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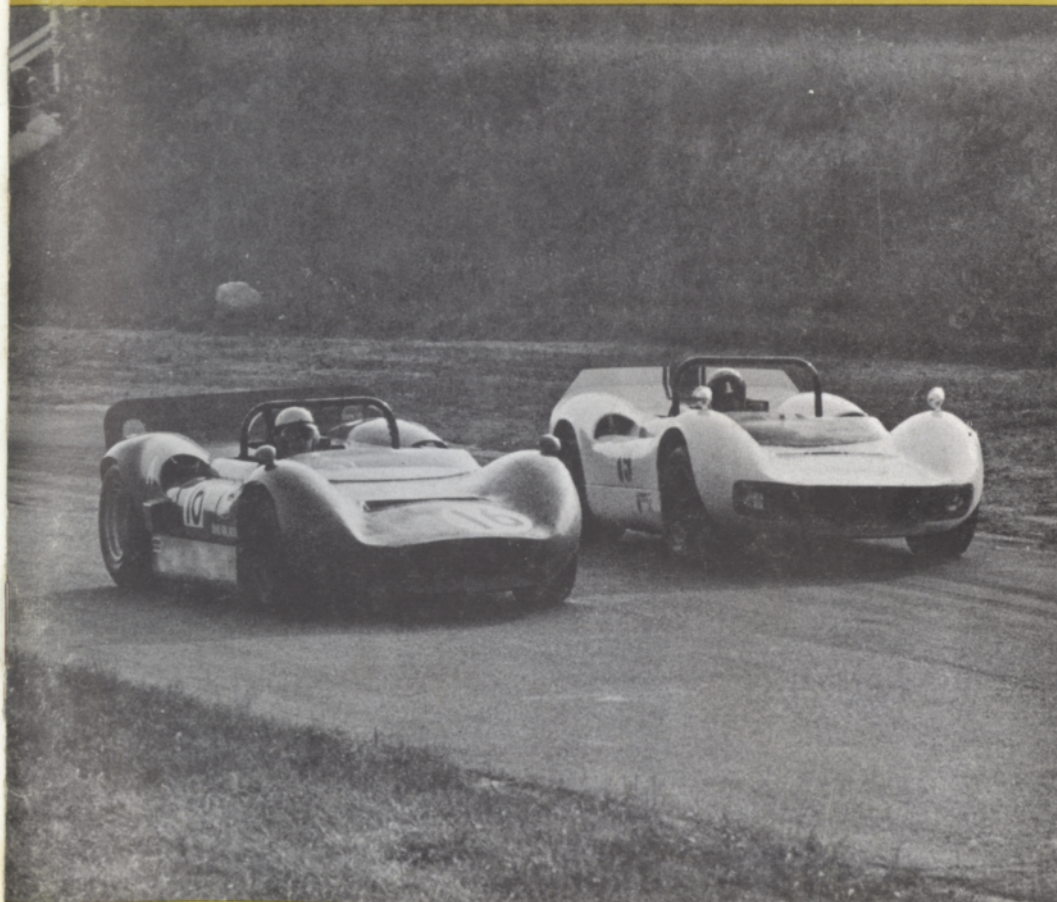
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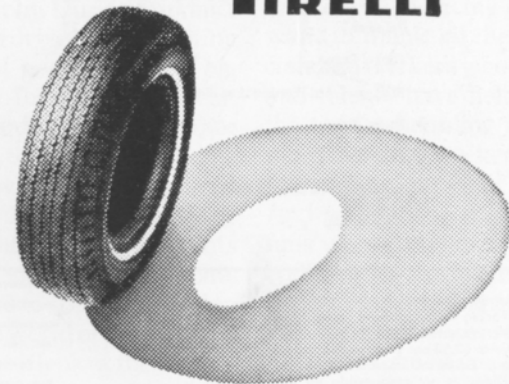
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THE INSIDE LINE



"Happy anniversary to us, happy anniversary to us..."

