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# WATERFORD HILLS digest

May 1966/25c



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## B/S

Ultimate development of the radial ply concept. Lack of distortion in the contact patch insures twice the conventional tire mileage for each replaceable band. Doesn't "break away" abruptly. Summer and winter bands.

Vol. 7, No. 1

May 1966

# WHI digest



A short, hard sprint, a second on the brakes, a sharp right turn: Archer's Corner.

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# THE INSIDE LINE



New cars and exchanged cars on the scene this season: Bill Clawson of Delta fame will be sharing a brand new Mustang 350 GT with son Scott, Glen Lyall, former C-Mod SCD Cadillac pilot will be campaigning in a TR-4, Bob Clemens has a ride in a sponsored Spitfire. Some new Minis — Harry Keeler, who sold his G-Mod Lotus 11 to Nate Brogan, has a new one, and Charlie Davison bought Bill Ryburn's old car.

Look for more action in D-Production, with Jerry Thompson's new Yenka Stinger competing with Gordy Harrison's Delta and Lyall's TR-4.

We attended a Competition Driver's School here two weeks ago in a dead-or-nearly Volkswagen. Re-learned a lot about cornering, shifting, braking, etc. This is a good training program for driving enthusiasts, and particularly good for would-be racers. Anyone interested in participating in a Driver's School should contact Frank Cipelle, 341-4694. If enough interest is shown, a second school will be scheduled for mid-season. If your wife is a "woman driver", this is the place to go!

Continuation from 1965: every race Saturday, during the lunch break, VW buses will haul you guys on the hill around the track. If you're interested in how the other half lives (in slow motion), join us for a tour. We guarantee that the course looks a lot different when you're on it.

If you have a portable FM radio, bring it along with you to the races. WABX (99.5) will be covering every Waterford Race live this summer, as last year. (You can also stay home and listen, but you can't smell the Castrol there!)

An open invitation to enthusiasts: OCSRRC meeting night is the first Wednesday of every month, in the Clubhouse (that log building you passed on your way in), at 8:00 p.m. Come and talk cars, meet fellow enthusiasts, watch racing films, have fun. You don't have to have a license for bench racing! *esf*

# SPORTS CAR ACTIVITIES

June

DATE	EVENT	CLUB	INFORMATION
June 1	Club Meeting	OCSRRC	644-2534
4	Night Rally	MSCC	869-8789
5	Gymkhana	CCM	WE 5-4100
5	Gymkhana	ECSCC	735-2870
5	Rally School	DTC	VE 7-5926
6	Club Meeting	KSCC	KE 1-8597
6	Mario Andretti speaks at Masonic Temple	DCSCC	644-2534
9	Club Meeting	FMC	
9	Club Meeting	Ralligators	294-0942
11	Rally	Ralligators	294-0942
12	Gymkhana	FMC	
12	Gymkhana	KSCC	KE 1-8597
12	Field Event	MGCC	626-2485
14	Club Meeting	MSCC	869-8789
16	Club Meeting	ECSCC	735-2870
18	Rally	KSCC	KE 1-8597
19	Map Rally	VWCD	PA 8-3959
19	Gymkhana	AROC	422-6771
19	Gymkhana	DTC	VE 7-5926
20	Club Meeting	KSCC	KE 1-8597
21	Club Meeting	SCCA	
22	Club Meeting	CCM	WE 5-4100
22	Club Meeting	DTC	VE 7-5926
23	Club Meeting	MGCC	626-2485
24	Club Meeting	VWCD	PA 8-3959
25-26	Regional Races	SCCA	835-8573
28	Club Meeting	AROC	422-6771
July 23-24	Midsummer Trophy Races	OCSRRC	644-2534
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.

## 1966 RACE OFFICIALS

Race Coordinator	Mike O'Reilly	Technical Inspector	Bill Baugh
Chief Steward	Dan MacDonald	Course Marshall	Stan Gorman
Chief Starter	Ed Houlehan	Paddock Marshall	Bob Gustafson
Chief Timer	Joan Voltmer	Registrar	Leota Dupont
Flags & Communications	Vic Skirmants	Awards	Paul Susalla
Vehicle Classification	Bill DeBoer	Public Relations	Elaine Fischer
Safety	Ernie Pomeroy	Course Physicians	F. Johnson/H. Larabee

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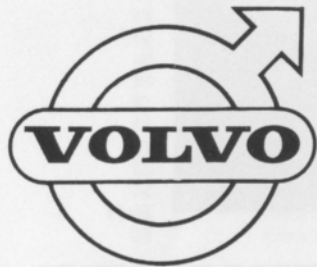
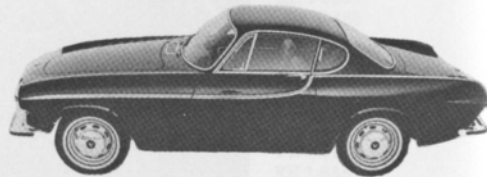
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KE 2-4552

## Driver's School: A Synopsis



A rigid technical inspection, in which cars are checked for safety equipment, general condition of car, specific conditions of tires, wheels, suspension.



