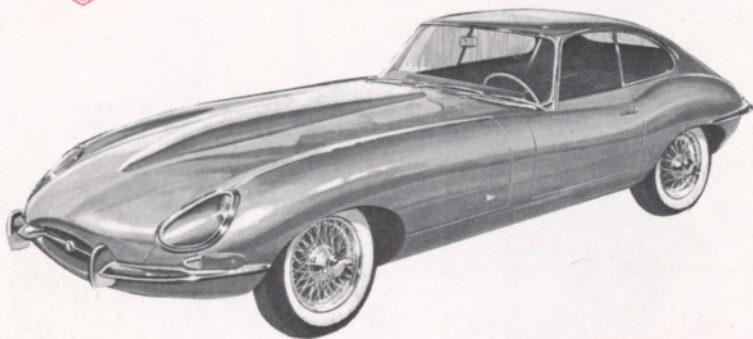


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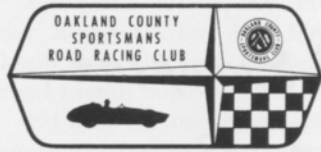
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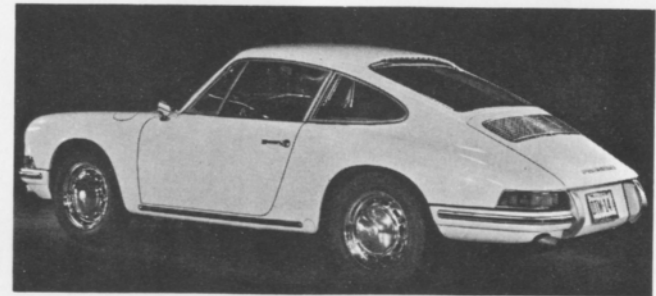


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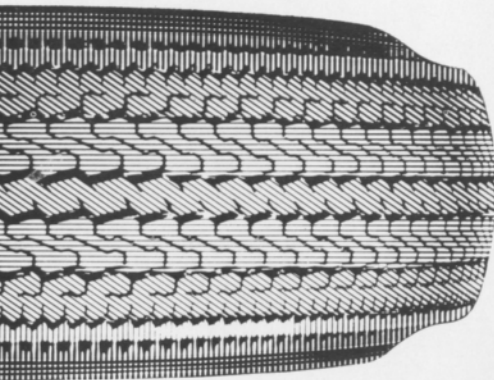
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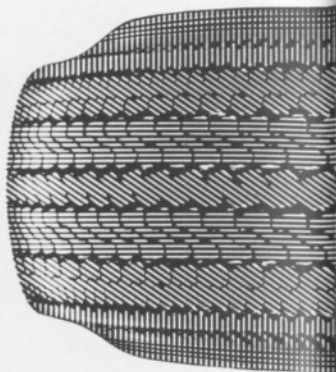
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Vol. 6 No. 1

May 29 & 30, 1965

WHI digest



Radtke Photo

Formula Vee Formation: Wilhelm, Faulkner, and Cipelle demonstrate precision driving in the Modified Feature.

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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, we are not responsible for the return of unsolicited material of any kind unless it is accompanied by a self-addressed stamped envelope. Address all communications to: Waterford Hills Digest, 19720 Gilchrist, Detroit, Michigan 48235. Phone: Area Code 313, 835-8573. Copyright © 1965 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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ED HOULEHAN

Everyone knows Ed Houlehan, our flying starter, but few people know how he got started in the road racing business.

Ed first became interested in the sport through his late brother-in-law Ed Lawrence, who invited him out to the Mt. Clemens races in 1955. Houlehan went along to take movies, watched Tom Payne race a Morgan, and soon after bought the Morgan. Next step was campaigning the Morgan at Mt. Clemens, Harewood, North Branch, and Put-in-Bay. He also raced a Volvo, Turner, Triumph, and Sprite during the following years.

The "most fun" race in Ed's memory was one he ran on the spur of the moment at Harewood. His wife MaryLou and sister Joan Lawrence (Voltmer) persuaded him to borrow a Volkswagen to enter. Ed borrowed tires and tubes from other drivers and talked Peter Ryan's mechanic into decambering the car. The girls then stuck saucer-size circles of Contact paper all over the car for a polka dot effect (they decorated his helmet, too), and Ed took off around the track. He didn't win, but he and everyone else at the races enjoyed it immensely.

