GSM Delta	Don Grohs	1:27.8	58.309	9/64
E-P	Porsche S	Erhard Dahm	1:26.0	59.529	5/65
F-P	MG-A	Ray Brooks	1:27.7	58.376	9/64
G-P	Triumph Spitfire	Bob Clemens	1:28.0	58.171	5/65
H-P	A-H Sprite	Fred Salo	1:31.0	56.259	7/64
<b>Modified Sports:</b>					
C-M	SCD Ford	Glen Lyall	1:22.4	62.131	9/64
D-M	Lotus 23-C	Glenn Baldwin	1:22.4	62.131	9/64
E-M	Porsche RS	Tom Payne	1:23.4	61.386	10/61
F-M	Lotus 23-B	Ed Cicotte	1:22.0	62.434	5/64
G-M	Lola	Pete Dawson	1:22.4	62.131	9/64
H-M	D. J. Special	Dave Johnson	1:27.0	58.846	8/64
<b>Formulae:</b>					
C-1 (Rear)	Lotus XX	Ken Nielsen	1:20.1	63.915	9/64**
C-2 (Front)	Woodward DKW	Ken Woodward	1:23.0	61.681	9/64
Vee		Frank Cipelle	1:25.5	59.878	8/64
Libre		Jim Purcell	1:24.7	60.443	6/64
<b>Sedans:</b>					
S-1	Volkswagen	Jim Purcell	1:34.0	54.463	5/64
S-2	Volvo	George Blass	1:32.2	55.527	9/64
S-3	Austin Cooper S	Dick Brown	1:29.9	56.947	9/64
S-4	Corvaire	Don Eichstaedt	1:27.7	58.376	9/64
S-M	VW Porsche	Erhard Dahm	1:29.5	57.202	5/63

\*\*Course Record

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# Nielsen Racing Team

Ken was the first of the Nielsen family to acquire an interest in racing, and that in a rather round-about way. In 1960, at the age of 19, he went for an airplane ride with a friend. Neither was particularly interested in sports cars, but when they needed fuel, they touched down in Ohio near a sports car track. A race was underway, and they were unable to leave for several hours, so they stayed to watch. It was there that Ken saw Chuck Dietrich drive an Elva Formula Junior.

A few weeks later Ken drove down to watch the races again, and in June of 1960 he bought the Elva. He joined OCSRRC in July, and raced at Waterford the rest of the season. That winter he wangled an invitation to Nassau, and ran the car down there.

During this time Ken's Dad, Bob, became interested in the sport, and also joined OCSRRC, becoming a member of the OCSRR Corporation. He helped Ken maintain the Elva, and the following spring they sold it and bought a Lotus 20, which Ken still drives. (The Elva is now run by Spike Briggs.) In 1961 Ken joined SCCA, and began campaigning his new car throughout the midwest and Canada.

Ken's most thrilling experience in racing was winning the Lawrence Memorial Trophy Race (for Modified and Formula cars) for the first time, in 1962. He beat out Ralph Durbin for the prize, and went on to win again the following year.

Ron Justice became interested in racing through Bob Clift (ex-Corvette pilot), at about the same time Ken was getting started. Ron pitted for Clift in 1960 here and in Canada, and it was at a Canadian race that he first met the Niensens. He joined the Nielsen crew in 1961, and married Ken's sister

Jeanine the following year.

In 1963 Team Nielsen invested in a Lotus Super 7 for Ron, who had joined OCSRRC and SCCA in the meantime. The two boys have raced together since that time, averaging ten races a year (including five at Waterford). Both prefer the home track, mentioning good track preparation and administration, good event coordination, and well-organized and friendly officials.

The two team cars are painted black, and have the Nielsen family crest displayed prominently on the front end. Both cars run English Ford engines, the 20 with a 105E (top end 130 mph) and the Super 7 with a 109E (top speed 125 mph). Ken holds the course record at Waterford of 1:20.1 or 63.915 mph. He set this record in September of 1964. Ron holds the C-Production record of 1:24.9 or 60.301 mph, which he set in May of this year.

Ken has placed high in the point championships in 1961, '62, and '64, placing third, fourth, and third, respectively. Last year Ron was eighth in the standings.



