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WATERFORD HILLS digest

May 1967/25c



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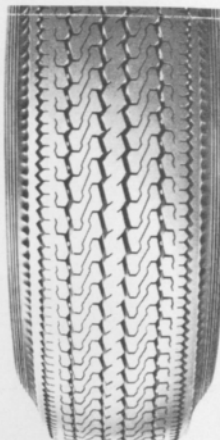
CINTURATO CN 72

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Vol. 8, No. 1

May 1967

WHI digest



Bizer Photo

The F-Production cars line up on the False Grid.

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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



We open the season with quite a few new faces: thirty new drivers, fresh from the May Driver's School; new officials/workers, replacing some of the old, worn-out personnel; and new Digest Staff, name of Dick and Rita Harms, who handle advertising and feature writing, respectively, and Randy Bizer, who is our new distributor at the races.

No, the Triumph Spitfire hasn't been reclassified to "Formula C". The picture we show of Bob Clemens on page 15 was taken as he won the Belle Tire Formula Junior Trophy at the Fall Classics races. He earned seventh place in the point standings in the Spitfire.

Once more we'd like to extend an invitation to all you Saturday race-goers to join us for a bus tour of the course during the lunch break. On Saturday only, experienced race drivers will pilot buses around the track, giving pointers on cornering techniques and shifting points. You'll be surprised at how different the course looks from the "other side".

1967 RACING DATES AT WATERFORD HILLS

<i>May 27-28</i>	<i>Spring Sprints</i>
<i>June 24-25</i>	<i>SCCA Races</i>
<i>July 22-23</i>	<i>Midsummer Trophy Races</i>
<i>August 26-27</i>	<i>August Road Races</i>
<i>Sept. 30-Oct. 1</i>	<i>Fall Classics</i>

For information on other sports car activities in this area, see the Motor Sports page in the Saturday Detroit News, or call Howard Willson at KE 1-8597 (Detroit). For information on sports car clubs in the area, see page 20-21 of this issue.



1967 RACE OFFICIALS

Race Coordinator	Tom Dunn	Course Marshall	Stan Gorman
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Chief Starter	Ed Houlehan	Registrar	Andrea Gleason
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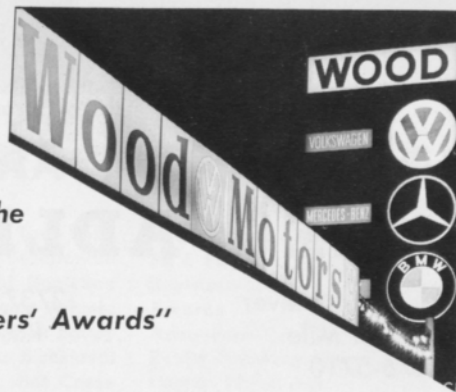


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What is Waterford?

A question I found myself asking in the Spring of 1960 when invited to attend the opening event of the season. On that occasion, it was nothing more than my first exposure to road racing. I, being unable to differentiate between an MG and a Jaguar without benefit of infinite scrutiny, was poorly equipped to sort out the happenings in a three-class race. And I asked an awful lot of silly questions, like "How come that little blue car beat that little red car when the little red car got there first? . . . and . . . "Why don't we go stand on that corner with those people dressed in white? We could see much better." . . . and served the unforgivable 'compliment' . . . "I think your Jaguar is terribly cute." I even spent an entire season fruitlessly championing a two-passenger T-Bird.

Several years have passed and innumerable things have occurred since. Although I have a more knowledgeable impression of what

Waterford is than I harboured in those early days, I've also found there is no tangible answer.

In the beginning . . . sitting on the Hill . . . watching . . . it was a spectacle of glamour and grease. Confusing . . . exciting . . . a picnic ground with entertainment. Kids crying, sand in your teeth, eating hot dogs, ants on your blanket. It was soiled sneakers and drinking champagne from a paper cup. And finally riding home in a dirty car with a sunburned nose.

