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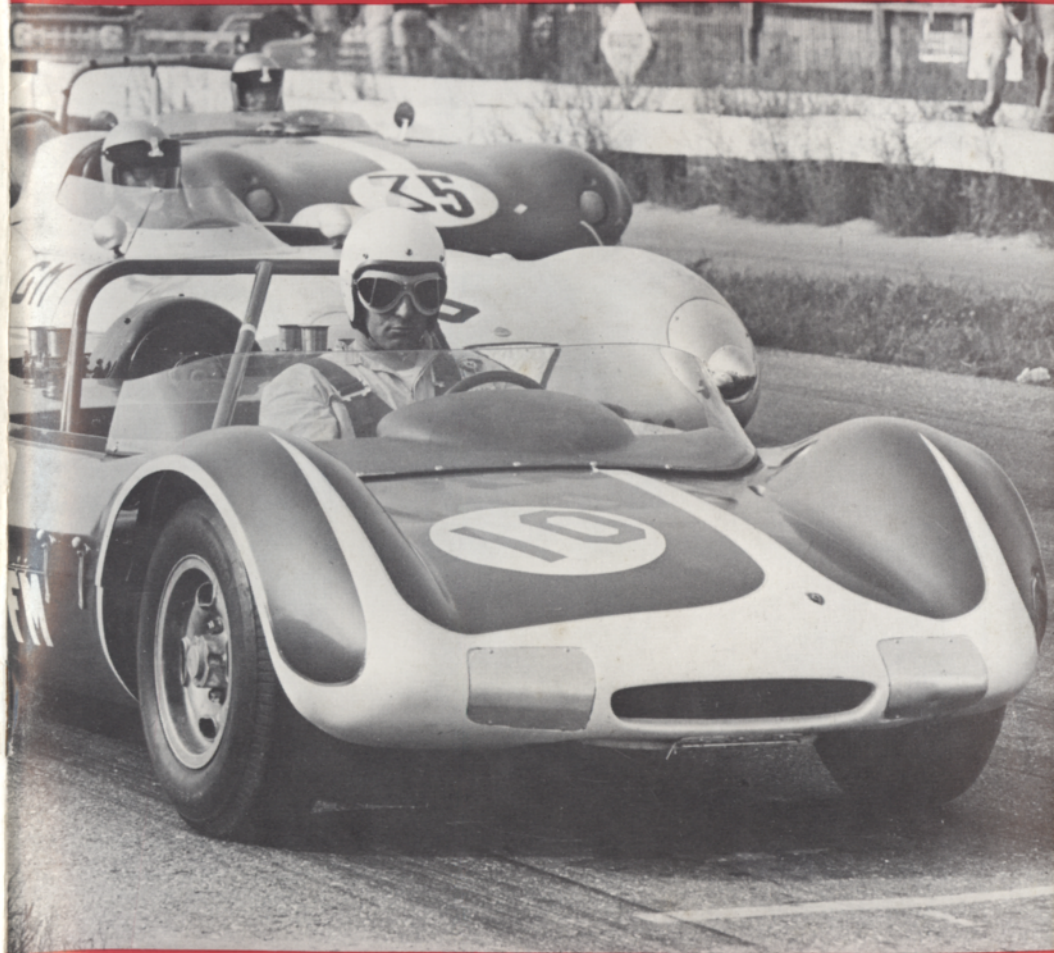
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WATERFORD HILLS digest

July 1966/25c



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Vol. 7, No. 3

July 1966

WHI digest



Bizer Photo

Modified grid: Frank Cipelle (#10 Clark/Londergan, F-M), Nate Brogan (#60 Lotus 11, G-M), and Mike Pung (#35 Cro-Sal Special, C-M).

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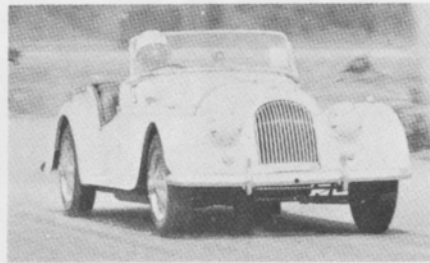
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THE INSIDE LINE



Everything was hot in June: weather, track, cars, and, naturally, tempers. The shortened races on Saturday were a blessed relief to many a driver, who had overheating problems in practice.