Ken cools off after a long, hot race.





Ron Justice takes the checkered flag.

Ken, now 24, lives in Clawson with his wife Marty and their young son. Ron, 23, makes his home in Royal Oak with Jeanine and their two small daughters. Both wives attend the races, leaving the babysitting to obliging grandmothers

Ron and Ken have joined Bob in the family business of underground construction work. The firm, Chris Nelsen & Sons (it's spelled that way because

a clerk made an error in the original business forms, and it was easier to change the name than the papers) are concerned with sewer, water, and gas mains.

Bob Nielsen, who owns and maintains the two cars, goes along as team manager and top pit man, and to keep an eye on his investment. Under his watchful eye, Team Nielsen has a good start on another highly successful year.



Bob Nielsen drives Ken around for the victory lap.

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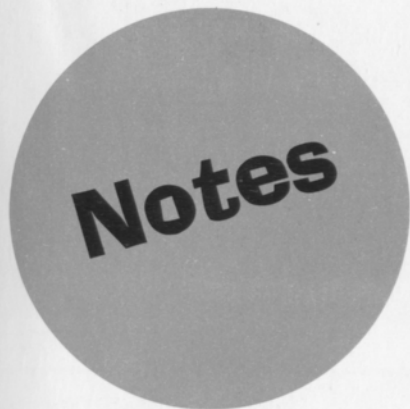
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Erhard Dahm's Porsche, after slamming sideways into a bank in Gulch.

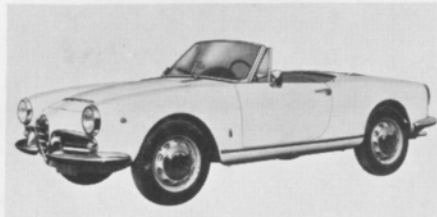
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Acton moves out for the early lead in the Canadian Touring Trophy Race.

## MOSPORT

Mosport Park, just east of Toronto, is a seven-hour drive from Detroit along good roads and expressways. The 2½ mile road course attracts some of the world's top drivers to the annual Players 200 in June and the Canadian Grand Prix in October. It is a demanding circuit, allowing no room for error, and requiring intense concentration.

Two weeks ago, on July 17, the British Automobile Racing Club—Ontario Centre sponsored a three-hour endurance race for Sedans that required more than concentration and skill. A vivid imagination and lively sense of humor were needed to bring the participants and spectators through the weekend still smiling. Herewith a story of confusion:

First, some basic points to consider: 1. Timing and Scoring a 90-lap event with 45 cars entered in seven classes is a rather difficult task. 2. Corvairs often have problems with fan belts. 3. Driving any road course in fifth gear is no mean feat. 4. It helps to have someone in the pits who can count.

To begin, then, the feature race of the day was the 90-lap (approximately three-hour) Canadian Touring Trophy Race for Sedans. Entrants included Allan Moffat of Australia and Sir John Whitmore of England, both driving Ford Lotus Cortinas; Al Pease (Toronto) and Bill Brack (Clarkson) in Minis; Craig Fisher (Willowdale) and Bob McLean (Vancouver) in Mustangs; the girls, Donna Mae Mims (Pittsburgh) and Nicole Martin (Montreal), Minis, and Diane Carter (Toronto), Volvo; and, of course, Detroit-area drivers Bob Acton (Mustang), Don Eichstaedt and Jerry Thompson (Corvairs), and Bob Zimmerman and Art Sutphin, (Mini). So much for the field.

On the first lap Acton had problems with a power-shutoff at 4000 rpm. Thinking the problem was fuel starvation, he made a pit stop, and finding nothing wrong, went back out on the track. Again he experienced the power shutoff, and again pitted. This time his crew removed the cold air box from the carburetors, and the problem

disappeared. The car ran like a charm.

In the meantime, Eichstaedt pitted with a broken fan belt, and stayed in the pits nearly twenty minutes while his crew fixed him up with another belt and taped tools inside the car so that Don could fix the fan belt if it slipped off again out on the track. By the time he started again, he was ten laps behind the leaders, and a second stop a few laps later for the same reason put him even farther behind. His crew eventually discovered that the harmonic balancer had come loose, and the fan belts couldn't stay put. Don was finally forced out of the race when his engine jumped time and the fuel injection wouldn't work.