I eventually married the fellow who got me hooked on the sport, and then came the spring when he decided to participate instead of observe. The casual spectating was over, and I found myself chasing bits and pieces, fireproofing uniforms, making telephone calls, learning to handle a stopwatch, raising the ruddy devil when parts weren't delivered on time, buying The Driver a limited slip for his birthday, and writing checks. As an Enthusiasts' Award, The Driver

gave me carte blanche on the purchase of sportswear for the purpose of decorating the pits, and although the rollbar, uniform, helmet, goggles and entry fees watered it down a bit, it was a charming gesture, nonetheless.

My first day in the pits taught me one thing. Looking chic is a requirement unbelievably difficult to fulfill in the circumstances. By the end of the day you're covered with dust from the sand kicked up by deflected exhausts, and it becomes embedded in the suntan oil you're constantly applying as a substitute for the non-existent shade. Your mouth is dry, and your lips are cracked, and no amount of liquid seems to nullify the dehydrated feeling resulting from . . . is it standing in the sun all day, or the tension? . . . I'm never sure. You rarely see a race, because you're always too busy doing something else. And when it's all over, you're emotionally and physically exhausted. The gorgeous tan you thought you had is exposed as dirt in the shower, revealing a magnificent burn that keeps you awake all night.

Balancing the disadvantages, the people you meet who are involved in road racing are kind, thoughtful, friendly—the most genuine people I've ever known. Usually, I find generalizations wholly inaccurate, but in this case the few who do not conform to this majority are rare exceptions. The spirit of camaraderie that prevails among competitors extends beyond the desire to win into an almost altruistic area where assisting the adversary in order to provide a good race has more significance. And there's excitement in the early-morning hustle before the race . . . thin sunshine . . . people scurrying about purposefully, still shedding sleep . . . engines revving . . . coffee in one breeze, gasoline in the next . . . the almost prim quiet of the people in the Clubhouse on Saturday morning, during registration . . . and the incredible uproar generated by those same people at Sunday night Trophy Presentations, letting off steam. Most of all, the wonderful feeling that you're part of the action.

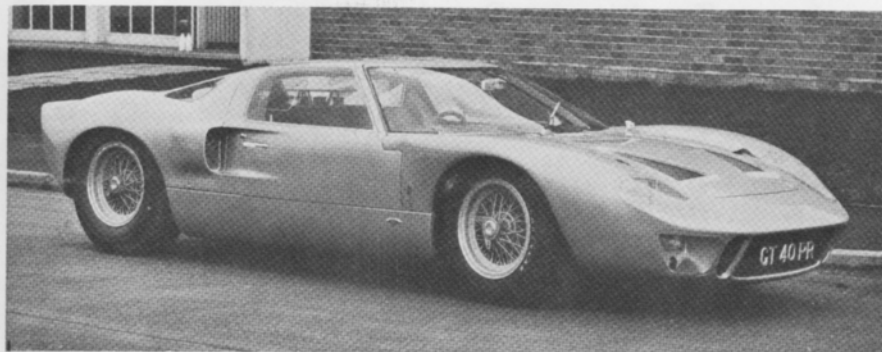
I didn't truly learn to appreciate the other people—the working personnel—until the following year



In the spirit of camaraderie . . . a cold beer after a colder race day.

(Continued on page 19)

Go Street or Track \$995 kit with our GT



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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 OCSRRC through the courtesy of *THE BULOVA WATCH COMPANY*.



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CLASS RECORDS

CLASS:	CAR	DRIVER	TIME	SPEED	DATE
Production Sports:					
A-P	AC Cobra	Tom Payne	1:22.2	62.206	5/64
B-P	Jaguar XK-E	Joe Mulholland	1:24.5	60.587	5/64
C-P	Lotus Super 7	Ron Justice	1:23.4	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	Bob Clemens	1:25.7	59.738	7/66
G-P	Triumph Spitfire	Ron Reeves	1:25.9	59.599	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	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	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	Londergan Vee	Frank Cipelle	1:25.5	59.878	8/64
Libre	Lotus XX	Ken Nielsen	1:23.2	61.533	8/65
Sedans:					
S-1	Volkswagen	Jim Purcell	1:34.0	54.463	5/64
S-2	Volvo	George Blass	1:30.8	56.384	7/65
S-3	Volvo	George Blass	1:29.4	57.266	8/65
S-4	Lotus Cortina	Allan Moffat	1:25.0	60.230	7/65
S-M	VW Porsche	Erhard Dahm	1:29.5	57.202	5/63

**Course Record



MG-B

MG-B GT.