One of the weekend's highlights for us was the performance of Frank Cipelle's F-Modified Clark/Londergan. This is basically the same car Frank tried to get going all last season. During the winter a new body was built, and some internal modifications were made, which must have been just what the doctor ordered. It isn't often you see an F-Mod car walk away with overall honors in the Modified race, but Frank did just that. Unfortunately, on Sunday the atmospheric conditions changed somewhat, and the decibel rating which was acceptable on Saturday became too loud for the noise restrictions on Sunday, which meant a black flag.

Most unfortunate occurrence of the weekend was the Formula race on Saturday. There were just too many cars in the race, and the Indianapolis-type start put several of them out of commission before the first turn was negotiated. Several minor clashes were reported during the first lap; in the second lap Bob Stout went over on his head at the end of the straight, necessitating the use of the red flag to stop the barely-begun race. The event was restarted with a single-file grid (page 18), with yellow (caution) flags displayed in the first two turns to eliminate passing until the cars got really underway.

Feature story this month is by way of preparing for the Vintage car event, which will be held during the August race. A number of the old racing and touring cars will be in attendance, including, we hope, that beautiful SS Jaguar that showed up last year.

Last chance to sign up for a mid-season Competition Driver's School, to be held sometime in August at Waterford. If you are interested in participating, contact Frank Cipelle, Driver Training Chairman, 18010 Lesure, Detroit, (313) 341-4694. Pre-registration is required, and you can get all the information from Frank.

SPORTS CAR ACTIVITIES

August

DATE	EVENT	CLUB	INFORMATION
July 25	Club Meeting	AROC	422-6771
27	Club Meeting	CCM	WE 5-4100
28	Club Meeting	MGCC	626-2485
29	Club Meeting	VWCD	PA 8-3959
30	Rally	CCM	WE 5-4100
31	Rallykhana	DTC	VE 7-5926
Aug. 1	Club Meeting	KSCC	KE 1-8597
3	Club Meeting	OCSRRC	644-2534
6	Parade & Gymkhana	MGCC	626-2534
6	Rally	VWCD	PA 8-3959
7	Gymkhana	KSCC	KE 1-8597
9	Club Meeting	MSCC	869-8789
11	Club Meeting	FMC	565-5257
11	Club Meeting	RALLIGATORS	294-0942
14	Speed Event	MSCC	869-8789
14	Utica Event	FMC	565-5257
15	Club Meeting	KSCC	KE 1-8597
16	Club Meeting	SCCA	644-2534
17	Club Meeting	DTC	VE 7-5926
18	Club Meeting	ECSCC	735-2870
20	All-Night Rally	RALLIGATORS	294-0942
21	Gymkhana	VWCD	PA 8-3959
21	Geisha Rally	DTC	VE 7-5926
23	Club Meeting	AROC	422-6771
24	Club Meeting	CCM	WE 5-4100
25	Club Meeting	MGCC	626-2485
26	Club Meeting	VWCD	PA 8-3959
27-28	August Road Races	OCSRRC	644-2534
28	Gymkhana	DTC	VE 7-5926
Sept. 24-25	Fall Classics Races	OCSRRC	644-2534

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

1966 RACE OFFICIALS

Race Coordinator	Mike O'Reilly	Technical Inspector	Bill Baugh
Chief Steward	Dan MacDonald	Course Marshall	Stan Gorman
Chief Starter	Ed Houlehan	Paddock Marshall	Bob Gustafson
Chief Timer	Joan Voltmer	Registrar	Leota Dupont
Flags & Communications	Vic Skirmants	Awards	Paul Susalla
Vehicle Classification	Bill DeBoer	Public Relations	Elaine Fischer
Safety	Ernie Pomeroy	Course Physicians	F. Johnson/H. Larabee



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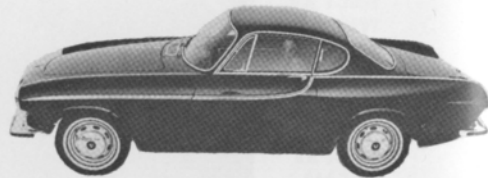
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HOOKE-BOO

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In the early 1950's an Italian designer produced a prototype racing body for the XK-120 Jaguar. The Motto Jag, as it was known, was 800 pounds lighter than its sisters-under-the-skin. The body was all aluminum, with a light superstructure, and holes drilled in it for further lightening. The car appeared at Sebring for several years, and was highly competitive during that time.

One year Newt Skillman, a Jaguar pilot from Lake Angellus, Michigan, drove his production Jag at Sebring, spotted the Motto car, and decided it was what he needed to be more competitive. He arranged a body swap with the owner, added a bit of cash, and brought the body home. Skillman built up the car and ran it for several years in this area.

