

WATERFORD HILLS digest

May 1969/50¢



It always looks like next year's car.

The 1969 Jaguar XKE really looks as if Jaguar designed it too soon. And when it comes to engineering, the '69 XKE is years ahead of its time, too.

It's more powerful than any imported car selling for less than \$10,000, yet it can cover 20 miles of turnpike on a gallon of gas.

Standard equipment includes: real wire wheels, prime hide leather upholstery, 4-wheel disc brakes, radial ply tires, 4-wheel independent suspension, adjustable steering wheel.

The Jaguar roadster sells for \$5534. (Port of entry.)
Come in and let us show it to you.

Jaguar

FALVEY MOTOR SALES CO.

Distributors for Jaguar in Michigan and Ohio

Authorized Detroit Area Jaguar Dealers:

FALVEY IMPORTED CARS, INC.

22600 Woodward Ave., Ferndale

BOB OWENS SALES INC.

34043 Ford Rd., Westland

SAMPLE SPORTS CAR SALES

12132 Gratiot, Detroit

PONTIAC SPORTS CARS, INC.

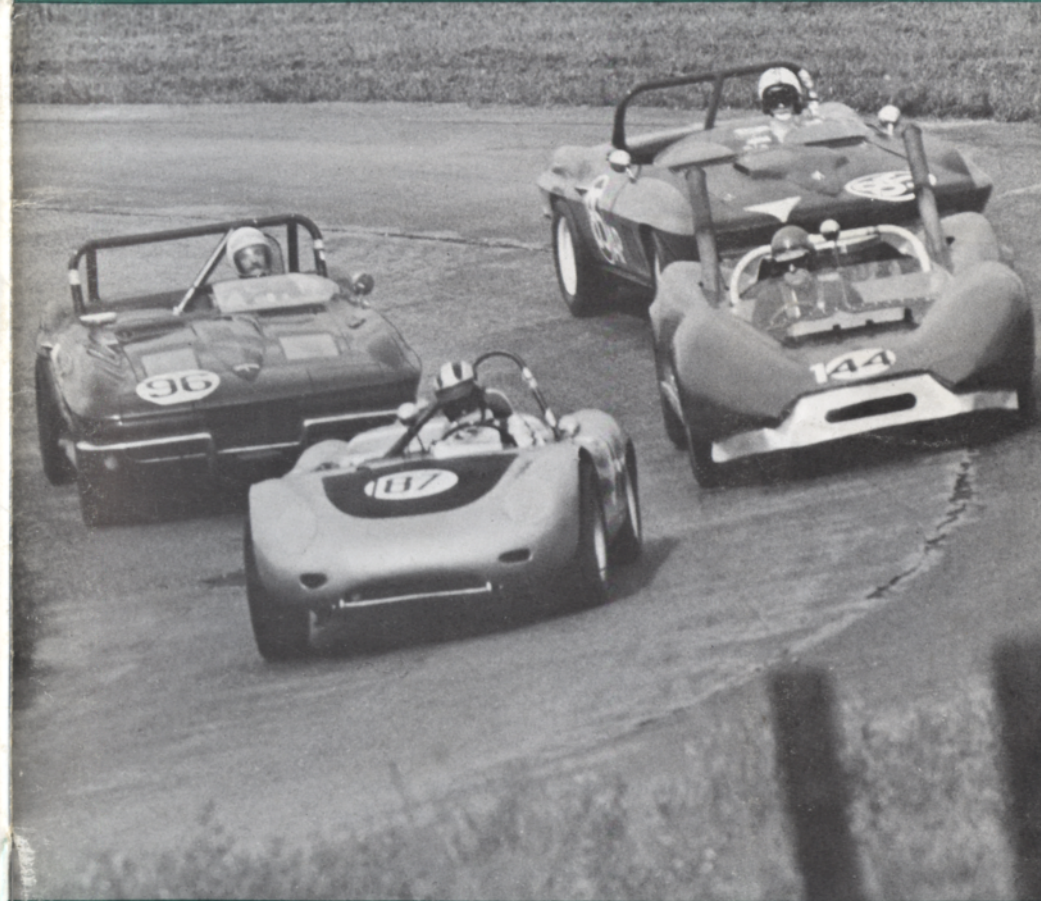
467 Auburn Ave., Pontiac

SPORTS CARS, INC.

G-5280 S. Dort, Flint

OVERSEAS IMPORTED CARS, INC.

936 N. Main St., Ann Arbor



SPRING SPRINTS

1969
**DATSUN
2000**

OVERHEAD CAM
135 h.p.

5 speed transmission
CAR & DRIVER—JUNE '68

"Not only is the Datsun the quickest of the group (TR-250—MG-C—3 liter Austin Healey Six) but it's also the least expensive.

\$3096



Including Radio, Console, Tonneau Cover,
Self-Storing Top, etc., etc. No Extras to Buy.

Midwest's Largest Authorized Datsun Dealers

LEO ADLER

28001 Grand River
at Eight Mile
476-5710

THE 130 MPH TIRE.

For people who don't do over 70, but want a ridiculous margin of safety.

A Pirelli Cinturato can do 130 mph. For 24 hours straight.