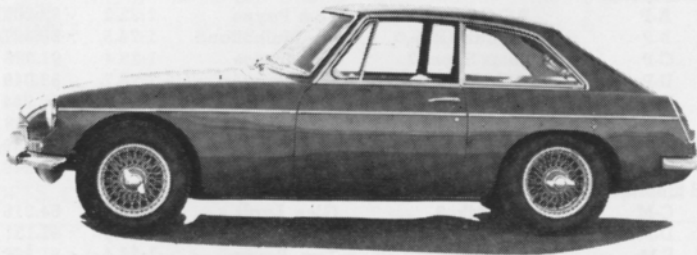
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For description,
see page 25.

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E-Production
Farmington, Michigan



3 Ken Nielsen
Lotus XX
Formula C
Clawson, Michigan



4 Larry Wilhelm
Londergan Vee
Formula Vee
Warren, Michigan



5 Bill Petree
Sunbeam Alpine
F-Production
Riverview, Michigan

All Photos by Bizer

1966 POINT CHAMPIONS

6 Bob Clemens
Triumph Spitfire
G-Production
Roseville, Michigan



7 Berndt Leckow
NSU Prinz
Sedan 1
St. Clair Shores, Michigan



8 Bill De Boer
Cortina
Sedan 3
Grosse Pointe, Michigan



9 Dave Johnson
Kurtis Saab
H-Modified
Grosse Ile, Michigan



10 Bob Rozsnyai
Triumph TR-4
D-Production
Detroit, Michigan



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Bizer Photo

Rita Harms takes a Victory lap, with husband Dick proudly displaying the checkered flag.

when I decided to drive. It took putting a car under me to bring the realization that the Flag and Communications personnel and Tech Inspectors hold your life in their hands. That pit crews can make miracles happen. That Timers and Scorers are battling heat exhaustion and gulping engine fumes in the Tower to set up grid positions and provide lap charts from which I can gauge my progress. That all these warm, wonderful people, with no remuneration, are there with one purpose—to help.

There is no single answer to the question "What is Waterford?" Because Waterford is people, and to each of them it is something different, depending upon their particular degree of involvement.

For me, it has meant something different each year. As a spectator

on the Hill, it was excitement, fun, and a great way to spend Sunday. As a woman with someone out there risking his life, it's gripping the fence until your knuckles are white . . . hoping the day will end with him all in one piece. As a driver, it's intense concentration, hating yourself for not doing well . . . a mixture of tension and excitement, and praying the car will hold together. As a Pit Bunny, it's Smorgasbord.

Statistically, Waterford is 1.5 miles of asphalt forged into the landscape of a small town in Michigan with the same name.

But what it really is, only you can answer, because Waterford is whatever it is to you now . . . and whatever it will become to you in the future. *rmh*

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.

Milliken Mustang Club

As the name indicates, this is a group of Mustang owners who are deriving much pleasure from their ponies. Club activities include rallies, gymkhanas, time trials, and social events. Annual dues are \$6.00, which includes a window sticker and patch. Monthly meetings are held on the first Tuesday of the month at 8 p.m., at Watkin's Coffee Shop, 19100 Joy Road. Call Dick Fraser at LU 4-5105 for additional information.

Alfa Romeo Owners Club

Gymkhanas, Rallies, and Social activities are the highlights of the Alfa Club. Membership requirements? An active interest in the sport. Annual dues are \$5.00 per year, or \$6.00 per couple. Meetings are held on the fourth Tuesday of the month at Amato's Restaurant, 6926 Wyoming, Detroit. For additional information contact Fred Seyfarth. 422-6771.