In 1959 four OCSRRC boys, Cal Gleason, Jule Brinn, Bob Deslieres, and Bob Ridenour, found the car, formed a partnership, and bought it, with an eye toward team racing. Total investment, including car and minor preparatory work, was about \$1100.

The car had been sitting in a garage for two years, but it was completely drivable, except for

a very loud muffler, and a little stale fuel. The new owners trailed it home, added oil, charged the battery, and fired it up. The car performed beautifully, except that there seemed to be flames coming from under the dashboard when braking pressure was applied. Fortunately, the red lights were just that—the old instruments from the original car, including the low-fuel warning light, which hadn't been shielded. With the brakes on, the small leftover fuel load shifted, turning on the light.

Race preparation on the car included enclosing the wheels with aluminum fenders (the old cycle-type fenders were by then outlawed for racing), installing a roll bar (the fellow who put it in said the Jag was the funniest looking car he'd ever seen), and adding a tow bar. The day they left for Green Acres for the first event, they found they couldn't tow the car, so Cal drove it up to the races. Going through customs, the guard, checking the registration, asked what year "Jaguar coupe" it was. Motoring through the countryside was great sport, with the straight pipes, and no top or



Bizer Photo

windscreen, or other weather protection. The car finished the race, and was driven back home in like condition.

The car handled beautifully, and had exceptionally good brakes. Out-classed in C-Modified, where it competed with the Corvettes, it could still put on a good show at Waterford, and other tight tracks.

Although it was to be a four-way partnership in racing, maintenance, and expenses, Cal Gleason did most of the driving, for the simple reason that he was the most interested. Bob Deslieres once borrowed Cal's helmet and driving suit and went through Driver's School. But after he came down the hill backwards, and knocked down a few fence posts, he climbed out of the car and

never drove it again. Larry Haig, who bought out one of the original partners, raced it some; the others practiced in the car, but never raced.

The car was entered in about 15 races during its two years with the team: at Waterford, Mt. Clemens, and Green Acre. It took first, second, or third place awards in twelve of these events, which was considered "pretty good, for an obsolete car."

The partnership eventually dissolved, as the partners slowly lost interest. Finally, the car was sold to a fellow from Ohio, who put a Chevrolet engine in it.

The last anyone heard of the old car, the new owner was cleaning up at the drag strip, and had a roomful of trophies to show for his efforts.



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Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:10	74.50	1:20	64.00	1:30	56.89	1:40	51.20
1:11	73.46	1:21	63.21	1:31	56.26	1:41	50.69
1:12	72.44	1:22	62.44	1:32	55.65	1:42	50.16
1:13	71.44	1:23	61.68	1:33	55.05	1:43	49.71
1:14	70.48	1:24	60.95	1:34	54.47	1:44	49.23
1:15	69.54	1:25	60.23	1:35	53.89	1:45	48.76
1:16	68.63	1:26	59.53	1:36	53.33	1:46	48.30
1:17	67.75	1:27	58.85	1:37	52.78	1:47	47.85
1:18	65.61	1:28	58.18	1:38	52.24	1:48	47.41
1:19	64.78	1:29	57.53	1:39	51.72	1:49	46.97

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

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CLASS RECORDS

CLASS:	CAR	DRIVER	TIME	SPEED	DATE
Production Sports:					
A-P	AC Cobra	Tom Payne	1:22.2	62.206	5/64
B-P	Jaguar XK-E	Joe Mulholland	1:24.5	60.587	5/64
C-P	Lotus Super 7	Ron Justice	1:23.9	61.020	8/65
D-P	GSM Delta	Bill Clawson	1:26.7	59.049	8/65
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	1:27.8	58.309	7/65
H-P	A-H Sprite	Fred Salo	1:31.0	56.259	7/64
Modified Sports:					
C-M	SCD Mk. 3	Glen Lyall	1:19.6	64.316	7/65
D-M	Lotus 23-C	Glenn Baldwin	1:22.4	62.131	9/64
E-M	Porsche RS	Tom Payne	1:23.4	61.386	10/61
F-M	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	1:26.0	59.529	9/65
Formula:					
C-1 (Rear)	Lotus XX	Ken Nielsen	1:19.4	64.478	8/65**
C-2 (Front)	Woodward DKW	Ken Woodward	1:23.0	61.681	9/64
Vee	Londergan Vee	Frank Cipelle	1:25.5	59.878	8/64
Libre	Lotus XX	Ken Nielsen	1:23.2	61.533	8/65
Sedans:					
S-1	Volkswagen	Jim Purcell	1:34.0	54.463	5/64
S-2	Volvo	George Blass	1:30.8	56.384	7/65
S-3	Volvo	George Blass	1:29.4	57.266	8/65
S-4	Lotus Cortina	Allan Moffat	1:25.0	60.230	7/65
S-M	VW Porsche	Erhard Dahm	1:29.5	57.202	5/63