It can cut corners at speeds your car can't muster. It'll stop your car faster than any other tire made. It's less prone to skid than any other tire on the road. Wet or dry.

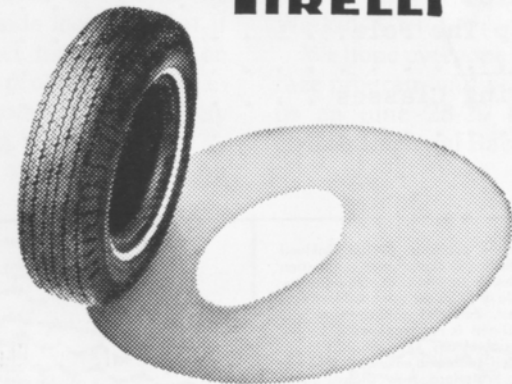
How do you make a tire as safe as this? Easy. You build a tire for American cars to Ferrari GT tolerances.

Other radial plies use tubes. We're tubeless. Other radials use two plies at the sidewall. We use three.

By the time we're finished laboring over a Cinturato, it's tough enough to withstand three times more road impact than an ordinary tire.

Someday, every car will come equipped with a tire as safe as the Cinturato. But until that day you can get it from us.

PIRELLI



BELLE TIRE DISTRIBUTORS

12190 GRAND RIVER AVENUE • DETROIT, MICH. 48204 • 834-3880

WH digest

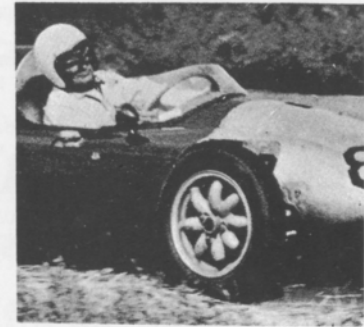


The Inside Line	3
Photo Page (Top 10 of 1968)	8
Lap Speed Chart	10
Class Records	11
Last Man Up The Pole.	18
Photo Page.	20
OCSRRC Racing Classes	26
Course Map.	28

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 \$2.50 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, 13143 Talbot Rd., Huntington Woods, Michigan 48070. Phone 313-541-4674. Copyright © 1969 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.

Publisher	Bob Gustafson
Editor	Sue Hoffman
Production	Len Hoffman
	Ron Barry
	Casey Ries
	Jeff Lance
	Karen Lance
	Brian Geyer
Advertising	Mary Beth Pletcher
	Pat Harris
	Linda Clingman
Photography	Al Bizer
	Jack Berfield
	Ted Penny
	Frank Belt

THE INSIDE LINE



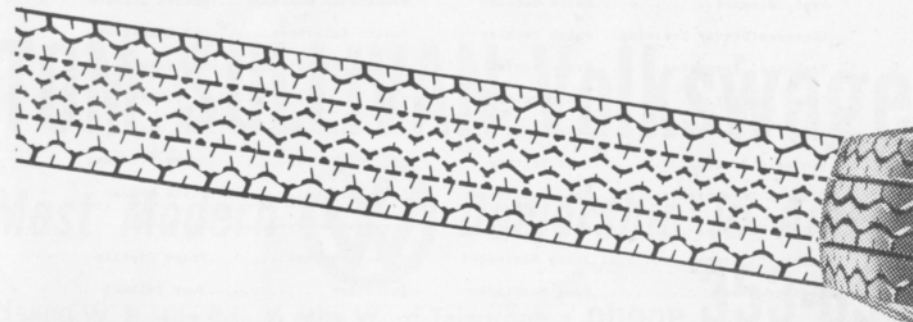
Welcome back to the Waterford races! The "heated garage" season is over and none too soon. Many of our veteran drivers have returned; look for some in new racers and classes. Also, our drivers' schools have produced rookies in plenty to challenge last year's winners. All in all our eleventh season is off to a rolling start.

Getting our "digest" off to a rolling start is OCSRRC Corporation President, Art Novak. He is a former driver and one of the founding members of this road course. From his ten years of experience Art takes us behind the scenes for an inside look at what it takes in personnel, money and so on to run the racing program. This is an interesting and totally different way to "watch" racing.

In addition, our starters, Lou

Higgins and Hal Goff, offer a fascinating look at the serious as well as the lighter side of "what it's all about" around the start-finish line. Besides sharing starting duties, both men share their memories of more or less meeting Graham Hill. Lou, concentrating on trying to shave in the side mirror of a camper in the middle of the busy Daytona pits, merely snarled a reply to Hill's quite civil, "Good morning". Hal relishes his recall of the impeccable Britisher, knees to chin, happily piloting a mini-bike up and down the paddock lanes at Watkins Glen.

We hope everyone enjoys our May race program and will be back with us on June 28-29 for the SCCA, Detroit Regional Race.



Rich Bell's

SPORTS CAR SPECIALTIES, INC.
IMPORTERS & DISTRIBUTORS
WORLD'S FINEST MOTORING ACCESSORIES
23257 WOODWARD FERNDALE, MICH. 48220

Amco

Buco

Crusader Vee

EMPI

Formula 1

Kellison

Lucas

Oil Zum

P & G MFG.

