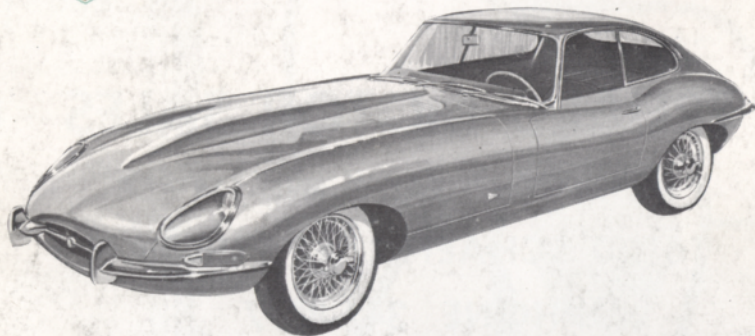


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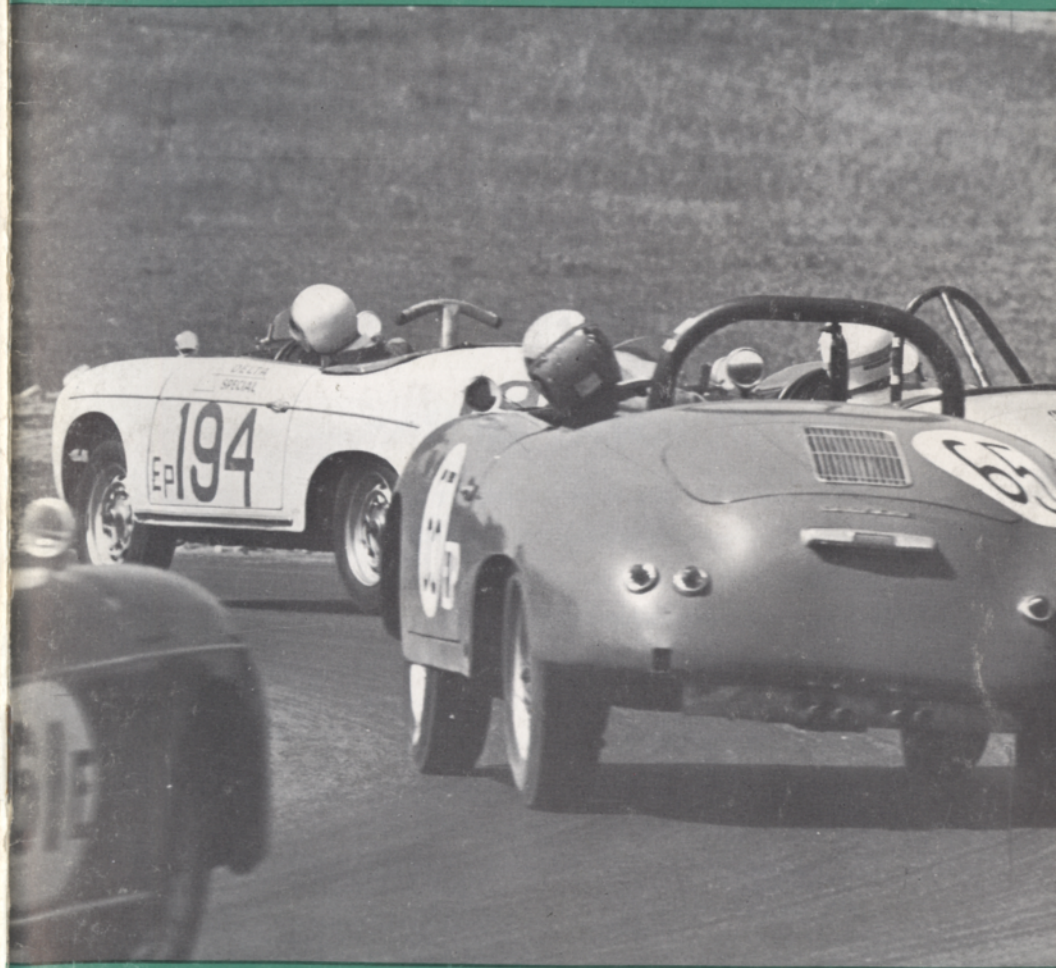
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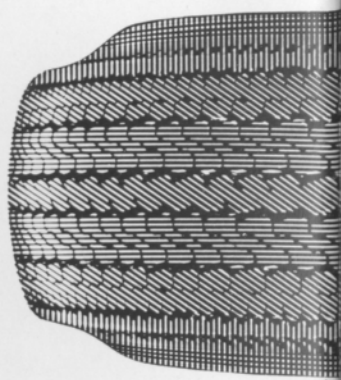
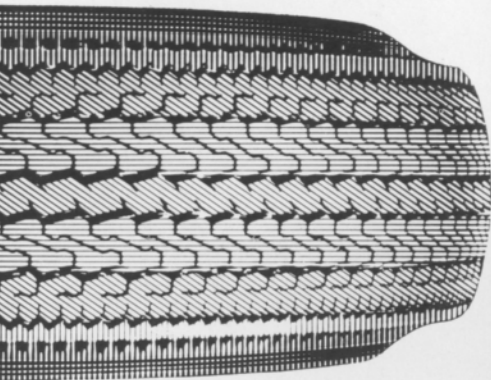
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Vol. 6 No. 2