Welcome to Waterford and you are just in time to help us celebrate our eleventh year as one of the world's only privately owned road racing clubs, of which we are justifiably proud. Our Fall Classics Races hold all promise of ending our racing season on the highest note of competition possible. At stake are several positions in the year's overall "Top Ten Drivers" with the accompanying satisfaction and trophy. During Sunday's feature races the drivers will be vying for the honor of possessing the big rotating trophies for the coming year. And this weekend is the last chance to take aim on those class records!

In keeping with our expanded format we have three feature articles this month. Brian M. Geyer points out some of the many improvements which have come to the family sedan directly from the world of auto racing. Your editor takes a look at the serious as well as humorous events which have happened to the team behind the record-holding white "McLaren!" And we are delighted to have tracked down one of the anonymous editors of the "Turn-Niner," the turn marshals newsletter which is sometimes referred to as Waterford's underground

newspaper. We traded a promise to keep "Lucy's" identity secret for "The Flip Side - If You'll Pardon the Pun!" and we hope you will agree it was a good bargain! Don't forget to look for the extra pictures in this issue.

As our eleventh season comes to a close we want to take this opportunity to thank all of the drivers and their crews for the truly excellent performance and friendly rivalry which epitomises the sportsmanship we have all come to expect from the amateur road racing enthusiast. We want to thank all the volunteer officials and workers whose donated time and talents have helped us stick to the tight scheduling and so provide more races per weekend and to maintain our exceptional safety record. And we want to thank all our loyal fans whose enjoyment and applause (yells of encouragement, too) have added that extra measure of spice to our weekends - we are glad you enjoy racing as much as we do! Happy reading, happy watching, and happy "garage season" this winter!

We will see you all again next May for our annual "Spring Sprints."

In the meantime...

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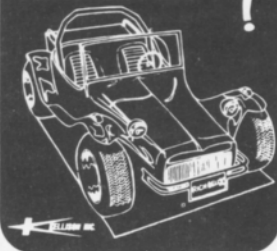
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RICH BELL

The Flip Side—If You'll Pardon The
Pun! Lucy

Let's face it! Sports car racing is a man's world. If you don't believe it, look around you. It may come as a distinct surprise to some observers that ratio has a meaning other than the one in which it is preceded by the word "gear". Nevertheless, sprinkled among the ranks of drivers and workers alike are the hardy "sports car nut" representatives of the distaff side. How did they get here? That's a question I've often asked myself, usually on that rare night when I can afford the luxury of insomnia—and with a different pronoun, naturally.

How did I get to be a sporty car nut? I married one! Of course, "His Nibs" wasn't always that way. I can barely remember when we were planning to replace the typical newlyweds ancient wreck with a Rambler wagon. Enter, stage right, a young co-worker with a bug-eyed Sprite and a membership in Keynote Sports Car Club. Exit, stage left, the wagon idea and we became proud parents of a TR-3. My most gracious comment on the whole situation was, "You've gotta be nuts!" How prophetic! I have two favorite memories of the first year: trying to pack everything I needed for a ten day vacation into one suitcase, and ducking into the footwell to light "His Nibs" cigars to the accompaniment of delighted truck driver tootings on the throughways.

For a year I managed to remain fairly aloof to the whole bit. "If you can't lick 'em, join 'em" then became my philosophy. I met some marvel-

ous people and became a sports car club member and worker. Is there anything more glorious than calmly swatting a mosquito while reading the watch at a rallye checkpoint? Or trying to keep the record straight when nine cars come into the checkpoint within two minutes? Or making the dash through the "dog days" heat to re-set a gymkhana pylon? Or making that same dash in January when even your thermal underwear is stiff with cold?

Eventually working on rallyes and gymkhanas was not enough, we had to become competitors. After one short novice rallye disaster my better half reached a painful conclusion. My driving style is almost identical to his—erratic—and he really can't stand to ride with me. However, my driving was preferable to the alternative of teaching me how to use a slide rule. Confident in our reversed roles we innocently tackled our second rallye venture—an across the state weekender! Mid-afternoon in the gravel-roads wilderness I was happily doing what I'd been told, "Make up time". "His Nibs" glanced up from his busy calculations, read the speedometer and screamed, "Not that much time!!" Consequently, we don't rallye much any more.