Porsche Stuff

Sebring

*Stewart-
Warner*



INSIDE THE FENCE

Art Novak

What does it take to put on our OCSRRC road races here at Waterford? In two words, it takes people and money.

The people include the drivers and their pit crews, paid help such as the ticket takers, ambulance crews, and the fourteen private policemen on duty in the parking areas, and spectators. In addition, it takes a minimum of approximately 91 volunteer workers who perform various duties. These include: 36 flag communication & safety personnel, 23 timers and scorers, 4 paddock workers, 6 track marshals, 2 doctors, 3 trustees of the course, 4 technical inspectors, 6 registration personnel, 3 Chief Steward and crew, 1 or 2 announcers. Taken all together, we're quite a group.

The money part of racing divides itself, as money always does, into outgo and income. There are services hired in addition to those mentioned above. Advertising and publicity are not free. Then there is the cost of maintaining and improving the loud speaker and communication phone lines, the fencing and safety barriers, and the track itself. The OCSRRC Corporation is a non-profit organization and any income from especially good spectator attendance is plowed back into track maintenance and improvements.

While the road racing group does not receive any of the monies from concessions, it does have three sources of income. The driver entry fees (\$17.50) and pit pass fees pay for all expenses incurred inside the fenced area (including free lunches for the volunteer workers) and trophies. This amounts to approxi-

mately \$3,300.00 per year. The spectator admission of \$2.00 on Saturdays and \$3.00 on Sundays is expected to pay the cost of insuring themselves and the salaries of the private guards. The third source of income is the "Waterford Hills digest."

I hope the above information will give everyone a better understanding of the number of people needed inside the fenced area and of the variety of jobs they perform. A close look at the cost data should answer the question of why we had to raise admissions and why we may have to have another increase if our spectator insurance cost keeps rising. (The only alternative is to hold closed races which means "closed" to spectators.)

We are proud of our road racing here at Waterford and feel we have a lot to offer our spectators. We are quite convenient to both Detroit and Pontiac and within comfortable driving of Toledo, Ohio. We offer a full day's program starting at 10:00 a.m. with the first practice session. We are the only track in southeastern Michigan offering amateur road racing and this lends a special anything-can-happen-any-time excitement to our races. Friendly rivalries, such as last season's green MGB and yellow Porsche, make for good racing.

To those of you who are here for the first time, I hope you are enjoying our first race weekend and will be back with us through the season. Ant to those *real* enthusiasts who support our racing program—occasional rain and cold notwithstanding—God bless you, I think you're cut from the same fruit-cake that we are inside the fence!

WATERFORD 1968

- 1 Garrett Van Camp
Farmington, Michigan
#149 Porsche, E-Production



- 2 Larry Clingman
Farmington, Michigan
#82 MG-B, E-Production



- 3 Tom Abbott
Farmington, Michigan
Bobsey Vee, Formula Vee



- 4 Bill Mundus
Ann Arbor, Michigan
#121 Bagra, D-Modified



- 5 Bernd Leckow
Warren, Michigan
#177 Porsche 911, Sedan-4

TOP TEN DRIVERS

- 6 Bill DeBoer
Grand Rapids, Michigan
#8 Cortina, Sedan-3



- 7 Roger Roeske
Inkster, Michigan
#56 VW, VW Class

- 8 Del Law
Ann Arbor, Michigan
#58 Spitfire, G-Production



- 9 Carl Harrington
Livonia, Michigan
#10 NSU-Prinz, Sedan-2

- 10 Beverly Schult
Plymouth, Michigan
#142 Karmann Ghia, Sedan-1



AVERAGE LAP SPEED CHART

Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:10	73.137	1:20	63.995	1:30	56.884	1:40	51.196
1:11	72.106	1:21	63.204	1:31	56.259	1:41	50.689
1:12	71.105	1:22	62.434	1:32	55.647	1:42	50.192
1:13	70.131	1:23	61.681	1:33	55.041	1:43	49.704
1:14	69.183	1:24	60.947	1:34	54.463	1:44	49.227
1:15	68.261	1:25	60.230	1:35	53.890	1:45	48.758
1:16	67.363	1:26	59.530	1:36	53.329	1:46	48.298
1:17	66.488	1:27	58.846	1:37	52.779	1:47	47.846
1:18	65.635	1:28	58.177	1:38	52.240	1:48	47.403
1:19	64.805	1:29	57.523	1:39	51.713	1:49	46.968

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**.

Your Circle of Confidence

orange blossom
Diamond Rings



Paul Susalla
Waterford Champion

We'd like to show you Carl Bross's unique Ferrari collection, but our space is limited. We can, however, show you any number of his elegantly designed diamond rings. Orange Blossom—the First name in diamond rings that are backed by a full one-year **TOTAL** guarantee. Let us bring you into this circle of confidence.

A. J. Susalla JEWELERS

21019 Mack Avenue
Grosse Pointe Woods
881-0600 (Closed Mondays)

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 Timepieces of

SPRING SPRINTS

WATERFORD HILLS ROAD COURSE

BULOVA DIAMOND LA PETITE
23 jewels,
3 diamonds,
tuned to 10,
precision adjustments
waterproof
\$5900

BULOVA "23"
23 jewels, tuned to 8 precision
adjustments, automatic
certified waterproof,
adjustable waterproofing,
shock resistant, anti-magnetic
20-year case
swing second hand
\$5900

EASY CREDIT TERMS

Discount given to all O.C.S.R.R.C. members.

