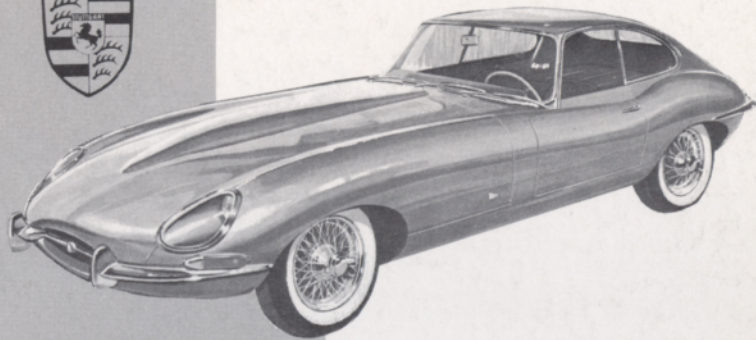
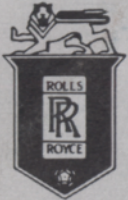


*Importer
of Fine Cars*



FALVEY MOTOR SALES CO.

22600 WOODWARD, NEAR 9 MILE ROAD
JO 45444 LI 35000



TRANSATLANTIC CARS INC.
12132 GRATIOT AVE.
LI-35000 37-17370

AUTOMOBILE IMPORT CO.
211 S. SAGINAW, PONTIAC
MI-61012 LI-35000



Daimler



WATERFORD HILLS digest

May 26-27, 1962/Price 25 cents



SPRING SPRINTS ISSUE



PIRELLI

this is
cinturato

For high speed touring and rallying, expert drivers choose Cinturato by Pirelli. Its revolutionary inner ply construction gives you maximum adhesion on curves and wet roads, coupled with remarkably long tread life and absolute lack of centrifugal expansion at speed. Unlike other tires, it provides a vital margin of safety at breakaway point.

**For an Extra Margin
of Safety Choose**

internationally famous



tires

BELLE TIRE DISTRIBUTORS

12190 GRAND RIVER AVE.
DETROIT 4, MICH.

TE 4-8660

WH digest



PORSCHE SPYDER RS61

CONTENTS

The Inside Line	3
Where Do Sports Cars Go In The Winter	4
The Lap Chart, Symbol of the Serious Spectator	7
Road Racing, Waterford	10
Racing Thoroughbreds - Alfa Romeo Veloce	14
Personality Profile - Ed Lidgard	17
OCSRRC Point Champions 1961	19
Lap Speed Chart	21
Course Map	23
OCSRRC Racing Classes	34

Editor

Bill Corliss

Associate Editor

Joe Charette

Production

Ed Fischer

Photo Editor

Al Bizer

Circulation

Henry Budesky

The Waterford Hills Digest is published by the Oakland County Sportsmen's Road Racing Club in conjunction with each major race at the Waterford Hills Road Course.

Address all communications to:
Waterford Hills Digest
20905 West Seven Mile Road
Detroit 19, Michigan

SALES—PARTS—SERVICE
on All Imported Cars



Dearborn Imported Cars

13840 W. WARREN

DEARBORN • LU. 2-6545

THE INSIDE LINE



Spring! That wonderful time of year when the top goes down, the tonneau goes up, and as the tach reaches for five grand, the solemn promises of a few short weeks ago to “trade the #7%&?/!! thing for a coupe” are forgotten in the whistle of the wind and roar of the exhaust.

If you see some car-driver combinations on your entry list that don't look right, don't blame the printer. They're not misprints. Every winter sports car owners play a game called 'Musical Cars'. It's something like musical chairs only more expensive and goes like this: Harry Keeler buys the Gil Lutz Lotus and sells his Veloce to Art Novak who in the meantime has sold his Alfa. Joe Charette trades his Alfa to Ron Roe for Ron's Corvair. Joe won't race the Corvair however, he'll use it as a tow car for the Sprinzel tuned Sprite he picked up in England. Everything clear?

Joe Mulholland was out for practice the other day with his new XKE Jaguar. We had a clock on him for a few laps and if he can find the right gears for this course there may be a few surprises in store for some of our Corvette drivers.

Brian Kent, author of this month's feature article, “Where Do Sports Cars Go In The Winter”, is our Paddock Marshall today - a demonstration of raw courage after his comments about 'Hated Hibernators'.

We would like to call your particular attention to our new “Racing Thoroughbreds” series featuring sports car illustrations by John McKinnon. The first of these original drawings appears on page 14 of this issue.

Well . . . nobody knows the complete answer, of course. Some sports cars disappear in the fall . . . never to be heard from again.

The others . . . well, we know what happens to some of them . . .

First to disappear, with reasonable certainty of resurrection are the 'Hated Hibernators'. As soon as the frost hits the fan these cars are retired from the scene to reappear on Easter Sunday, newly lacquered, bechromed and bebadged, to make every other sports car feel like a 2 CV Citroën.

