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July 1969/50¢



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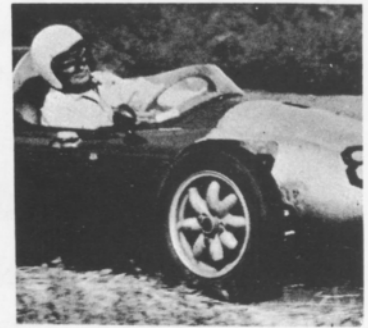


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THE INSIDE LINE



Welcome to Waterford! We know this weekend's racing will provide as much entertainment and excitement as our June SCCA, Detroit Regional races. Chuck Bartlebaugh and Don Eichsteadt had their McLarens here. Also, Sunday's twenty-five lap feature saw some nice driving by Carl Armstrong and Bob Najmowicz—Carl's Porsche 904 pushed Bob's 'Vette for twenty-four laps before passing on the swamp turn. The open-wheel formula cars were very well represented. There were two sections of Formula Vees and more entries than ever before in the rapidly growing Formula Ford class. Ken Nielsen again demonstrated the power of his Formula—B Merlyn by unofficially clipping a second off the track record. And young Bob Kreps gave us all some thrills as he did his best to prove Ralph Nader all wrong about Corvairs. All in all an exciting weekend.

Our "digest" format has been expanded this month and we have three special features. Paul Courter has contributed another fine article about this weekend's second annual Blue Water Regional Races that is perceptive, humorous and well-written. This is not surprising since

Paul is a professional writer! For those of us who do not possess x-ray vision and cannot see what happens in the timing tower Dean and Joan Voltmer, ten year veterans, have written an excellent description of what timing and scoring really means. Why not make up your own scoring sheet from the enclosed example and try it yourself? It is frustrating—but fun! Also, "Her Nibs" alias your editor has reversed the traditional roles and has taken a very tongue-in-cheek look at the spectators—hopeful that all sports car enthusiasts possess the same well-developed sense of humor and she won't be hung by her heels from the tower as Sunday's grand finale! Another hint for this issue; look for some cartoons and more picture pages.

We hope everyone will enjoy this weekend's Blue Water Regionals, co-sponsored by the Northeast Michigan and Saginaw Valley Regions of the Sports Car Club of America. We will see you again on August 30-31 when the Oakland County Sportsmen's Road Racing Club presents its annual August Road Races. Happy reading and happy watching!

SPORTS CAR ACTIVITIES

Aug.	6	Club Meeting	OCSRRC
	30-31	AUGUST ROAD RACES	OCSRRC
Sept.	3	Club Meeting	OCSRRC
Oct.	1	Club Meeting	OCSRRC
	4-5	FALL CLASSICS RACES	OCSRRC

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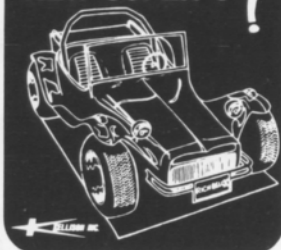
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SCCA

Sports car people will work ridiculously hard for fun. Take this weekend's Blue Water Regional races, for instance. The amount of time, energy, and talent it's taken to put this program together would keep great-uncle Henry's whipsocket factory running for 18 months.

There are about 260 people, not including drivers and pit crews, working to keep things running smoothly and safely. They must enjoy it, because they sure aren't making money.

It takes all kinds of people to put on a successful weekend of races. Corner workers—about 50 of them—man Waterford's eight flag stations. Their job: let the drivers know what's going on ahead of them with flag signals, "direct traffic" on the course, assist drivers in trouble. It takes know-how to do the job right, and they've even formed a unique organization called the Michigan Turn Marshals Council to perfect the "state of the art" of their specialty.

Timers and scorers—the guys and girls in the scoring tower with the official watches. They tell the drivers how fast they were *really* going.

Paddock marshals—"traffic cops" of the pit who try to give every driver 2 spaces side by side and get everyone out for mandatory practice.

Tech inspectors—who check out competitors cars to see that they are in accordance with safety and competition regulations.