JAGUAR DATSUN



AUSTIN-SPRITE

**SALES
PARTS
SERVICE**

BOB OWENS SPORTS-IMPORTS

34043 FORD RD.,
WEST OF TELEGRAPH
Westland 48185
722-3910 562-3930

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	Corvette	Bill Petree	1:21.6	62.748	5/67
C-P	Lotus Super 7	Jeff Lance	1:22.5	62.055	8/67
D-P	Lotus Super 7	Evan Walter	1:22.7	61.909	9/68
E-P	Porsche	Garrett Van Camp	1:22.6	61.982	8/68
F-P	Lotus 7	Chris Gahman	1:25.1	60.159	9/67
G-P	MG Midget	Bill Koch	1:24.5	60.587	8/67
H-P	Sprite	Dwight Knupp	1:26.7	59.049	9/66
Sports Racing (modified):					
A-S/R	McLaren Ford	Richard Brown	1:16.2	67.188	9/67**
B-S/R	Alfa Bobsy	Len Pickering	1:20.8	63.362	9/68
C-S/R	Lotus XI	Bill Barber	1:21.2	63.110	9/68
D-S/R	Begra	Bill Mundus	1:28.3	57.978	7/68
Formula:					
B	Brabham	Allan Moffat	1:17.2	66.316	7/67
C-1 (Rear)	Rassey	Bob Clemens	1:18.1	65.552	9/68
C-2 (Front)	Woodward DKW	John Grames	1:19.3	64.556	5/67
Sedans:					
S-1	NSU-Prinz	Paul Susalla	1:30.4	56.632	8/67
S-2	Anglia	Peter Quenet	1:27.0	58.846	8/67
S-3	Cobtina	Bob Transou	1:26.3	59.325	8/68
S-4	Lotus Cortina	Allan Moffat	1:24.2	60.802	9/66
V-W	Volkswagon	Roger Roeske	1:33.9	54.521	8/68

**Course Record

All the excitement of true sport cushioned in 2+2 luxury. Dual overhead cams. Four-on-the-floor synchromesh stick shift. Optional five-forward speed transmission. 4-wheel disc brakes. Radial rubber. Dash-mounted tachometer. All vinyl interior, complete carpeting, body-contour reclining bucket seats. Fiat didn't just discover the sports car. We helped originate it!

**Sportsman's
paradise.**



Fiat 124 Sport Coupe

\$2940

How does Fiat do it for the price?

JOE DWYER, INC.

24841 Grand River at 7 Mile—½ Mile West of Telegraph
357-2292



FROM FALVEY AUTOS

The Car that Speaks for Itself.



SERVICE FROM FALVEY AUTOS

What's equally important is our pride in our service department . . . to us this after-sale service is like a good liqueur — it should settle your faith in us.

FALVEY AUTOS, INC.

21350 Woodward
Ferndale, 398-4330



DETROIT COUNCIL OF SPORTS CAR CLUBS

PORSCHE Club of America, Southeast Michigan Region

For those with the acquired taste.

Contact Mayo Derouchie, 903 East Second, Royal Oak, Michigan (48067), for information about the club, our activities, and membership. Tel: 547-6868.

Michigan Sports Car Club

MSCC membership is made up of motor sports enthusiasts; enthusiasm being the only prerequisite. Candidates are expected to work or run two events before qualifying as members. Club activities include a full yearly calendar of gymkhanas, rallies and ice runs. Annual dues are \$10.00 and \$1.00 for wives. Monthly meetings are held on the second Wednesday of each month at 8:00 p.m. at Botsford Inn, Grand River and Eight Mile Road. For information call John Sabina, 576-2670.

Ford Motorsports Club

A keen interest in automotive vehicles and motorsports is the prime prerequisite of the Ford Motorsports Club which is made up of 85 percent Ford employees and 15 percent non-employees. Both a competitive and social atmosphere exist, as activities range from gymkhanas, time trials, slaloms, rallies, club trips, and social gatherings.

General Membership meetings are held the second Thursday of each month at 8:00 p.m. at Ford Central Office Building on Michigan Avenue.

Additional information: Walt Paliga, 561-2536 or Write: Ford Motorsports Club, Director of Membership, Box 296, Main Office, Dearborn, Michigan.

Volkswagen Club of Detroit

This group plans rallies, gymkhanas, and a trip to Europe every year in the fall. Membership is open to anyone interested; dues at \$8.00 (initiation), (associate members may join for \$4.50). Meeting night is the last Friday of the month at the Warren Valley Golf Club, Warren and Beech-Daly Road, at 8:30 p.m. Information is available from Hans Brodersen, 836-7080.

KSCC

Outline us the Keynote Sports Car Club.

Color us enthusiastic! We have our own gymkhana, rallye, road racing and flag marshal teams. Our middle name is diversification!

Color us social with overtones of friendly! We present a well-balanced calendar of social events. Emphasis: variety!

Color us hospitable! Our monthly meetings (first Monday business; third Monday entertainment) are open to all interested in auto sports.

