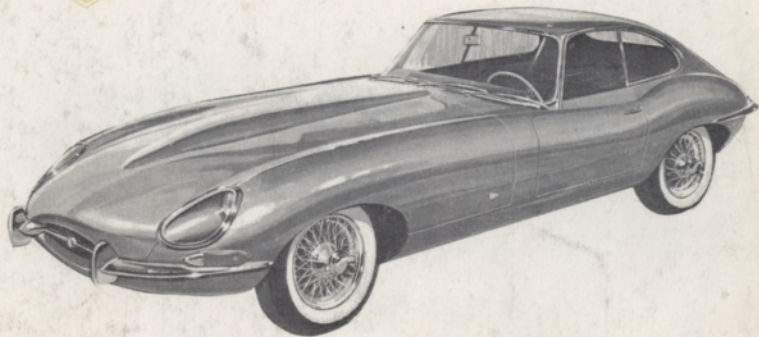


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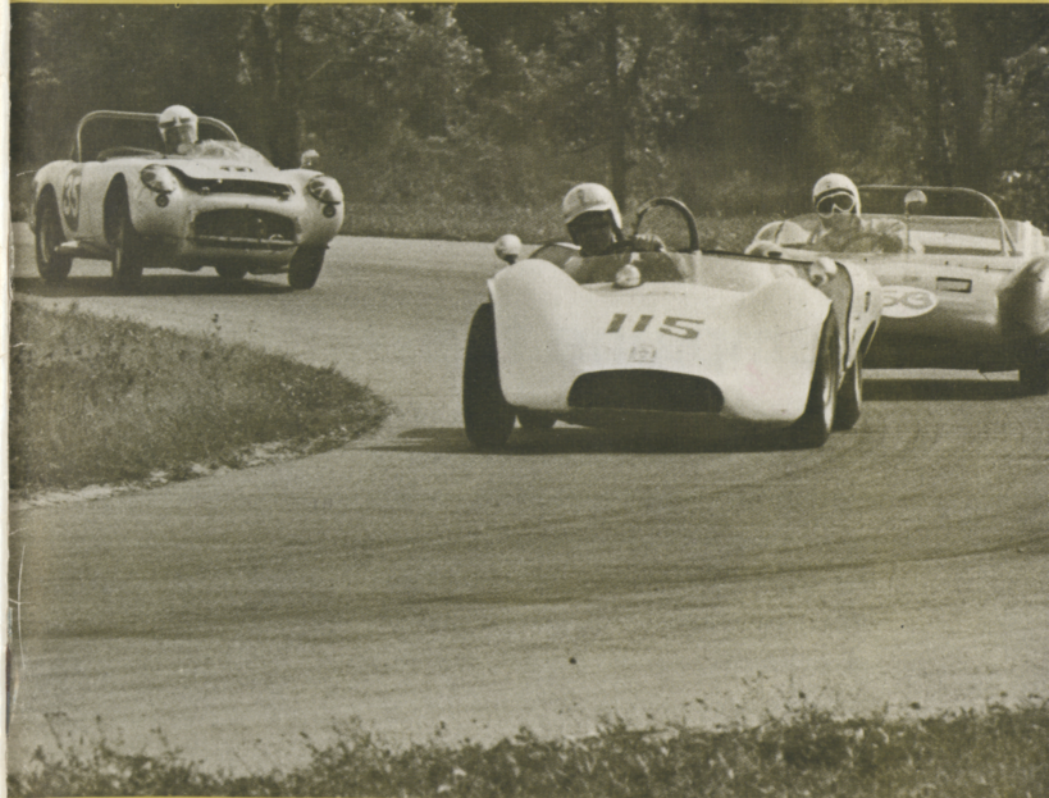
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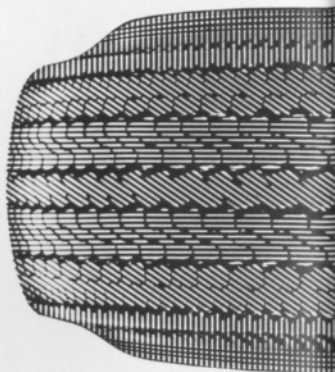
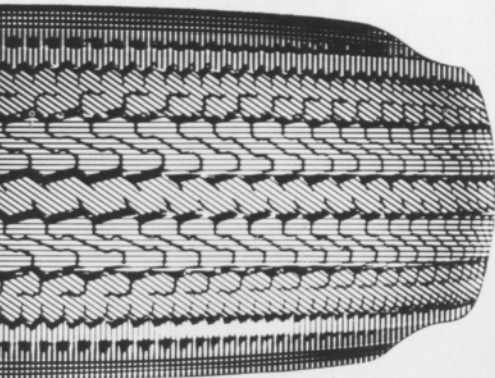
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Vol. 6 No. 5

September 25 & 26, 1965

# WH digest



*Valdemar leads Meerzo and Fleming through Paddock Bend in the H-Mod race. These cars will be competing for the Ed Lawrence Memorial Trophy in the Modified Feature Race on Sunday.*

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# THE INSIDE LINE



August saw some interesting happenings in the Formula classes. On Saturday, all the Formula "C" drivers except Ken Nielsen decided to run in Formula Libre. Ken Woodward won the Libre race, without competition from Nielsen. Nielsen couldn't win his race because he was the only one in the class, but he did set a new course record of 1:19.4. The old record had been set by Glen Lyall the previous month. On Sunday, Nielsen switched over to Libre and won the race, setting a new record in that class. So the same driver-car combination set records in two classes in one weekend. You figure it out.