June 26 & 27, 1965

WHI digest



Bizer Photo

Porsche Parade: Do the right thing in Skeet House and you've made it through one of the trickiest turns at Waterford; miscalculate and the parade could pass you by.

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THE INSIDE LINE



A good weekend for the Spring Sprints: probably the best racing weather we'll have all season. A good show, too, on record-breaking: Erhard Dahm, Porsche pilot, broke the E-Production record three times during the weekend, as well as winning all his races. This gives him the early lead in the Point Championships, with 26 points. Closest competitor is Ron Justice, Lotus Super 7, with 24 points.

This month's feature story, by Production Manager Ed Fischer, is on the NSU-Wankel, the revolutionary rotating combustion engine. Thanks to Karl Simmroth for loaning us a car for evaluating. Another special for the SCCA issue: information on the various circuits in the Central Division—courtesy Phil Ways, editor of Detroit Region SCAA's "Open Exhaust."

New subscription theory: you give us \$1.25, we give you five tickets, good for a Digest at each of the next five races. If you don't get to the race (and therefore don't turn in a ticket), we mail you a copy. Simple?

SPORTS CAR ACTIVITIES

July/1965

DATE	EVENT	CLUB	INFORMATION
July 3	Rally	ECSCC	735-2870
4	Gymkhana	CCM	WE 5-4100
5	Club Meeting	KSCC	KE 1-8597
7	Club Meeting	OCSRRC	835-8573
8	Club Meeting	FMC	565-5257
8	Club Meeting	Ralligaters	427-1821
11	Rally & Picnic	MSCC	VE 8-6369
11	Gymkhana	KSCC	KE 1-8597
13	Club Meeting	MSCC	VE 8-6369
15	Club Meeting	ECSCC	735-2870
18	Gymkhana	AROC	342-1150
18	Gymkhana	DTC	VE 7-5926
19	Club Meeting	KSCC	KE 1-8597
20	Club Meeting	SCCA	274-4032
21	Club Meeting	DTC	VE 7-5926
22	Club Meeting	MGCC	KE 2-7374
25	Rally	DTC	VE 7-5926
27	Club Meeting	AROC	342-1150
28	Club Meeting	CCM	WE 5-4100
30	Club Meeting	VWCD	PA 8-3959
31-Aug. 1	Midsummer Trophy Races	OCSRRC	835-8573
Aug. 28-29	August Road Races	OCSRRC	835-8573
Sept. 25-26	Fall Classics	OCSRRC	835-8573

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

Action Atop the Paddock Building: All-day broadcasting by WABX (99.5 fm)—Milt Hopwood gives results, interviews, information on the races all weekend—live. WWJ-TV is filming for Dwayne Riley's Feature Story, seen at 6:10 p.m. Channel 50 is filming a show for telecast on Sunday, July 24. Try to catch these shows if you can—check local newspaper for exact time & day.

SCCA RACE OFFICIALS

Event Chairman	Bill Barber	Course Marshall	John Pathe
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Chief Starter	Ed Houlehan	Technical Inspector	Ray Kempton
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RACE RESULTS—SPRING SPRINTS

SATURDAY, MAY 29

Race 1: Sedans & H-Production

1 Sed. 1	Hugh Gordon	Cortina
1 Sed. 2 & 3	Larry Naar	Volkswagen
1 HP	Bill Larson	Sprite

Race 2: E-F-G-Production

1 EP	Erhard Dahm	Porsche
A F&GP	Bill Petree	Sunbeam Alpine

Race 3: A-B-C-D-Production & All Modified

1 A&BP	Dennis Waszkiewicz	Corvette
1 C&DP	Ron Justice	Lotus S7
1 F&GM	Robert Lehmann	Merlyn
1 HM	Dave Johnson	D. J. Special

Race 4: Ladies' Race

1 overall	Beverly Scholdt	Karmann Ghia 1500
2 overall	Alice Hubbard	Corvette
3 overall	Joyce Sutherland	MG-A