Cut off from the rallye source, I found an outlet for my growing enthusiasm in the gymkhana ladies class. I really enjoyed driving and under the kind tutoring of fellow club members Ed Ellis and Bill Petree I even won a few trophies. And then came that fateful autumn day when my time was faster than his time. I must admit "His Nibs" was most gracious about the whole

thing. He even presented me with a special trophy at the annual banquet. Dumb and happy, I thought the initials TTR before the trophy, meant "Top TR". My mate quickly assured me that the original phrase was "Trip to Reno"!

About this time we discovered for ourselves what turn marshal friends had been saying; flagging is serious, but fun at Waterford. For several years we have been part of those "white-wrapped weekend wonders". This has led to some interesting situations. How do you (Phone-Girl) tell your husband (Flagman) that the officials in the tower think he's giving a too enthusiastic, therefore possibly sarcastic, black flag? Then there are the times when he's needed to help push a disabled car off the track and leaves you to juggle the problem of communicating the facts to the tower, recording same in the log, and waving the flag. And the years-old situation—"Didn't you pack the ice water?" "No, I thought you had it."

Upon finding a mutually satisfying "home" as Waterford turn marshals we were quite content, that is, until "His Nibs" discovered the race possibilities inherent in the first two weekends of the month. Since then we have flagged regionally, professionally and even internationally at Mid-Ohio Raceway, Michigan International Speedway, and Harewood Acres, Ontario, Canada.

Mid-Ohio I remember for its Waterford-like cool and calm:

"One-one to Able."

"Go, one-one."

"We have an emergency situation here."

"Thank you, one-one"—and the ambulance is dispatched to Turn 11.

Is there anything more exciting than hoisting a brief cautionary yellow flag for Parnelli Jones who made a Trans-Am 360° MIS-que at our station without even leaving the paved surface?

Could I ever forget my first view of the turn station at Harewood? There in quiet, aged dignity on the wall of the corrugated-iron equipment shed hung my communication phone—complete with the two brass bells on top and the side crank. I'll never be able to thank the kind anonymous soul who had thoughtfully chalked on the inside wall, "Turn #4 answer two longs"—because we did!

For the last two years I've been happily hiding behind my pseudonym and helping to edit the "Turn-Niner", a newsletter sent to the turn marshals with courtesy copies to the racing club officers. Since our modest publication has gained a bit of notoriety as Waterford's best underground newspaper (presumably because it is Waterford's only underground newspaper), I think it best to preserve my anonymous state. There is enough tempy gray in my hair already!

I hope you've enjoyed my autobiography. Who knows, maybe it's even given an insight into the distaff side and sports cars? Most of the time I am quite content with my racing activities. Still, every once in a while, when I see Pat Brown and the girls out there having such fun driving, I get this little urge—

I wonder if "His Nibs" might, just might...



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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

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CLASS	CAR	DRIVER	TIME	SPEED	DATE
Production Sports:					
A-P	Corvette	John Greenwood	1:21.0	63.204	5/69
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 Walters	1:21.8	62.587	5/69
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	Don Eichstaedt	1:14.6	68.634	8/69 **
B-S/R	Alfa Bobay	Len Pickering	1:20.8	63.362	9/68
C-S/R	Lotus X1	Bill Barber	1:21.2	63.110	9/68
D-S/R	M.F. Special	Bob Clift	1:25.1	60.159	5/69
Formula:					
B	Merlyn	Ken Nielsen	1:15.2	68.079	5/69
C	Rassey	Bob Clemens	1:18.1	65.552	9/68
Ford	Lotus 61	Jimmy Clark	1:16.3	67.098	5/69
Vee	Lynx	Jim Purcell	1:22.3	62.105	
Sedans:					
S-1	NSU-Prinz	Paul Susalla	1:30.4	56.632	8/67
S-2	Anglia	Peter Quenet	1:27.0	58.846	8/68
S-3	Cortina	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