These sports cars, if you will pardon the expression, spend the long cold winter months in disemboweled comfort in a heated garage or furnished basement. The custodians of these machines spend every available moment - even sacrificing "Father Knows Best", "Popeye" and "Lawrence Welk", to the fiendish task of polishing and painting, with no other thought in mind than the profound embarrassment of their friends. To illustrate the degree of opulent splendor that some of these cars enjoy, when the weather outside is enough to freeze the tips off a brass ignition key, the following remark was overheard last Halloween: "Charlie -

WHERE DO SPORTS CARS GO IN THE WINTERTIME?

I swear that the stuff you've got on the garage floor is better than the carpet in the dining room!" Many of the cars that race on the Waterford course also fall into this group - but they can be excused, since they are only a passing fancy!

The second group of winter specimens are the 'cold weather waiters' or the 'slushy sliders'. This is the mob that loves to see the mercury cringing low in the thermometer. You'll find them on bleak Sundays in mid-winter, formed into serpentine lines on the surface of some well frozen lake, waiting and waiting for the doubtful pleasure of skating around the perimeter. It is not too well known that these Ice Runs are usually won by the cunning but logical application of a handful of roofing nails, hammered

through the casings just before church attendance. The long wait in the chilling winds, however, seems to numb the savage 'win at all costs' attitude of the majority. For although sometimes over a hundred cars compete in an ice run - only one or two ever win!

Next, we will examine the winter activities of the Sports Car intellectuals or the 'Roving Rallyists'. This is a group of cars, mostly of Teutonic origin, that chase each other around the back roads at all hours of the day and night, waking cows, temporarily increasing egg production and, most dangerous of all - shattering the nerves of Nike Site Commanders! The instrument panel on a well equipped rally vehicle would invoke the envy of the Blockhouse Commander at Canaveral.



No less than four clocks representing the finest achievements of the watch-making industry are constantly checked by a shortwave receiver tuned to a broadcast time signal. Intricate devices measure distances, temperature pressure, direction, altitude, air speed, ground speed and in some cases the amount of radiation from last years nuclear explosions.

Two people are required to operate these machines; a navigator and a driver. The navigator slumps low in the seat peering myopically at slide rules, calculators and maps trying to decipher unintelligible instructions while at the same time muttering obscenities at the driver. The driver is the one who ill treats the car - mashing gears, burning brakes and torturing tires - all the while speaking sweet, dulcet words of high regard for the design and construction of his machine.

And now, - a somber note: A tragic accident occurred to a sports

car during a large rally in early January. Common decency forbids the use of names. It seems that the miniature Univac calculator ran amok and navigated the car in ever-decreasing circles until it disappeared up its' own exhaust pipe!

But what of the real sports cars; those drafty, leaky, smoky jobs with the harp-like wheels? We refer, of course, to that fine group of sporting machines that throughout the bitter winter months, suffer all the indignities that Mother Nature and the Detroit Highway Department, can heap on their tatty, rag tops.

They can be seen day after day - low in battery, bleary lamped and cold of tire, transporting their owners to and fro. Occasionally, these thorough-breds will be entered in winter rallies or will take up position in the Ice Run queue; then, when spring comes, will turn out with patched paintwork and freshly 'Brilloed' chrome to compete with the 'hated hibernators'!

The owners of these cars are usually considered a little unhinged. Sometimes they can be seen nipping through the Woodward traffic, wearing an odd hat and three woolen scarves - in a late snowstorm . . . with the top down! This startling apparition causes panic among the regular travelers. They have even been known to divert their attention from girls in other cars, to stare, in shocked bewilderment, at the idiot who dares to expose his body to the raw elements. The rear end of the car ahead usually ends this state of bewilderment with tragic, but merciful suddenness.

Well - thats where most of the sports cars go in the wintertime.

Just remember, if next winter, you see some nut driving a sports car in the pouring rain with the top down, don't shake your head and make a derisive gesture - smile and wave in an understanding manner because that loonie in the sports car might be me!

Brian Kent

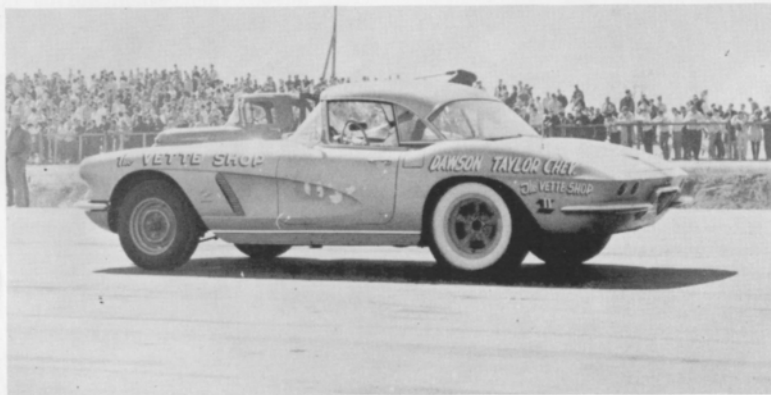
The Finest CORVETTE Sales & Service Facilities
Available Anywhere

THE VETTE SHOP

12151 GRAND RIVER NEAR WYOMING

COMPLETE CORVETTE
BODY, MECHANICAL AND TRIM SERVICE
ALL SPORTS CAR PARTS
AND ACCESSORIES

PHONE 834-1015



DAWSON TAYLOR CHEVROLET

9711 GRAND RIVER CORNER LIVERNOIS

15-20 CORVETTES in stock at all times.
Racing and special equipment installed.