Course and grid marshals, stewards, communications people, registrars (one harried soul was heard to say, "If my boss asked me to do this for the \$5.45 an hour he pays me, I'd tell him to . . .") and a whole bag full of other people, all doing jobs you couldn't pay them to do . . . because they enjoy it.

Others are pressed into service to do for fun (free, that is) the same things they normally get paid for doing. Doctors—just in case. Lawyers—those chrome tubes you see sticking out the back of some of the cars aren't afterburners, they're mufflers stuck on there to make our sport more compatible with our neighbors who have been patient and are beginning to see that what we do is fun to watch and for some, fun to participate in. You might see an electronics technician working to unsnarl a communications tangle, or a cute secretary up to her elbows in mimeograph ink—just like at the office—to get results posted as quickly as possible.



Where do they all come from? Well, most are members of the Sports Car Club of America or the host club, Oakland County Sportsmen's Road Racing Club. The Blue Water Regionals are sponsored by SCCA's North-eastern Michigan and Saginaw Valley regions.

Besides all these worker types, of course, are the drivers and pit crews of the 180 plus race cars. They come from all over Michigan, with a sprinkling from the surrounding states. They earn the money to keep their cars competitive by working

in a wide assortment of professions and occupations.

They're here for enjoyment, too. They find it in the search for excellence in themselves and their machines—in the heat of competition. But that's another story.

Last year, pretty much this same group put together one of the biggest racing weekends at Waterford in recent memory, with 184 cars entered.

Despite the fact that it takes a lot of hard work, nobody (well, not many, anyway) gets up tight about it. The approach is mostly relaxed but competent, the goal enjoyment.

Ernie Hammel, this year's Blue Water Regionals chairman, says, "I think the main goal of a regional event like this is for everyone to enjoy

himself. We did that last year. Most of the drivers and workers had a fun weekend, and the spectators weren't throwing rocks, so I assume they had a good time, too."

Hammel was impressed with the capability and cooperation of OCSRRC members. "The Waterford people are exceptional hosts, and most cooperative. A good bit of the success of these events can be attributed to them and the way in which they make their facilities available to us."

It takes a lot of people a lot of work to put together a racing weekend, but they keep doing it, summer after summer—just for the fun of it.

Paul Courter



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

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

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CLASS RECORDS

CLASS	CAR	DRIVER	TIME	SPEED	DATE
<u>Production Sports:</u>					
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
<u>Sports Racing (Modified):</u>					
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
<u>Formula:</u>					
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	
<u>Sedans:</u>					
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

**Course Record

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SPECTATORING or WHAT TO DO DURING THE LADIES RACE

Sue Hoffman

Birds of a feather do not always appear in the same plumage. While all race fans make their appearance, this tends to differ somewhat from fan to "bird." In honor of the Waterford racing season, we offer the following observations (gleaned by sneaking peeks at the crowds while working a turn) to prove that it takes all kinds, indeed it does.

JOE NIKON or The Old Photog—arrives at the track in an Opal wagon with personally designed built-in storage boxes to hold all his equipment. At the drop of a hint of interest he will launch into a lengthy monologue upon the thought and effort expended in getting his vehicle exactly right for his needs. If you missed his arrival, Joe can be easily spotted by the cameras, camera bag, light meters and so on draped around both shoulders and his neck. His most outstanding characteristic is a permanent squint in his left eye. A regular!

BILL FAMILY or The Dreamer—drives up to the gate in a three-year-old station wagon, with a crumpled left fender, in plenty of time to see the first race practice. He can be seen lugging the picnic basket and thermos while his wife carries two blankets. The kids scamper ahead to block the stairs to the hill. Bill will quickly find another fellow much like himself and the two will blissfully spend the afternoon in animated discussion of exactly which car would be the most satisfying to set up and race. Bill's wife and his friend's wife will spend the afternoon ignoring the races, chasing kids and exchanging their favorite recipes. All will depart tired and happy.