Race 5: All Formula (including Novice)

1 F-C1&2	Ken Nielsen	Lotus 20
1 F. Vee	Larry Wilhelm	Formula Vee
1 F. Vee Nov.	Art Beneker	FormCar

Race 6: Novice F-G-H-Production & Sedans

1 FP	Robert Miller	Sunbeam Alpine
2 FP	Jerry Morlewski	MG-A
3 FP	Eric Davison	GSM Delta
1 G&HP	Lewis Cooper	Sprite
2 G&HP	Art Hackman	Sprite
3 G&HP	Bob Gustafson	MG Midget
1 Sed. 1	Raymond Wycik	Saab
2 Sed. 1	Bill Braund	Volkswagen
3 Sed. 1	Bill Semenivk	Volkswagen

Race 7: Novice A-B-C-D-E-Production & Modified

1 AB&CP	Leonard Pickering	Corvette
1 DP	Ivor LeGros	MG-B
1 EP	Garrett VanCamp	Porsche
2 EP	Vic Skirmants	Porsche
3 EP	Helmut Leukert	Porsche

SUNDAY, MAY 30

Race 1: F-Production

1 FP	Jim Latimer	Sunbeam Alpine
2 FP	Bill Petree	Sunbeam Alpine
3 FP	Ron Reeves	Triumph TR-3

Race 2: All Formula

1 F-C1&2	Ken Nielsen	Lotus 20
1 F. Vee	Larry Wilhelm	Formula Vee
2 F. Vee	Lowell Blossom	Londergan Vee
3 F. Vee	Stu Carter	FormCar

Race 3: G-H-Production

1 GP	Bob Clemens	Triumph Spitfire
2 GP	Ralph Yeckley	Sprite
3 GP	Lewis Cooper	Sprite
1 HP	Bill Larson	Sprite
2 HP	Tom Varner	Sprite

Race 4: All Sedans

1 Sed. 1	Larry Naar	Volkswagen
2 Sed. 1	Ray Wycik	Saab
3 Sed. 1	Bill Braund	Volkswagen
1 Sed. 2&3	Art Sutphin	Austin Cooper
1 Sed. 4	Don Eichstaedt	Corvair

Race 5: D-E-Production

1 DP	Bill Clawson	GSM Delta
2 DP	Gordon Harrison	Austin Healey
1 EP	Erhard Dahm	Porsche
2 EP	Don Roman	Morgan
3 EP	Garrett VanCamp	Porsche

Race 6: A-B-C-Production & All Modified

1 A&BP	Dennis Waszkiewicz	Corvette
2 A&BP	Paul Sonda	Corvette
1 CP	Ron Justice	Lotus S7
2 CP	Don Grohs	Lotus S7
1 F&GM	Bill Bradley	Merlyn
2 F&GM	Pino Morroni	Osca
1 HM	Dave Johnson	D.J. Special

Race 7: Formula Feature

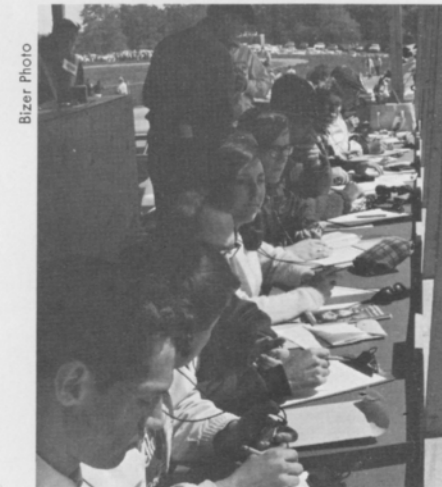
1 overall	Ken Nielsen	Lotus 20
1 F. Vee	Larry Wilhelm	Formula Vee
2 F. Vee	Lowell Blossom	Londergan Vee
3 F. Vee	Frank Cipelle	Londergan Vee

Race 8: Small Production & Sedan Feature

1 overall	Bob Acton	Mustang
1 Sed. 1&2	Art Sutphin	Austin Cooper
1 FP	Jim Latimer	Sunbeam Alpine
1 G&HP	Bob Clemens	Triumph Spitfire

Race 9: Large Production & Modified Feature

1 overall	Dennis Waszkiewicz	Corvette
1 CP	Ron Justice	Lotus S7
1 D&EP	Erhard Dahm	Porsche



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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
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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 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
Modified Sports:					
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
Formulae:					
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
Sedans:					
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	Corvaair	Don Eichstaedt	1:27.7	58.376	9/64
S-M	VW Porsche	Erhard Dahm	1:29.5	57.202	5/63

