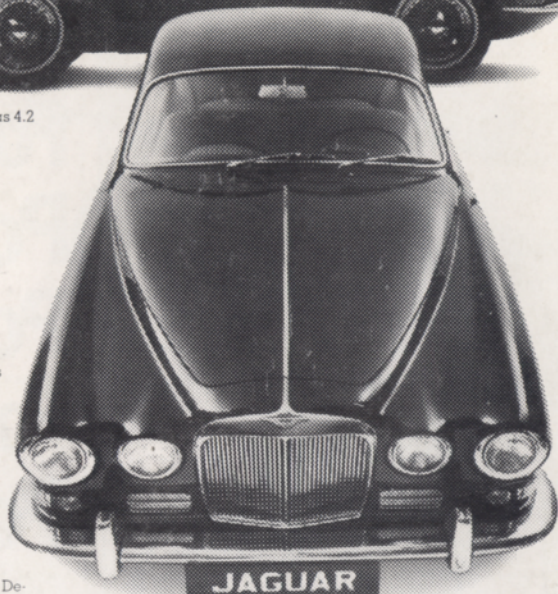


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WATERFORD HILLS digest

June 1967/25c



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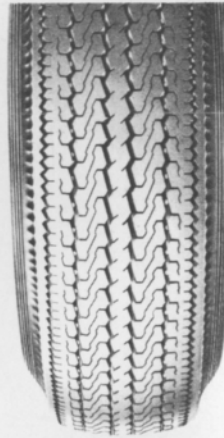
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Vol. 8, No. 2

June 1967

WH digest



Bizer Photo

The large production cars head into Gulch.

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The Waterford Hills Digest is published by the Oakland County Sportsmen's Road Racing Corporation in conjunction with each major race at the Waterford Hills Road Course. Subscriptions are available at \$1.25 per year. Advertising rates available on request. Editorial contributions are welcomed; however, the Digest is not responsible for the return of unsolicited material of any kind unless it is accompanied by a stamped, self-addressed envelope. Address all communications to: Waterford Hills Digest, 11444 Greiner, Detroit, Michigan 48234. Phone: Area Code 313, 371-5085. Copyright © 1967 by Oakland County Sportsmen's Road Racing Corporation. Reproduction in any manner in whole or part without written permission prohibited. Litho in U.S.A.

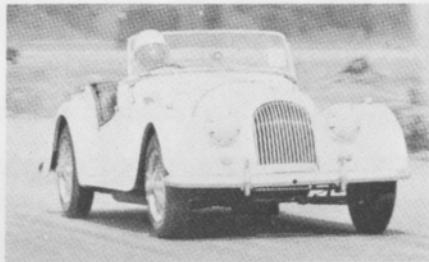
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THE INSIDE LINE



Most interesting new entry last month was the Barracuda piloted by Dwight Knupp. Mr. Knupp began racing last season in a Sprite, went on to finish the year with a new record for H-Production. After running off with the Sedan honors in May, he was classed with the Big Production and Modified cars for the feature race.

Paul Susalla, deciding he'd rather switch than fight, changed over from VW to NSU, turning in a very respectable performance for the weekend: three wins out of three races, and a new class record for Sedan 1.

A bit of a surprise in the Big Production Feature: overall winner was Jeff Lance, who drove his C-Production Lotus Super 7 to victory over the hairy B-Production cars. With all due credit to Jeff's smooth and fast driving, he also was aided by the misfortunes of his competitors, including Scott Clawson, who watched most of the race from a precarious perch in his Mustang (see photo page).

Feature editor Rita Harms strikes again, this time with a personality profile on Mary Swindell, who is definitely a personality with a profile. Rita, besides writing for the Digest, shares the family Sprite with husband Dick, and cops her share of the honors. Guest writer is Trevor Campbell, ex-Ginetta pilot and all-time Enthusiast.