Nearly every car stopped to take on fuel at some point in the race, but no fuel stop was quite as confusing as Al Pease's. His crew managed to dump almost a gallon of gasoline on the engine compartment, necessitating a push-start from the pits. Al had no further problems until around the halfway point, when he came down the straight with his hand in the air. Wife Ellie asked him, via the pit board, if he had only one gear, and got her answer the next time around when he held up his gearshift lever. After running a good many more laps in fifth gear, he finally retired with overheating problems.

It was just about this time that the Acton Mustang ran into insurmountable problems: co-driver Joe Mulholland (of Jaguar fame) took over the driving at the halfway point, and was last seen sitting beside the road on the far end of the course with clouds of blue smoke pouring out of the engine compartment.

The Thompson Corvair and the Sutphin-Zimmerman Mini both went well, with no mechanical problems, and both finished the race. Jerry had had the misfortune of blowing an engine in practice on Friday, and stayed up all night installing and adjusting a new one.

Six laps from the end Sir John Whitmore retired with a missing wheel. He had felt the wheel wobble as he turned the first corner after the pits, but managed to complete the entire lap except the last corner (at speed)



Fanbelt-replacing tools can be mighty useful in a Corvair.



The cold air box that caused Acton's early problems.

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# RACE RESULTS

## SCCA Regional Races

### SATURDAY, JUNE 26

#### Race 1: G-H-Production

✓ 1 GP Conrad Lapinski  
 1 HP Dwight Knupp

TR Spitfire  
 A-H Sprite

#### Race 2: Sedans

1 Sed. 1 Bob Zimmerman  
 ✓ 1 Sed. 2 Charles Davison  
 ✓ 1 Sed. 3 Hugh Gordon  
 ✓ 1 Sed. 4 Jerry Thompson

Austin Cooper  
 Austin Cooper S  
 Cortina GT  
 Corvair Corsa

#### Race 3: F-Production

1 FP Richard Hull

Volvo P-1800

#### Race 4: Modified

1 FM Ed Cicotte  
 1 GM Pete Dawson  
 1 HM Dave Johnson

Lotus 23-B  
 Lola  
 D. J. Special

#### Race 5: D-E-Production

✓ 1 DP Jim Branam  
 1 EP Erhard Dahm

MG-B  
 Porsche

#### Race 6: Formula

1 F. C Ken Nielsen  
 1 F. Vee Jim Clarke

Lotus 20  
 Vanguard Vee

#### Race 7: A-B-C-Production

✓ 1 A&BP Dennis Waszkiewicz  
 1 CP Ron Justice

Corvette  
 Lotus Super 7

#### Race 3: F-Production

1 FP Richard Hull  
 ✓ 2 FP Bill Petree  
 3 FP Bill Davidson

Volvo P-1800  
 Sunbeam Alpine  
 Alfa Romeo

#### Race 4: Modified

1 FM Ed Cicotte  
 2 FM Robert Lehmann  
 1 GM Pete Dawson  
 2 GM Bill Barber  
 1 HM Lawrence Haig  
 2 HM Fay Meerzo

Lotus 23-B  
 Meryln Mk. 6  
 Lola  
 Lotus II  
 Flying Shingle  
 Costalatta

#### Race 5: D-E-Production

✓ 1 DP Bill Clawson  
 ✓ 2 DP Jim Branam  
 2 DP Wesley Paauwe  
 1 EP Bill McKemie  
 2 EP Pete Hutchinson  
 3 EP Garrett VanCamp

GSM Delta  
 MG-B  
 Austin Healey 3000  
 Elva Courier  
 Porsche  
 Porsche S

#### Race 6: Formula

1 F. C Ken Nielsen  
 ✓ 2 F. C Bill Janowski  
 1 F. Vee Jim Clarke  
 2 F. Vee Larry Wilhelm  
 3 F. Vee Jim Purcell

Lotus 20  
 Lotus 18  
 Vanguard Vee  
 Landergran Vee  
 Formula Vee

#### Race 7: A-B-C-Production

✓ 1 A&BP Dennis Waszkiewicz  
 2 A&BP Paul Sonda  
 3 A&BP Scotty Addison  
 1 CP Jack Hurt  
 2 CP Barrett Wayburn