In 1957 Ed was Race Coordinator for the Michigan Sports Car Club races at Mt. Clemens, and in 1958 he helped set up the races at Waterford. Ed has been Chief Starter here since the first races, besides being Chief Starter for the Quarter Midgets at Nassau in 1961 and Chief Starter and Chief Steward at Put-in-Bay in 1963.



Racing is a family business with the Houlehan family: sister Joan Voltmer is in charge of Timing and Scoring, and MaryLou and daughter Patricia are two indispensable members of the Timing staff. Sons Ed and Tim are avid fans.

Ed is Office Manager and Government Contract Administrator for Jered Products in Birmingham. He and his family live in Rochester, where they raise and breed poodles. Ed does lapidary work as a hobby during the winter months.

What type of training is necessary for the strenuous job of flagging? No special exercises or diet, just a gradual easing into the season by means of Driver's Schools, Flag Schools, and Practices. And a cold beer at the end of the day goes a long way toward soothing the weary muscles. It may well be that liquid reward Ed's thinking of as he "tosses away his cigarette, takes three steps back, plants his feet firmly in mid-air, and drops the green flag!"

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THE INSIDE LINE



New Cars, new Drivers, new Classes, new Ideas: after two highly successful Driver's Schools and a couple of practice sessions we find the following: Cliff O'Grady driving Tom Payne's old Cobra, Erhard Dahm with a new Porsche 911, Tom & Mary Swindell in a hairy C-Mod Sting Ray, Bill Clawson in the D-P GSM Delta (now painted red), Andrea VonHagen in an MG-A. Bob Clemens and Carol Henning Clemens will be campaigning as a team—they joined forces early in May; another new family team will be Charlie Davison (Mini) and son Eric (F-P Delta).

New Classes: the Formula Junior, as such, has been abandoned. New designations are Formula C-1 (for rear-engine cars) and Formula C-2 (for front-engine cars)—basically the same classes with different names.

New Champions: last year's top OCSRRC drivers will carry this year's top numbers on their cars (numbers one through ten indicate finishing positions last season). Congratulations to Fred Salo, who finished on top at Waterford, and then went on to win at the American Road Race of Champions at Riverside in November.

New Personnel around the Course: four Flag Schools and a Timing School have boosted the number of trained personnel available for race weekends. A vote of thanks to those of you who answered our please for help last fall.

New Ideas for the Digest: up-to-the-minute information on the Detroit Council of Sports Car Clubs appears in the Activities column and on the special Council page. Look for "Pit Pass"—a series of cartoons by Formula Vee driver Joe Brancik.

New Problems: due to our expanded subscription department (we now have 12 subscribers), we've discovered errors in our filing system. If you paid your money and didn't get this issue, yell loudly!

Ford Motorsports Club

This group is made up of mostly Ford employees, although 15% non-employees are allowed to join. The club holds gymkhanas, rallies, time trials, concours, and social events. Annual dues are \$6.00. Meetings are on the second Thursday of the month at 8:00 p.m. at the Ford Central Office Bldg., Southfield & Michigan. Additional information is available from Director of Membership, Box 296 M.O., Dearborn, Michigan. Phone 565-5257.

Corvette Club of Michigan

Anyone with a driver's license and a corvette may join this club, which holds gymkhanas, rallies, road races, drags, and social events. regularly. Dues are \$8.00 per year. Meetings are held on the fourth Wednesday of the month at 8:00 p.m. at Dawson Taylor Chevrolet Corvette Center, 9711 Grand River at Livernois, Detroit. Further information is available from Ralph or Phyllis Henning, 12292 Ward, Detroit. WE 5-4100.

Sports Car Club of America, Detroit Region

An interest in sports cars and the motorsport are the only requirements for this club. Dues are \$13.50 for the national organization, and \$8.00 for the local group, which sponsors races, driver's schools, rallies, gymkhanas, and ice runs. Meetings are on the 3rd Tuesday of the month at 8 p.m., Bonnie Brook Golf Club, Telegraph S. of 8 Mile. Information: Mrs. "Rusty" Fitts, 27166 Coleen Ct., Dearborn Hts., phone 274-4032.