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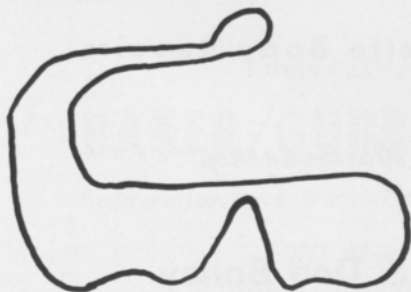
Stan Aldridge & Don Bailey

CENDIV

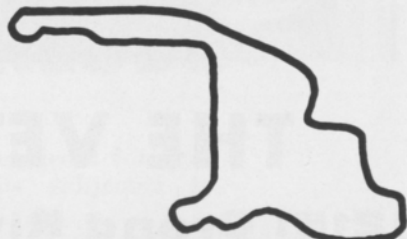
by Phil Ways

The Central Division, Sports Car Club of America, more commonly known as CENDIV, is one of the most competitive of the SCCA's six Divisions, both in racing and rallying. The Division is composed of twenty-three regions covering ten states, from North Dakota to Kentucky, and from Iowa to Ohio. Last year CENDIV put on nine Divisional races, and this year will conduct seven National races (renamed Divisionals).

The 1965 season got under way at Meadowdale Raceway, Carpentersville, Illinois, on May 29-30. This course, located on the outskirts of Chicago, is the most demanding of both driver and machine in the Central Division, and one of the most respected road courses in the country. Meadowdale consists of four straights (two long and two short), a large downhill curve, two uphill esses, and the famous "Monza Wall." This is one course that remains very vivid in the minds of many competitors, because here there is no room for error.



The next stop on the seven-race trek is the Mid-Ohio Sports Car Course near Lexington, Ohio, a short jaunt from Mansfield. Mid-Ohio is a very scenic course, but not as long or hairy as Meadowdale. This 2.4 mile track was several ess turns and an extremely long main straight where the big machinery pulls 140-145 mph. Both Meadowdale and Mid-Ohio will host U. S. Road Racing Championship races later in the season.



Next comes America the Beautiful, Elkhart Lake's Road America. This course has quickly gained the reputation of being the most atmospheric stop on the circuit, complete with bratwurst sandwiches in June and roasted corn in September. The 4.0 mile Road America circuit is the longest in CENDIV, and second in the nation only to the Bottomless Lakes course near Roswell, New Mexico. Road America is synonymous with good racing, as it brings entries from near and far to compete in the rolling hills of the Kettle Moraine region of Wisconsin.

After Elkhart, the CENDIV drivers

get a two-week rest before the next National race, which is held at Mid-Ohio once again. Probably not all the drivers will gain full advantage of that two-week period, as the Detroit Region SCCA is holding a regional race at Waterford this weekend.

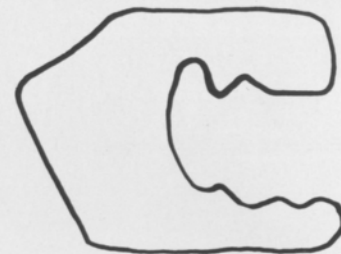


On August 7 the Milwaukee Region SCCA is hosting CENDIV's next national race at Lynndale Farms, Wisconsin. Located near Milwaukee and Pewaukee, the course is laid out between two hills, and six separate parts of the track can be seen by looking straight North from the pits. The course consists of five straights and six turns, including an ess-type turn.

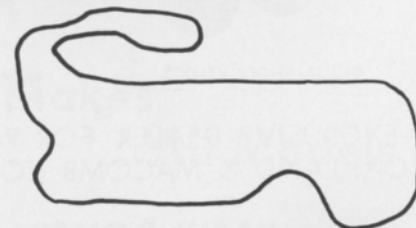


The competitors go West for the next race: the location, Indianaola, Iowa (Greenwood Roadway), is just 25 miles South of Des Moines. The Greenwood track is relatively new, opened in early 1963. Since that time the course has presented several very successful races, including a U.S.R.R.C. event in 1964. This is one of the few tracks where come off the top of a hill immediately after the Start/Finish line. From there it's into a sweeping, downhill, banked turn and into the back section of the track. The layout is similar to a horseshoe, with the center line being much higher than the ends. The people at Greenwood

are very hospitable, and it is one of the better tracks in the Division.



The last race of the season will be held at Indianapolis Raceway Park on October 9th. This track is located at Clermont, just northwest of Indianapolis. The facilities are excellent and include a very modern three-story timing tower. Although drag racing is the primary sport at I.R.P., the ½ mile straight serves very well in conjunction with the road course. It was here that the recent "Yankee 300" stock car race was held.