PHONE TE 4-4330

TOM SWINDELL

THE LAP CHART- SYMBOL OF THE SERIOUS SPECTATOR

Well, here we are again at Waterford Hills watching the first meet of the 1962 racing series. Perhaps you have noticed, if you have attended previous meets, that some of the spectators are starting to look familiar to you. If so, you have probably also noticed the ones that are carrying certain accessories with them such as stop watches, lap charts, field glasses, blankets, thermos jars, and other items that make for comfortable spectating and also add to their enjoyment at the races.

For the moment, let's consider only two particular items: the stop watch and the lap charts. The other items are more or less self-explanatory, but why carry the lap charts and the stop watch? Here is the first inkling that you are observing a serious spectator; one who is equipped to get the most enjoyment out of watching a sports car race. After each race, he will be able to tell you not only the overall winner, which you probably already knew, but in addition, the winners of each class and whether any of the cars were setting new class or track records during the race.

It is not difficult for the average spectator to identify overall winners in the races at Waterford Hills. This is due to the course layout which allows the spectator an unobstructed view of the entire track. If, however, you plan on visiting other race tracks, you will find the races more difficult to follow. The entire track is not visible from any one point, and the number of cars running at any one

time is considerably increased. At these tracks you will see the cars at only one point on the course, and it will be more of a problem keeping their positions correct with only one look per lap. During the interval when the cars are out of sight, cars may have been passed or dropped out of the race entirely. With the use of a lap chart such factors would be duly noted and would not interfere with your enjoyment of the race itself.

OK. So, how do you operate a lap chart? Is it difficult? The answer is a quick NO. A lap chart is simple and uncomplicated.

First of all you require a sheet of paper lined like the sample chart printed on the following page. You will note that the squares on the chart are numbered both vertically and horizontally. The horizontal numbers, those across the top, identify the position of the cars as they pass in front of you, while the vertical numbers are used as lap numbers. Using the chart, you merely mark in the proper squares the numbers of the cars as they pass in front of your position.

The opening laps, where the cars are all bunched together, is a little rough. A good idea is to use a small piece of scrap paper to jot down the numbers of the cars as they pass. Remember to jot them down vertically. If you mark them horizontally, in the excitement a 2 and a 7 may very well come out as 27. When the field has passed you can then mark them in their proper squares. If you missed a car in the opening panic

RACE NO: _____ CHART NO: _____ EVENT: _____

LAP	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	188	59	98	93	65	47	179	131	97	62	172	3	25	2	73	97	20			
2	188	59	93	98	65	47	131	97	172	62	25	3	2	20	96	73	179			
3	188	93	59	98	65	47	97	131	172	62	25	3	2	20	73	96	179			
4	188	93	59	98	65	47	97	131	172	62	25	3	2	20	96	73	179	179	IN PITS	
5	188	93	59	98	47	65	131	97	172	62	25	3	20	96	73	179		2	OUT-LOST	
6	188	93	59	98	47	65	131	172	62	25	3	20	97	96	73	179			WHEEL	
7	188	93	59	98	47	65	131	172	62	25	20	3	96	73	97	179				
8	188	93	59	47	98	65	131	172	62	25	20	3	96	73	97	179				
9	188	93	59	47	98	65	131	172	62	25	3	96	73	97	179			20	OUT	
10	188	93	59	47	98	65	131	172	62	25	3	96	73	97	179					
11	188	59	93	47	98	65	131	172	62	25	3	96	73				97&	179	OUT	
12	188	93	47	98	65	131	172										59	OUT		
13	188																			
14																				
15																				

just put down an X. After the second or third lap, the car number you missed will become obvious.

So much for the early laps. As the race settles down, you will find yourself starting to recognize drivers and cars rather than just numbers. The numbers themselves will begin a repeating pattern and herein lies the secret to the lap chart. The sequence of numbers becomes so repetitious that when the sequence is interrupted, you are immediately alerted. Let's assume, for example, that your sequence has been 4, 6, 23, 18, and 9 for the last few laps. Then it shifts to 4, 6, 9, 23, and 18. Immediately you are alert. Car 9 is beginning to move up. Put a stop watch on him to see if he is picking up seconds on the leader. Maybe he is flirting with the class or track record in his effort to overtake the first place car.

There are other items that you should watch for as the race progresses. Pit stops in a long race should be noted. When a car stops at the pits, place a ring around his number for identification. If you are not in a position to see the pits, put the ring around the numbers of the cars that fail to appear after a few laps even though they may be completely out of the race.

Something else that can be noted on your lap chart is the lapping of slower cars by the leaders. The most effective way of showing this is to use a vertical line at the position at which the leader passed. Don't forget to mark the leader in his proper lap also. To differentiate between the leader and the second or third place cars, which may also start to lap cars, use different colored pencil marks.