A student gets pre-driving pointers from his instructor.

An instructor  
helps his student  
get settled  
before a solo drive.



All Photos by Fischer



Many drivers' meetings are held to discuss flags, course conditions, general requirements and rules.



Between-sessions  
time is often spent  
in making  
adjustments.

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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

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.

The Official Time Pieces used at the Waterford Hills Road Course are *CERTIFIED BULOVA MASTER WATCHES*. These instruments are made available to OCSRRRC through the courtesy of *THE BULOVA WATCH COMPANY*.

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## CLASS RECORDS

CLASS:	CAR	DRIVER	TIME	SPEED	DATE
<b>Production Sports:</b>					
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
<b>Modified Sports:</b>					
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
<b>Formula:</b>					
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
<b>Sedans:</b>					
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

## Most Improved Driver:



Fischer Photo

### Art Beneker

It isn't easy to go from street driving to road racing in a car you've never driven before, compete against fifteen or more experienced drivers, and come out on top. But after a season of doing just that, it wasn't hard to pick Art Beneker as the Most Improved Driver for 1965.

Beneker, a German-born tool and die maker, owned and maintained a Volkswagen for several years before buying a Corvette in 1960. The Vette sparked an interest in sports cars, and the next year Art began attending races. Spectating at Sebring, Bonneville, Mosport and Waterford gave Art the racing bug, and he began to think about competing himself. He felt the Vette would be too expensive to race, so he started looking around for another car.

Last year Art spotted a Londergan Vee in one of the auto shows, liked it, and bought one. He knew quite a bit about Volkswagens; and pit crew members Nick Schuster and Mike Traub helped keep the car in shape. Art joined the OCSRRC, entered a Driver's School, and started racing, first as a Novice, then as a Full Licensed Driver. In a class of over fifteen cars, he moved up through the pack to place first overall in the September race.

Fortunately, Vee racing proved to be fairly inexpensive, as Art had hoped, and no major repairs were needed during the season. A spare engine has been purchased, but luckily it has remained a spare.

Art thinks the Driver's School was very helpful in ordinary street driving, as it makes you more



Fischer Photo

aware of what's happening on the road. The main difference between racing and driving lies in the training: you know the other people on the track have had the same kind of training as you have.

Art's wife is also becoming interested in racing. She helps on the car, comes to the races as often as baby sitters can be found for their two children, and thinks she might like to try racing.

This year, Art joined the SCCA, plans to do a bit of traveling. His immediate goal is to "be good enough to race at Elkhart Lake and Mosport."

For his performance in 1965, Art was presented the Most Improved Driver of the Year award, an annual award presented by the old Thunderbird Club. *est*



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### Winter Activities:

## FROSTBITE & FIRESIDE



Paul Susalla shows that rear-engine sedans don't always stay on the road.

Ron Schroeder competes in the "tow car" class.



You can hang the tail out in any kind of car, as Frank Dougan finds out.



Abominable snowman? Aspen? An ad for push-button shaving lotion? Eye witnesses tell us it's Frank Cipelle, but you couldn't prove it by us.

All Photos by Bizer

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Winter Activities:

# Haven Hill

All Photos by Bizer



Gridding up for a practice run.



Ernie Pomeroy tries out his new Mustang 350 GT.

Tom Varner scoots up the hill.