After I.R.P. most of the drivers will be closing up for the winter, or, if they are lucky, will be readying their cars for Daytona and the National run-offs. The American Road Race of Champions, as the run-off is termed, is a race among the top three finishers of the fourteen classes in SCCA's six divisions, plus finishers in the four formula classes.

The A.R.R.C. was conceived in 1964, and came into being through the combined efforts of the Sports Car Club of America, Sports Car Graphic magazine, and many independent contributors. Last year's A.R.R.C. was held at Riverside Raceways, Riverside, California. The Detroit area and CENDIV were well represented at that race (sixteen Detroit-area drivers were eligible to compete at Riverside), and will be once again this year at Daytona, Florida.

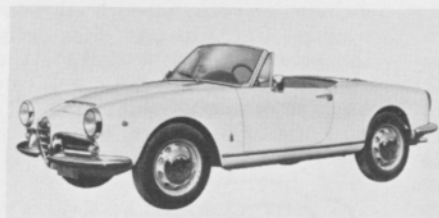
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Don Eichstaedt

Don was originally from Indiana, came to Michigan in 1957 to attend General Motors Institute in Flint. He had always had an interest in high-performance cars, and that year he bought a '56 Corvette.

In 1958 Don joined the Corvette Club of Michigan, competed in rallies, gymkhanas, and drag races. One such event led to the dirt track at Waterford, and shortly after the course was paved he joined OCSRRC. In 1960 Don ran one race in his Vette, then turned to flagging and course clean-up on race week-ends.

In 1962 Don bought the first of three Corvairs and resumed racing. The following year he placed third in the Waterford point standings. Last year he joined SCCA, campaigned his second Corvair at Waterford, in Canada, and throughout the Midwest. And this spring he entered his brand-new Corsa at Sebring, placing fourteenth out of a field of 35 cars. (This was the first performance test on the new car, so Don took it easy.)

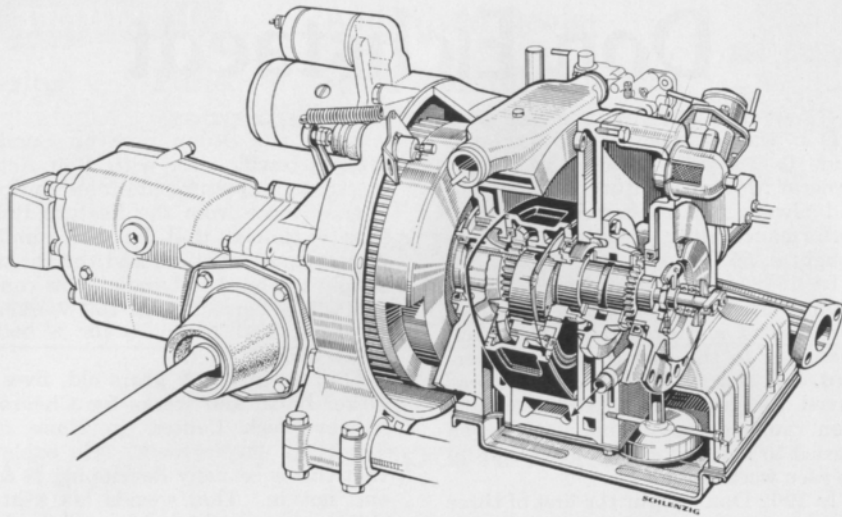
The new car performed well in its first Waterford appearance, with Don

winning the Sedan race on Sunday after a terrific dice with Bob Acton (Mustang). Questioned on his conspicuous absence from the Feature Race, Don explained that he was running without posi-traction, and the car was simply too hard to handle. This condition will be corrected for this weekend, however, and he looks for a better performance.

Don is single, 32 years old, lives in Hazel Park, and works for Chevrolet at the Tech Center, in Noise and Vibration development. (He explains that this is actually developing N & V out, not in.) Don spends his winters skiing and reworking race cars (he does all his own work).

Most interesting aspect of racing? "Pioneering" sedan racing. People are always surprised at how well the cars go on a "sports car" track. Don will be campaigning at Waterford this year, in Canada, and in the SCCA National events. Highlight of the season will be the 90-lap endurance race at Mosport in July. After the season ends? Get the car ready for Sebring again!





Wankel!

A new concept of automotive power—totally unlike anything used today. Unique, amazing, revolutionary—the promise of the future.

We have all heard this line before, always for something too unique to make it past the drawing board, too amazing to get running efficiently, too revolutionary to be of any use, or too impractical to promise anything but financial failure.