Grab your crayons and swing on down to the Boar's Head Inn, 26207 W. Warren, Dearborn Heights, or call "Fearless Leader" Ed Crippen, 548-9252.

Corvette Club of Michigan

The Corvette Club of Michigan is devoted to the Corvette sports car enthusiast. Activities range from social functions for the family and single individuals to rallyes, drags, and slalom events for the competition minded. The National Council of Corvette Clubs and the Detroit Council of Sports Car Clubs are a part of CCM's activities. For additional information, visit the Corvette Club of Michigan at Wink Chevrolet, 10700 Ford Road, the fourth Wednesday of each month or call CCM's Membership Chairman B. Gibson, 422-2147.

Michigan Engine Supply

Michigan Distributors
For "Beck" Foreign
Car Parts and Accessories

ELECTRICAL

Lucas • Bosch • Marelli
S.E.V. • Paris Rhone

CARBURETORS

Solex • S.U. • Bing

PLUS

Gaskets • Valves • Pistons
Rings • Clutches • Oil Filters

Blaupunkt Radio
Abarth Mufflers

PIRELLI

TIRES



Phone LI 7-9484



Imported Auto Distributors

ALFA ROMEO

1750 SPIDER

*Double Overhead Cam
Fuel Injected
Sedan — Coupe — Spider*



VOLVO

LANDROVER



**LARGEST IMPORTED CENTER
IN MIDWEST**

Phone 541-6360

WORLDWIDE IMPORT SERVICE

THE FINEST
IMPORTED CAR
SERVICE

All Makes
All Models

SEE -
ROY GAMAGE

Phone LI 2-1314



10200 W. 8 Mile Rd. Ferndale, Michigan

Flags



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.



Green (or no flag): Course is clear.



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



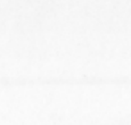
Yellow (waving): Great danger, be prepared to stop, no passing.



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.



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



MG-B

MG Midget

Austin America

Austin-Healey Sprite



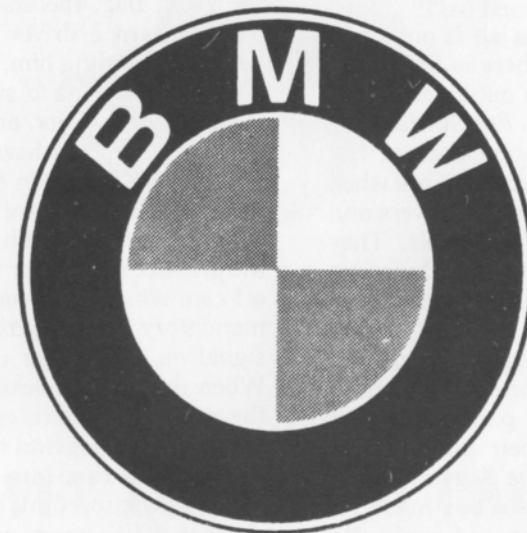
Authorized Dealer for MG and Jaguar

Sales Service Parts

PONTIAC SPORTS CAR, INC.

467 Auburn Ave. 48058 Pontiac

Phone 335-1511 335-1138



Phone
335-1511
335-1138

PONTIAC SPORTS CAR, INC.

467 Auburn Ave. (M59E), Pontiac

"SERVING YOU IS OUR BUSINESS"

LAST MAN UP THE TELEPHONE POLE

*Lou Higgins and Hal Goff
as told to Sue Hoffman*

One of the most dramatic moments in sports car racing at Waterford comes just following the playing of the United States and Canadian national anthems. While everyone is still standing, the announcer solemnly intones into the sudden silence, "Gentlemen, start your engines." The panoramic photograph dissolves into a flurry of activity: race workers and pit crews make a final ready-check on their assignments, drivers buckle in and raise their arms to indicate their engines are running, spectators settle into comfortable positions to watch. All eyes focus on the starter as he waves the green flag over his head in the traditional furred figure-8 signal "Wind 'em up!" A fifteen second eternity, then the full green and "They're off!"

The race starter's job is not really that glamorous. There is 95% hard work to more than out-balance that 5% in the spotlight. For Starter, Lou Higgins, and Assistant Starter, Hal Goff, the season begins in April when they help instruct novice drivers and flag for the drivers' schools. They also flag all race practice days—no spectators or applause, just hard work and long hours.

Let's look at a typical race day which for our starters runs from 9:00 a.m. to 6:00 p.m. Their first task is to check their safety equipment and flags. The flags are kept, handle foremost, in a box much resembling an elongated umbrella stand. They are kept in the following order, left to right: checker, red, black, white (if used), oil, meatball, yellow, blue, green. Both Lou and Hal

must be experienced enough to grab a flag without looking at the color—there might not be time to double check! At 9:30 Lou and/or Hal attends the drivers' meeting. There, one of them gives a brief rundown of flag meanings and a review of standard procedures for entry to the track and re-entry to the pits—"Stay in the correct lane. When we flag 'go'—Go!" And the perpetual reminder, "Gentlemen, use your mirrors."