Alfa Romeo Owners Club

Gymkhanas, Rallies, and Social activities are the highlights of the Alfa Club. Membership requirements? An active interest in the sport. Annual dues are \$5.00 per year, or \$6.00 per couple. Meetings are held on the fourth Tuesday of the month at Amato's Restaurant, 6926 Wyoming, Detroit. For additional information contact John Mrsan at 342-1150.

The rapid growth of motoring as a sport since 1950 has led to the formation of many sports car clubs in the Detroit area. These clubs, which share a common interest in active motor sport participation, banded together in 1960 to form the Detroit Council of Sports Car Clubs.

The Council is comprised of two representatives from each member club, and serves primarily as a clearing house for information to be passed along to the more than 1500 members of the club represented.

The Council also serves as a means by which the individual clubs can join together in projects of mutual interest. Through joint the clubs were able to

Detroit Council of Sports Car Clubs

Essex County Sports Car Club

This club is open to anyone interested in the motor sport. Activities include rallies, gymkhanas, time trials, and ice runs. Dues are \$10.00 annually. Meetings are held on the third Thursday of the month at 8:00 p.m. at the Jefferson Ave. Community Centre, Sandwich East. For information contact Bill Brewer, 12722 Keith Ave., Tecumseh, Ontario. Phone 735-2870.

Keynote Sports Car Club

This club is open to all persons interested in sports cars and motor sports. Group activities include gymkhanas, rallies, road races, and flagging. Club teams participate in all types of events. Annual dues are \$5.00; meetings are held at Amato's Restaurant, 6926 Wyoming, Detroit, at 8:30 p.m., on the first and third Monday of each month. For further information call Howard Willson, KE 1-8597.

bring Stirling Moss to Detroit in 1961. In 1964 the Council sponsored a four-day trip to Nassau during Speed Week, and a second eight-day trip is scheduled for 1965.

It also coordinates motor sport event in the area in order to minimize conflicts in scheduling.

The Council is still young, but it has already contributed much to the enjoyment and furtherance of the motor sport locally. Future plans include European trips for the major races, and sponsorship of local races. Through the cooperation of its member clubs, the Council has and will continue to stimulate greater interest in motorsports.

Michigan Sports Car Club

You must own a sports or foreign car to be a full member of this club (others are associate members). Club activities include rallies, gymkhanas, and ice runs. Annual dues are \$12.50, which includes a club badge. Monthly meetings are held on the second Tuesday of the month, at 8:00 p.m., at Northland Center, Meeting Room B. Information is available from Larry Lawrence, 13533 Rutherford, Detroit. Phone VE 8-6369.

MG Car Club, Detroit Centre

Gymkhana, Rally and Racing Teams from this group compete throughout the area. Two-thirds of the members must be MG owners or have an interest in BMC, and all must be over 21. Dues are \$11.50, 2/extra if the wife joins. Meetings are on the fourth Tuesday at the Botsford Inn, Grand River nr, 8 Mile. Call Hugh Laird, KE 2-7374 for further information.

Detroit Triumph Club

A marque group for Triumph owners only, the DTC sponsors rallies, gymkhanas, autocrosses, and social events, regularly. Meetings are held on the third Wednesday of the month, at 8:00 p.m., at Amato's Restaurant, 6926 Wyoming, Detroit. Annual dues are \$6.00 per year (initiation fee is \$15.00). Further information is available from Mrs. Kay Budesky, 14910 Lesure, Detroit. Phone VE 7-5926.

Ralligators

As the name implies, this is a club for rally enthusiasts. The only membership requirement is an active interest in this type of motorsport, since this is the only type of activity offered. Annual dues are \$7.50. Meetings are held on the second Thursday of each month, at 8:00 p.m., at Amato's Restaurant, 6926 Wyoming, Detroit. For further information call Fred Bienke, 427-1821.

Oakland County Sportsmen's Road Racing Club

Activities of the OCSRRC center around road racing and the training of drivers and flag and timing personnel. The club is open to anyone interested; annual dues are \$5.00 for the Road Racing Club, \$10.00 for the OCSC (which men must also join), plus initiation fees. Club facilities include a 1.5 mile road course, ¼ midget oval, rifle and archery ranges, skeet range, picnicking and camping areas. Meetings are held on the first Wed. of the month, at the clubhouse, at 8:30 p.m. Call Ray Kempton, 644-2534 for additional information.