All this may sound a little complicated but in actual practice the procedure is very easy. By the time you have kept a few lap charts, you will wonder how you got along before without them. Instead of looking vaguely at a bunch of cars, wondering what lap they are on, you will not only know the lap they are on, but also what cars are actually in a position to give the overall or class leaders a battle. A good lap chart can readily indicate, early in the race, just how close the finish will be. Once you start using a lap chart you will never be without it. Your understanding and enjoyment of motor racing will increase tremendously and you will be on your way to becoming a serious spectator.

- Hugh Diamond

"KARIZOL"

The International Lubricant and Coolant for the Cold Reduction of Steel, Plate or Tube

BAKER/GUBBINS COMPANY Metal Processing Chemicals

1448 Wabash Ave.
Detroit 16, Mich. WO 2-5409

"B/G GEARLUBE"

The Ultimate Lubricant for Gearboxes and Differentials on Extreme Heavy Duty Equipment (Gearlube Distributors Wanted)



Black Hawk Engineering Co.

15329 Dale Avenue
Detroit 23, Michigan
Phone: KE 4-9507

- COMPLETE AUTOMOTIVE MACHINE SHOP.
- ENGINE BALANCING, BORING & REBUILDING.
- CRANKSHAFT GRINDING & CONNECTING ROD RECONDITIONING.
- COLLISION REPAIR & PAINTING.
- ROLL BARS INSTALLED.
- CAR CARRYING TRAILERS BUILT.
- PIRELLI & GOODYEAR RACING TIRES.
- COMPLETE RACE CARS, AND THEIR COMPONENTS BUILT.
- OIL COOLING RADIATORS.
- DISC KNOCK-OFF WHEELS FOR ALL WIRE WHEELED CARS.
- GENERAL REPAIR & TUNE-UP.
- CASTROL & SHELL OILS.

Authorized Dealer For:

Austin-Healey
Austin
Alfa-Romeo
Morris
MG-A
Triumph

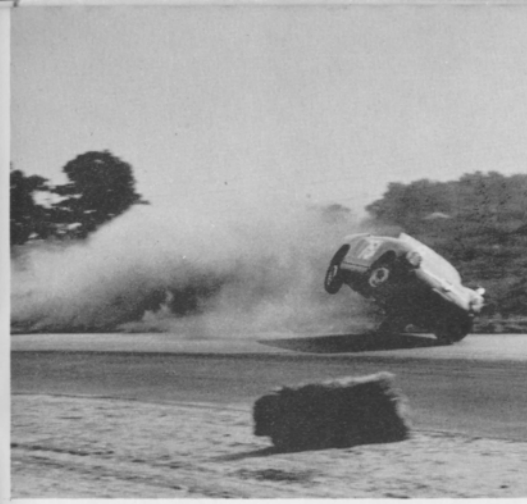


331 S. 4th Ave.
Ann Arbor 662-2541

Bob Barsantee
Service

George Gilligan
Sales

ROAD RACING, WATERFORD



IMPORTED AUTO
DISTRIBUTORS

MICHIGAN ENGINE SUPPLY CO.
WHOLESALE RETAIL

WORLDWIDE
IMPORT SERVICE

ENTRANCE

SERVICE
ENTRANCE

WORLDWIDE
IMPORT SERVICE

NEW AND USED IMPORTS

ALFA ROMEO



Giulietta Spider
\$3150 P. O. E.