SPORTS CAR ACTIVITIES

July

DATE	EVENT	CLUB	INFORMATION
July 1 & 2	Rally	ECSCC	945-6557
3	Club Meeting	KSCC	
4	Gymkhana (Gratton)	CCM	535-9233
5	Club Meeting	MMC	LU 4-5100
5	Club Meeting	OCSRRC	588-9614
9	Club Meeting	HVCC	482-5414
10	Club Meeting	KSCC	
13	Club Meeting	FMC	565-5257
13	Club Meeting	Ralligators	VE 7-4473
16	Rally	Ralligators	VE 7-4473
16	Rally	VWCD	836-7080
19	Club Meeting	DTC	VE 7-5926
20	Club Meeting	ECSCC	735-2870
22	Rally	DTC	VE 7-5926
22-23	Midsummer Trophy Races	OCSRRC	588-9614
25	Club Meeting	AROC	422-6771
26	Club Meeting	CCM	WE 5-4100
28	Club Meeting	VWCD	836-7080
30	Rally	DTC	VE 7-5926
Aug. 26-27	August Road Races	OCSRRC	588-9614
Sept. 30-Oct. 1	Fall Classics Races	OCSRRC	588-9614

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



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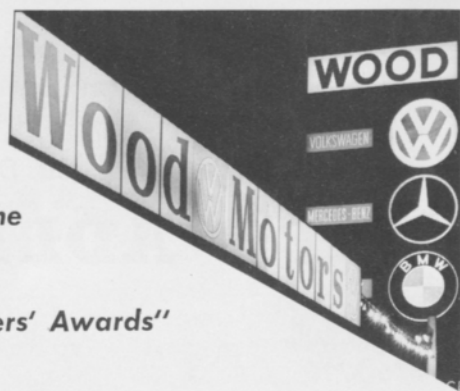
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Mary Swindell

by Rita Harms

"I love speed . . . going fast. I would like to get in a car with a full tank of gas, put my foot on the floor and leave it there until all the gas was gone."

Mary Swindell is a paradox. You see her throwing a ton and a half of automobile around the track with proficiency and guts and you know there's at least six feet of her, heavily padded with flesh and laced with muscle. When you meet her, you're stopped. There's a mere 118 pounds, all attractively distributed over a 5'5" frame, topped with long, shiny brown hair and a pert, pretty face. She looks like a model for teenage sportswear, too frail to operate a pedal car and you simply can't believe that was her out there, running that car into the corners . . . roaring out.

"I'm not afraid. There's a difference in being afraid of a course and respecting a course. I'm not afraid."

She was born in Bon Aqua, Tennessee, a town of less than a hundred people. Her grandmother delivered her. Eventually, the family moved to Michigan and Mary obtained employment in the GM Tech Center Medical



Department. Almost simultaneously, the health of an attractive young employee named Tom Swindell started on the downgrade. One can only guess why.

"He kept coming in. I was going with someone else and then broke it off. I went out with Tom in May . . . that was 1958 . . . we were engaged in June and married in September."

They acquired a 1951 Chevrolet and Mary, who was already hung up on speed and cars, became fascinated with the mechanics. She and Tom spent considerable time tearing down the engine and re-assembling. Just who was responsible for all the catalytic action necessitating this activity, she isn't saying. One night, when a friend came to dinner, Tom somehow wound up in the kitchen at the stove while Mary remained in the garage with the car. Her automotive avocation ended immediately and she misses it, a bit.

If you talk to a woman about another woman, chances are you'll lift the rock and find the worms. It didn't turn out that way at all. Mina Sonda is an intelligent woman, sensitive, a good judge of character. She knows driving and has traveled the circuit with Mary. "She's honest. And an awful lot of fun. She handles herself well socially. Men like her and respect her, both as a driver and a woman. And she's a very good driver. She ran the 200 miles at the Glen with Tom, and although it rained fiercely all through the race, Mary held up her end."

"The water in the cockpit was nearly up to my knees! My sneakers were slick and kept slipping off the pedals. When I came into the pits, I told Tom I thought the radiator was leaking. Wasn't that silly? It was an open car."