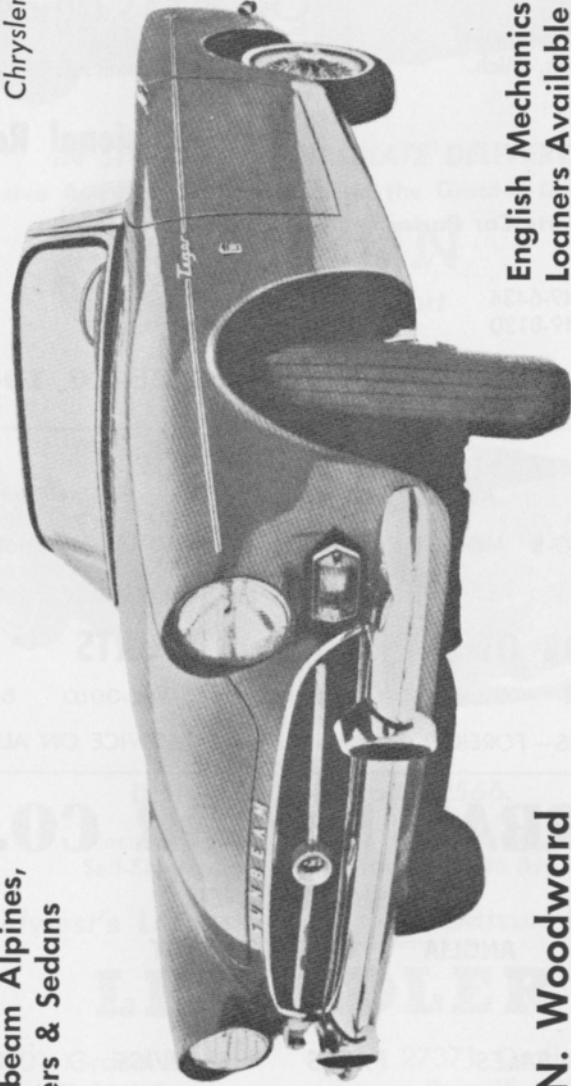


Not Haven Hill, but another winter activity: Joe Brancik's Vee on display at the Autorama at Cobo Hall.

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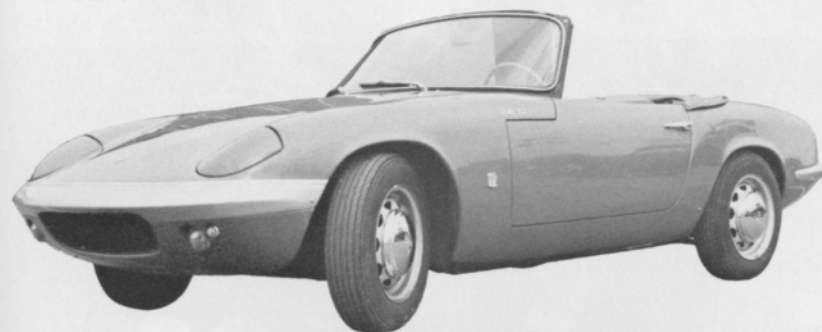
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# 1965 Point Champions

All Photos by Bizer



**1** Ken Nielsen\* Lotus 20 Formula C/Formula Libre



**2** Dave Johnson\*\*  
D. J. Special  
H-Modified



**3** Bill Clawson\*\*  
GSM Delta  
D-Production



**4** Ron Justice\*\*  
Lotus Super 7  
C-Production



**5** Erhard Dahm\*\*  
Porsche S  
E-Production  
*\*Holds Course Record & Class Records*



**6** Larry Naar  
Volkswagen  
Sedan 1



**7** Tom Varner  
Austin-Healey Sprite  
H-Production



**8** Paul Sonda  
Corvette  
A-Production



**9** Paul Susalla  
Volkswagen  
Sedan 1

Special awards were presented to the top ten drivers: framed photographs of each driver receiving the checkered flag. The gold frames were donated by ACM Bodycraft, A. J. Susalla Jewelers, Bud Clark, Inc., Diana Imports, Erhard Motor Sales, Joe Dwyer, Kliffel Tire Co., Larry Naar Imports, Inc., Rich Bell's Sports Car Specialties, and The Vette Shop. The photographs were donated by Digest photographer Al Bizer.



**10** Bill Petree  
Sunbeam Alpine  
F-Production

*\*\*Holds Class Record*

## 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 Sports Car Clubs

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

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

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

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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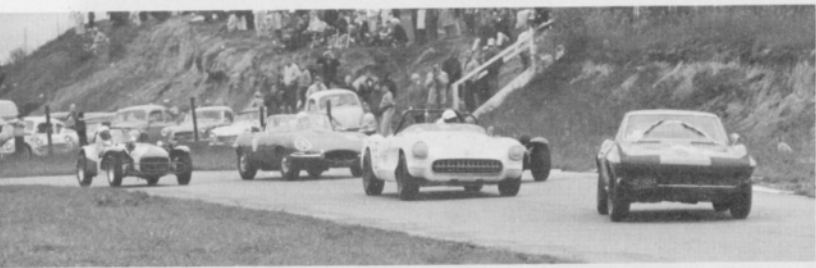
# FALL CLASSICS



Skeet House: a good race in an interesting corner.