BELLE BUNNIE or The Georgia Peach—does arrive by car but no one could tell you what kind. She is usually first observed strolling languidly along the fence. Her outfit features a bare midriff, lattice-leg pants and sandals with tiny heels. Most of her face is hidden by the shoulder length hair and the outsize sun glasses. Belle watches the races with an air of studied boredom—that is, until she is approached by an enterprising gentleman who is anxious to know her opinion of the race and, if he is smart, listens as intently as if she really had one. Her departure is less spectacular than her entrance—but still no one notices what she is driving!

BLUR VISION or The Cooler Kid—travels always in a group. He and his friends usually arrive two minutes before the national anthem and create something of a "stir" in finding the right spot to settle into. A protective cordon is quickly thrown around the coolers, the foamy is uncapped and the races can finally begin in earnest. Blur and his friends spend the day in friendly horseplay and sporadic interest punctuated occasionally by a fervent "Hey! Look at him!" Blur will stay until the final car is towed into the pits or until the beer runs out. Sunset finds him picking his way gingerly down the hill and assuring his fellows that "It's been a real fun day!"

SUMMER FIRST or The True Novice—parks his Chevy in the lot sometime during the first race and then spends five minutes grumbling about having to pay the full admission price. His mild resentment is quickly lost in the bewilderment of trying to understand what he sees. "Summer" crowds close to the fence



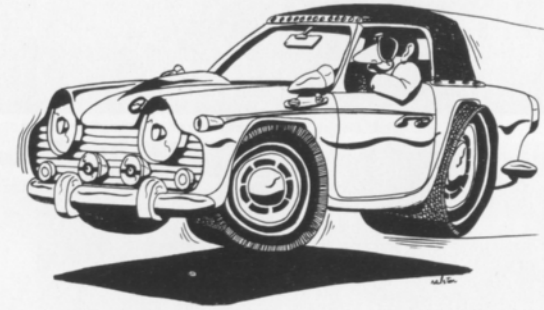
by the nearest turn station and tries hard to figure out what the flags mean and what those people are really supposed to be doing. He soon abandons this plan in favor of watching the races themselves—only to be dismayed by the fact that after three laps he can't remember who the leader is! He goes home still bewildered but almost convinced that he really likes all the noise and excitement and that, with a little time, an intelligent fellow, such as he, can figure out what's going on.

SWAGGER STICK or The Beefcake Boy—arrives on the wave of sound created by the dual exhausts on his Rambler with the fold-down seats and mud flaps. His attire features tight Bermudas and “jesus” sandals. He is usually bare-chested, the better to display a gorgeous tan. Beneath his wrap-around sun glasses he displays a crooked smile but straight teeth! If asked, he will admit with studied boyish frankness that

he isn't interested in cars so much as he is in Belle Bunnie.

TEMPLE GRAY or The Old Timer—comes in plenty of time to exchange pleasantries with old friends in the registration line in the clubhouse. Temple disdains the spectator area on the hill and parks his Gullwing Mercedes near the paddock gate with the workers' cars. If approached by someone with a properly respectful attitude, Temple will be glad to share his memories of all the races he's seen. His favorite remark is “By Gadfry! In the old days when we were racing...” Day's end finds him shaking his head at all the new-fangled safety gadgets which have turned this generation into panty-waist drivers.

BERNIE BIGMOUTH or The Know-It-All—arrives with a gravel-sliding flourish in his Corvair convertible with the racing stripes and slicks. He is usually wearing faded jeans, plaid shirt and tennies to show



the snobs he doesn't care what they think. If you were fortunate enough to miss his arrival, you can usually spot him by the fence slapping the back of whatever hapless individual spoke to him. You can't miss the fact that Bernie's “Been There” and can quote the statistics to prove it. His recall for racing memorabilia is as instant as his baseball card knowledge used to be. Day's end finds him roaring off in the Corvair secure in the knowledge that his talent for one-up-manship is as intact as it ever was.