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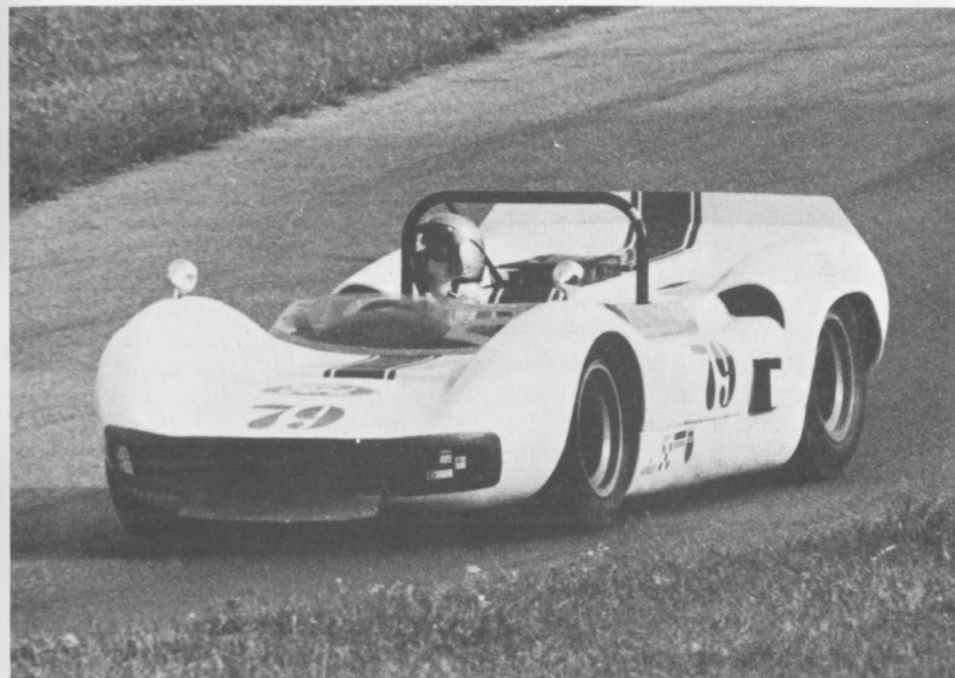


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McLaren!

Sue Hoffman

"Look at that! Now that *looks* like a race car."

What does a race car look like? The answer has to depend somewhat upon "what turns you on". A "midget", "circle-jerk", "rail-er", "Indy", or "sporty car" type is going to define the term according to his lights—whether his vehicle has any or not. In this case, the "that" looks like a race car is the winner of both the June and July SCCA Sunday feature races here at Waterford, and one of our own, number 79.

Number 79 is a white McLaren Ford. It is owned by Avon Competition Enterprises, Incorporated; a five-people combine organized by Avon's president, Mr. George Higbie. Driving honors go to Chuck Bartlebaugh whose win record with the McLaren this year belies his youthful appearance. Credit for the sharp-tuning and

finishing power go to Roy Nacewicz, chief mechanic.

Statistically speaking, the car is a 1966 McLaren Elva Mk IIA. Its engine is a 289 cubic inch Ford capable of approximately 405 horsepower; eight cylinders with Weber carburetors. Overall length is 155 inches, width is 75 inches, height—where's my knee? Officially, the ultimate red line is 7500 r.p.m. in fourth gear. All of this moves on the newest Dunlops with 11½ inches of "rubber on the road" in front and 13½ in the rear. The front wheels are set at 1/8 inch total toe-in and, with this exception, the car is "0" castor and "0" camber. This means ninety-nine and forty-four one-hundredths of the steering is in the wheel, literally in the hands of the driver. This gives the driver a better "feel" of the road as well as the ultimate responsibility for how the car handles.