Volkswagen Club of Detroit

This group plans rallies, gymkhanas, and a trip to Europe every 18 months. Membership is open to anyone interested, dues are \$8.50 (initiation), \$5.00 per year. (Associate members may join for \$2.50). Meeting night is the last Friday of the month at the Warren Valley Golf Club, Warren & Beech-Daly Rd. at 8:30. Information is available from Emily Bowyer, PA 8-3959.

SPORTS CAR ACTIVITIES

June/1965

DATE	EVENT	CLUB	INFORMATION
June 2	Club Meeting	OCSRRC	835-8573
6	Gymkhana	MGCC	KE 2-7374
6	Rally	Ralligators	427-1821
7	Club Meeting	KSCC	KE 1-8597
8	Club Meeting	MSCC	VE 8-6369
10	Club Meeting	Ralligators	427-1821
10	Club Meeting	FMC	565-5257
12	Rally	MSCC	VE 8-6369
13	Gymkhana	KSCC	KE 1-8597
13	Gymkhana	CCM	WE 5-4100
16	Club Meeting	DTC	VE 7-5926
17	Club Meeting	ECSCC	735-2870
19	Rally	DTC	VE 7-5926
20	Gymkhana	DTC	VE 7-5926
20	Speed Event	MSCC	VE 8-6369
21	Club Meeting	KSCC	KE 1-8597
22	Club Meeting	SCCA	274-4032
22	Club Meeting	AROC	342-1150
23	Club Meeting	CCM	WE 5-4100
24	Club Meeting	MGCC	KE 2-7374
25	Club Meeting	VWCD	PA 8-3959
26	Regional Races	SCCA	274-4032
27	Regional Races	SCCA	274-4032

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

For more information on the clubs see page 28.

In December of this year the Detroit Council of Sports Car Clubs is sponsoring a week-long trip to Nassau (during Speed Week). The price is right, the time is right, accommodations are wonderful, and the trip is terrific! Anyone interested in going with the group must be a member of one of the Council clubs as of June 1965. For further information on the trip contact any Council club or the Digest.

1965 RACE OFFICIALS

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Chief Starter
Chief Timer
Registrar
Flags & Communications

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Dan McDonald
Ed Houlehan
Joan Voltmer
Sue Harrison
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OCSRRC RACING CLASSES

PRODUCTION SPORTS CARS

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

CLASS A: Abarth Simca 2000; AC Cobra 289 & 427; Corvette 327; Ferrari GTO; Griffith 200; Porsche 904; Sting Ray 327 & 396.

CLASS B: Aston-Martin DB 5; Corvette 283; Ferrari Lusso, 250 GT & 2 + 2; Jaguar XKE 3.8 & 4.2; Mercedes Benz 300 SL; Shelby American Mustang; Sunbeam Tiger.

CLASS C: Alfa Romeo TZ; Elva 1800; Ginetta 1500; Lotus Elan; Lotus Super 7; Morgan Super Sport; Osca 1600 GT; Porsche Carrera 1500 & 1600; Porsche 2000 GS; Simca Abarth 1300; TVR 1800 & Climax. **CLASS D:** AC Ace Bristol; Alfa Romeo Giulia Spider Veloce; Alfa Romeo 2600; Alfa Romeo 1600 Sprint GT & Speciale; Arnolt Bristol; Austin-Healey 3000; Daimler SP250; Elva Mk. IV Ford; Fairthorpe Electron; Fiat-Abarth 1000 dohc; Ginetta G4-1000; GSM Delta; Jaguar XK 120, 140, 150, 3.4, & 3.8; Lotus Elite; Marcos GT; MG-B; Porsche 911; Speedwell Sprite; TR-4; Turner Climax; Turner 1500; TVR 1622; WSM.

CLASS E: Alfa Romeo 1300 Sprint Speciale, 1300 Super, 1600 Standard; Alpine A-110; Austin-Healey 100-4, 100-6; Elva 1622; Fairthorpe Minor 948; Lotus 7 & 7A; Morgan Plus 4 & 4/4 Mk. V; Porsche Super 90 & 356C-SC; Porsche 356 A, B, C, 1500, 1600, Renault Alpine A-108; Sabra.

CLASS F: Alfa Romeo 1300 Standard; Fiat-Abarth 700, 750 dohc; Fiat-Abarth 1000 Pushrod; Mercedes-Benz 230-SL; MGA Twin Cam; MGA 1500, 1600; Sunbeam Alpine; TR-3, TR-2; Turner 950S; Volvo P-1800.