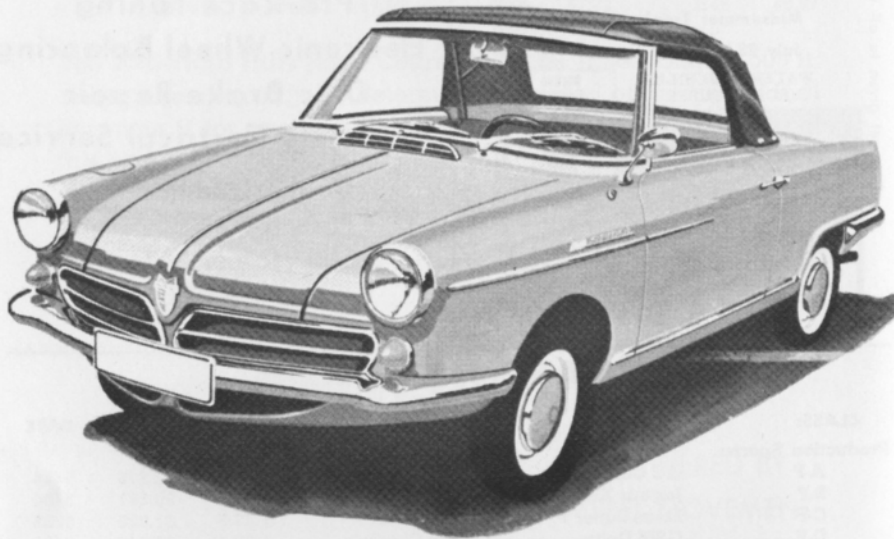
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Follow-up

Don Watson, touted in the June Digest as a highly competitive Datsun pilot, broke his car at Elkhart Lake the weekend after the interview, showed up at the SCCA Regional Races at Waterford in the ill-fated Lotus 35 Formula B.

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Allan Moffat leads Bob Gordon.



In pre-race practice, Bob Gordon lost his Cortina in the Swamp.



Photos by Bizer

Bob Gordon takes the flag on this one.

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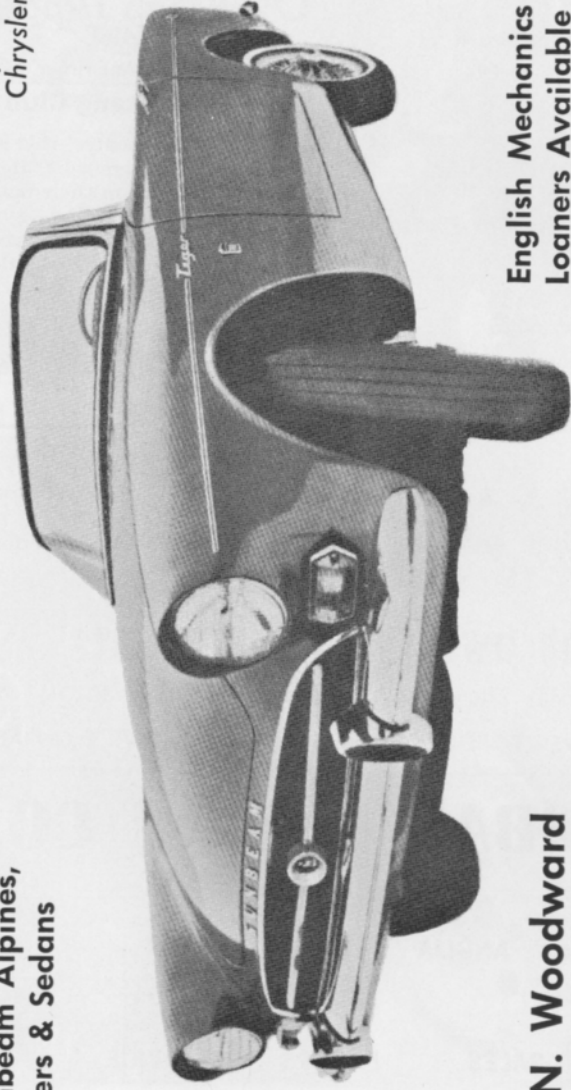
An endless line of Vees, single-gridded for restart of the race.