Corvette  
 Corvette  
 Corvette  
 Lotus Super 7  
 Lotus Super 7

### SUNDAY, JUNE 27

#### Race 1: G-H-Production

✓ 1 GP Conrad Lapinski  
 2 GP Art Hackman  
 3 GP Bob Speck  
 1 HP Bill Koch  
 ✓ 2 HP Bill Larson  
 3 HP Janet Ferry

TR Spitfire  
 A-H Sprite  
 TR Spitfire  
 A-H Sprite  
 A-H Sprite  
 A-H Sprite

#### Race 2: Sedans

1 Sed. 1 Bob Zimmerman  
 ✓ 2 Sed. 1 Bill Ryburn  
 3 Sed. 1 Susan Ivory  
 ✓ 1 Sed. 2 Charles Davison  
 ✓ 2 Sed. 2 Larry Naar  
 3 Sed. 2 Bill DeBoer  
 1 Sed. 3 George Blass  
 2 Sed. 3 Jim Corwin  
 1 Sed. 4&5 Jerry Thompson

Austin Cooper  
 Austin Cooper  
 NSU Prinz  
 Austin Cooper S  
 Volkswagen  
 Ford Cortina  
 Volvo 544  
 Volvo 544  
 Corvair Corsa



## 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 with a driver's license and a corvette may join this club, which holds gymkhanas, rallies, road races, drags, and social events. regularly. 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. Further information is available from Ralph or Phyllis Henning, 12292 Ward, Detroit. WE 5-4100.

## Sports Car Club of America, Detroit Region

An interest in sports cars and the motorsport are the only requirements for this club. Dues are \$13.50 for the national organization, and \$8.00 for the local group, which sponsors races, driver's schools, rallies, gymkhanas, and ice runs. Meetings are on the 3rd Tuesday of the month at 8 p.m., Bonnie Brook Golf Club, Telegraph S. of 8 Mile. Information: Mrs. "Rusty" Fitts, 27166 Coleen Ct., Dearborn Hts., phone 274-4032.

## Alfa Romeo Owners Club

Gymkhanas, Rallies, and Social activities are the highlights of the Alfa Club. Membership requirements? An active interest in the sport. 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 John Mrsan at 342-1150.

# 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 club represented.

The Council also serves as a means by which the individual clubs can join together in projects of mutual interest. Through joint the clubs were able to

bring Stirling Moss to Detroit in 1961. In 1964 the Council sponsored a four-day trip to Nassau during Speed Week, and a second eight-day trip is scheduled for 1965.

It also coordinates motor sport event 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, and sponsorship of local races. 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 Jefferson Ave. Community Centre, Sandwich East. For information contact Bill Brewer, 12722 Keith Ave., Tecumseh, Ontario. Phone 735-2870.

## 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 Amato's Restaurant, 6926 Wyoming, Detroit, at 8:30 p.m., on the first and third Monday of each month. For further information call Howard Willson, KE 1-8597.

## Michigan Sports Car Club

You must own a sports or foreign car to be a full member of this club (others are associate members). Club activities include rallies, gymkhanas, and ice runs. Annual dues are \$12.50, which includes a club badge. Monthly meetings are held on the second Tuesday of the month, at 8:00 p.m., at Northland Center, Meeting Room B. Information is available from Larry Lawrence, 13533 Rutherford, Detroit. Phone VE 8-6369.

## MG Car Club, Detroit Centre

Gymkhana, Rally and Racing Teams from this group compete throughout the area. Two-thirds of the members must be MG owners or have an interest in BMC, and all must be over 21. Dues are \$11.50, 2/extra if the wife joins. Meetings are on the fourth Thursday at the Botsford Inn, Grand River nr. 8 Mile. Call Hugh Laird, KE 2-7374 for further information.

