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WATERFORD HILLS digest

June 1966/25c



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Vol. 7, No. 2

June 1966

WHI digest



Bizer Photo

Bill Petree (#10) and Ron Reeves nervously await the start of the F-Production race.

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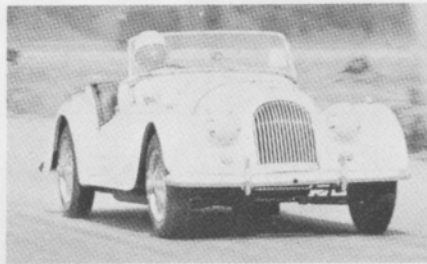
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THE INSIDE LINE



Several new cars showed up for the Spring Sprints (see page 15). The Clawson Mustang was a winner with both Bill and son Scott at the wheel. Frank Cipelle's re-worked-and-finally-running F-Mod Londergan/Clark made a good showing both days, and the all-new Russell Ford ran away with C-Modified honors.

You'll notice the races are broken up a bit differently this week end: Large production, large mod, large sedans all running together, which should make for an interesting race. Also combined: F-Prod and H-Mod (or rather, Sports Racing); D-E-F-G-Mod and C-Prod.

Ah, so. This month's personality is honorable Datsun driver, Don Watson. When we interviewed Don, he was sick in bed with pneumonia, but looking forward to a weekend of racing at Elkhart Lake four days later! Japanese drivers vely sturdy stock!

Tough luck: Scotty Addison, who won the Saturday big production bash in the ex-Tom Payne Cobra was in a traffic accident on the way home, suffered a severely separated shoulder. Friends towed the Cobra home Sunday, when they learned he had been hospitalized. Scotty's up and around now, but it will be several months before he's able to race again.

And speaking of accidents — when the Turn Marshalls holler at you to keep away from the fence, please oblige. We've had a couple of spectators injured by flying race cars, and we'd rather not add to the number.

SPORTS CAR ACTIVITIES

July

DATE	EVENT	CLUB	INFORMATION
July 2-3	Border Night Navex Rally	ECSCC-MSCC	869-8789
4	Gymkhana	CCM	WE 5-4100
4	Club Meeting	KSCC	KE 1-8597
6	Club Meeting	OCSRRC	644-2534
9	Treffen Mit Wieners Rally	VWCD	PA 8-3959
10	Speed Event	MSCC	869-8789
10	Gymkhana	KSCC	KE 1-8597
11	Club Meeting	MSCC	869-8789
14	Club Meeting	FMC	565-5257
14	Club Meeting	Ralligators	294-0942
16	Howell Event	MGCC	626-2485
16-17	Dawnbuster Rally	SCCA	644-2534
17	Gymkhana	FMC	565-5257
17	Gymkhana	DTC	VE 7-5926
17	Rally	KSCC	KE 1-8597
18	Club Meeting	KSCC	KE 1-8597
19	Club Meeting	SCCA	644-2534
20	Club Meeting	DTC	VE 7-5926
21	Club Meeting	ECSCC	735-2870
23-24	Midsummer Trophy Races	OCSRRC	644-2534
26	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	Rally	DTC	VE 7-5926
Aug. 27-28	August Road Races	OCSRRC	644-2534
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.

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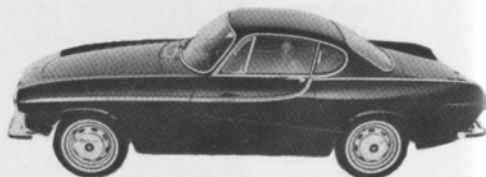
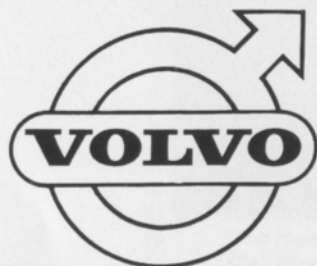
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What is Road Racing?