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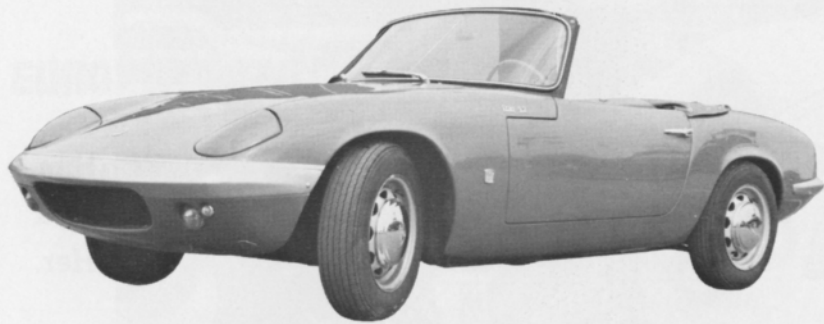
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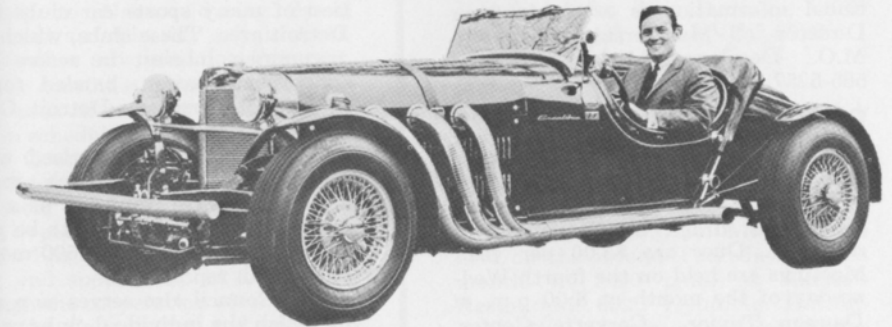
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Ford Motorsports Club

This group is made up of mostly Ford employees, although 15% non-employees are allowed to join. The club holds gymkhanas, rallies, time trials, concourse, and social events. Annual dues are \$6.00. Meetings are on the second Thursday of the month at 8:00 p.m. at the Ford Central Office Bldg., Southfield & Michigan. Additional information is available from Director of Membership, Box 296 M.O., Dearborn, Michigan. Phone 565-5257.

Corvette Club of Michigan

Anyone 21 years old 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 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: Fred Sutton, 3408 Ravena, Royal Oak, Michigan.

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 Fred Seyfarth, 422-6771.

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 effort the clubs were able to bring Stirling Moss to Detroit

in 1961, and Mario Andretti in 1966. In 1964 the Council sponsored a four-day trip to Nassau during Speed Week, and an eight-day trip in 1965, with another scheduled for this year.

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 Warren Valley Country Club, Warren & Beech-Daly Rds., Dearborn Hts., 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 Auditorium. Information is available from Bill Schwedler, 480 W. Robinwood, Detroit. Phone 869-8789.

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 William Caldwell, 626-2485, 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 \$10.00). 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 Pat Phipps, 294-0942.

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.



Bizer Photo

Come and tour the course with us on race Saturdays. During the lunch break, bus tours leave from the top of the hill every five or so minutes. The buses are piloted by experienced racing drivers, who will explain cornering, shifting, braking, and general racing maneuvers.

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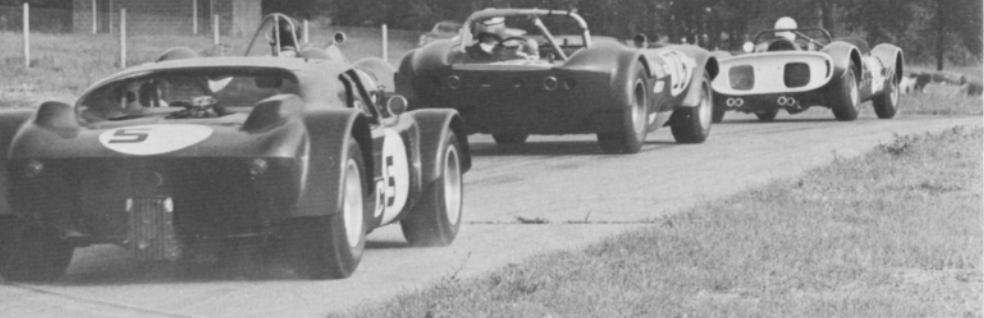
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SCCA Action



The big Modifieds head toward Gulch.