## Detroit Triumph Club

A marque group for Triumph owners only, the DTC sponsors rallies, gymkhanas, autocrosses, and social events, regularly. Meetings are held on the third Wednesday of the month, at 8:00 p.m., at Amato's Restaurant, 6926 Wyoming, Detroit. Annual dues are \$6.00 per year (initiation fee is \$15.00). Further information is available from Mrs. Kay Budesky, 14910 Lesure, Detroit. Phone 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 Fred Bienke, 427-1821.

## 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 \$5.00 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 range, picnicking and camping areas. Meetings are held on the first Wed. of the month, at the clubhouse, at 8:30 p.m. Call Ray Kempton, 644-2534 for additional information.

## Volkswagen Club of Detroit

This group plans rallies, gymkhanas, and a trip to Europe every 18 months. Membership is open to anyone interested, dues are \$8.50 (initiation), \$5.00 per year. (Associate members may join for \$2.50). Meeting night is the last Friday of the month at the Warren Valley Golf Club, Warren & Beech-Daly Rd. at 8:30. Information is available from Emily Bowyer, PA 8-3959.

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# SCCA ACTION



Who ever saw a bath-tub win a race? This one did.



Do you fellas need some help getting the tire off?

All Photos by Al Bizer



Tigers don't like the Swamp anyway — we'll just cut across here and avoid it.



No telling who you'll meet up with in Swamp.



Watson, old chap, fetch my pipe from the pits.



Acton loses it in Bluff Bend.



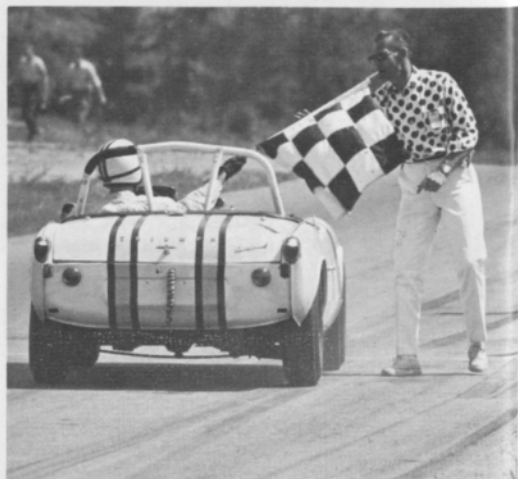
Tower says "Look out, gals, there's a wild Mustang headed your way."



With a little luck the Sedan 2 trophy will be a martini shaker!



When you've got a low car like a Vee, you have to pass on top of the hill so you can see where you're going.



Lyall's monster gives a victory snort through the carbs.



Latimer sits out the F-Production race.

Lapinski comes home for the checkered flag, wagging his tail behind him.

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# OCSRRC RACING CLASSES

## PRODUCTION SPORTS CARS

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

**CLASS A:** Abarth Simca 2000; AC Cobra 289 & 427; Corvette 327; Ferrari GTO; Griffith 200; Porsche 904; Sting Ray 327 & 396.

**CLASS B:** Aston-Martin DB 5; Corvette 283; Ferrari Lusso, 250 GT & 2 + 2; Jaguar XKE 3.8 & 4.2; Mercedes Benz 300 SL; Shelby American Mustang; Sunbeam Tiger.

**CLASS C:** Alfa Romeo TZ; Elva 1800; Ginetta 1500; Lotus Elan; Lotus Super 7; Morgan Super Sport; Osca 1600 GT; Porsche Carrera 1500 & 1600; Porsche 2000 GS; Simca Abarth 1300; TVR 1800 & Climax.

**CLASS D:** AC Ace Bristol; Alfa Romeo Giulia Spider Veloce; Alfa Romeo 2600; Alfa Romeo 1600 Sprint GT & Speciale; Arnolt Bristol; Austin-Healey 3000; Daimler SP250; Elva Mk. IV Ford; Fairthorpe Electron; Fiat-Abarth 1000 dohc; Ginetta G4-1000; GSM Delta; Jaguar XK 120, 140, 150, 3.4, & 3.8; Lotus Elite; Marcos GT; MG-B; Porsche 911; Speedwell Sprite; TR-4; Turner Climax; Turner 1500; TVR 1622; WSM.