She's piloted the car around Elkhart Lake, Mid-Ohio and Meadowdale as well. Her favorite course?

"Meadowdale . . . it's the fastest and most dangerous. And it has this Monza Wall . . . WHEE!"

We sat in the Paddock and talked. She has a way of looking

at you . . . straight-on . . . measuring . . . and you know that if she doesn't like you, she'll put you down gently. And if she does, she'll come on like gangbusters. She's self-assured, yet almost overly aware of her limitations. In a lesser person there would be conceit. She likes people who are intelligent, honest and interesting, and will not tolerate pretentiousness. She's witty. And people like her. They come up and chat, briefly . . . the fellows hanging an arm around her in a friendly fashion. I was curious about her attitude toward racing.

"There's nothing I like as much. When I think about it . . . coming out here, going around ten times, rushing nowhere . . . it's ridiculous. But I love it and there's nothing I'd rather do. I like everything about it."

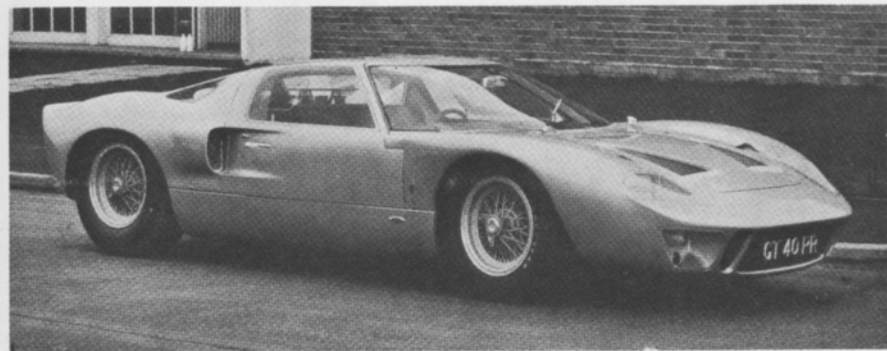
Tom, a skilled, experienced driver, knows the hazards of racing. I wondered about his reaction to her driving.

"Tom? Well, he worries like crazy. It's because of this thing I have about speed. He says I'll kill myself . . . but I love it, going fast."

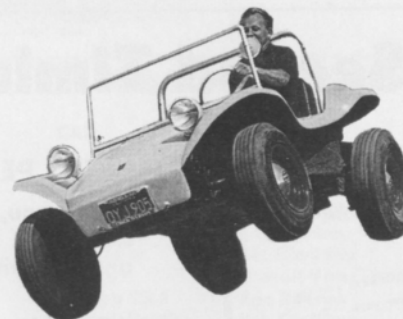
(Continued on page 31)



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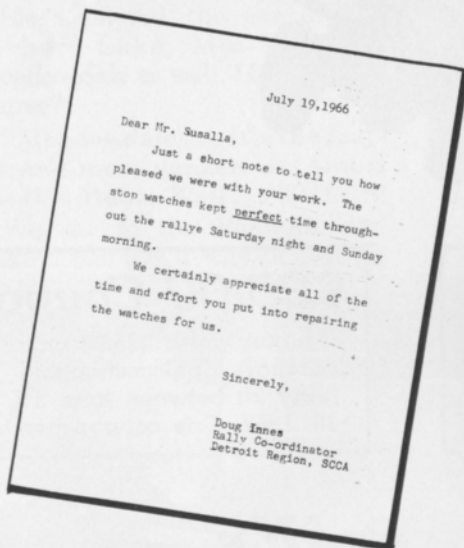
AVERAGE LAP SPEED CHART