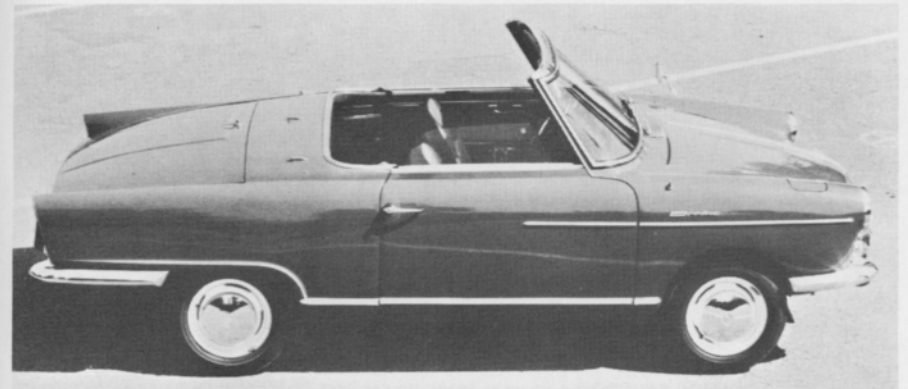
For eight years, a goodly number of automotive people the world over have felt this same sort of skepticism for the NSU Wankel rotating combustion engine project. The Wankel engine is here, however, not in a dream car, not in a lab on wheels, not in a field test car, but in a production line model that anyone can get normal delivery from any NSU dealer.

The Wankel engine uses the familiar power cycle of reciprocating engines: intake, compression, combustion, exhaust. Fuel-air mixture is drawn through a conventional (Solex) carburetor. The ignition system is not unusual except for a 50,000 volt spark circuit and an extra-hot spark plug, a system using

conventional ignition principles, but designed to keep the single spark plug from fouling. Lubrication is achieved by standard methods, using an ordinary oil pump and conventional oil distribution. Starting motor, fuel pump, alternator, and water pump are readily available units.

The intriguing departure from engines as we have come to know them is the lack of pistons working up and down in a cylinder, no crank shaft connected to the piston by a connecting rod. There are no cam shafts, push rods, rocker arms, or valves. There are no problems of assembling, adjusting, or lubricating. The Wankel rotating combustion engine utilizes only two primary moving parts to achieve power.

A triangular rotor orbiting in a sealed housing (shaped roughly like an elongated circle) acts as piston and cylinder. An eccentric riding inside the rotor locates the rotor in such a way as to keep its three tips in constant contact with the inner walls of the housing. This three-point contact forms (in sequence) three separate chambers, each displacing 500 CCs.



The seals at the rotor tips are wafers of hard carbon. The out-put or power take-off shaft is connected to the rotor via a planetary gear system. The out-put gear, which is 1/3 the size of the rotor gear, allows the rotor to orbit at 1/3 the speed of the out-put shaft. The orbiting action of the rotor in the housing, as shown in the diagram, is the secret of the engine's mechanical simplicity.

The greatest single engineering problem with the rotating combustion system has been that of sealing the three chambers. At low rpm (under 3000) there has been a tendency for the ignited fuel mixture to leak past the seals where the rotor touches the inner wall of the housing. At higher rpm centrifugal force eliminates the problem by forcing the seals more tightly against the housing wall. Now, how-

ever, low rpm sealing has been greatly improved by installation of a spring behind the seals, which push the seals against the housing wall.

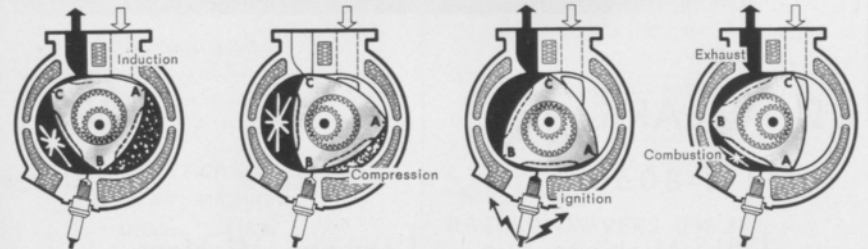
As the rpms increase beyond 6000, wear of the seals increases rapidly, and until better seal materials are developed, the recommended range will be 3000 to 6000. (Seal life is expected to average 50,000 miles when revs are held within this limit.) For the street this rev minimum will mean getting into the habit of keeping the revs up.