All Photos by Bizer



Colorful Pino Morroni in the F-Mod Osca.



Bob Rozsnyai hopes . . .



Martin Tanner (front) checks Paul Coffield's shoelaces before the start of the H-Mod bash.



. . . Fred Carpenter won't slide back onto the course.



The whole family gathered for a victory lap after Carol Clemens beat out Jeff Lance by half a car length.



Bill Clawson leads his close competition Paul Sonda. Clawson won out on Saturday, while Sonda took the flag on Sunday.



John Babchek fires his retro rockets before re-entering the course.



Ever hear of a Formula built for Two?



Don Aiello, #22 Fiat 1100, runs circles around

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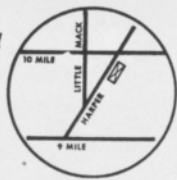


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OCSRRC RACING CLASSES

PRODUCTION SPORTS CARS

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

CLASS A: Abarth Simca 2000, AC Cobra 289 & 427, Ferrari 250 GTO, Griffith 200, Porsche GTS/904, Sting Ray 396 & 427.

CLASS B: Aston Martin DB4, DB4 GT, DB4 GT Zagato; Mustang 350 GT, Corvette 283 & 327; Ferrari Lusso, 250 GT, 275 GTB, & 2+2; Jaguar XK-E 3.8 & 4.2; Lotus Elan, Mercedes-Benz 300 SL; Sting Ray 327; Sunbeam Tiger.

CLASS C: Abarth Simca 1300, Alfa Romeo Giulia T.Z., Elva Courier Mk. III 1800 & Mk. IV 1800, Ginetta G4-1500, Lotus Super 7, Morgan Super Sport, Osca 1600 GT, Porsche Carrera 1500 & 1600, Porsche 356C/2000 GS, TVR Mk. III 1800 & Climax.

CLASS D: AC Ace Bristol; Aceca Bristol; Alfa Romeo Giulia Spider Veloce, 2600 Sprint & Spider, Giulia 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 1000; MG-B; Porsche 911; Speedwell Sprite SGT 2A, SGT 2B; Triumph TR-4A, TR-4A (IRS), TR-4; Turner Climax & 1500; TVR Mk. III 1622; WSM GT. Yenko Stinger

CLASS E: Alfa Romeo Giulietta Sprint Speciale & Zagato, Super Sprint & Spider, Giulia-Sprint and Spider; Alpine A-110; Austin-Healey 100-4 & 100-6; Elva Courier Mk. I, II, III 1622, Mk. IV 1622; Fairthorpe Minor; Lotus 7 & 7A; Morgan Plus 4 & 4/4 Mk. V; Porsche 356B Super 90, 356C/1600 SC, 356 A, B, C 1500 & 1600, 912; Renault Alpine A-180-1000; Sabra Sport.

CLASS F: Alfa Romeo Giulietta Sprint and Spider; Datsun SPL 311; Fiat-Abarth 700, 750 dohc, 1000 Monomille; Glas GT 1300; Mercedes-Benz 230 SL; MGA Twin Cam, 1500, 1600, 1622; Sunbeam Alpine Mk. I, II, III, IV, Harrington, & Series V; Triumph

TR-3, TR-2; Turner 950S; Volvo P1800.

CLASS G: Austin-Healey Sprite Mk. I, Mk. II, 1100, & AN-8 1100; Datsun SPL 310-U; DB HBR5 851, 954; Fiat 1500 Spider dohc & Cabriolet; Honda S600; Matra-Bonnet MB8S Djet 5 & 5S; MG Midget 948, 1100, & AN 3 1100; Morgan 4/4 Mk. IV; Porsche 356, 356A 1300; Rene Bonnet CRB/1; Triumph Spitfire & Mk. II.

CLASS H: Austin-Healey Sprite Mk. I; Fiat-Abarth 850/S, 750 GT, 750 MM; Fiat 1200 Spider; MG TC, TD, TF 1250, TF 1500.

MODIFIED or SPORTS RACING CARS

"Modified" Sports Cars (i.e., sports cars designed specifically for racing, and "Production" cars that have been modified for racing) are grouped according to engine size.

CLASS C: Over 3000 cc (over 183 cu. in.); **CLASS D:** 2000 to 3000 cc (122 to 183 cu. in.); **CLASS E:** 1600 to 2000 cc (97½ to 122 cu. in.); **CLASS F:** 1150 to 1600 cc (67 to 97½ cu. in.); **CLASS G:** 850 to 1150 cc (46 to 67 cu. in.); **CLASS H:** under 850 cc (under 46 cu. in.).