EXCLUSIVE DEALER
FOR
WAYNE - OAKLAND - MACOMB
COUNTIES

SIMCA

Distributor for
Michigan and Indiana

**IMPORTED AUTO
DISTRIBUTORS**

541-6360

PARTS AND ACCESSORIES

MICHIGAN DISTRIBUTORS FOR:
A Complete Line of Foreign
Car Parts and Accessories

ELECTRICAL

LUCAS • BOSCH • MARELLI
SEV • PARIS RHONE

CARBURETORS

SOLEX • S.U. • WEBER
BING • ZENITH

PLUS

GASKETS • VALVES • PISTONS
RINGS • CLUTCHES • OIL FILTERS

PIRELLI TIRES

CASTROL MOTOR OILS

MICHIGAN ENGINE SUPPLY

547-9484

SERVICE

**THE FINEST
IMPORTED CAR
SERVICE**

**All Makes
All Models**

**SEE -
ROY GAMAGE**

**WORLDWIDE
IMPORT
SERVICE**

542-1314

20830 COOLIDGE - OAK PARK, MICHIGAN



John McKinnon

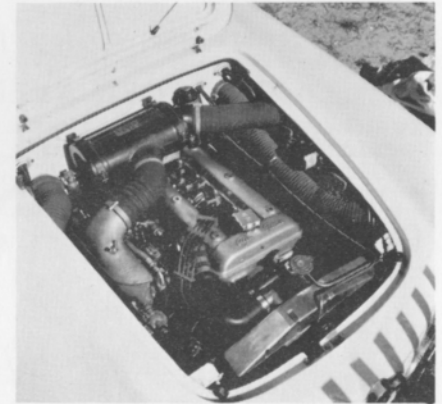
RACING THOROUGHBREDS



Alfa Romeo Guilietta Spider Veloce—a very long name for a beautiful little car. The history and fame of this marque loom far larger than the name given to this potent 1290 cc machine. Shown first in 1954, except for minor differences, this car is the same model that you will see racing today. It was the SCCA 1961 Class D Champion. Why? What makes this small Italian bred machine such a giant killer? An Alfa enthusiast will tell you this 103 BHP vehicle is like a thoroughbred horse - slightly nervous with a fabulous ability to go fast and corner well. The double overhead cam shaft aluminum block engine is slightly inclined to the left. Reason! To accommodate twin double throat Weber carburetors. This engine has the ability to run at very high RPM - when an Alfa screams by pushing 8000 RPM the sound is certainly unique. As this machine comes through a hard corner the body leans, leans, LEANS! Although not having a fully independent suspension Alfa's don't realize this fact, and all four tires remain glued to the road. This makes a very comfortable riding sports car, not at all in the teeth jarring old tradition. The fastest timed lap for an Alfa at Waterford Hills is 1:34.1 - its performance is even more spectacular on a course with longer straights.

- Joe Charette

ALFA ROMEO VELOCE



PHONE 335-1511

EUGENE SCHICK
Specialist

Pontiac Sports Car Service

- ☆ CITROEN
- ☆ VOLKSWAGEN
- ☆ OPEL
- ☆ BORGWARD
- ☆ SIMCA
- ☆ PORSCHE
- ☆ MERCEDES-BENZ

Custom Garage for all Foreign Cars

467 AUBURN AVENUE (M59) PONTIAC
at the old Foster Garage

VOLKSWAGEN SALES & SERVICE



Ward - McElroy Inc.

4455 W. HURON (M-59) PONTIAC
OR 4-0468 FE 2-0116 JO 4-6373

Warren Winstanley, Inc.

Photography

10910 WHITTIER AVENUE
DETROIT, MICHIGAN

DRexel 1-4160

Personality Profile

ED LIDGARD



The Volkswagen, undisputed leader in sales among the small imports, is a well made little economy car which is often called an engineering triumph. It's a car well suited for nipping around town and jaunts to the beach, but no great ball of fire with modest horsepower and performance to match. So how about a Volkswagen as a racing car?

Any guffaws and howls of derision at such an unlikely thing occurring are well and truly drowned out by the healthy sound of the well tuned Volkswagen of one Ed "Scotty" Lidgard as he leads the pack around the Waterford Hills circuit. Surprised? Well read on, for not only is this car and driver combination one of the most consistent but also one of the quickest.



Holder of the course record for sedans at 1 minute 37 seconds, Scotty is considered by many to be one of the clubs most experienced drivers. Starting out in 1956 Scotty began his racing career in an SCCA race at Elkhart Lake at the wheel of a Porsche. Progressing on, he competed at many events throughout the midwest including Put-In-Bay, Marlborough, and an occasional race across the boarder in Canada. Now, after nearly seven years as a competition driver, Scotty has a vast quantity of silverware on display, with the great majority bearing the inscription "1st" or "2nd".

Although Scotty admits that, "It's nice to win races", he also emphasizes the fun element and considers that his best effort to date came in the feature race for production cars at the Fall Classic races here at Waterford Hills last year. In this race,

after starting at the rear of the pack in 21st position, he out-drove and out-distanced many cars of far greater power and speed to finish a very creditable first in class and tenth overall.

Although 'sold' on the Volkswagen as a for fun race car, Scotty nevertheless has a project underway which, when completed, could cause a few of the Class E Modified drivers to start looking in their rear-view mirrors. This car, built around Volvo components, is scheduled for completion "sometime in the future when I can spare the time from maintaining the VW in racing trim".

Scotty's 'Better Half', Patty, is also quite a competitive driver in her own right and often takes a tour of the course, much to the embarrassment of some of our gentlemen drivers I might add!

When not racing, Scotty is usually found hard at work at his package engineering firm where he applies his own patents for shipping glass.

When asked if he ever gets scared behind the wheel, Scotty replied, "Yes I get a little nervous . . . on my way to the course. Out there on the highway everyone seems to think he's a race driver."

You can't miss Scotty Lidgard today. Look for the Volkswagen with the 'bug-eyes' painted on the headlights that's being pushed to the limit through the corners. In fact the best way to spot him is to look among the leaders of the Production Sedan Race and you'll be almost certain to see Lidgard's "Mighty Mite" running right with them, the pilot driving superbly . . . and for fun!

by John J. Marsh

Ford
Falcon
Thunderbird

North Bros.
G/C Inc.

Home Of
Texas Size Deals

30000 Ford Rd.

New Cars GA. 1-1300

Used Trucks LO. 5-9000

Sol's Foreign Car Service



American - Foreign
Parts & Service

10802 FULLERTON WE. 5-9622

Listen to

"PITSTOP WATERFORD"

15 minutes of Road Racing
News and Views — every
Monday evening from 5:40
P.M. to 5:55 P.M. on radio
station CBE Windsor - 1550
on your dial.