The engine will run to 12000 rpm and better, limited only by carburetion. The engine cannot be "blown" by over-revving. The only real problem in over-revving is replacing the seals, which is simpler and less expensive than a ring and valve job on a conventional engine. For racing, rev limits are no problem,

(continued on page 23)

A rotor revolves in an astonishingly small housing, its inertia forces fully balanced. Three edges of this rotor make constant contact with the inner wall of the housing. They divide the interior into three chambers which, because of the rotating movement, are constantly enlarging and contracting. These changes in the chambers

enable the engine to carry out all the well known working cycles of the conventional four stroke engine, that is: induction, compression, combustion, exhaust. With the rotary piston engine, three of these work cycles are carried out simultaneously. That is the explanation of the comparatively greater power.



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Wankel! (continued from page 21)
since you aren't apt to run at less than 4000 on the track. As for exceeding the upper limits, the extra performance should be well worth the more frequent seal replacement.

There are several advantages to the rotating combustion engine which are important in racing. Aside from the fact that it is light in weight, compact, and lower in fuel consumption than the same size conventional engine, an astonishing amount of power can be extracted from the small displacement. In the case of the engine in the NSU Spider, the S.A.E. horsepower rating is 65 at 5000 rpm from 500 cc or 30.5 cubic inches. The engine runs without vibration in the power range and is next to impossible to destroy through over- or under-revving. Probably best of all, the manufacturer expects to be able to bring production costs down to

where the engine could be priced at 1/3 the cost of the same size conventional engine.

The future of the Wankel engine seems bright. The initial engineering and production problems have been solved, and development work continues at a furious pace. Larger engines, new rotor and chamber configurations, multiple unit arrangements are only a few of the many possibilities. Mercedes Benz, for example, is expected to bring out a compound Wankel engine, i.e., two engines in the same shell, which will give more power and smoother low-rev operation.

Anything is possible with this new engine, from complete annihilation of the conventional engines to abandonment of the idea due to limited application possibilities. It will be interesting to watch the progress of the Wankel during the next few years.

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Spring Sprints



Cross-country is shorter, but a bit rough on the suspension.



Tom Varner gets crossed-up in a charge through Skeet House.

All Photos by Al Bizer

Waszkiewicz and Sonda square off for the start of the Large Production Feature.



The lead changed from lap to lap, but Eichstaedt finally won out over Acton in the Sedan race.



This is what happens if you're not on friendly terms with the Jolly Green Giant.



Formula Vees are always good for a dice.



"If I'd known that VW was so tough I wouldn't have tangled with him."



Small Production/Sedan Feature: Acton leads Clemens across the Finish line after an exceptional out-of-class race.



Bob Glassford, long-time Practice starter, handles his first official race.



In A-P it's called a Fastback; in G-M it's a pretty slow one.



Familiar sight: Jim Latimer walking off with F-Production honors.

BIG TIME AUTORACING

WATKINS GLEN, New York, June 27th, 2:30-5:15 p.m.

One of the big races of the year to crown the U.S. Road Racing Champion Driver and the Manufacturer's Champion Sports Car. All the top drivers and cars will be running for valuable points as Les Keiter and Chris Economaki call all the action live and direct from trackside.

ELKHART LAKE, Wisconsin, Sept. 12th, 10:15 a.m.-4:45 p.m.

The "Road America 500" will see the U.S. Road Racing Champion crowned after a series of twelve grueling races on tracks throughout the United States. A measure of endurance as well as speed, with pit stops taking on added importance in this long grind.

RIVERSIDE, California, October 31st, 4:15-7:15 p.m.

Best attended of all the races, the Los Angeles Times Grand Prix draws all the international names. Hear all the action live, as it happens, exclusively on WABX, 99.5 on your FM dial.

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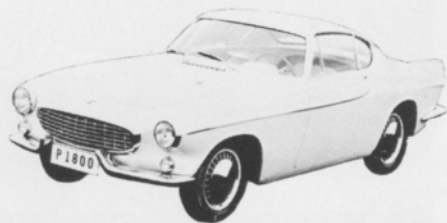
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Ford Motorsports Club

This group is made up of mostly Ford employees, although 15% non-employees are allowed to join. The club holds gymkhanas, rallies, time trials, 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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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

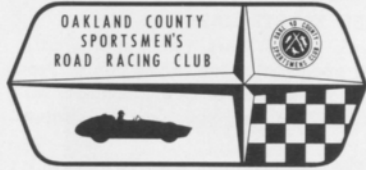
Four classes of Sedans are run, the cars being grouped by performance potential. **CLASS I:** Renault, VW 1200, Simca 1000 & 1300, BMW 700, Mini Minor 850, Saab Standard, Ford Anglia, Fiat 600, 850, 1200 & 1300, Opel Kadette, Hillman Imp, Hillman Minx, VW Ghia 1200.

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).