You may not know it, but the automobile itself evolved from road racing. Early in the century, when the automobile was only a curiosity and the horse and buggy was the standard form of transportation, a few mechanically-minded sports began to race cars over back roads in Europe and America. Their search for more speed and maneuverability led to the development of multi-cylinder engines, better steering controls, real brakes, and improved suspension design.

Between World Wars, practically all auto racing in the U.S. took place on oval tracks, and a whole generation grew up think-

ing that a race car had only one gear and turned left. Then, in 1944, a few hardy New Englanders formed the Sports Car Club of America to further their interest in the small, agile two-seaters they had brought back from overseas.

Early races were run over closed circuits of public roads, sometimes through town streets, such as at Watkins Glen, Elkhart Lake, and Put-in-Bay. But legislative grumbles soon forced the growing sport to take to the airports, where simulated road circuits were laid out on unused runways. Increasing spectator interest then led to the construction of more and more

permanent closed road courses throughout the country.

The appeal of road racing is its challenge and variety. Road courses provide both left and right turns which can be driven at speeds ranging all the way from 20 to 120 miles per hour. In racing parlance, these are called "corners" whether they are 180 degree button hooks, or flat-out shallow arcs, and each corner has a theoretical maximum speed at which it can be negotiated in any given car.

Getting around a road course quickly demands a very special kind of car. It must be small and responsive, with tremendous stopping power. Tires and suspension must be designed to give it fantastic road-holding ability, and it must have a gearbox which will

let the engine operate at its maximum efficiency for every speed demanded by the road.

To drive through the corners at maximum speeds, the driver has to race the road itself, judging how fast he can go in the corner without sliding off the road. He must select the path or "line" through each corner that will be the fastest, but he also has to keep in mind his position and speed coming out of it for the next corner.

The cars race against each other, but the top drivers compete mainly against the course, trying to shave a tenth of a second here and there, and reducing their lap time to one that will eventually put them ahead of the opposition. To do this perfectly involves many driving skills which take time and training to achieve.



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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

**Course Record



Don Watson/Datsun

Don was introduced to sports cars in 1957 when a friend brought around a new MG-A to show him. Don drove the car, liked it, and bought his own a few months later. He joined the MG Car Club soon after, and entered rallies, and worked on other club events. He swore up and down he would never compete in the car because he wanted to keep it for a pet, but the bug hit him one weekend while he was working on a gymkhana, and he entered the event. From there he went to speed trials, then up to Green Acre for a weekend of racing with Bill Bradley in 1959.

That year, Don began racing in earnest, running in events at Mt. Clemens, and then at Waterford. This was the old style of racing,

where you drive your car to the track, remove the wind screen and bumpers, and install a roll bar and racing screen. After the races, the car is reverted to road condition, and driven to work the next day.

There was an added bonus at Mt. Clemens: Don met his wife Kay at a post-race party, and stole her from an Austin-Healey driver!

Don campaigned for six years with his MG-A, under an MGCC license. He says he always intended to join Oakland County, but never quite got around to it. In fact, before they were married, Kay gave him the money for a life membership as a birthday gift. Don thanked her warmly, then went out and bought a limited slip for his car.

In 1965 Insport Sales & Service in Dearborn approached Don with an offer of a Datsun to campaign nationally. Don sold his MG, joined SCCA, got a National license, and started travelling. It took several races to get the car sorted out—two blown engines started the season. By the end of the summer, however, Don was winning races right and left, a practice he has continued this year.

A Waterford fan, Don feels it's a track where driver ability goes a

long way toward making up for a not-too-fast car. It's a place to learn how to drive, not just go fast. But going faster would be nice—he'd like to see the track lengthened.

Don is 30, lives with his wife in Livonia, teaches sixth grade in the Redford Union school system. He drives a "warm in the winter" Chevrolet to work; Kay's MG-A lets them retain membership in the MG Car Club.

Future plans: "I'd like to race at Watkins Glen."