FRANK SINCERE or The True Fan—by far the most numerous, Frank drives out early in his slightly rusty TR-3. Frank doesn't bring a camera and buys a program only to see how much of the action he remembers that the photographers caught. He watches the morning practice from the hill for two reasons: to see which of his “friends” are out to race this weekend and to get an idea of which turn should provide

the most excitement. Frank watches the races by walking from place to place. He can admire the skills needed at different turns and enjoys watching the same car slide the same way through a turn for all ten laps. When his special favorites win he applauds happily. Day's end finds him content—the experience was as rewarding as he anticipated. The only cloud on his horizon is that Mabel doesn't enjoy the races as much as he does—if only she could understand...

REX THE WONDER DOG or The Black Mariah—lives in the subdivision next to the track. His black coat is glossy, eyes bright and, at the first rev of an engine, his ears perk at the sign that his auto friends have come back to play. His four legs carry him jauntily through his special hole in the fence and he's off for another fun day on the track!! The only cloud on his horizon is that those peculiar people in the white coats keep interfering with his fun.





Indianapolis driver finds Waterford tricky



Art Beneker takes the checker and runs out of gas



Dave Rossman's three-wheeler



Justice and Armstrong's Porsches dice with the Vettes of Najmowicz and Waszkiewicz



Berndt Leckow plowing German-style



Bill Larson returns to Victory Lane



Chuck Bartlebaugh Wins Waterford Invitational



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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.

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Color us hospitable! Our monthly meetings (first Monday business; third Monday entertainment) are open to all interested in auto sports.

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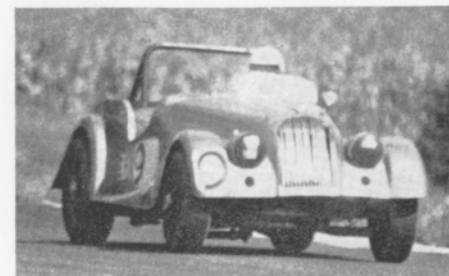
Corvette Club of Michigan

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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TIMING AND SCORING AT WATERFORD

Dean and Joan Voltmer

Who were the winners of the last race? How fast did they go? Where did I place? Did anyone set a lap record? Did I turn consistent lap times? How are grid positions determined? What's my grid position? What race is E-Production in?

The answers to all these questions, and many more, come from the Timing and Scoring stand. Where is the timing and scoring stand? It's the second floor of that large white building in the paddock.

What goes on there and how is it done? Here is the story of timing and scoring at Waterford Hills.

After many weeks of planning and preparing forms for the race season we arrive at the course the Sunday before the first race. This is the day of Timers and Scorers School (which takes place during pre-race practice). It is here that we train the many dedicated people who work in the timing and scoring stand. The watches we use are loaned to us by the Bulova Watch Company (through the courtesy of Shaw Jewelry, of Pontiac). The 24 synchronized watches we use are valued at \$4,800.00. With these watches we can time every car every lap. This means that some of the timers must time every lap of 2 cars on one watch. Sound impossible? We use a watch with what is called a split second hand. To do this multiple car timing, you let the sweeping hand run continuously but stop the split hand and record the min: sec. tenths when each car you are timing comes by. By subtracting the time Car No. 8 went past last lap from the time he went past this lap, you have his lap time.

Actually more important than keeping time on the cars is keeping track of what position each and every car is in. We use a lap chart to do this. To write a lap chart is actually "very simple" (if you can think and write fast enough). Try it. All you have to do is write the number of each car as it passes in the order they go by, just remember two things: first, the number of each car must appear once on each line, second, each number must only appear once on each line. Now if you have written all of the car numbers on your chart in the exact order they went by (and you didn't miss any), and each number appears once and only once on each line, you know the position of any car at any time during the race.

At pre-race practice (Sunday before race week-end) our Chief Timer-Scorer, Joan Voltmer, is given a list of the entrants for next week's races, by the registrar. This is when the work starts for the Chief Timer-Scorer. From this entry list, plus the late entries phoned to Joanie during the week by the registrar, she must set up the race schedule. Many things must be considered in setting up the schedule such as: How many cars in each class; what classes to combine for each race so that we don't have 10 cars in one race and 28 in another; and if we have only 3 entries in one class, where ever possible, put that class in a race with another class in front of it so that if one car, in the 3 car class, scratches that class can be moved up and combined with the class ahead, it takes 3 cars, actually starting a race, to make a class to be eligible to win a trophy; also that the potential of all cars in a particular race are somewhat near each other for safety reasons (we don't run Sprites and 'Vettes together in the

same race). This must be complete for the printer on Wednesday night.