FORMULA CARS

Four classes of single seat, open-wheel racing cars classed by size and/or type of engine: **FORMULA A:** 1100 to 3000 cc; **FORMULA B:** 1100 to 1600 cc; **FORMULA C:** under 1100 cc; **FORMULA VEE:** based on standard Volkswagen 1192 cc sedan components.

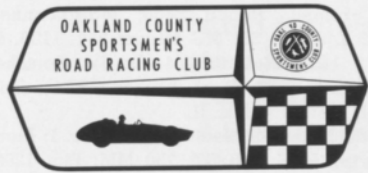
SEDANS

Four classes of Sedans are run, the cars being grouped by performance potential. **CLASS I:** Anglia 997; BMW-700 697; Fiat 600D, 750, 850, 1100, 1300; Hillman Imp 875; Mini-Minor 848; Opel Kadette 1078; MG 1100; NSU-1000L 996, Renault Dauphine & R8 1108; Saab Std. 750 & 850; Simca 994, 1290; VW 1192.

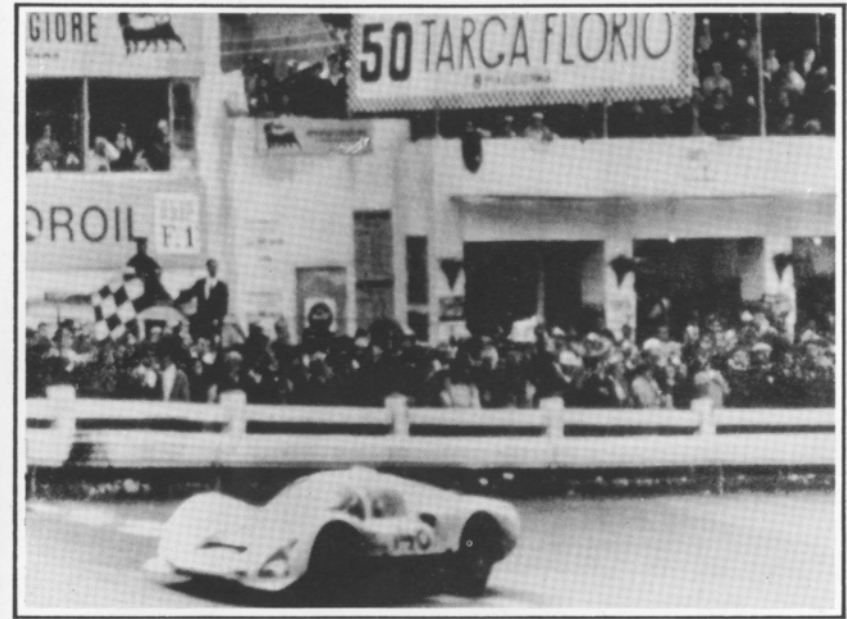
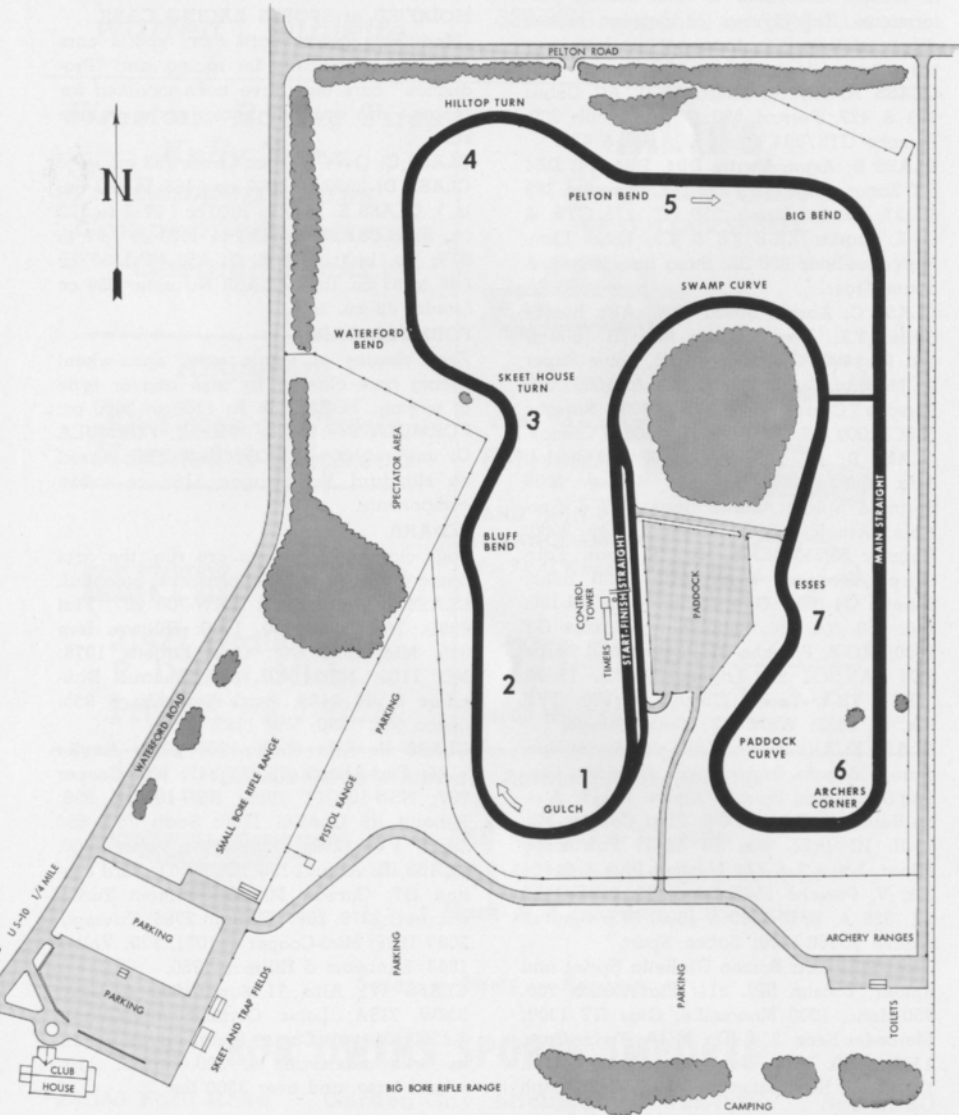
CLASS II: Alfa Giulia-1300 1290; Anglia 1198; Fiat-Abarth 850TC 847; Mini-Cooper 997; NSU-1000TT 1085; NSU-1000LS 996; Renault R8 Gordini 1108; Saab 750, 850 Sport; VW 1285, 1493, 1584; Volvo 1600. **CLASS III:** Alfa TI-1600; BMW-TI; Ford Cortina GT; Corvair Monza (without Turbo-charger) 2376, 2687; Valiant 2786; Triumph-2000 1998; Mini-Cooper C 1071, 970; Volvo-1800; Sunbeam & Hillman 1750.