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

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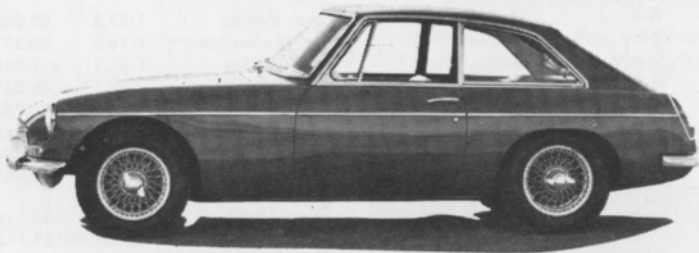
CLASS:	CAR	DRIVER	TIME	SPEED	DATE
Production Sports:					
A-P	AC Cobra	Tom Payne	1:22.2	62.206	5/64
B-P	Jaguar XK-E	Joe Mulholland	1:24.5	60.587	5/64
C-P	Lotus Super 7	Ron Justice	1:23.4	61.386	9/66
D-P	GSM Delta	Bill Clawson	1:26.7	59.049	8/65
E-P	Porsche S	Garrett Van Camp	1:24.8	60.844	9/66
F-P	Triumph TR-3	Ron Reeves	1:21.6	62.740	5/67
G-P	Triumph Spitfire	Bob Clemens	1:25.2	60.089	9/66
H-P	A-H Sprite	D. A. Knupp	1:26.7	59.049	9/66
Modified (Sports Racing):					
C-M	SCD Mk. 3	Glenn 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	Clark/Londergan	Frank Cipelle	1:21.8	62.586	5/67
G-M	Lola	Pete Dawson	1:22.4	62.131	9/64
H-M	Kurtis Saab	Dave Johnson	1:25.1	60.159	9/66
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	Bobsy Vanguard	Tom Abbott	1:25.2	60.089	5/67
Libre	Lotus XX	Ken Nielsen	1:23.2	61.533	8/65
Sedans:					
S-1	NSU	Paul Susalla	1:31.2	56.136	5/67
S-2	NSU 1000-TS	Bernd Leckow	1:28.2	58.158	5/67
S-3	Volvo	George Blass	1:29.4	57.266	8/65
S-4	Lotus Cortina	Allan Moffat	1:24.2	60.802	9/66
S-M	VW Porsche	Erhard Dahm	1:29.5	57.202	5/63

**Course Record



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Death of a Purist

by Trevor Campbell

You might think I was a victim of environment or over-exposure to Madison Ave.; or worse, one of those poor souls whose livelihood dictates that ownership of one or more of the things is a prerequisite, but no, none is the reason. In fact it's the lack of reason that brings me to your couch-side. Bear with me please—it could happen to you.

Until a few short weeks ago, happiness was a wife, child and sports car, not necessarily in that order at all times mind you, but save for a late night with the boys, or an overdue bill, little disturbed the serenity of domestic bliss. I was an enthusiast! Regional license holder, owner of an English Kit-car, club-man—at times I felt quite smug! I knew all about things like tire loading, suspensions and roll centers; I knew sports car were safe, well-engineered, exciting products, and I KNEW the undeniable, the irrefutable; Chevrolets and Fords were just ridiculous. I mean we ALL know that, after all, we just KNOW and that's that! Oh sure, spend a small fortune and Ole Shel might save the day for you, but from the showroom? Ha! We all despise them, don't we?

"No, I'm NOT crying, not really, just give me a minute." "There that's better, thank you.

Please, please let me continue."

Engrossed in a description of the latest from McLaren, I barely heard my wife's after-dinner chatter, something about "Economic boom" and "should buy a new car." Nothing unusual I admit, we had never bought a NEW one before, but with job security stretching as far as two weeks into the future I didn't really object, just as long as I could TOW with it, that's all that really mattered.

The shopping began, and I guffawed my way from showroom to showroom, GTO's, 7 litres, Formula S, boy were they giving the public the business, just to sell a lousy 9,000,000 of the things. The realization hit me, I was no longer laughing. How the hell could they get away with it, raping the pure, mocking the exalted; I vented my wrath on a salesman, dammit if they were going to sell me one of those tanks I would make it good and clear they weren't hoodwinking ME—I knew better!

"Will it handle as well as a Porsche?" "What's a Porsche?"

My wife saw the glazed look in my eyes and mercifully led me away. Further participation in the pre-purchase ritual was obviously not for me, "It's all yours" I told her, "When you find one of those great hulking boats to your liking, let me know."