She then lists all car numbers, driver's names, and make of cars, by what race they are in. Five copies of this By-Race List are needed for race day. Joanie keeps these by-race lists until 1 hour before the first race, during this time all post entries are added and scratches are "scratched". Then 4 copies of this list are distributed to the Announcer, Publicity and the supervisors in the Timing and Scoring stand.

A 3 x 5 card is made out for each car entered. It shows car number and class. These are used during practice to record the mandatory 5 laps of practice and practice times.

Then all the other forms and equipment used for timing and scoring must be organized. These include: Grid forms, 2 per sheet, 4 sheets with carbon between, times 17 sets, one set for each race, for posting grids; lap charts for each race; timer's forms, 20 for each race times 17 races equals 340; yellow legal pads, steno note books, scratch pads, clip boards, ditto machine, 2 reams of ditto paper, ditto stencils, 2 electric typewriters, 4 telephone head sets, lap number cards to show the Chief Starter the laps completed, 50+ pencils, and the watches. Just the cost of the paper on which our forms are printed for one race weekend is \$10.00.

Finally we arrive at Waterford Saturday morning. At registration we pick-up our passes and it's down to the course, in our overloaded station wagon, at 9 a.m., to go to work. During the hour before practice starts there is much to do. Watches and forms must be put out, windows cleaned, phones plugged in and checked and post entries added to the By-Race Lists and a 3 X 5 card

made out. Timers and scorers are then given their assignments for lap counting and timing during practice. This is done on the 3 X 5 cards which are then turned in to Joanie. Grid positions are established by the times on the 3 X 5 cards (times are taken on the 3rd, 4th, and 5th laps of practice). Sunday grids are established by Saturday's finishing position.

During lunch break, seat and work assignments are made for the timers and scorers. As you look at the timing stand from the spectator area the scorers are at the left end of the timing stand; they use the first 4 windows. In the 5th window is a person who keeps track of the first 3 places in each class and posts the number of completed laps and the number of the lead car in the window for the Chief Starter. The rest of the windows are for 10 of the timers. Behind this is a raised platform with the rest of the timers. Grid sheets are then typed and distributed for the first race. Before the start of the first race the grid sheets for the second race must be set-up, typed, and distributed.

All timers are assigned one or two cars to keep times on. Just before the start of each race a second timer is assigned to all potential record breakers. The four supervisors also watch for cars running close to record times. We always have 2 watches on record breakers and sometimes 3. When the green flag falls for the start of the first race all watches are started. As the cars cross the start/finish line at the end of the first lap, the scorers record their positions on the lap charts and the timers stop the "split" hands and record their times. At this time grid sheets are still being made up for the rest of the races. By the time the

third race is over, grids for all the races will have been posted. At this time Joanie and her girls start checking the lap charts from the first races and start compiling results. A list of the car numbers in their finishing position is made up and then car class, driver's name, and make of car are added to this list. A ditto stencil is then cut from this list and copies are run on the ditto machine for posting and distribution.

During the race a phone operator keeps the Chief Steward, and flags and communications informed of laps completed, lead car and times of various cars. This phone operator also keeps the announcer informed of record breaks and other facts for the spectators.

After the last race while everyone else is either heading home, or for the nearest oasis, Joanie and her girls are still checking the lap charts from the last two races and publishing the results.

On Sundays the grid for the first feature cannot be made out until the first 3 races are completed, the

lap charts checked, and results established. The grid for the second feature cannot be made up until the same has been done for race 4. The grid for the last feature cannot be made up until races 5 and 6 are complete and the results established. This means that publishing of results is somewhat delayed. After the results of all races have been published (about 45 minutes after the last race) a list of trophy winners has to be made up for trophy presentation, which means that Joanie and her girls finally get to leave the course (after loading all of the material and equipment in the wagon) about an hour and a half after the last race. I'm sure we would all die of dehydration if it weren't for Russ DeJaiffe and his beer bus, Thanks Russ (slurp).