Detroit Council of

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

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

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

Sports Car Clubs

in 1961, and Mario Andretti in 1966. In 1964 the Council sponsored a four-day trip to Nassau during Speed Week, and an eight-day trip in 1965, with another scheduled for this year.

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

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

Essex County Sports Car Club

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

Keynote Sports Car Club

This club is open to all persons interested in sports cars and motor sports. Group activities include gymkhanas, rallies, road races, and flagging. Club teams participate in all types of events. Annual dues are \$5.00; meetings are held at Warren Valley Country Club, Warren & Beech-Daly Rds., Dearborn Hts., at 8:30 p.m. on the first and third Monday of each month. For further information call Howard Willson, KE 1-8597.

Michigan Sports Car Club

You must own a sports or foreign car to be a full member of this club (others are associate members). Club activities include rallies, gymkhanas, and ice runs. Annual dues are \$12.50, which includes a club badge. Monthly meetings are held on the second Tuesday of the month, at 8:00 p.m., at Northland Center Auditorium. Information is available from Bill Schwedler, 480 W. Robinwood, Detroit. Phone 869-8789.

MG Car Club, Detroit Centre

Gymkhana, Rally and Racing Teams from this group compete throughout the area. Two-thirds of the members must be MG owners or have an interest in BMC, and all must be over 21. Dues are \$11.50, 2/extra if the wife joins. Meetings are on the fourth Thursday at the Botsford Inn, Grand River nr. 8 Mile. Call William Caldwell, 626-2485, for further information.

Detroit Triumph Club

A marque group for Triumph owners only, the DTC sponsors rallies, gymkhanas, autocrosses, and social events, regularly. Meetings are held on the third Wednesday of the month, at 8:00 p.m., at Amato's Restaurant, 6926 Wyoming, Detroit. Annual dues are \$6.00 per year (initiation fee is \$10.00). Further information is available from Mrs. Kay Budesky, 14910 Lesure, Detroit. Phone VE 7-5926.

Ralligators

As the name implies, this is a club for rally enthusiasts. The only membership requirement is an active interest in this type of motorsport, since this is the only type of activity offered. Annual dues are \$7.50. Meetings are held on the second Thursday of each month, at 8:00 p.m., at Amato's Restaurant, 6926 Wyoming, Detroit. For further information call Pat Phipps, 294-0942.

Oakland County Sportsmen's Road Racing Club

Activities of the OCSRRRC 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 Hans Broderson, 836-7080.

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Flags

White: One minute until the start of the race.

Green (or no flag): Course is clear.

Yellow (stationary): Take care, danger, no passing.

Yellow (waving): Great danger, be prepared to stop, no passing.

Red: Stop immediately, clear the course as well as circumstances permit; the race has been stopped.

Blue with Diagonal Yellow Stripe (motionless): Another competitor is following you closely.

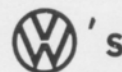
Blue with Diagonal Yellow Stripe (waving): A faster competitor is coming up fast behind you.

Yellow with Red Stripes: Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look down at the track surface.

Black (sloppy or dangerous driving): Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

Black with Orange Ball (Meatball black flag): There is something mechanically wrong with your car. Proceed to your pits at reduced speed.

Checkered: You have finished the race (or practice session). Complete one "cool-off" lap at reduced speed before entering the pits.



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FALL CLASSICS



Another view of the F-Production race: this time lined up on the grid.



Don Grohs leads Jeff Lance and "the pack" in the large production race.



Ken Nielsen moves his Lotus XX out and around the slower Formula Vees.



Success greets Ron Reeves, after many years with the old TR-3.



When an MG, meets an MG, it's apt to be the "B" that moves ahead.



Ted Struble has the lead in this one, followed by Bill Semeniuk and Tom Milton.



Kryn Ihrman paves the way in the C-Mod Russell-Ford.



Bernd Leckow shows how he claimed #7 spot in the Points, leading the H-Prod group.