CLASS IV: Alfa TI Super-1600 & GTA; BMW TISA; Lotus Cortina; Mini-Cooper S-1300; Corvair Corsa; Sedans over 180 cu. in. with maximums of 300 cu. in., 110" wheel base, and over 3500 lbs.

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PORSCHE TAKES 1st, 3rd, 5th IN 50th TARGA FLORIO, world's most punishing road race

1966 TARGA FLORIO ORDER OF FINISH		
PLACE	CAR	DRIVERS
1	Porsche	/ MAIRESSE MULLER
2	Ferrari	/ GUICHET BAGHETTI
3	Porsche	/ PUCCI ARENA
4	Alfa Romeo	/ PINTO TODARO
5	Porsche	/ BOURILLOT MAGLIOLI

A Porsche Carrera 6, driven by Mairesse and Muller, won the legendary Targa Florio in the rugged mountains of Sicily on May 8, 1966. In a race that only 13 of the original 70 starters were able to finish, other Porsches captured 3rd and 5th places.

Despite competition from 3-liter and bigger cars, the 2-liter Porsche has always done well in the Targa Florio, called by Stirling Moss "the greatest race left in the world." Porsche made its first appearance here in 1956 and won. Returning in 1958 and each year since, Porsche has been first 6 times, second 3 times, never worse than third!

The Targa Florio, organized each year by the grandson of founder Vincenzo Florio and the Automobile Club of Palermo, is actually a long-distance hill climbing competition. The 447-mile course is covered in ten laps, each with approximately 800 sharp curves. Each car must slow down, shift, shift again and accelerate 8000 times. The strain on the car is fearful; only the most durable dare enter; simply to finish the race is an achievement. The severity of the course is indicated by the average speed of the winning car—a mere 61.45 mph.

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In recent years, international racing has become more and more a test of brute horsepower. The Targa Florio is different. It is a test of total performance. That's why Porsche's performance in this race is considered so significant by those who know automobiles.