CLASS G: Austin-Healey Sprite 948 Mk. I (options) & Mk. II; Austin-Healey Sprite 1100; Datsun SPL 310-U; DP 851, 954; Fiat 1500 dohc, 1500 Cabriolet; Honda S600; MG Midget 948 & 1100; Morgan 4/4 Mk. IV;

Porsche 1300; Rene Bonnet CRB-1; Spitfire. **CLASS H:** Austin-Healey Sprite 948 Mk. I; Fiat-Abarth 850-S, 750-GT; Fiat 1200 Spider; MG TC, TD, TF 1250; MG TF 1500. **MODIFIED SPORTS CARS**

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

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

FORMULA CARS

Formula "C": A class of single seat, open-wheel racing cars using engines from small imported sedans (under 67 cu. in.). Two classes are run: Formula C-1, Rear-Engine; Formula C-2, Front-Engine.

Formula Vee: A type of Formula "C" using Volkswagen components.

Formula Libre: "Anything goes" type of Formula Car.

SEDANS

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

CLASS II: Mini Cooper 1000, Volvo 1600, Saab GT, Fiat 750 Abarth Derivation, MG 1100, VW 1500, Renault 1093, Ford Cortina, BMW 700S, Mustang Six 170 & 200 cu. in., American 4- & 6-cylinder compacts (up to 200 cubic inches, 110" wheelbase, and 3500 pounds).

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

CLASS IV: Mustang 289 with 4-barrel carb., 289 high-performance, 289 with weber options; Mini Cooper S 1300, Ford Cortina Lotus, Fiat Abarth T.O., 1965 Corvair Spyder 180 hp with high-performance options, BMW TISA, Fiat Abarth OT 1600 (up to 300 cu. in., 110" wheelbase, 3500 pounds).

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Where do Waterford People Go Between Seasons



Fischer Photo

While Michigan shivered under the first big winter storm, 114 Detroit sports car Council club members went to Nassau for the wind-up of Speed Week. Sun-bathing, swimming, shopping, partying, etc., for four unforgettable days. Some people even went to the races. The ones that did saw Waterford drivers Tom Payne and Bob Johnson in

Cobras (shown above) put on a terrific show. Payne outlasted Johnson and the other factory Cobras, and was running fourth overall and first in class when, on the third lap from the finish, his engine blew. Even though he did not finish, his performance was impressive enough to get him a "ride" in a factory Cobra this year.



Bizer Photo

When the season ends, some of the cars are cleaned and polished for the auto shows. Several of the Waterford cars appeared in such shows as the Autorama, the Michi-



Bizer Photo

gan Boat, Sports & Vacation Show, and, of course, the annual Sports Cars in Review at Greenfield Village.



Bizer Photo

Some go to Haven Hill, like Bob Prout, shown here ready to start his run. In fact, 52 competitors entered the event. The fastest man and machine up the hill were

Glen Lyall and his Lotus S7. His time, 22.28 seconds, is the new record for the event.

(continued on page 23)



Cipelle lifts a wheel while overtaking Richard Kohler.

LOOKING BACK ON WATERFORD 1964



It looks like the beginning of a sandwich with Larry Naar on top, Bill Ryburn on the bottom, and Ed Austin the pickle in the middle.



First-lap traffic at Skeet House turn.



A Corvette Spectacular in Swamp turn.



Chuck Mountain, #128, and Bob Shufelt in close company at Skeet House.

All Photos by Al Bizer



Lapinski's grin indicates a win over Art Wilhelm's determination.



It's nose to tail, nose to tail with John Pierce leading Art Novak and Don Watson.

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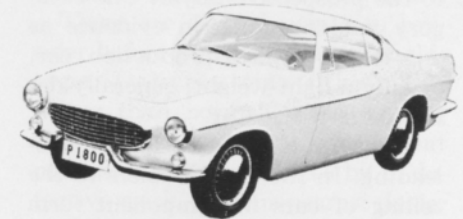
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PORSCHE



VOLKSWAGEN

Between Seasons (continued from page 7)

Photo Courtesy Sports Car Graphic



About 16 Waterford drivers ended the season as SCCA Central Division Champions, which gave them the opportunity to go to the run-offs at Riverside. Pictured above is Glenn Baldwin in his Lotus 23-C. Glenn finished second in D-Mod. Biggest winners were Fred Salo, Sprite, first in H-Production, and Richard Hull, Volvo P-1800, first in F-Production. Others who finished well up were Bob Petrick, MGA, second, F-P; Bob Clemens, Spitfire, fourth, G-P; Joe Mulholland, Jaguar XKE, sixth, B-P; Jack Gardella, Lotus Super 7, second, C-P; and Dick Brown, Lotus XX, fourth, Formula Junior.