The large production race closes ranks through Bluff Bend.

All Photos by Bizer

PONTIAC SPORTS CAR, INC.

467 Auburn Ave. - Pontiac

Phone 335-1511

335-1138



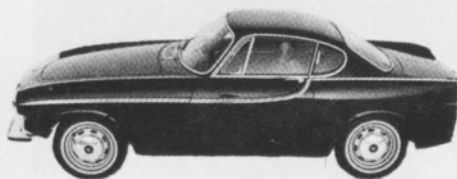
MG-B 1800
MG Midget 1100
MG 1100 Sports Sedan

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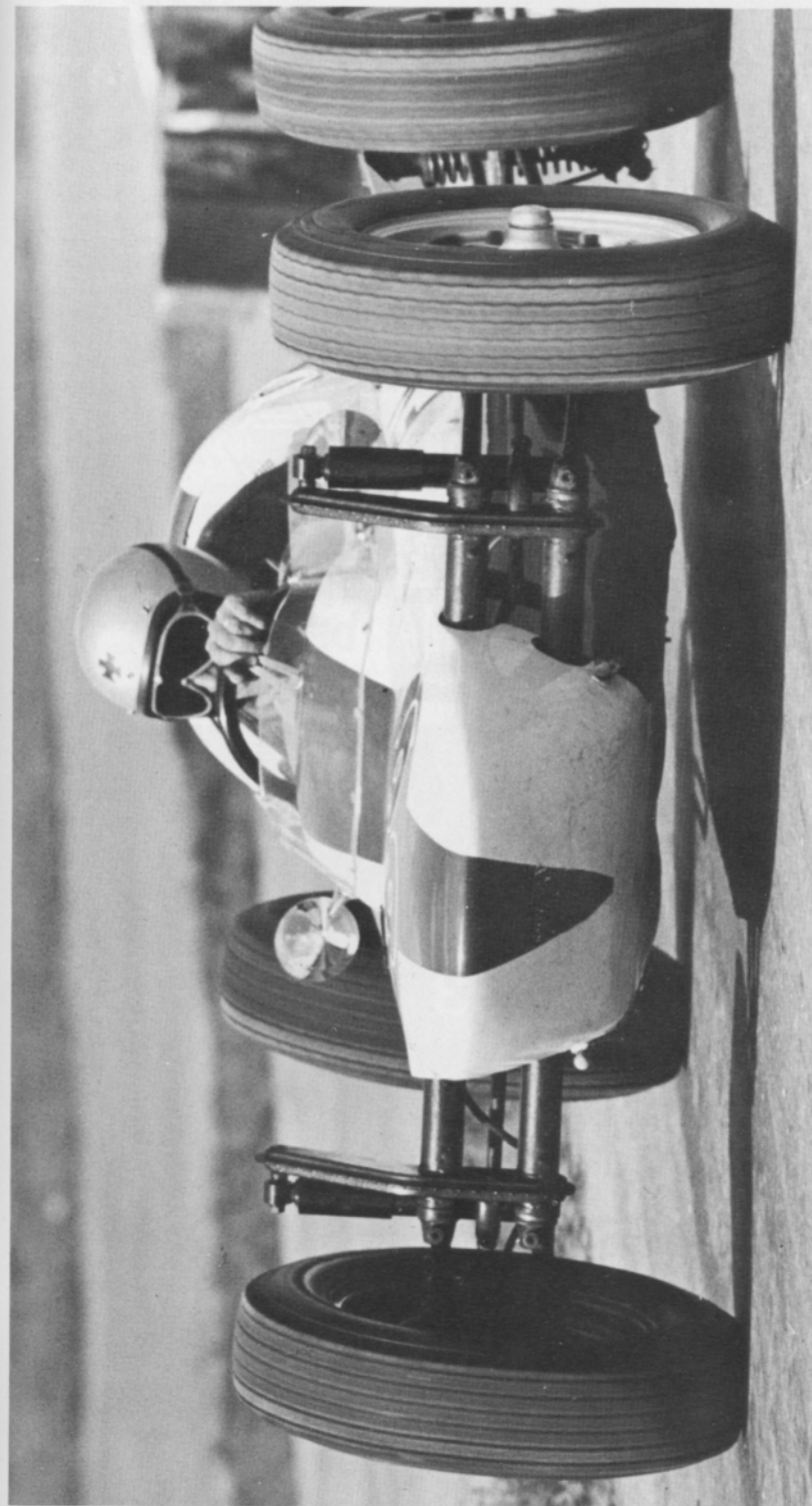
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OCSRRC RACING CLASSES