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C-Mod. Russell Ford (#83), and F-M Clark/Londergan (#30)

All Photos by Bizer

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Ron Justice, Lotus Super 7, and Bill Clawson, 350 GT Mustang



Don Eichstaedt, Corvair



Ray Kempton, Porsche

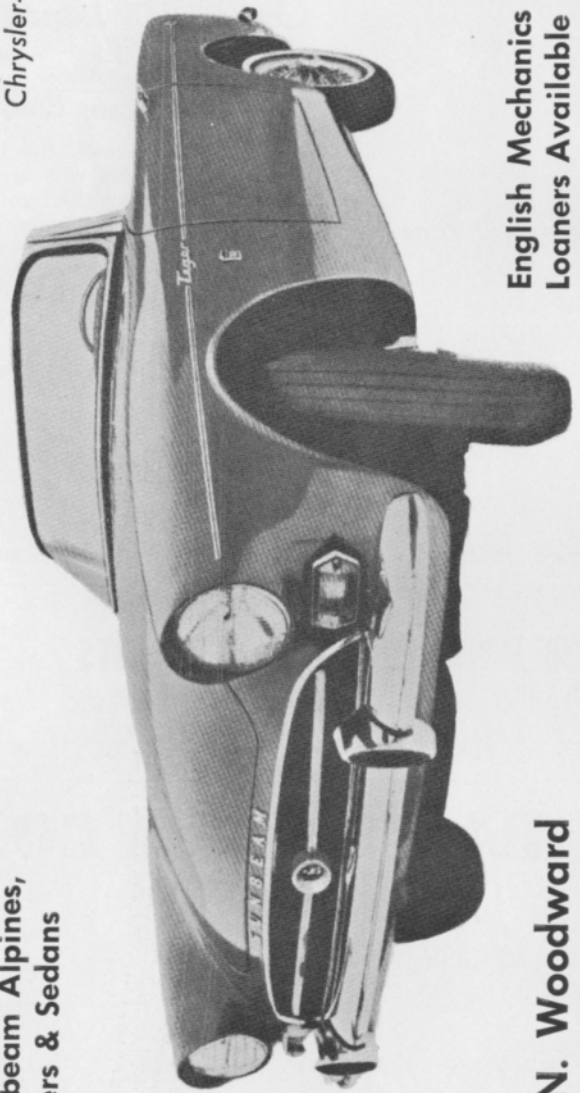


Bob Clemens, Triumph Spitfire

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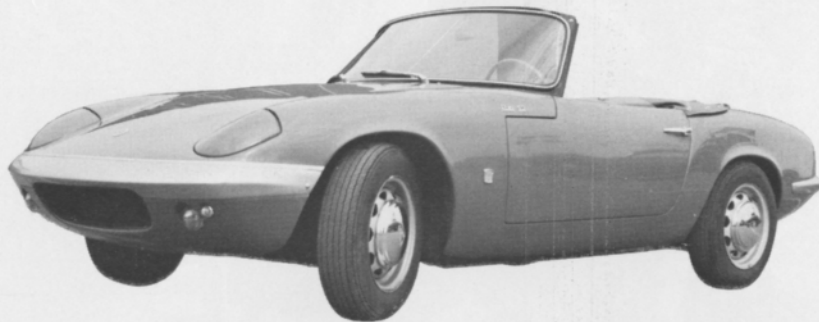
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RACE RESULTS—SPRING SPRINTS

SATURDAY, MAY 28

Race 1: H-Production and All Sedans

1 HP	Tom Varner	A-H Sprite
1 Sedan 4	Allan Moffat	Lotus Cortina
1 Sedan 1	Paul Susalla	Volkswagen

Race 2: E-F-G-Production

1 EP	Garrett Van Camp	Porsche
1 FP	Bill Petree	Sunbeam Alpine
1 GP	Don Watson	Datsun

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

1 BP	Bill Clawson	Mustang 350 GT
1 DP	Gordon Harrison	GSM Delta
1 G&HM	Bill Barber	Lotus XI

Race 4: Ladies' Race

1 A&BP	Mary Swindell	Corvette
1 D&FP&HM	Susan Ivory	Triumph TR-4
1 GP&Sed. 3	Carol Clemens	Triumph Spitfire
1 HP&Sed. 1	Marcia Korwin	Volkswagen