Many people have asked "What are the requisites for the Chief Timer and Scorer's job?" Joanie's answer is always the same, "Just be smart enough to do it, but dumb enough to accept it."

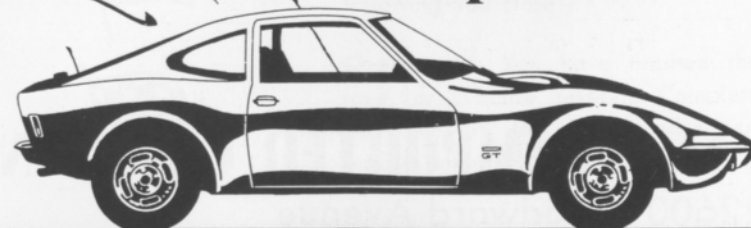
WATERFORD HILLS - LAP CHART															Name Joan & Dean		Race # 5 Sedans	
Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15			
Grid	76	43	8	137	6	3	46	179	26	191	38	42	67	93				
Class	5-4	5-4	5-4	5-4	5-3	5-3	5-2	5-2	5-2	5-1	5-1	5-1	5-1	5-1				
Lap 1	76	43	8	137	3	46	6	179	191	26	42	38	67	93				
2	76	43	137	8	3	46	179	191	26	6	42	67	38	93				
3	43	76	137	3	8	46	179	191	26	42	67	38	93	6				
4	43	76	137	3	8	46	179	191	26	42	67	38	93	6				
5	43	76	137	3	8	46	179	191	42	26	67	38	93					
6	43	76	137	3	8	46												
Σ	Classes		5-4	5-4	5-4	5-3	5-4	5-2	5-2	5-1	5-1	5-2	5-1	5-1	5-1	5-3		

The Cars on the lap chart above went by in the following order:
 76, 43, 8, 137, 3, 46, 6, 179, 191, 26, 42, 38, 67, 93, 76, 43, 137,
 8, 3, 46, 179, 191, 26, 6, 42, 67, 38, 93, 43, 76, 137, 3, 8, 46, 179,
 191, 26, 42, 67, 38, 93, 43, 76, 6, 137, 3, 8, 46, 179, 191, 43, 76,
 26, 42, 67, 137, 3, 8, 46, 38, 93, 43, 76, 6, 137, 3, 179, 8, 46, 191,
 42, 26, 67, 38, 93,



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Flags



Yellow with Red Stripes: Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look down at the track surface.



Black (sloppy or dangerous driving): Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.



Black with Orange Ball (Meatball black flag): There is something mechanically wrong with your car. Proceed to your pits at reduced speed.



Green (or no flag): Course is clear.



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



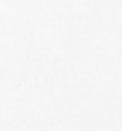
Yellow (waving): Great danger, be prepared to stop, no passing.



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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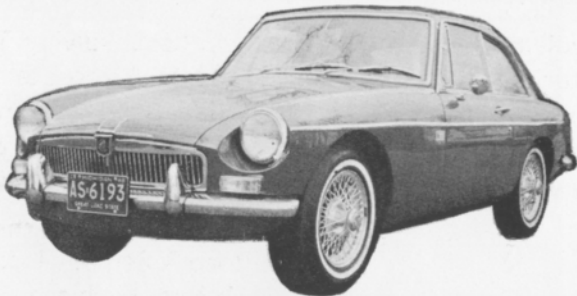


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OCSRRC RACING CLASSES

PRODUCTION SPORTS CARS

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

CLASS A: Abarth Simca 2000; Cobra 427; 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 Wankel Spider.

MODIFIED OR SPORTS RACING CARS

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

CLASS 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.).

SEDANS

Six classes of Sedans are run, the cars being grouped by performance potential.

CLASS VW: Volkswagen 1200 and 1300.