Several days passed. My wife spent her evenings pouring through countless pages of "Chevrolet for '67" and "Wouldn't you really rather have a Buick?". I tended to the needs of my loved-one in the garage, happy in my ignorance of the impending disaster.

It arrived on a Saturday morning and I had not seen that look on my wife's face since I allowed her to drive my MG-A during courtship. She didn't take her eyes off it.

"How do you like it?" she asked, not waiting for an answer. "It's a Super Sport, and just look—bucket seats and a center console!"

I could see constructive criticism, such as its being about 7 feet too long, 2 feet too high, and having the name "Chevrolet" on the fender, would not be heeded at this time. My neighbor didn't help matters by rushing over and exclaiming,

"Hey, you got another Sports Car." I went back to my loved-one.

Well . . . I had to drive it. You do understand, don't you, I mean just ignoring it didn't accomplish anything and besides, I would prove its unworthiness once and for all. I had it all figured out, a couple of hours at my own private testing ground, and to end it all, an appraisal by the members of the "North Turn Drinking and Ogling Society." At least it would be good for a laugh.

There were no surprises, no revelations, it was exactly as expected. Brakes which would have been considered risky on an enthusiastically propelled shopping cart, suspension reminiscent of a Japanese Pogo stick I once had as a child, and directional stability unmatched by anything except perhaps our early attempts with guided missiles. Like I said—we ALL know.

(Continued on page 25)



A final blow to the "purist" — American iron in the hands of Dwight Knupp turned in the best performance of the weekend in May.

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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 21 years of age with a driver's license and a Corvette, may join this club, which holds gymkhanas, rallies, road races, drags and social events. 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. Information is available from Phyllis Henning, Membership Chairman. WE 5-4100.

Milliken Mustang Club

This club was organized as a branch of the National Council of Mustang Clubs in 1965, and is the only club in the Detroit area devoted to Mustang owners. (Owners of cars other than Mustangs also permitted to join.) Rallies, gymkhanas, national and regional meets and social events are included in the club's activities. Meetings are at 8:00 p.m. the first Wednesday of every month at Watkin's Coffee Shop, 19100 Joy Road. For membership contact Mike Cassell at LU 4-5100

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 Pompei's Lounge, 14417 Michigan, Dearborn at 8:30 p.m. on the first and third Monday of each month.

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 clubs represented.

The Council also serves as a means by which the individual clubs can join together in projects of mutual interest. Through joint effort, the clubs were able to bring Stirling Moss to Detroit in 1961 and Mario Andretti

Sports Car Clubs

in 1966. In 1964 the Council sponsored a four-day trip to Nassau during Speed Week and in 1965 & 1966 an eight-day trip was held.

The Council's main function is to coordinate motor sport events 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, sponsorship of local races and to bring outstanding speakers to Detroit. 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 Alice Street Community Centre, Windsor, Ont. For information contact Bill Brewer, 12722 Keith Avenue, Tecumseh, Ontario. Phone 735-2870.

Alfa Romeo Owners Club

Gymkhanas, Rallies, and Social activities are the highlights of the Alfa Club. Membership requirements? An active interest in the sport, any make car. 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, 32940 Brier Ct., Livonia. 422-6771.

Huron Valley Corvette Club

Organized in 1965 by eight original members and with 63 members after the first year to acclaim fastest growing club in Detroit area. Gymkhanas, road races, drags and social events. Dues \$10.00 per year. Meetings held second Sunday of each month at 6:00 p.m. at Vincent Chevrolet, 1180 E. Michigan Ave., Ypsilanti. Further information is available from Jim Keegan, 1180 E. Michigan Ave., Ypsilanti. Phone 482-5414.

Volkswagen Club of Detroit

This group plans rallies, gymkhanas, and a trip to Europe every 18 months. 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 & Beech-Daly Road, at 8:30 p.m. Information is available from Hans Brodersen 836-7080.