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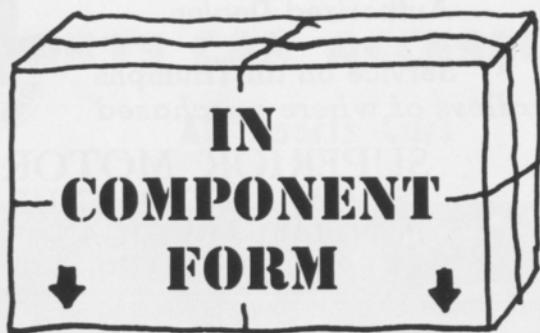
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RACING DRIVERS USE IT . . .

WHY NOT YOU?



by Trevor Campbell

In recent years the tremendous growth of sports car popularity in this country has led to a wide variety of vehicles readily available to the prospective buyer. One category not too much in evidence as yet is the limited-production car, usually a light-weight, generally delivered as a Kit Car.

The term Kit Car is slightly misleading. In this case it refers to the selling of cars in component form in order to overcome a British 25% sales tax levied on completed vehicles in England. This method of garnering tax money led to the birth of numerous small companies, all engaged in producing reasonably priced, attractive cars in Kit-form. These kits were aimed at an ever-

growing market of enthusiasts who required a rather peculiar combination—a racing car that could be used on the street.

Naturally, competition, customer preference, and normal business procedure eliminated the fly-by-nights. The remainder, having established themselves, continued to produce fine cars, while still retaining their limited-production status. You will see some examples of these cars today at Waterford. The most popular is, of course, the Lotus Super 7. Others which appear less frequently are the Turner, Elva, Ginetta, Marcos, TVR, and Diva.

Now for a perusal of what is offered. Some Kit-Cars come with a conventional chassis; others fea-



It looks like a modified car, but the Ginetta actually runs in D-Production.

ture space-frames or monocoque construction. Body materials include steel, aluminum, fibreglass, and even wood. They come as coupes or roadsters, fitted with a BMC, English Ford, or Climax engine, mounted in either the front or rear. In fact, Kit Cars come in just about any combination you could think of. Prices? Attractive when compared with their mass-produced brothers.

The average Kit Car comes as more of a knocked-down, bolt-together unit, rather than in hundreds of small pieces. The major components such as chassis, engine, gearbox, suspension, and body are all factory-assembled and tested.

Final assembly is left to the buyer. Assembly time is advertized at about two days, although a team of four do-it-yourselfers put together a Lotus Elite in 24 hours.

There are several points to consider before purchasing a car of this type. Delivery may take much longer than normal, often as long as six months. Finding replacement parts sometimes requires a bit of detective work, as your nearest dealer could be 1,000 miles away. For the most part, however, you will find your purchase to be sturdily built, well finished, easily maintained, and above all, one heck of a lot of fun to put together and drive.

The Lotus 7, most popular kit car from England.



An example of an American kit car, the Formcar Formula Vee.