**CLASS E:** Alfa Romeo 1300 Sprint Speciale, 1300 Super, 1600 Standard; Alpine A-110; Austin-Healey 100-4, 100-6; Elva 1622; Fairthorpe Minor 948; Lotus 7 & 7A; Morgan Plus 4 & 4/4 Mk. V; Porsche Super 90 & 356C-SC; Porsche 356 A, B, C, 1500, 1600, Renault Alpine A-108; Sabra.

**CLASS F:** Alfa Romeo 1300 Standard; Fiat-Abarth 700, 750 dohc; Fiat-Abarth 1000 Pushrod; Mercedes-Benz 230-SL; MGA Twin Cam; MGA 1500, 1600; Sunbeam Alpine; TR-3, TR-2; Turner 950S; Volvo P-1800.

**CLASS G:** Austin-Healey Sprite 948 Mk. I (options) & Mk. II; Austin-Healey Sprite 1100; Datsun SPL 310-U; DP 851, 954; Fiat 1500 dohc, 1500 Cabriolet; Honda S600; MG Midget 948 & 1100; Morgan 4/4 Mk. IV;

Porsche 1300; Rene Bonnet CRB-1; Spitfire.  
**CLASS H:** Austin-Healey Sprite 948 Mk. I; Fiat-Abarth 850-S, 750-GT; Fiat 1200 Spider; MG TC, TD, TF 1250; MG TF 1500.

## MODIFIED SPORTS 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

**Formula "C":** A class of single seat, open-wheel racing cars using engines from small imported sedans (under 67 cu. in.). Two classes are run: Formula C-1, Rear-Engine; Formula C-2, Front-Engine.

**Formula Vee:** A type of Formula "C" using Volkswagen components.

**Formula Libre:** "Anything goes" type of Formula Car.

## SEDANS

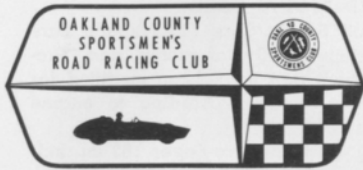
Four classes of Sedans are run, the cars being grouped by performance potential. **CLASS I:** Renault, VW 1200, Simca 1000 & 1300, BMW 700, Mini Minor 850, Saab Standard, Ford Anglia, Fiat 600, 850, 1200 & 1300, Opel Kadette, Hillman Imp, Hillman Minx, VW Ghia 1200.

**CLASS II:** Mini Cooper 1000, Volvo 1600, Saab GT, Fiat 750 Abarth Derivation, MG 1100, VW 1500, Renault 1093, Ford Cortina, BMW 700S, Mustang Six 170 & 200 cu. in., American 4- & 6-cylinder compacts (up to 200 cubic inches, 110" wheelbase, and 3500 pounds).

**CLASS III:** Volvo B-1800, Mini Cooper S 1000 & 1100, Ford Cortina GT, BMW 1800 TI, Jaguar 3.4, Mustang 260 & 289 (2-barrel carb.), Renault D8 Gordini, Corvair, Valiant, Alfa TI, American V-8 compacts less high-performance options (up to 300 cu. in., 110" wheelbase, 3500 pounds).

**CLASS IV:** Mustang 289 with 4-barrel carb., 289 high-performance, 289 with weber options; Mini Cooper S 1300, Ford Cortina Lotus, Fiat Abarth T.O., 1965 Corvair Spyder 180 hp with high-performance options, BMW TISA, Fiat Abarth OT 1600 (up to 300 cu. in., 110" wheelbase, 3500 pounds).

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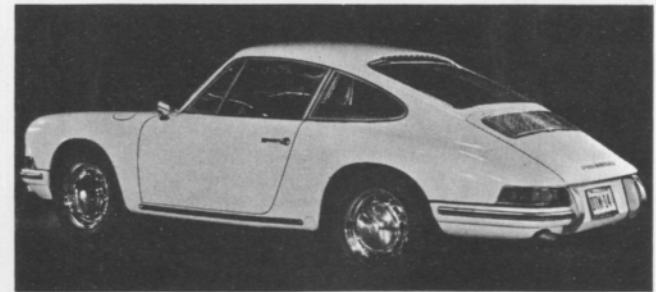


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