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, Cobra 427, Griffith 200, Porsche GTS/904, Shelby GT-500, Sting Ray 396 & 427.

CLASS B: Aston Martin DB4, DB5, DB4 GT & GT Zagato; Cobra 289; Corvette 327 & 283; Ferrari 250 GTO, 275 GTB, Berlinetta Lusso, 250 GT-SWB, 2+2, & GT-California, Coupe & Cabriolet; Jaguar E 3.8 & 4.2; Shelby GT-350 & GT-350 1-4V; Sting Ray 327.

CLASS C: Abarth Simca 1300, Alfa Romeo TZ, Datsun SRL 311U, Ginetta G4-1500, Lotus Elan & Super 7, Mercedes Benz 300 SL, Morgan Super Sports, Osca 1600 GT, Porsche 911S, Porsche Carrera 1500 & 1600; Porsche 356B, C 2000 GS, & 911; Sunbeam Tiger.

CLASS D: AC Ace Bristol, Aceca Bristol, Alfa Romeo 2600 Sprint & Spider, Arnolt Bristol, Austin-Healey 3000, Daimler SP250, Elva Mk. III 1800, Mk. IV 1800 & T1800; Fairthorpe Electron, Fiat Abarth 1000 DOHC, Ginetta G4-1000, GSM Delta, Jaguar XK 120, 140, 150, Marcos GT 1000, Speedwell GT 2A & 2B, Triumph TR4 & TR4A-IRS, Turner Climax, TVR Mk. III 1800 & Climax, Yenko Stinger.

CLASS E: Alfa Romeo Duetto, Giulia Spider Veloce, Giulia Sprint GT & GTC, Giulia Sprint Speciale; Austin-Healey 100-6, Elva Mk. IVT Ford, Mk. I, II, III 1622, Mk. IV 1622; Fairthorpe Electron Minor, Lotus Elite, MG-B, Morgan +4, Porsche 912, 356C; 1600SC, 356B Super 90, 356 1500/1600 A, B, C; Triumph TR-2, 3, 3A, 3B; Turner 1500, TVR Mk. III 1622, WSM GT.

CLASS F: Alfa Romeo Giulietta Super Sprint & Spider, Sprint Speciale & Zagato, Sprint & Spider; Alpine A110-1100, Austin-Healey 100-4, Datsun SP-311, Glas GT 1700, Lotus 7 and 7-America, Mercedes Benz 230 SL, MGA Twin-Cam, 1500, 1600, 1622; Morgan 4/4 Mk. V, Sabra Sport, Sunbeam Alpine, Volvo P1800, GSM Delta (105 E).

CLASS G: Alfa Romeo Giulietta Sprint & Spider, Abarth OTS 1000 Coupe, Alpine A108-1000, Austin-Healey Sprite 1100, 1275, AN8; Datsun SPL 310U, Fiat Abarth 700, 750 DOHC, 1000 Pushrod; Fiat 1500 Spider

DOHC, 1500 Spider & Cabriolet; Glas 1300 GT, Honda S 800, Matra, MG Midget 1275, 1100, AN3; Porsche 1300, Rene Bonnet CRB, Triumph Spitfire, Turner.

CLASS H: Austin-Healey Sprite 948 Mk. I & II, DB HBR5 851-954, Fiat Abarth 850S, 750 GT, 750 MM; Fiat 1200 Spider; Honda S 600, MG Midget 948, MG-TC, TD, TF 1250, TF 1500; Morgan 4/4 Mk. IV, NSU/Wankel-Spider.