Race 5: All Formula

1 F.C	Ken Nielsen	Lotus XX
1 F.Vee	Larry Wilhelm	Londergan Vee
1 F.Vee Nov.	Gary Rasche	FormCar
1 F.Vee Nov.	Dick Denny	FormCar
3 F.Vee Nov.	Art White	FormCar

Race 6: Novice Sedans & H-Production

1 Sedan 2&3	Kathi Burban	Cortina GT
1 Sedan 1	Bernard Leckow	NSU Prinz
2 Sedan 1	Tom Milton	Opel
3 Sedan 1	Anne Roeske	Volkswagen
4 Sedan 1	Gary Wilbur	Volkswagen
5 Sedan 1	Curt Beckner	Hillman
1 HP	Doug Pletcher	A-H Sprite
2 HP	Clyde Bartlebaugh	A-H Sprite
3 HP	Mike Labowitch	A-H Sprite

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

1 B&CP	Scott Clawson	Mustang 350 GT
1 DP	Burt Davis	Porsche
1 EP	Bill Kahlich	Porsche
1 FP	Ron Poller	MG-A
1 GP	Jeff Lance	MG Midget
2 GP	John Kelley	A-H Sprite
3 GP	Bill Shannon	Honda
4 GP	Stan Denek	Triumph Spitfire

SUNDAY, MAY 29

Race 1: F-Production

1 FP	Bill Petree	Sunbeam Alpine
2 FP	John Pierce	MG-A
3 FP	Ron Reeves	Triumph TR-3
4 FP	Eric Davison	GSM Delta

Race 2: All Formula

1 F.C	Ken Nielsen	Lotus XX
1 F.Vee	Stu Carter	FormCar
2 F.Vee	Larry Wilhelm	Londergan Vee
3 F.Vee	Art Beneker	FormCar

Race 3: G-H-Production

1 GP	Bob Clemens	Triumph Spitfire
2 GP	Don Watson	Datsun
3 GP	Jeff Lance	MG Midget
1 HP	Tom Varner	A-H Sprite
2 HP	Doug Pletcher	A-H Sprite
3 HP	Dick Harms	A-H Sprite

Race 4: Sedans

1 Sedan 1	Scotty Lidgard	Saab
2 Sedan 1	Paul Susalla	Volkswagen
1 Sedan 2	Bill Braund	Austin-Cooper
1 Sedan 3	Charlie Davison	Austin-Cooper
1 Sedan 4	Don Eichstaedt	Corvair
2 Sedan 4	Frank Bonner	Corvair

Race 5: D-E-Production

1 DP	Gordon Harrison	GSM Delta
2 DP	Don Munoz	MG-B
1 EP	Garrett Van Camp	Porsche
2 EP	Bill Kahlich	Porsche

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

1 AP	Tom Swindell	Corvette
1 BP	Dennis Waszkiewicz	Corvette
2 BP	Bill Clawson	Mustang 350 GT
1 CP	Ron Justice	Lotus Super 7
1 CM	Owen Russell	Russell Ford
1 FM	Frank Cipelle	Londergan Vee
1 GM	Bill Barber	Lotus XI
2 GM	Nate Brogan	Lotus XI

Race 7: Formula Feature

1 overall	Ken Nielsen	Lotus XX
1 F.Vee	Larry Wilhelm	Londergan Vee
2 F.Vee	Stu Carter	FormCar
3 F.Vee	Frank Cipelle	Londergan Vee