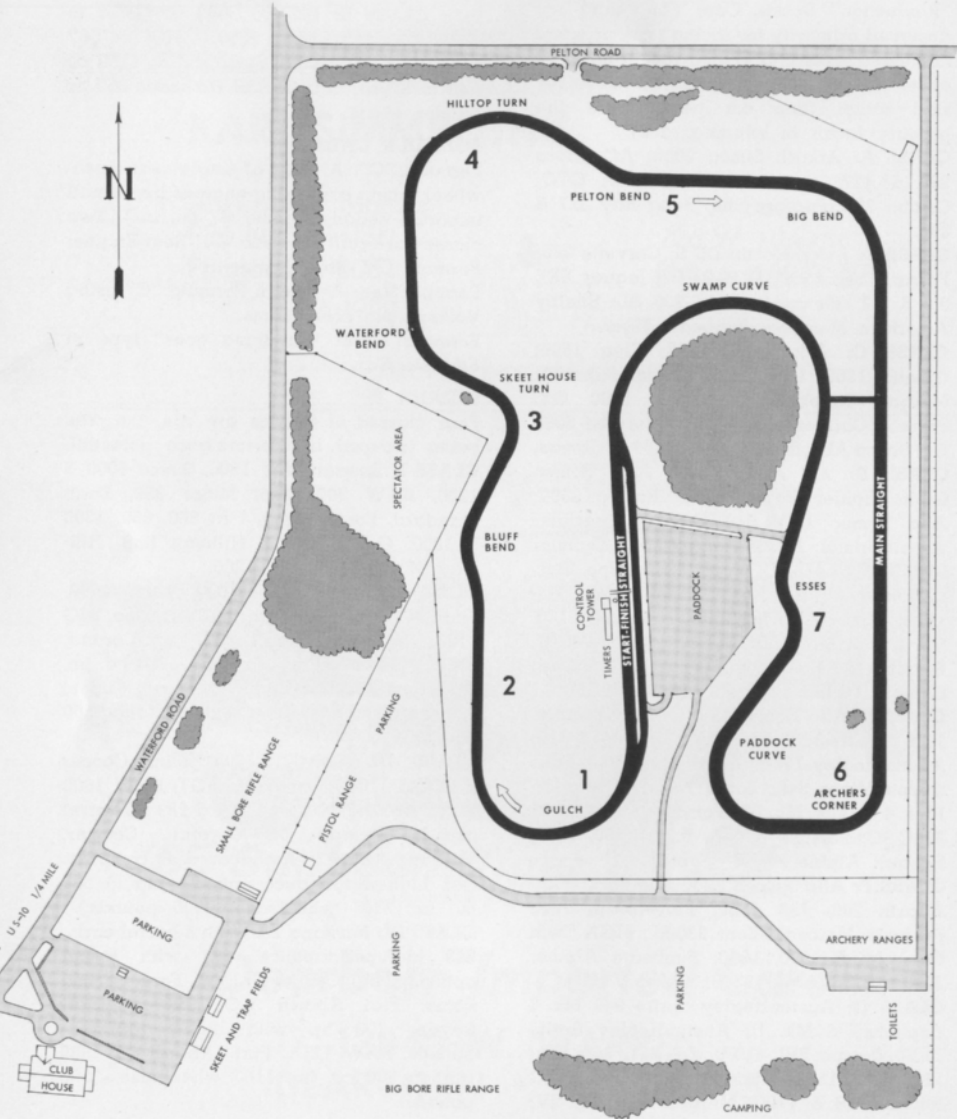
CLASS III: Volvo B-1800, Mini Cooper S 1000 & 1100, Ford Cortina GT, BMW 1800 TI, Jaguar 3.4, Mustang 260 & 289 (2-barrel carb.), Renault D8 Gordini, Corvair, Valiant, Alfa TI, American V-8 compacts less high-performance options (up to 300 cu. in., 110" wheelbase, 3500 pounds).

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).

WATERFORD HILLS



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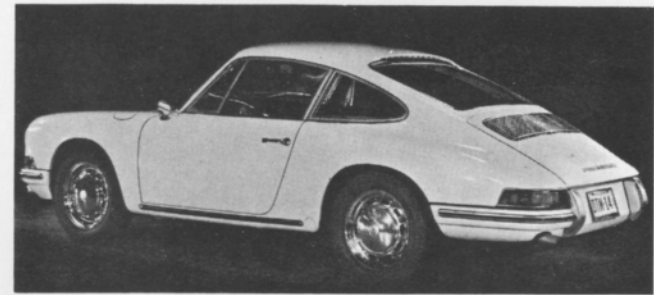


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