Race practice begins at 10:00. Lou or Hal flags the racers onto the track under the yellow caution flag and both keep an unofficial check to stay at the 30 car limit. When the Chief Steward signals "Thumbs up," the starter waves the green flag and all-out practice begins. Besides holding the green flag, the starter uses the blue to warn a driver that a faster car is overhauling him, the meatball and/or black flags to signal a driver to return to the pits, and the yellow to indicate when a hazardous situation has developed on the first turn. The remaining flags are thrown when circumstances dictate it. Also, during the practice the starter must checker off cars which have completed their mandatory five practice laps and signal on their eager replacements. When the practice session is ended, the starter checkers each car then grabs the red flag and runs up track to direct the cars into the pit lane. The proper procedure is to hold the checkered flag open over the head and direct traffic with the furred red. Lou and Hal admit that on a couple of *rare* occasions the flags have been reversed, causing some little conster-

To anyone who bought a second car in the last month:

Pity.

If only you had waited a little longer! Because now there's America—the first car designed to be a second car. With automatic/manual transmission. Powerful front-wheel drive. Big-car riding liquid suspension. An interior roomier than a Rolls-Royce Silver Shadow. Up to 30 miles per gallon.

And a price—\$1899.—that makes America the lowest-priced car with an automatic transmission.

When it comes to buying an old-style second car, there's a new adage: he who hesitates is saved.

**America by Austin,
The first car built to
be a second car.**



FALVEY IMPORTED CARS, INC.

22600 Woodward Avenue
Ferndale, LI 3-5000, JO 4-5444

FALL CLASSICS



We love a parade . . .



Down with you Red Baron

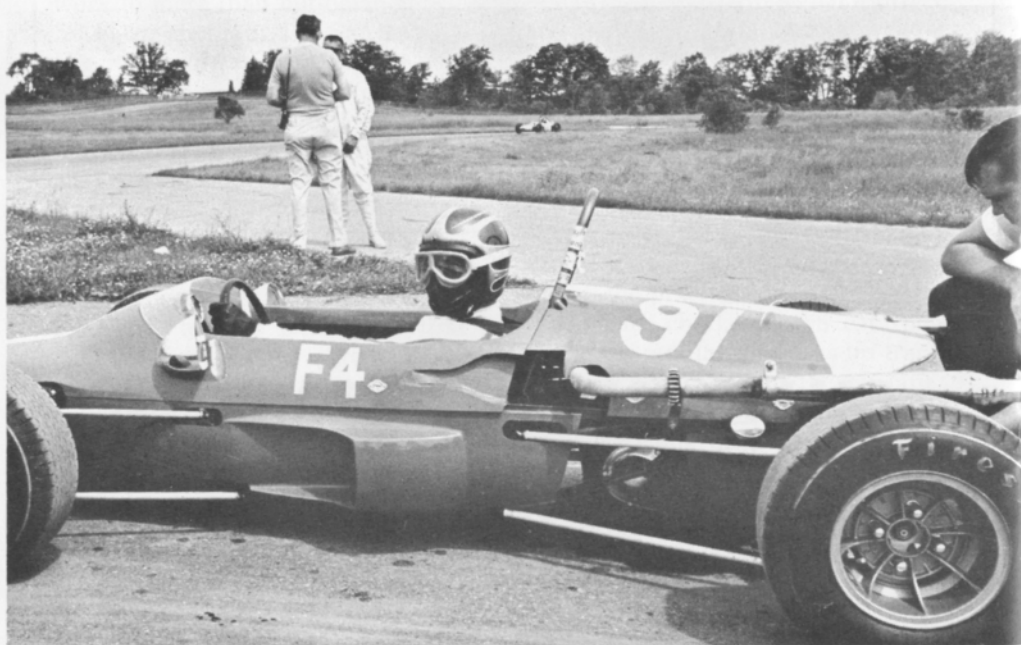


Let's play "What's My Line?"

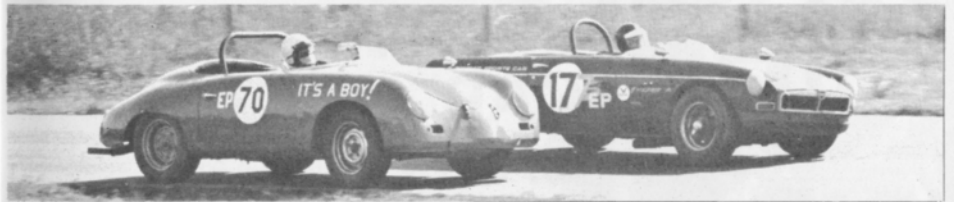


Lotus Blossom

We thought
it was a Porsche!



Come on, baby, light my fire



Whoosh!



MINIBUG

MIDWEST SPORTS BUGGY

ENGINEERED FOR SUMMER AND WINTER DRIVING FUN

BASIC BODY KIT—\$395. Choice of colors. Windshield frame, support frame, seal beam headlights—\$100. Complete instructions. Terms: 50% with order—C.O.D. for balance, plus crating and freight. All accessories available.

Free information or Complete Brochure \$2.00 (refundable with order).



GREEN MOTORS, INC.