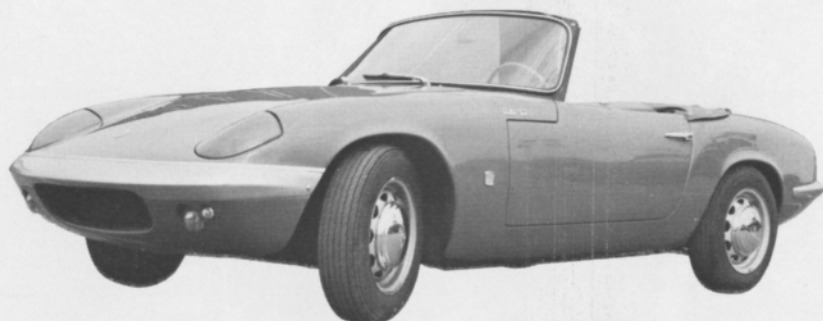
Race 8: Small Production & Sedan Feature

1 overall(GP)	Bob Clemens	Triumph Spitfire
1 FP	Bill Petree	Sunbeam Alpine
1 HP	Tom Varner	A-H Sprite
1 Sedan 1	Paul Susalla	Volkswagen
1 Sedan 2&3	Charlie Davison	Austin Cooper
1 Sedan 4	Don Eichstaedt	Corvair

Race 9: Large Production & Modified Feature

1 overall(CP)	Ron Justice	Lotus Super 7
1 BP	Russ Dejaiffe	Corvette
1 DP	Gordon Harrison	GSM Delta
1 EP	Garrett Van Camp	Porsche
1 CM	Owen Russell	Russell Ford
1 GM	Bill Barber	Lotus XI

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RACE RESULTS—SPRING SPRINTS

SATURDAY, MAY 28

Race 1: H-Production and All Sedans

1 HP	Tom Varner	A-H Sprite
1 Sedan 4	Allan Moffat	Lotus Cortina
1 Sedan 1	Paul Susalla	Volkswagen

Race 2: E-F-G-Production

1 EP	Garrett Van Camp	Porsche
1 FP	Bill Petree	Sunbeam Alpine
1 GP	Don Watson	Datsun

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

1 BP	Bill Clawson	Mustang 350 GT
1 DP	Gordon Harrison	GSM Delta
1 G&HM	Bill Barber	Lotus XI

Race 4: Ladies' Race

1 A&BP	Mary Swindell	Corvette
1 D&FP&HM	Susan Ivory	Triumph TR-4
1 GP&Sed. 3	Carol Clemens	Triumph Spitfire
1 HP&Sed. 1	Marcia Korwin	Volkswagen

Race 5: All Formula

1 F.C	Ken Nielsen	Lotus XX
1 F.Vee	Larry Wilhelm	Londergan Vee
1 F.Vee Nov.	Gary Rasche	FormCar
1 F.Vee Nov.	Dick Denny	FormCar
3 F.Vee Nov.	Art White	FormCar

Race 6: Novice Sedans & H-Production

1 Sedan 2&3	Kathi Burban	Cortina GT
1 Sedan 1	Bernard Leckow	NSU Prinz
2 Sedan 1	Tom Milton	Opel
3 Sedan 1	Anne Roeske	Volkswagen
4 Sedan 1	Gary Wilbur	Volkswagen
5 Sedan 1	Curt Beckner	Hillman
1 HP	Doug Pletcher	A-H Sprite
2 HP	Clyde Bartlebaugh	A-H Sprite
3 HP	Mike Labowitch	A-H Sprite

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

1 B&CP	Scott Clawson	Mustang 350 GT
1 DP	Burt Davis	Porsche
1 EP	Bill Kahlich	Porsche
1 FP	Ron Poller	MG-A
1 GP	Jeff Lance	MG Midget
2 GP	John Kelley	A-H Sprite
3 GP	Bill Shannon	Honda
4 GP	Stan Denek	Triumph Spitfire