CLASS I: Renault; Simca 994 & 1290; BMW 700; Mini-Minor 850; Saab Standard 750, 850 and 750 Sport; Ford Anglia 997; Fiat 600, 750, 850, 1100 and 1300; Opel Kadette 1078; Hillman Imp 875; MG 1100; NSU 1000 L, S, C, 996 cc; Volkswagen 1500; Honda 750.

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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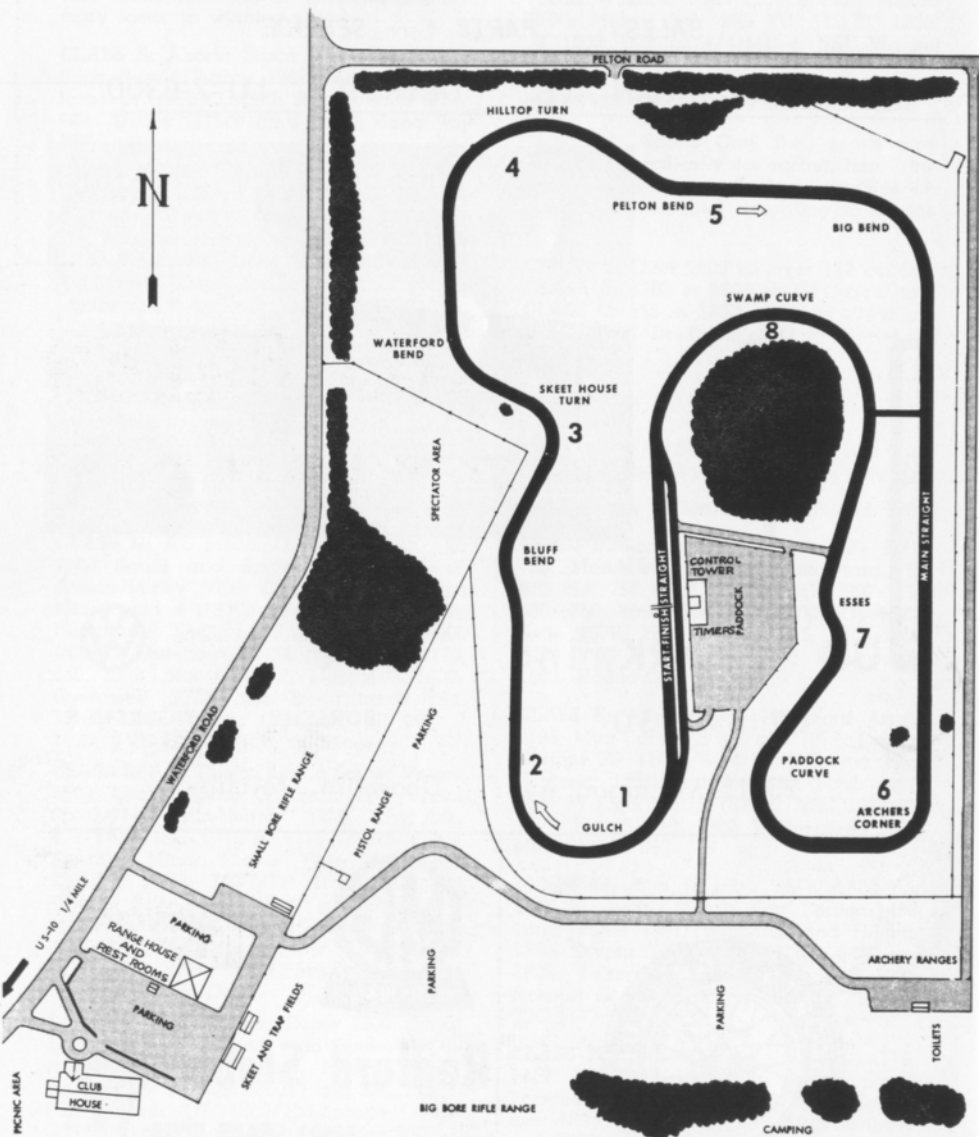
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