BULOVA
OFFICIAL TIMEPIECE

Buy a Bulova and you buy the same
matchless Bulova craftsmanship
that goes into the creation of
the most accurate, compact,
mechanical instrument ever
created for timing purposes—
the Bulova Timer.



SHAW JEWELRY

24 N. SAGINAW • PONTIAC • FE-26022
is honored to sponsor the world-renowned Bulova Timers
that will be used as the Official Timepiece at

SPRING SPRINTS

May 26 and 27

WATERFORD HILLS
ROAD COURSE



**BULOVA
DIAMOND
LA PETITE**
23 jewels
2 diamonds,
tuned to six
precision adjustments
unbreakable mainspring
\$5950



BULOVA "23"
23 jewels, tuned to 6 precision
adjustments, self-winding
certified waterproof,
unbreakable mainspring,
shock resistant, anti-magnetic,
all-steel case,
swiss second hand,
\$5950

EASY CREDIT TERMS

LI. 5-3120 Free Estimates

Royal Oak Collision
923 N. MAIN ST. Royal Oak, Mich.

Expert Collision Service
Front Wheel Alignment
Frame Straightening

All Work Guaranteed

Andy Sollose Owner

**TRIUMPH - MORGAN
SUNBEAM - HILLMAN**

Sales-Service-Parts

SUPERIOR AUTO SALES

550 Oakland (US-10)
Pontiac, Mich. FE 4-7500

OCSRRC POINT CHAMPIONS 1961



1. Robert Cliff - Pontiac
Corvette B-M
GSM Delta D-P
78 Points

2. Dave Johnson - Wyandotte
Sprite H-P
69 Points

3. Ken Nielson - Birmingham
Lotus F-Jr.
67 Points

4. Erhard Dahm - Detroit
VW Sedan
64 Points

5. Larry Wilhelm - New Baltimore
Porsche D-P
Porsche F-P
61 Points

6. Glen Baldwin - Birmingham
Lotus H-M
60 Points

7. Ken Woodward - Lake Orion
Woodward F-Jr.
57 Points





FIAT



TRIUMPH



VOLVO

JOE DWYER INC.

24841 Grand River at Seven Mile

Detroit 19, Michigan

KE. 7-2292

Service on ALL Foreign Cars

Engine Rebuilding

Competition Retreads

Sports Car Retreads

(R-5 Design
Special Compounds)

Go Cart Slicks

Cheater Slicks

Alignment

Balancing

KLIFFEL TIRE CO.

21427 Gratiot Ave.
East Detroit, Mich.
PR 79252

**TRIUMPH
ALPINE-HILLMAN
SPECIALISTS**

COMPLETE OVERHAULING

PRE-RACE TUNING

ELECTRONIC

WHEEL BALANCING

DISC BRAKE REPAIR

COMPLETE

ELECTRICAL SERVICE

**SAMPLE'S
SPORT CAR SERVICE**

10600 Harper Detroit
921-5670

AVERAGE LAP SPEED CHART

MIN. SEC.	M.P.H.	MIN. SEC.	M.P.H.	MIN. SEC.	M.P.H.	MIN. SEC.	M.P.H.
1.20	64.00	1.30	56.89	1.40	51.20	1.50	46.54
1.21	63.21	1.31	56.26	1.41	50.69	1.51	46.12
1.22	62.44	1.32	55.65	1.42	50.16	1.52	45.71
1.23	61.68	1.33	55.05	1.43	49.71	1.53	45.31
1.24	60.95	1.34	54.47	1.44	49.23	1.54	44.91
1.25	60.23	1.35	53.89	1.45	48.76	1.55	44.52
1.26	59.53	1.36	53.33	1.46	48.30	1.56	44.14
1.27	58.85	1.37	52.78	1.47	47.85	1.57	43.76
1.28	58.18	1.38	52.24	1.48	47.41	1.58	43.39
1.29	57.53	1.39	51.72	1.49	46.97	1.59	43.02

The Waterford Hills 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.

The Official Time Piece used at Waterford Hills Road Course is CERTIFIED BULOVA MASTER WATCHES. These instruments are made available to OCSRRC through the courtesy of BULOVA WATCH CO.

MORE ROAD RACING

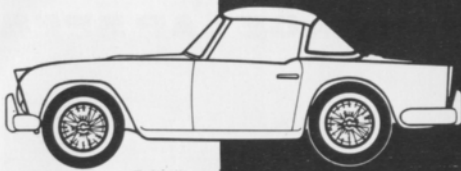
SPORTS—FORMULA JUNIOR—SEDANS

Waterford Hills

Road Course

June 23-24

TED'S SPORT CAR, INC.

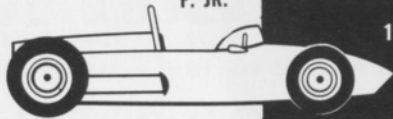


TR-4



IMSPORT SERVICE

14900 LIVERNOIS
DETROIT, MICH.
PHONE: UN 2-2266



F. JR.

15857 JAS. COUZENS
DETROIT, MICH.
PHONE: 861-9405

LARGE SELECTION OF IMPORTED CARS • SERVICE ON ALL IMPORTS
AUTHORIZED TR-3, TR-4, AND HERALD SALES & SERVICE



Erhard Dahm's
V & W Service

PORSCHE - VOLKSWAGEN
Exclusively

20900 Schoolcraft
(N.W. Corner of Burt Rd.)
Phone: 537-9776



ALUMINUM

Body Repair Specialists

Ward McElroy, Inc.