Most people who have any knowl-

edge or recognition of the name "McLaren" associate it with the Can-Am Series and Group 7 cars. This McLaren is SCCA classed as an "A-Sports Racer", equivalent to a Group 6 classification by FIA. In other words, if you dropped in the bigger engine and changed the gear ratio to meet the demands of the mostly longer Can-Am tracks, number 79 is perfectly capable of being the Can-Am car it was when Dick Brown raced it in that series last year.

And then we get right down to the real nitty-gritty of cost. A new 1966 McLaren Elva Mk IIA costs somewhere in the neighborhood of \$15 to \$20,000.00. For that amount you received a race-ready relatively new design, low-slung and sleek, mostly hand-crafted racing machine, chassis number 30-14. How do you get one? You *can* purchase a new McLaren from the factory in England or, literally—find a guy who owns one! Incidentally, Volkswagen and the rest of us economy minded car owners will be fascinated to learn that this racing McLaren averages 2.4 miles per gallon.

Roy Nacewicz, whose varied experiences working on cars includes the stockers he also drove and the H-Production Sprite he set up last year, describes being chief mechanic for the McLaren as "... like drinking Colt 45, a truly unique experience." The car runs on hair-fine tuning and it is so intricate that everything has to be double and triple checked before a race. Roy estimates he spends fifty hours a week working on the McLaren in addition to the weekend time at the races themselves. Part of this undoubtedly is to safe-guard his side of the friendly bet between mechanic, Roy, and driver, Chuck. The bet has to do with the number of

DNF's—mechanical verses DNF's—driver error. So far the score stands: Roy "0", Chuck and a fence post in practice "1". That fence post cost Chuck and Roy a frantic week of finding a radiator, repairing the damaged one—just in case—and patching and painting the bonnet. This effort seemed most worthwhile when Chuck won his July races.

Not because Avon Competition Enterprises or Mr. Higbie demand it, but because Chuck and Roy want to see how minimum they can keep the cost, this team races with an eye on economy as much as any competitor at Waterford. This has led to some interesting situations. For one, the McLaren has never been towed to the races on the same trailer twice. For another, the oil filler caps needed to be replaced during the week between race practice and race weekend. The big factor was time. By happy circumstance, Roy discovered that the oil filler cap for a 1964 American made truck, shipped only to California, would fit the McLaren. Can you imagine finding two of those in the city of Detroit? They did it! And then there was the quite unexpected tiny gas leak which developed during the class but before the feature race. Even if the left tank were drained and the right only used, the hazard would remain. Roy, father of a water-loving two year old, proved adequate to the challenge. He made a flying trip up Woodward and bought some "kiddies swimming pool" patches. It took three layers to seal, but the patch held in the fumes for the June feature while Chuck ran on the right tank only.

Obviously, frustration exists for this team. Take the July race weekend. Most of Thursday night and Friday went into making sure the

car was ready. Chuck and Roy took the McLaren to Friday night's inspection only to have the tech. inspector tell them they must install an extra brace on the roll bar before they could race the car that weekend. Roy spent the better part of the night fashioning the brace, positioning it in a non-critical area of the frame, welding and painting it. Three hours of sleep later they towed the car to Waterford where it passed the re-inspection. When they reached their assigned pit location they loosened the McLaren on its trailer. Then a mistaken, but eager, helper unhooked the trailer from the tow car. The unhooked McLaren, sitting free in neutral, rolled backward and the rear of the trailer dropped. The car rolled sideways off the trailer, puncturing the other gas tank; leaving the sleep-bewildered crew staring at the dripping gas and wondering "What happened?" Again a one-tank only week-

end. As if that were not enough, when Chuck brought the McLaren in after timed practice, the SCCA tech. inspector had reversed his earlier approval. The McLaren must have a new, higher roll bar on Sunday morning or—no race! To the shop they went and Roy worked until 3:00 A.M. while Chuck grabbed forty winks on the seat of the tow car. Then home to Roy's garage to install and paint the new roll bar. Chuck won both his class and the feature races on Sunday and to properly top off the upside down weekend the McLaren ran out of gas on the victory lap after the feature.