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 or five classes of Sedans are run, the cars being grouped by performance potential.

CLASS I: Renault, VW-1200 & 1300, Simca 994 & 1290, BMW 700, Mini Minor 850, Saab Standard 750 & 850, Ford Anglia 997, Fiat 600, 750, 850, 1100, 1300; Opel Kadette 1078, Hillman Imp 875, MG 1100, NSU 1000 L/S-996.

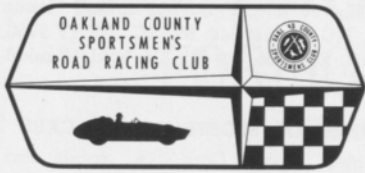
CLASS II: Alfa Giulia 1300, Ford Anglia 1198, Mini Cooper 997, Mini Cooper S 970 & 1071, NSU-TT 1085, NSU-TTS 996, Renault Gordini-R8 1108, Saab 750 & 850 Sports, VW 1493 & 1584, Hino Contessa 1251.

CLASS III: Alfa-TI 1600, BMW 1600 & 1800 TI, Corvair Monza, Datsun 1595, Ford Cortina 1498, Isuzu Bellet 1991, Sunbeam & Hillman 1725, Saab 1498, Toyota Carona 1899, Volvo 1600 & 1800, Valiant 2786, Mini Cooper S 1275, Renault Gordini 1300.

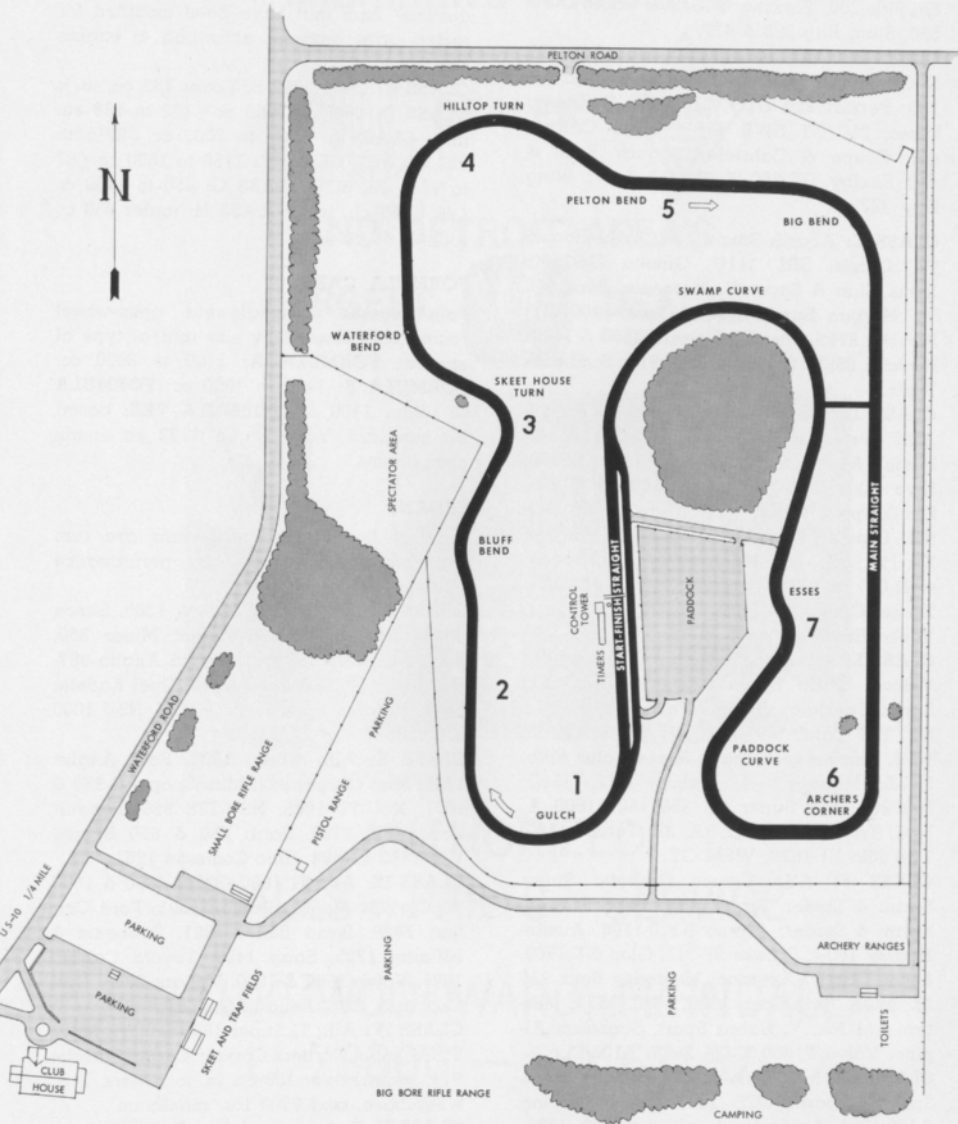
CLASS IV: Alfa TI Super 1600 & GTA, BMW TISA, Lotus Cortina, Corvair Corsa, Porsche 911, sedans over 180 cu. in. to 5 liters, 112" wheelbase, and 3500 lbs. maximum.