SUNDAY, MAY 29

Race 1: F-Production

1 FP	Bill Petree	Sunbeam Alpine
2 FP	John Pierce	MG-A
3 FP	Ron Reeves	Triumph TR-3
4 FP	Eric Davison	GSM Delta

Race 2: All Formula

1 F.C	Ken Nielsen	Lotus XX
1 F.Vee	Stu Carter	FormCar
2 F.Vee	Larry Wilhelm	Londergan Vee
3 F.Vee	Art Beneker	FormCar

Race 3: G-H-Production

1 GP	Bob Clemens	Triumph Spitfire
2 GP	Don Watson	Datsun
3 GP	Jeff Lance	MG Midget
1 HP	Tom Varner	A-H Sprite
2 HP	Doug Pletcher	A-H Sprite
3 HP	Dick Harms	A-H Sprite

Race 4: Sedans

1 Sedan 1	Scotty Lidgard	Saab
2 Sedan 1	Paul Susalla	Volkswagen
1 Sedan 2	Bill Braund	Austin-Cooper
1 Sedan 3	Charlie Davison	Austin-Cooper
1 Sedan 4	Don Eichstaedt	Corvair
2 Sedan 4	Frank Bonner	Corvair

Race 5: D-E-Production

1 DP	Gordon Harrison	GSM Delta
2 DP	Don Munoz	MG-B
1 EP	Garrett Van Camp	Porsche
2 EP	Bill Kahlich	Porsche

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

1 AP	Tom Swindell	Corvette
1 BP	Dennis Waszkiewicz	Corvette
2 BP	Bill Clawson	Mustang 350 GT
1 CP	Ron Justice	Lotus Super 7
1 CM	Owen Russell	Russell Ford
1 FM	Frank Cipelle	Londergan Vee
1 GM	Bill Barber	Lotus XI
2 GM	Nate Brogan	Lotus XI

Race 7: Formula Feature

1 overall	Ken Nielsen	Lotus XX
1 F.Vee	Larry Wilhelm	Londergan Vee
2 F.Vee	Stu Carter	FormCar
3 F.Vee	Frank Cipelle	Londergan Vee

Race 8: Small Production & Sedan Feature

1 overall(GP)	Bob Clemens	Triumph Spitfire
1 FP	Bill Petree	Sunbeam Alpine
1 HP	Tom Varner	A-H Sprite
1 Sedan 1	Paul Susalla	Volkswagen
1 Sedan 2&3	Charlie Davison	Austin Cooper
1 Sedan 4	Don Eichstaedt	Corvair

Race 9: Large Production & Modified Feature

1 overall(CP)	Ron Justice	Lotus Super 7
1 BP	Russ Dejaiffe	Corvette
1 DP	Gordon Harrison	GSM Delta
1 EP	Garrett Van Camp	Porsche
1 CM	Owen Russell	Russell Ford
1 GM	Bill Barber	Lotus XI

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

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

Sports Car Clubs

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.

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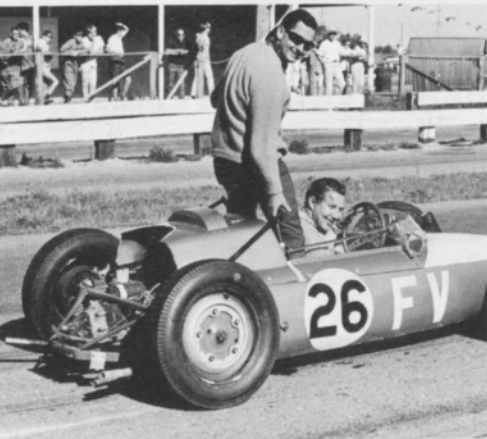
Spring Sprints



The F-Production race winds its way up the hill, with Ron Reeves and Bill Petree battling for the lead (see cover).



Scotty Addison, who piloted his Cobra to victory on Saturday, had some bad luck on the way home (see Inside Line).