Regardless of the unfortunate incidents, the McLaren team has made a fine racing record this year. Credit belongs to all three: Mr. Higbie for his sponsorship, Roy Nacewicz who keeps it in fine condition, and Chuck Bartlebaugh who puts his foot in the Webers and drives.





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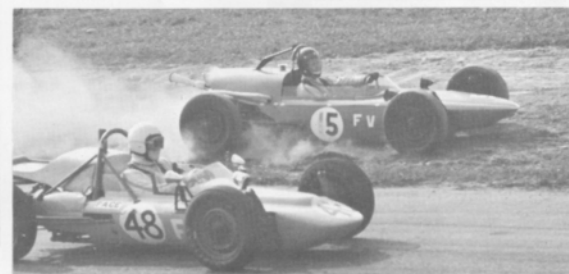
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MSSC membership is made up of motor sports enthusiasts; enthusiasm being the only prerequisite. Candidates are expected to work or run two events before qualifying as members. Club activities include a full yearly calendar of gymkhanas, rallies and 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.

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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.

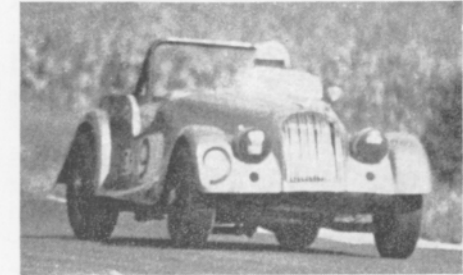
Corvette Club of Michigan

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.

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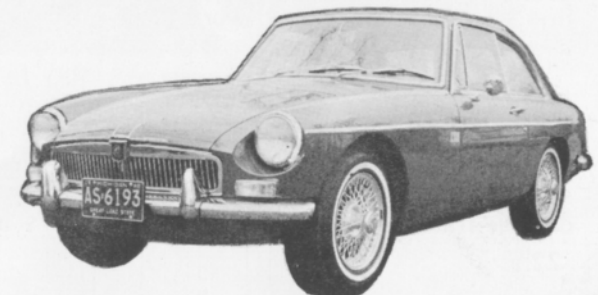
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RACING—AND PRODUCTION SEDANS

Brian M. Geyer

A while back, I ran across an article or two in sports car publications which stated the basic theme, "Well, racing is great fun but let's not kid ourselves; it really hasn't done anything for the automobile industry or the car-buying public." I don't agree and have done some digging for information which supports my opinion that racing has led directly to improvements in street vehicles. There are numerous contributions to the family sedan and the industry resulting from racing, a few of which I would like to enumerate.

Most people remember Ray Harron, 1911 Indianapolis winner, for his introduction of the rear view mirror. They overlook the fact that his winning car also applied one of the most important and basic safety factors—proper weight distribution.

Tires have undergone development from their original conception to the present day through racing. Andre and Edouard Michelin proved the value of pneumatic tires in 1895—in a race from Paris to Bordeaux. Good-year's P. W. Litchfield, Harvey S. Firestone and many others used racing, and the testing it provided, for improvement of their early tires. Today companies rent race courses around the country to conduct periodic week-long tire tests. Today's safer passenger car tires have wrap-around tread because this idea was first introduced, and found worthy, in competition.

Chassis and suspension improvements coming from racing include: independent front suspension, standard four wheel hydraulic brakes and shock absorbers, better springs, more durable frames, more precise steer-

ing linkages and controls, and a lower center of gravity which lessens chances of roll-over. Posi-traction or limited slip is a safety feature in differentials which came to passenger cars from the speedway. Disc brakes are the result of a racing innovation first used by Jaguar in the early fifties. Present day refinements such as Ferrari's front suspension which changes camber for safer high speed cornering may be adapted for street use.

Engines and related power train components such as clutches and transmissions have probably undergone more development from racing than anything else. Chrome and molybdenum-filled piston rings used in the typical sedan engine today originated in racing. New, tougher bearings for rods and cranks are from racing as are anti-surge oil pans. Better breathing engines with improved induction systems, more efficient port designs, improved carburetion, higher compression with better volumetric efficiency, better cam grinds, valve lifters and lighter, stronger valve train components, stronger and lighter engine blocks with better lubricant and coolant circulation, and on and on. Obviously, engine refinement has been profoundly affected by racing and the fore-going are just a few of the highlights.