CLASS V: Sedans exceeding Group II Specifications, i.e. Canadian & FIA Group 5 Sedans.

WATERFORD HILLS

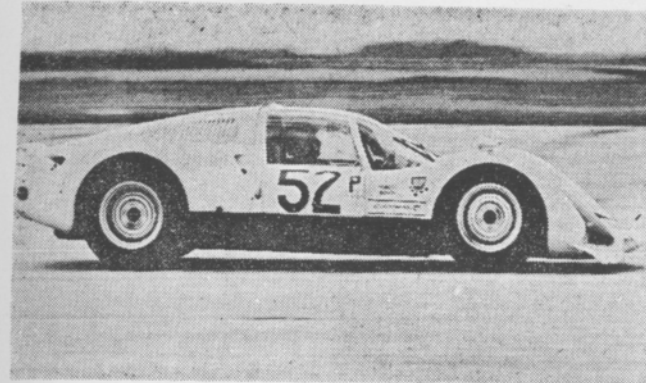


A 1.5 MILE ASPHALT ROAD COURSE AT WATERFORD, MICH



THIS IS THE SEBRING STORY THE HEADLINES DIDN'T TELL

In their enthusiasm for the 1-2-3 finish of the Fords in the recent Sebring Auto Race, most newspapers and magazines failed to point out these significant facts about the results of the 12-hour classic:



Porsche Carrera 6 outraced every car in its class and many bigger at Sebring

1. Sebring is actually several races in one. In addition to competing for the overall championship, big cars compete against big cars, small cars against small cars.

2. The victorious Fords have 7010-cubic-centimeter engines. The Porsche that finished 4th and the Porsches that finished 6th, 7th and 8th have engines under 2000 cubic centimeters.

3. The 4th-finishing Porsche beat every car in its class. And, despite its small size, it beat every car in the race except the three Fords. Among the cars defeated by the Porsche were all the Ferraris, the Chevrolet Stingrays, the Jaguars, and all the Fords except the front-finishing trio.

4. 1966 Sebring, a race so punishing that only 30 of the 64 starters were able to finish, offers additional evidence that the Porsche is truly the giant-killer among cars.

Summaries of 1966 Sebring Auto Race:

PLACE	CAR	ENGINE SIZE (cc)
1	Ford Roadster XI	7010
2	Ford MK II	7010
3	Ford GT 40	4727
4	Porsche Carrera 6	1991
5	Ferrari Dino 206-s	1996
6	Porsche Carrera 6	1991
7	Porsche 904	1966
8	Porsche Carrera 6	1991
9	Chevrolet Stingray	6997
10	Ford Cobra	7010

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