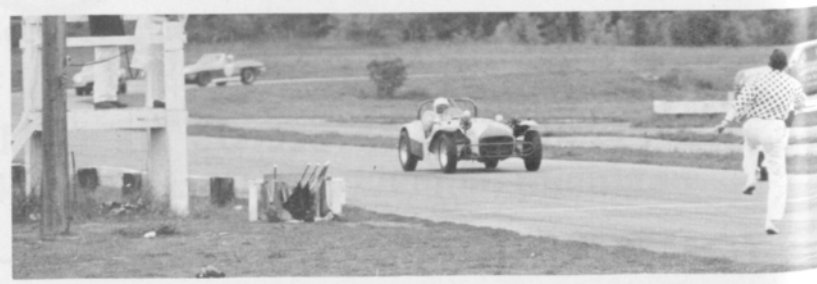
Racing Rain or Shine — No Pansies at Waterford!



Don Grohs starts at the back of the grid . . .



. . . works his way up through the pack . . .



. . . and goes on to win the Big Production race.



Annual Awards — Fall Classic Feature Races:  
Ken Nielsen  
Belle Tire Trophy



Don Watson  
Falvey Motors Trophy



Dennis Waszkiewicz  
Detroit News Trophy



Bill Bradley changes the course.



Ferrari Pits? Chinese Fire Drill? No, just a routine wheel check on a Formula Vee.

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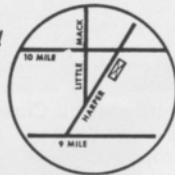


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# OCSRRC RACING CLASSES

## 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, 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.

**CLASS E:** Alfa Romeo Giulietta Sprint Speciale & Zagato, Super Sprint & Spider, Giulina-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 performance potential. **CLASS I:** Anglia 997; BMW-700 697; Fiat 600D, 750, 850, 1100, 1300; Hillman Imp 875; Mini-Minor 848; Opel Kadette 1078; MG 1100; NSU-1000L 996, Renault Dauphine & R8 1108; Saab Std. 750 & 850; Simca 994, 1290; VW 1192.

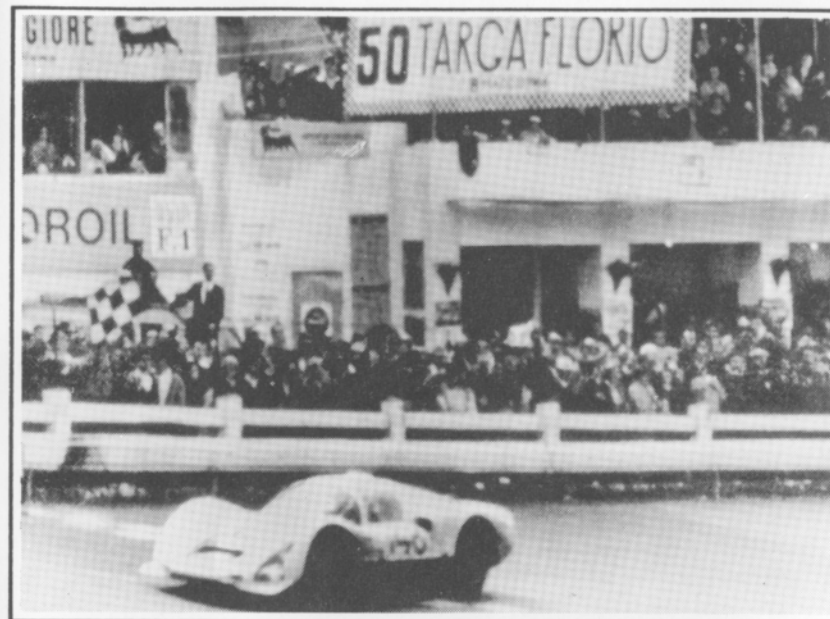
**CLASS II:** Alfa Giulia-1300 1290; Anglia 1198; Fiat-Abarth 850TC 847; Mini-Cooper 997; NSU-1000TT 1085; NSU-1000LS 996; Renault R8 Gordini 1108; Saab 750, 850 Sport; VW 1285, 1493, 1584; Volvo 1600. **CLASS III:** Alfa TI-1600; BMW-TI; Ford Cortina GT; Corvair Monza (without Turbo-charger) 2376, 2687; Valiant 2786; Triumph-2000 1998; Mini-Cooper C 1071, 970; Volvo-1800; Sunbeam & Hillman 1750.

**CLASS IV:** Alfa TI Super-1600 & GTA; BMW TISA; Lotus Cortina; Mini-Cooper S-1300; Corvair Corsa; Sedans over 180 cu. in. with maximums of 300 cu. in., 110" wheel base, and over 3500 lbs.

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## PORSCHE TAKES 1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup> IN 50<sup>th</sup> TARGA FLORIO, world's most punishing road race

1966 TARGA FLORIO ORDER OF FINISH		
PLACE	CAR	DRIVERS
1	Porsche	/MAIRESSE MULLER
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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