MIDWEST DUNE BUGGY CENTER

34501 Plymouth Rd. • Livonia, Mich. 48150 • (313) 425-5400



AUSTIN HEALEY

JAGUAR

SAMPLE SPORTS CAR SALES

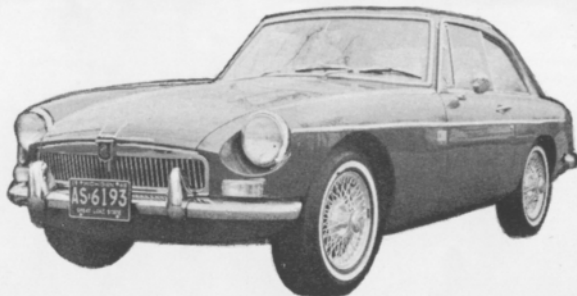
Sales • Service • Parts

12132 GRATIOT • DETROIT • DR I-7370

East Side's

Finest Cars

Finest Service



nation to the drivers coming out of swamp turn—who flipped on the cool-out lap?!

Lou and Hal both work while the track is in use and they divide their duties roughly as follows. The man on the flags handles them and faces traffic. He listens for the Chief Steward's orders. The other half of the dynamic duo watches the course, especially Turn One which the starter backs up in yellow flag situations. He checks cars for a drag or leak, keeps an eye on the lap chart in the timing stand window, and calls the position of the lead car as it finishes the last lap and rounds swamp turn to take the checkered flag. Obviously, Lou and Hal are busy men. They listed the following requisites for their job, as they see it: technical skill, concentration, even temperament, and fleet feet! The eyes of a ferret, the hands of a juggler and total recall don't hurt either!

While Lou and Hal must be constantly alert, they do have time to appreciate some of life's lighter moments, such as the look on the driver's face as his white Porsche came to a halt on the flag box. Or the entangled formula Vee drivers who slid past on the infield side, so busy they never noticed our stalwart starters playing "Ring around the telephone pole". Or Dick Brown in his McLaren coming out of swamp turn so pretty, so low and so fast that it took Lou four laps to realize he was backing up sideways—a neat trick! And there's always one novice at a drivers' school who, when black flagged, forgets to continue one lap and throws out the anchor in the middle of the start-finish line.

Both men recall with genuine chuckles their nervousness when they started their first race. Hal is convinced he stood a full minute, stage-

struck, wondering if he remembered how to wave the green flag. After the race Pat Brown assured Hal he had been quicker than he thought, maybe even a little *too* quick. Pat, who was in the first grid, had glanced down at her tac and half the field was past her! Lou was more spectacular. He exuberantly leaped into the air, waved the flag, tripped on landing and wound up sitting on the most obvious place to do so!

Since they do work interchangeably we asked Lou and Hal what the differences are between Starter and Assistant Starter. Lou replied, "Really not too many. I have more experience and the responsibility is ultimately mine. Of course there are fringe benefits to the Starter's job. When the big-bore stuff is running, I can tell Hal to take the flags!"

"He's friendly that way", Hal added. "Actually I'm still learning from Lou how to handle certain situations, but I've got my first lesson down pat—if those formula Vees come back this year, regardless of my personal inclinations, I'm the last man up the telephone pole!"



REPAIRS ARE COSTLY!!

Are *you* experiencing excessive down time due to premature fatigue failures in highly critical parts? We can inspect your *new and used* parts for defects not visible to the naked eye, plus precision shot peen them for longer life.



NATIONAL TESTING & RESEARCH LABORATORY, INC.

**11301 SCHAEFER
DETROIT, MICHIGAN 48227
AREA 313, PHONE 834-7500**

Your racing machine parts are handled with the same techniques developed and used for Aero-space parts.

Engine, suspension and drive train parts should be checked in the new as well as used condition.



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; Sting Ray 427 (thru 1967); Sting Ray 427 Roadster (1966); Griffith 200; Porsche GTS/904; Shelby GT500 (thru 1967); Sting Ray 396.

CLASS B: Aston Martin DB4, DB5, DB4GT and Zagato; Cobra 289; Corvette 327 and 283; Sting Ray 327 (thru 1967); Sting Ray 327 Roadster (1968); Ferrari 250GTO, 275-GTB, Berlinetta Lusso, 250GT (SWB), GT (California, coupe and cabriolet), 2-plus-2; Jaguar E 3.8 and 4.2; Shelby GT350 (thru 1966, and 1-4V 1967).

CLASS C: Abarth Simca 1300; Alfa Romeo TZ; Datsun SRL311U; Ginetta G4-1500; Lotus Elan (roadster, coupe and drophead); Mercedes Benz 300SL; MGC; MGC-GT; Morgan SS; Osca 1600 GT; Porsche Carrera 1500 and 1600; Porsche 356B, C2000 GS, 911, 911 S, (11L; Sunbeam Tiger 260; Toyota 2000GT; Triumph TR250 and TR5.

CLASS D: AC Bristol; Aceca Bristol; Alfa 2600 Sprint and Spider; Arnolt Bristol; Austin-Healey 3000; Daimler SP250; Elva Mk. 3 and 4 (1800); Elva Mk. 4 (T1800); Fairthorpe Electron; Fiat Abarth 1000 DOHC; Ginetta G4-1000; Jaguar XK120, 140, 150; Lotus Super 7; Marcos GT1000; Speedwell GT2A and 2B; Triumph TR4, TR4A (IRS); Turner Climax; TVR Mk. 3 1800; TVR Climax; Yenko Stinger.