4455 W. Huron (M-59)
PONTIAC

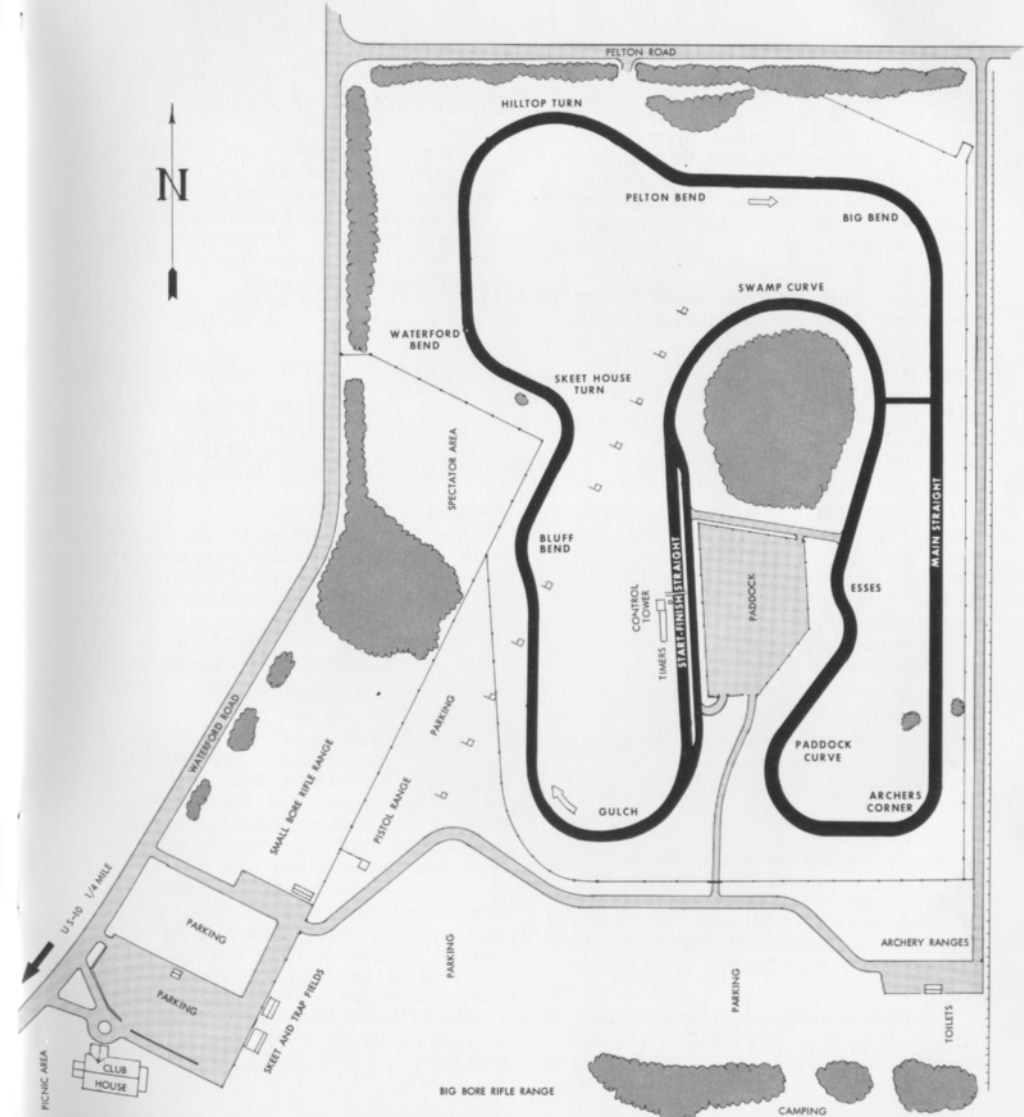
OR 3-3433 OR 4-0468



WATERFORD HILLS



A 1.5 MILE ASPHALT
ROAD COURSE AT
WATERFORD, MICH



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 was adopted by the Sports Car Club of America in 1960 to make driver skill rather than car performance the primary factor in winning races. Close competition and new racing excitement were provided sports car racing fans by this new method of grouping sports cars.

CLASS A:

Jaguar XKE, Ferrari 250GT (short wheelbase), Corvette 327, Aston Martin DB4GT.

CLASS B:

Corvette (other than 327), Ferrari 250GT (long wheelbase), Mercedes 300SL, Porsche Carrera, Aston Martin DB2, DB2/4, and DB4.