Would you believe, in the early days, oil consumption of a quart every five hundred miles was considered pretty good for any car? Engine knock resulting from pre-ignition and detonation was a very common place condition. In the early 1930's Indianapolis Raceway man-

agement introduced a rule barring the addition of oil after the start of a race. This made it necessary for the oil companies to improve their product and signaled the start of a long series of industry-wide improvements culminating in today's increased film strength and vastly improved additives. In 1923, after a long series of tests in General Motors' Research Laboratory, a new gasoline was introduced which had been treated with tetraethyl lead. Through the persuasion of G.M.'s Charles Kettering, four of the entrants in the Indianapolis race used the experimental fuel. At that race one of the four retired early with an unrelated mechanical problem but the other three finished first, second, and third. The following year the experimental fuel was used by all of the racers. Shortly thereafter, "ethyl" gas with its anti-knock qualities was in use by the general public. Better driving through racing.

Even body styling has been affected by racing as can be seen in today's "slippery" production sedan shapes. The crystal ball seems to say that future styling by almost anybody will be more and more influenced by race cars. Current race research and testing is examining the causes of lift and other undesirable handling characteristics at high speeds and seeking ways to design these "out." The knowledge of how body shapes affect stability at high speeds will be applied to production sedans at highway speeds. Result—safer cars for the public.

Not all race car ideas can be adapted for street use but, in this quick surface scratching we've found there are numerous innovations in the family sedan which have originated no where else. There is more—a lot more—to racing than just a bunch of wild-eyed car enthusiasts. It has benefitted everyone who drives—and that covers a lot of ground!





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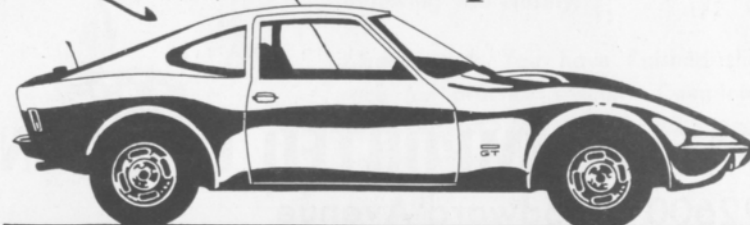


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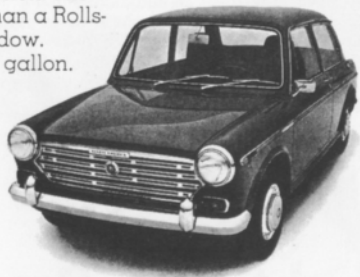
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Black with Orange Ball (Meatball black flag): There is something mechanically wrong with your car. Proceed to your pits at reduced speed.



Green (or no flag): Course is clear.



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

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



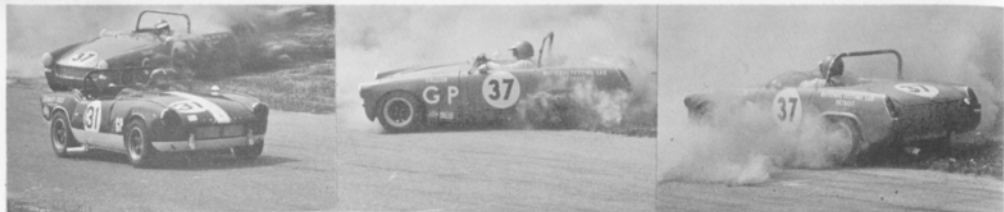
Red: Stop immediately, clear the course as well as circumstances permit; the race has been stopped.



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



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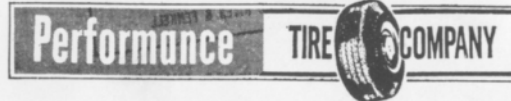
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OCSRRC RACING CLASSES

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; 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; GMS 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 Bellel 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).