Detroit Triumph Club

A marque group for Triumph and Spitfire owners only, the DTC sponsors rallies, gymkhanas, autocrosses, and social events monthly. Meetings are held on the Third Wednesday of the month at 8:00 p.m. Annual dues at \$6.00 per year (initiation fee is \$10.00). Further information is available from Mrs. Kay Budesky, 14910 Lesure, Detroit. 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 Bill Braund, VE 7-4473.

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 \$15.00 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 ranges, picnicking and camping areas. Meetings are held on the first Wednesday of the month, at the clubhouse at 8:30 p.m. Call Cliff Dickinson, 588-9614, for information.

Sports Car Enthusiasts

This club is open to persons interested in the motor sport. Activities of the club include rallies and gymkhanas. The club is one of the newest in the Detroit Council and has much to offer its members. For membership information contact Levester Lewis. TY 8-7430.

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VOLKSWAGEN

An opportunist in our midst: Bill Gilmore bought the Saab from Jim Roan for \$1.00 (rumor says), raced (and wrecked) it in grand style, then tried to sell it for \$1.50. "It's a cheap way to go racing."



Photos by Al Bizer

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The first hint of my future Jekyll and Hyde existence came when the afficianados from the Royal Bar, glasses in hand, were expressing their opinions:

"Hey, didn't you get the optional heavy-duty turn signals?" (Raucous laughter).

"What you really need is a set of navigation lights!" (More laughter). The TC owner was shaking his head, "Gawd, that is UGLY". This statement was followed by much thumping and banging on the body. I had been puzzled by my own unwillingness to join in the verbal surgery, and all at once I was annoyed.

"Just a minute, it's not that bad, in fact the styling is a reasonable compromise". All eyes turned toward me. I stammered on "I mean fellas, let's be fair, it's not supposed to be a racing car . . . it starts every

morning, it's quiet, and I can carry three passengers in comfort . . ."

"COMFORT" — the Morgan driver was visibly shocked, "You stand there and dare talk about comfort!"

"I . . . I . . . I . . ."

They moved slowly away and no-one spoke. Good grief, what had I done, committed a crime? Why had I uttered those blasphemous words? . . . well, if they couldn't see the advantages . . .

I haven't been in the garage for sometime now, and I drink at home a lot. They asked for my resignation as chairman of our annual Concourse d'Elegance. I don't understand it. You see, I'm an enthusiast; and I KNOW about cars and we bought a Chevrolet with bucket seats and center console and I like it, I like it, I . . . arghh, arghh, arghhhhhhhhhhhhh.



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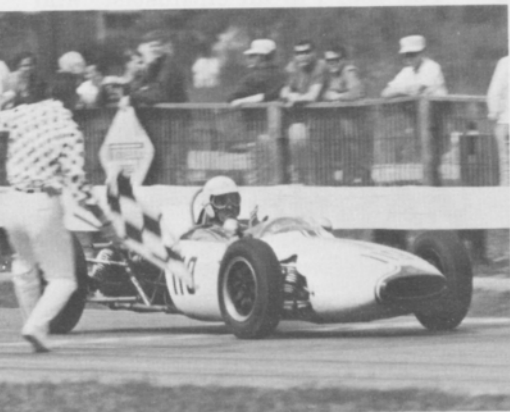
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Spring Sprints

New-type start: The Sedan race takes a parade lap, then heads for the green flag at Skeet House.



Frank Rankin copped the Formula honors for the weekend.



Former Vette pilot Paul Sonda heads up the practice line in his new F-Mod.



Gordon Harrison throws a wheel. Moral: Don't bad-mouth a race driver.

Photos by Al Bizer



Bernd Leckow tells the Cortinas, "I can beat you guys with one wheel in the air."



Al Costner makes a spectacular finish.



Scott Clawson goes in for cliff hanging.



Day's end.