CLASS C:

Daimler 250SP, Morgan Plus 4 (with options), AC Bristol, Porsche Super 90, Jaguar XK 120, XK 140, XK 150, and XK 150S, Alfa Romeo Sprint Zagato and Sprint Speciale, Frazer Nash, Arnolt Bristol, Fiat Abarth 1000, Lotus Elite (stage 3 Climax), TVR Climax, Sprinzel Sebring Sprite, Lotus 7 Super Classic (Ford 109E).

CLASS D:

Austin Healey 3000, Alfa Romeo Veloce and 2000, Porsche 1500 and 1600 Super, Siata 208S, Lancia Aurelia GT Spyder, Turner Climax, Jensen, AC Ace, GSM Delta.

CLASS E:

Austin Healey 100-6 and 100-4, Triumph TR-2, TR-3, and TR-4, Morgan Plus 4, MGA Twin Cam, Fairthorpe Electron, Fiat Abarth 700 DOHC and 750 DOHC, Elva Courier, TVR (MGA 1600), Lotus Elite (stage I and II Climax), Volvo P1800.

CLASS F:

Sunbeam Alpine, Porsche 1500 and 1600 Normal, D.B. Dual Super HBR-5 850 and 950, Mercedes 190SL, Fiat 1500 Spyder,

Denzel 1300S, Renault Alpine, MGA 1500, 1600, and 1600 Mk II, Sabra Sports, Facellia, Fiat Abarth 850 Spider.

CLASS G:

Porsche 1300 and 1300S, Alfa Romeo Guilietta, Sprite Mk I (with options), Sprite Mk II, MG Midget, Lotus 7 (BMC engine), D.B. HBR5 850, MG TF1500, Fiat Abarth 750 Mille Miglia, Berkeley B-95 and B-105 Fairthorpe Minor, Morgan 4/4 Series III (Ford 105E).

CLASS H:

Sprite Mk I, Fiat Abarth 750, Auto Union 1000SP, Fiat 1200 Spyder, MG TC, TD, and TF1250, Berkeley 500, Lancia Appia GT, NSU Sport Prinz, Dyna Panhard Junior, Morgan 4/4 (Ford 100E).

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 as in the past. This year, however, some of the very large and very small classes have been dropped.

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 (97-1/2 to 122 cu. in.)

CLASS F: 1100 to 1600 cc (67 to 97-1/2 cu. in.)

CLASS G: 750 to 1100 cc (46 to 67 cu. in.)

CLASS H: Under 750 cc (Under 46 cu. in.)

FORMULA JUNIOR:

The Formula Junior (F. Jr. on your entry list) is a new class of single seat, open wheel racing cars using engines from small imported sedans. These engines, although under 67 cubic inches in displacement, are modified to produce up to 100 horsepower and drive the 800 pound racers at speeds as high as 125 miles per hour.

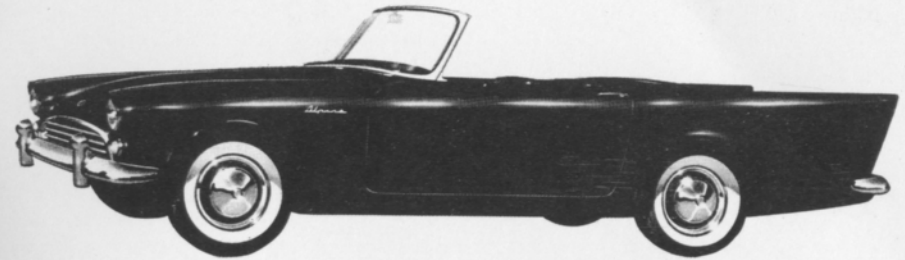
PRODUCTION SEDANS:

The requirements for a car to be classed as a Production Sedan are very similar to the requirements for a Production Sports Car, the main difference being a Production Sedan must have a minimum of four seats instead of the two seats required on sports cars.

At our course Production Sedans compete in two classes; under 91.5 cubic inches and 91.5 cubic inches to 200 cubic inches. Sedans of over 200 cubic inch displacement or over 110 inch wheelbase are not permitted to run because we believe such cars would be too difficult to handle on a short, twisty course such as Waterford Hills.

Oakland County's Outstanding Rootes Dealer

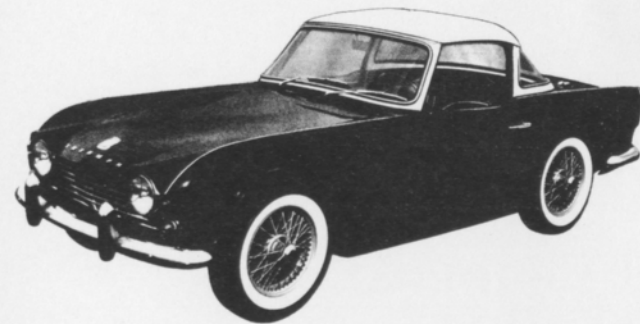
Jim Latimer British Motors



Featuring the all new
Sunbeam Alpine
Sunbeam Rapier - Hillman Minx

SEE and DRIVE

The completely restyled and re-engineered
TRIUMPH TR-4



Service Dept. specializing in
Rootes Cars and British Sports Cars

22522 Stephenson Hwy. Hazel Park, Michigan

JO 4-6030

LI 7-0400