CLASS E: Alfa Duetto, Giulia Spider Veloce 1600, Giulia Sprint GT and GTC, Sprint Speciale; Austin-Healey 100-6; Elva Mk. 4 T Ford, Mk. 1, 2, 3, 4 1622; Fairthorpe Electron Minor; Lotus Elite; Mercedes 250 SL; MGB; MGT-GT; Morgan plus-4; Porsche 912, 356C/1600SC and 265B, S90, 356 1500/1600 A, B, C; Triumph TR2, 3, 3A, 3B, GT6; Turner 1500; TVR Mk. 3 1622; TVR Vixen 1600 Ford (provisional); WSM GT; GSM Delta.

CLASS F: Alfa Giulietta Super 1300, Sprint Speciale, Giulia Sprint and Spider 1600; Alpine A110-1100; Austin Healey 100-4, Sprint 1275; Datsun SPL311 and SPL 311U; Fiat Abarth OT 1300/124 coupe; Glas GT1700; Lotus 7 and 7A; Mercedes 230SL; MGa 1500, 1600, 1622, twin cam; MG Midget 1275; Morgan 4/4 Mk. 5; Sabra Sport; Sunbeam Alpine; Spitfire Mk. 3 1300; Volvo P1800; GSM Delta (Ford 105E).

CLASS G: Alfa Sprint and Spider 1300; Abarth OTS 1000 coupe; Alpine A108-1000; Sprite 1100 and AN8; Datsun SPL 310U; Fiat Abarth 700, 750DOHC, 1000 pushrod, OT1000 Spider; Fiat 1500 Spider DOHC, 1500 Spider and cabriolet, 124 Sport Spider; Glas 1300GT; Honda S800; Matra; Midget 1100 and AN3; Porsche 1300; Rene Bonnet CRB; Spitfire Mk. 1 and 2; Turner 950S.

CLASS H: Sprite 948 Mk. 1 and 2; DB HBR5 851-954; Fiat 850 Spider; Fiat Abarth 850S, 750GT, 750MM; Fiat 1200 Spider; Honda S600; Midget 948; MG TC, TD, TF 1250, TF 1500; Morgan 4/4 Mk. 4; 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 A: Over 2000 cc (over 122 cu. in.); **CLASS B:** 1300 to 2000 cc (111½ cu. in.); **CLASS C:** 850 to 1300 cc (46 to 111½ cu. in.); **CLASS D:** Under 850 cc (under 46 cu. in.).

SEDANS

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

CLASS VW: Volkswagen 1200 and 1300.

CLASS I: Renault; Simca 994 & 1290; BMW 700; Mini-Minor 850; Saab Standard 750, 850 and 750 Sport; Ford Anglia 997; Fiat 600, 750, 850, 1100 and 1300; Opel Kadette 1078; Hillman Imp 875; MG 1100; NSU 1000 L, S, C, 996 cc; Volkswagen 1500; Honda 750.

CLASS II: Alfa Giulia 1300; Ford Anglia 1198; Mini Cooper S 970 and 1071; Renault Gordini R8 1108; Saab 850 Sports; Hino Contessa 1251; Datsun 1595; Saab 1498; NSU TT-1085; NSU TTS-996; NSU 1200 TT-1117; Fiat Abarth 1000, Volkswagen 1600; Mini Cooper 997.

CLASS III: Alfa TI 1600; BMW 1600 and 1800 TI; Corvair Monza; Ford Cortina 1498; Isuzu Bellet 1991; Sunbeam and Hillman 1725; Toyota Carona 1899; Volvo 1600 and 1800; Valiant 2786; Mini Cooper S 1275; Renault Gordini 1300; NSU 1200 TTS and TTC 1177; Fiat 1200.

CLASS IV: Alfa TI Super 1600 and GTA; BMW TISA, Lotus Cortina; Corvair Corsa, Porsche 911; Fiat Abarth 1200; 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).

BURBAN MOTOR CO.

ENGLISH FORD LINE

CORTINA CORTINA GT

2-DOOR 4-DOOR STATION WAGON

SALES PARTS • SERVICE

8000 MICHIGAN AVE. DETROIT LU 2-6300



BUD CLARK, Inc.

CR 8-8050

23615 Michigan Ave. Dearborn, Michigan



PORSCHE



VOLKSWAGEN



SUPPORT YOUR
LOCAL
TURN MARSHAL



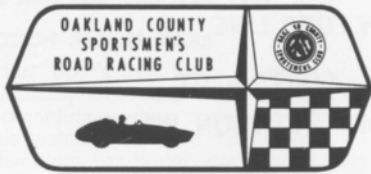
THE SWINGERS
DEALER

Redford Stables

22431 GRAND RIVER
Est. 6 Mile & Telegraph
KE 2-4552




WATERFORD HILLS




A 1.5 MILE ASPHALT
ROAD COURSE AT
WATERFORD, MICH





Authorized sales and service



PORSCHE

DEALER NAME AND ADDRESS

ERHARD MOTOR SALES

20455 GRAND RIVER, DETROIT

PHONE 538-9160



For the sheer joy of motoring – BMW 1600 and 2002