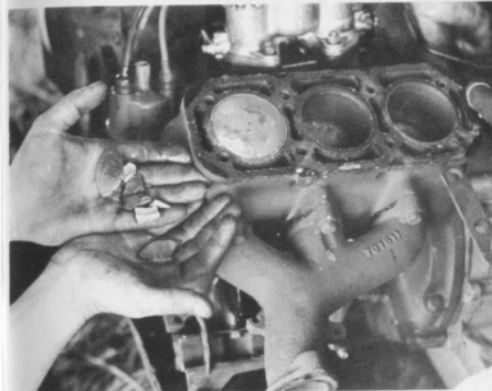
Art and Larry Wilhelm: lost their tail but won the race!



Cal Gleason (#131) figures the best way to go is around this guy.



John Grames (#73) narrowly missed Frank Rankin, who looped his Cooper coming out of Swamp turn.



Saab driver Jim Roan blew his engine good and proper during practice.



Small sedans escort a smaller Sprite around the track.



Another giant killer nips at Dennis Waszkiewicz's heels. Ron Justice in the Super 7 went on to win this thriller.



A short time later, equipped with a new engine, Scotty Lidgard drove the car to victory in the Sedan race.



Trouble with the Lotus 35 — Allan Moffat took it for a spin, ended up in the boonies.

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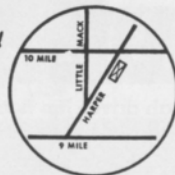


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SCCA RACING CLASSES

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.

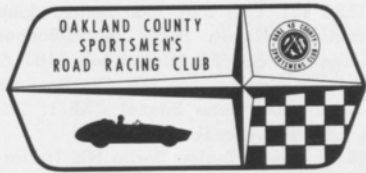
CLASS C: Over 3000 cc (over 183 cu. in.); **CLASS D:** 2000 to 3000 cc (122 to 183 cu. in.); **CLASS E:** 1600 to 2000 cc (97½ to 122 cu. in.); **CLASS F:** 1150 to 1600 cc (67 to 97½ cu. in.); **CLASS G:** 850 to 1150 cc (46 to 67 cu. in.); **CLASS H:** under 850 cc (under 46 cu. in.).

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.