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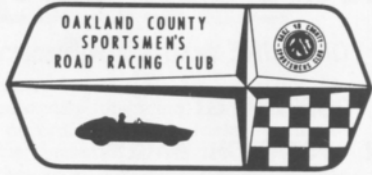
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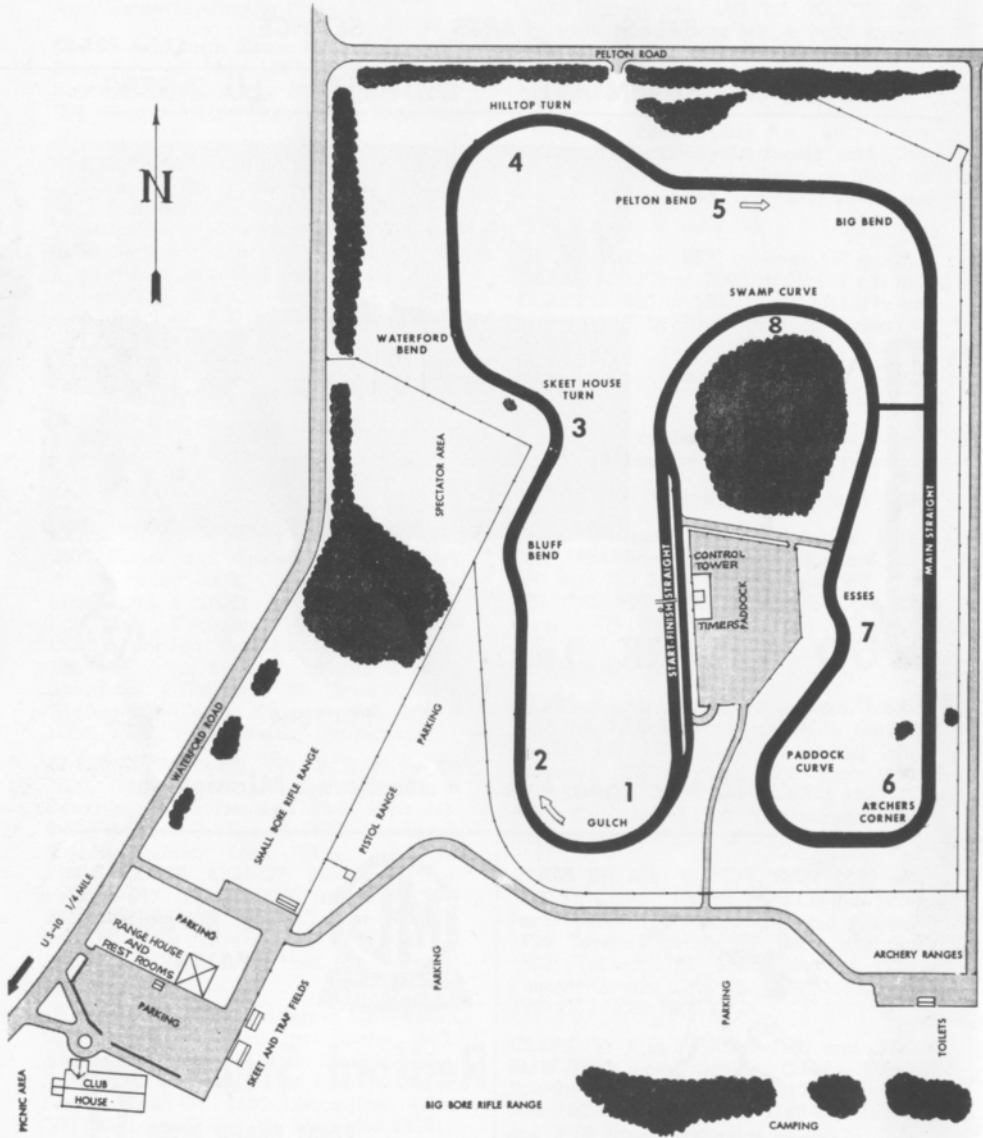
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