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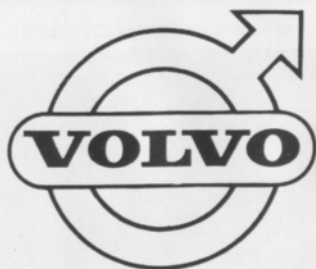
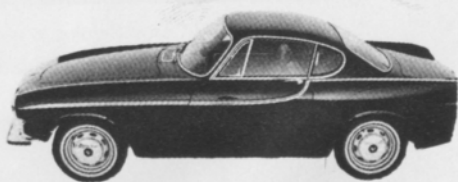
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RACE RESULTS:

SATURDAY, MAY 27

Race 1: Sedans and H-Production

1 Sedan 3&4	Dwight Knupp	Barracuda
1 Sedan 2	Bernd Lechow	NSU 1000-TS
1 Sedan 1	Paul Susalla	NSU
1 H-P	Tom Phimister	A-H Sprite

Race 2: E-F-G-Production

1 E-P	Larry Clingman	MG-B
1 F-P	Chris Gahman	Lotus 7
1 G-P	Bob Clemens	Triumph Spitfire

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

1 Mod.	Frank Cipelle	Clark/Londergan
1 B-P	Bill Petree	Corvette
1 C&D-P	B. Hall	Morgan

Race 4: Ladies' Race

1 overall	Beverly Schuldt	Karmann Ghia
2 overall	Carol Clemens	Triumph Spitfire
3 overall	Mary Swindell	Corvette

Race 5: All Formula

1 overall	Frank Rankin	Cooper
1 F.Vee	Tom Abbott	Bobsy Vanguard
1 F.Vee Nov.	D. Gibboney	Bobsy Vanguard

Race 6: Novice H-Production & Sedans

1 Sedan 1	Frank Mueller	NSU
2 Sedan 1	Bill Gilmore	Saab
3 Sedan 1	Beverly Schuldt	Karmann Ghia
1 H-P	J. Haggerty	Honda
2 H-P	Les Burtnett	A-H Sprite

Race 7: Novice A-B-C-D-E-F-G-Prod. & Mod.

1 E&F-P	D. Clark	MG-B
2 E&F-P	Jeff Simpson	MG-B
3 E&F-P	W. Holmes	MG-A
1 G-P	D. Law	Triumph Spitfire

SUNDAY, MAY 28

Race 1: E & F Production

1 E-P	Larry Clingman	MG-B
2 E-P	Don Munoz	MG-B
3 E-P	Vic Skirmants	Porsche
4 E-P	D. Clark	MG-B

Race 2: All Formula

1 overall	Frank Rankin	Cooper
1 F.Vee	Tom Abbott	Bobsy Vanguard
2 F.Vee	Don Brown	Autodynamics
3 F.Vee	Dick Denny	F. Vee
4 F.Vee	Ivor LeGors	F. Vee
5 F.Vee	Art White	F. Vee

Race 3: G & H Production

1 G-P	Carol Clemens	Triumph Spitfire
2 G-P	Frank Bonner	MG Midget
3 G-P	D. Law	Triumph Spitfire
4 G-P	Frank Immekus	A-H Sprite
1 H-P	Tom Phimister	A-H Sprite
2 H-P	Doug Pletcher	A-H Sprite
3 H-P	John Kelley	A-H Sprite
4 H-P	John Baldrige	A-H Sprite

Race 4: All Sedans

1 Sedan 3	Bill DeBoer	Cortina
2 Sedan 3	Hugh Gordon	Cortina
1 Sedan 2	Bernd Leckow	NSU 1000-TS
2 Sedan 2	Peter Quenet	Anglia
1 Sedan 1	Paul Susalla	NSU
2 Sedan 1	Frank Mueller	NSU
3 Sedan 1	Carl Harrington	NSU

Race 5: A-B-C-D-Production & Modified

1 B-P	Bill Petree	Corvette
2 B-P	Ed Alderman	Corvette
1 C-P	Jeff Lance	Lotus Super 7
1 Mod.	Frank Cipelle	Clark/Londergan
2 Mod.	Paul Sonda	Special