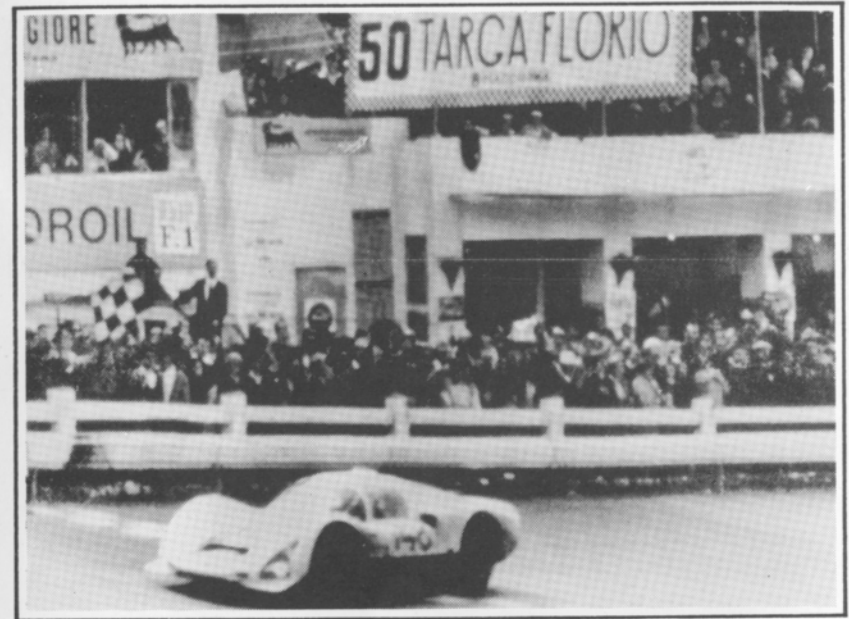
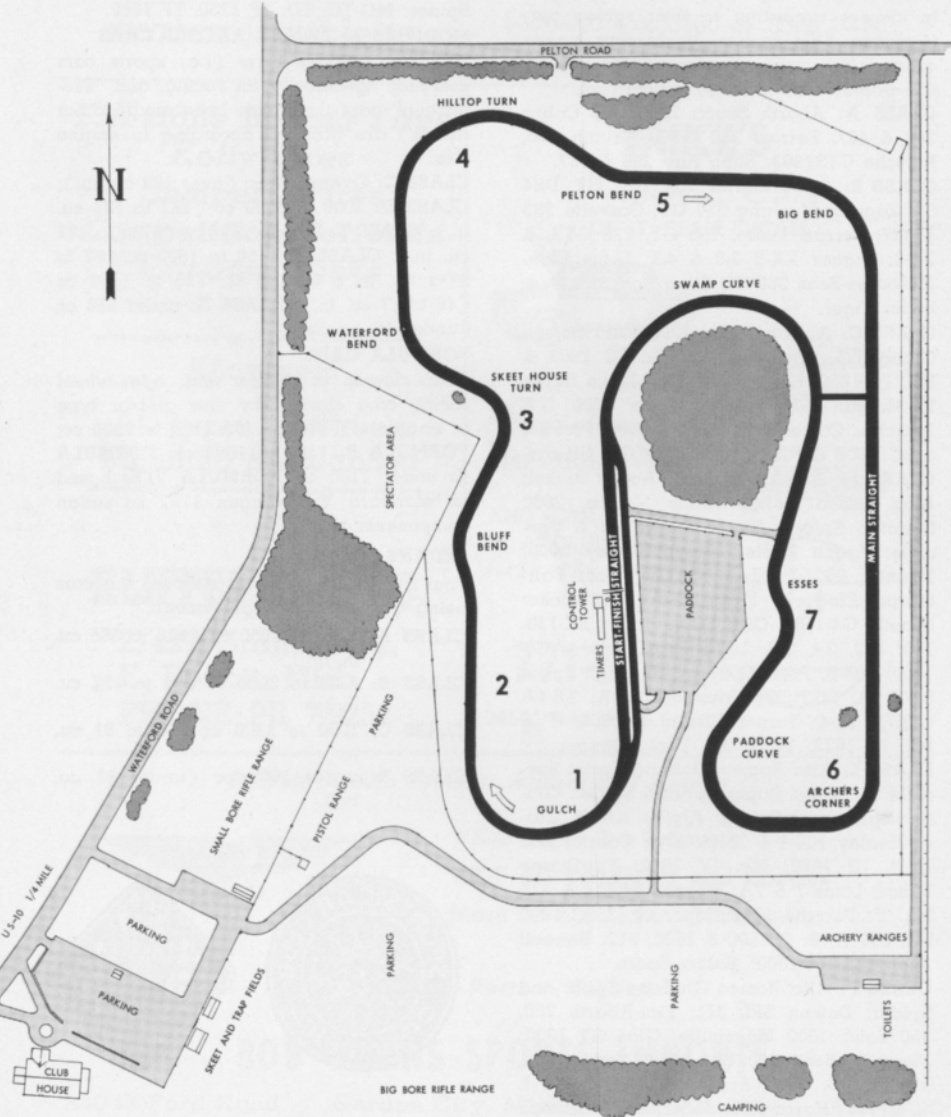
SEDANS
 Four classes of Sedans are run, the cars being grouped by displacement.
CLASS A: 2000 to 5000 cc (122 to 305 cu. in.);
CLASS B: 1300 to 2000 cc (81 to 122 cu. in.);
CLASS C: 1000 to 1300 cc (61 to 81 cu. in.);
CLASS D: under 1000 cc (under 61 cu. in.).



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1966 TARGA FLORIO ORDER OF FINISH		
PLACE	CAR	DRIVERS
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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.

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.

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