1964 OCSRRC POINT CHAMPIONS



*Fred Salo
Austin-Healey Sprite

1

H-Production
Detroit, Michigan



2

Larry Wilhelm
Formula Vee
Warren, Michigan

3

**Ken Nielsen
Lotus XX
Formula Junior Rear
Clawson, Michigan

4

*Jim Purcell
Volkswagen
Sedan I
Detroit, Michigan

**Holds Course Record

*Don Grohs
GSM Delta
D-Production
Warren, Michigan

5

*Ken Woodward
Woodward DKW
Formula Junior Front
Lake Orion, Michigan

6

*Joe Mulholland
Jaguar XKE
B-Production
Bloomfield Hills, Michigan

7

Ron Justice
Lotus Super 7
C-Production
Royal Oak, Michigan

8

*George Blass
Volvo
Sedan II
Dearborn, Michigan

9

Bill Larson
Austin-Healey Sprite
H-Production
Utica, Michigan

10

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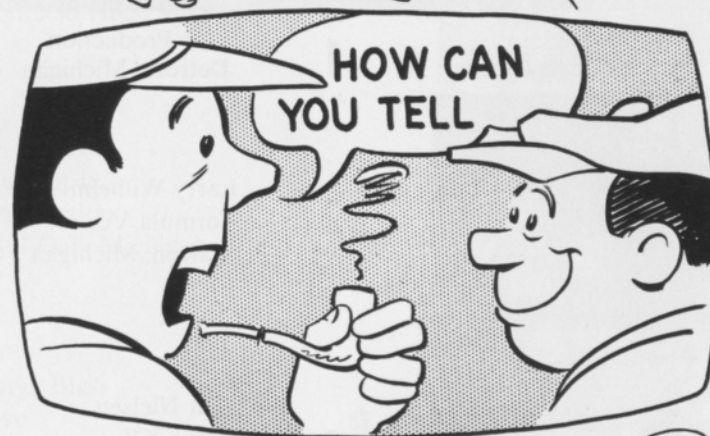
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1.11	73.46	1.21	63.21	1.31	56.26	1.41	50.69
1.12	72.44	1.22	62.44	1.32	55.65	1.42	50.16
1.13	71.44	1.23	61.68	1.33	55.05	1.43	49.71
1.14	70.48	1.24	60.95	1.34	54.47	1.44	49.23
1.15	69.54	1.25	60.23	1.35	53.89	1.45	48.76
1.16	68.63	1.26	59.53	1.36	53.33	1.46	48.30
1.17	67.75	1.27	58.85	1.37	52.78	1.47	47.85
1.18	65.61	1.28	58.18	1.38	52.24	1.48	47.41
1.19	64.78	1.29	57.53	1.39	51.72	1.49	46.97

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CLASS RECORDS

CLASS:	CAR	DRIVER	TIME	SPEED	DATE
Production Sports:					
A-P	AC Cobra	Tom Payne	1:22.2	62.206	5/64
B-P	Jaguar XKE	Joe Mulholland	1:24.5	60.587	5/64
C-P	Lotus Super 7	Jack Gardella	1:25.3	60.018	8/64
D-P	GSM Delta	Don Grohs	1:27.8	58.309	9/64
E-P	Porsche S	Erhard Dahm	1:27.0	58.846	9/64
F-P	MG-A	Ray Brooks	1:27.7	58.376	9/64
G-P	Triumph Spitfire	Bab Clemens	1:28.2	58.045	8/64
H-P	A-H Sprite	Fred Salo	1:31.0	56.259	7/64
Modified Sports:					
C-M	SCD Ford	Glen Lyall	1:22.4	62.131	9/64
D-M	Lotus 23-C	Glenn Baldwin	1:22.4	62.131	9/64
E-M	Porsche RS	Tom Payne	1:23.4	61.386	10/61
F-M	Lotus 23-B	Ed Cicotte	1:22.0	62.434	5/64
G-M	Lola	Pete Dawson	1:22.4	62.131	9/64
H-M	D. J. Special	Dave Johnson	1:27.0	58.846	8/64
Formulae:					
C-1 (Rear)	Lotus XX	Ken Nielsen	1:20.1	63.915	9/64**
C-2 (Front)	Woodward DKW	Ken Woodward	1:23.0	61.681	9/64
Vee		Frank Cipelle	1:25.5	59.878	8/64
Libre		Jim Purcell	1:24.7	60.443	6/64
Sedans:					
S-1	Volkswagen	Jim Purcell	1:34.0	54.463	5/64
S-2	Volvo	George Blass	1:32.2	55.527	9/64
S-3	Austin Cooper S	Dick Brown	1:29.9	56.947	9/64
S-4	Corvaair	Don Eichstaedt	1:27.7	58.376	9/64
S-M	VW Porsche	Erhard Dahm	1:29.5	57.202	5/63

**Course Record

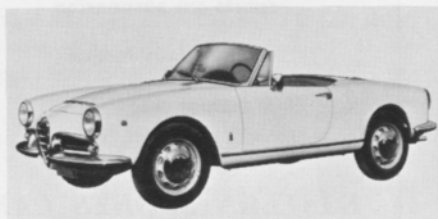
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