Race 6: FORMULA FEATURE

1 overall	Frank Rankin	Cooper
1 F.Vee	Tom Abbott	Bobsy Vanguard
2 F.Vee	Don Kitch	Formula Vee
3 F.Vee	Don Brown	Autodynamics Vee

Race 7: Sedan & Small Production Feature

1 overall	Bob Clemens	Triumph Spitfire
1 H-P	Doug Pletcher	A-H Sprite
1 Sedan 3	Bill DeBoer	Cortina
1 Sedan 2	Bernd Leckow	NSU
1 Sedan 1	Paul Susalla	NSU

Race 8: Large Production & Modified Feature

1 overall	Jeff Lance	Lotus Super 7
1 E&F-P	Chris Gahman	Lotus 7
1 Mod.	Helmut Leukert	Londergan Vee

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She started racing in 1961, but didn't get her full license until 1963, as she and Tom were sharing a car. She's never driven anything but Corvettes . . . says Tom has her brainwashed.

"The first year I used to just sit alone and think out my moves. Like, what would I do if a car spun . . . right in front of me. Go around! And then, when it happened, I reacted just as I'd taught myself."

She's an excellent instructor, the consensus being she teaches her students to drive faster than she does. She's turned out some exceptional drivers, like Paul Sonda and Len Pickering. The greatest commendation I've heard concerning her ability in this area, I picked up during our last Driver's School. I was standing a short distance from Frank Cipelle, a man for whom I have tremendous respect. He's in charge of Driver Training, and with hands on hips and squinted eyes was watching Mary's current student go around. He popped it out without aiming at anyone in particular. "Look at him go! Boy, Mary sure turns

out some good drivers. She's a heckuva good teacher." A pat from Frank is like . . . golden!

"I've always enjoyed teaching. This year, there was an incident, and I ended up with a whiplash. I'm afraid now. I think I'll forget the pain and teach again. But I'll want them to be more cautious. I hope that doesn't reduce my effectiveness."

While we were talking, Tom was putting in practice laps. She was aware of where he was every minute, and kept commenting on his handling of the car at varying intervals. I never really had her complete attention until he came back into the paddock.

We completed the interview and conversation drifted to fashions, men and what to do with our hair after a race. The photographer came and we went to work. We were arranging a mini-skirted Mary in various poses with the car when a young man walked by and inquired if we were working up a Corvette ad. I hedged, and then just nodded my head. It was an easier thing to believe and I hadn't had lunch.



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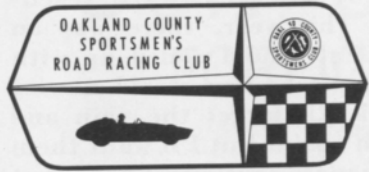


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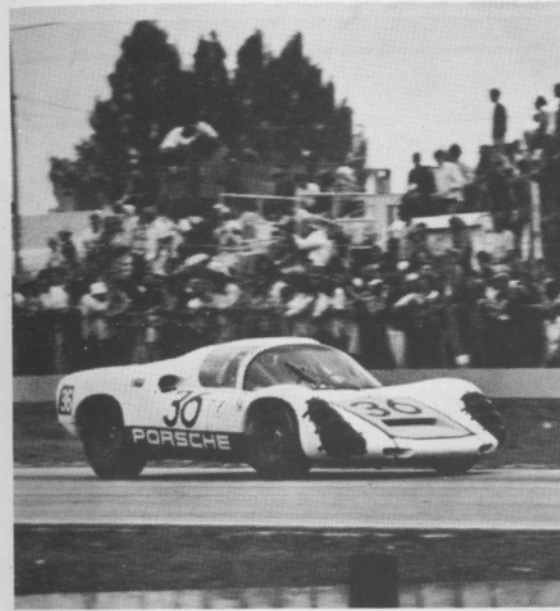
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4	Porsche 910	1991cc
5	Ford GT40	4736cc
6	Porsche C-6	1991cc
7	Porsche 910	1991cc
8	Ford GT40	4736cc
9	Porsche 911S	1991cc
10	Corvette Sting Ray	7261cc

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