Wonder why George Blass is running his Volvo in Sedan 3? It's the same car, with a hotter engine, which moves him up a class. With Scotty Lidgard back in the game with his Volvo, and Hugh Gordon in the Cortina, Sedan 3 is turning into a going class.

We've unearthed some new talent in the checkered flag department: Charlie Davison was Chief Starter for the Vintage Car race last month, and when he dropped the flag he meant business. Staff photographer Bizer got a shot of him a good three feet off the ground! (See page 17.)

Looking for a good winter hobby? Slot cars might be the answer. Interested in a good race car for next year? Talk to Dick Londergan. Wife won't let you race? You've got all winter and pages 7-8 of this issue to talk her into going through Driver's School with you next spring. Family racing is the going thing. (That's a hint, Ed. How about letting me run the AC next year?)

Have a good, productive, car-preparing winter — we'll see you next May.

# SPORTS CAR ACTIVITIES

October-November-December

Oct. 3	Gymkhana	CCM	WE 5-4100
3	Rally	Ralligaters	427-1821
10	Witches' Rally	MSCC	VE 8-6369
10	Speedkhana	FMC	565-5257
10	Speedkhana	DTC	VE 7-5926
17	Novice Rally	Ralligaters	427-1821
17	Gymkhana	AROC	342-1150
23	Trick or Treat Rally	VWCD	PA 8-3959
24	Gymkhana	KSCC	KE 1-8597
24	Rally	DTC	VE 7-5926
29	Costume Dance	KSCC	KE 1-8597
30-31	POR Rally	SCCA	274-4032
Nov. 7	Gymkhana	MSCC	VE 8-6369
7	Gymkhana	CCM	WE 5-4100
13-14	Haven Hill Climb	MGCC	KE 2-7374
14	Gymkhana	KSCC	KE 1-8597
21	Rally	DTC	VE 7-5926
21	Speedkhana	FMC	565-5257
28	Rally	VWCD	PA 8-3959
Dec. 5	Snow Bash	KSCC	KE 1-8597
11	Rally	MSCC	VE 8-6369
12	Rally	ECSCC	735-2870
26	Rally	VWCD	PA 8-3959

For more information on the clubs see pages 28-29.

## Annual Trophies

Special annual trophies will be presented to the winners of the Feature Races this Sunday. The original trophies are on permanent display in the Clubhouse, and winners' names are inscribed on the plates each year. Small replicas of the trophies are presented to the winners. The following class trophies are provided:

Edwin P. Lawrence Memorial Trophy—to the winner of the Modified Feature race.

Detroit News Trophy—to the winner of the Large Production Feature.

Falvey Motors Trophy—to the first place car in the Small Production Feature.

Belle Tire Trophy—to the winning Formula Junior.

Erhard Motors Trophy—to the first place Formula Vee.

Sedan Trophy—donor to be announced.

In addition, after final results of the season are tabulated, the following trophies are awarded:

Waterford Hills Digest Trophy—to the 1965 overall Point Champion.

Thunderbird Trophy—to the most improved driver of the year.

Enthusiast Awards—to the man and woman who have done the most work for OSCRR during the year.

Flags and Communications Trophies—to the five Turn Marshals who have put in the most hours on a flag station during the 1965 season.



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Canadian Paul Valdemar shares the H-Mod Gordini Special with wife Jonna.

## Family-Style Racing

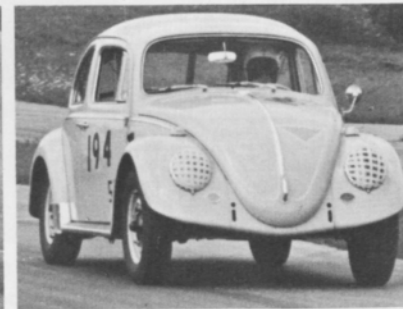
Family-style racing is becoming very popular at Waterford. Often one member of a family will start racing, and after a few events another member wants to try his or her luck. Sometimes two people will get the racing bug at the same time, and share a car in Driver's School. And some family teams become rather serious about racing and purchase a second car, so both members can run in all the events.

Current husband-wife teams at Waterford include Tom and Mary Swindell (Corvette), Gene and Juanita Henderson (Sunbeam Tiger), Paul and Jonna Valdemar

(Gordini Special), Pete and Marcia Korwin (Volkswagen), Larry and Linda Robinson (Volkswagen), Ralph and Barbara Chambers (Triumph Spitfire).

Father-son teams feature Dick and Greg Johnstone (Lotus Super 7), Charlie and Eric Davison (Austin Cooper S and GSM Delta), Bill and Scott Clawson (GSM Delta), Bob and Bob Acton (Mustang), Hugh and Bob Gordon (Lotus Cortina).

Brothers occasionally team up: Erhard and Eitel Dahm (Porsches), Dick and Don Harms (Sprite and MG-A), Ken Nielsen and Ron Justice, who are brothers-in-law (Lotus XX and Lotus Super 7).



Marcia and Peter Korwin (#167), and Larry and Linda Robinson (#194) take turns running their family Volkswagens.

Bizer Photo



Bill Clawson gives son Scott some last minute pointers as he moves out to the Novice grid.



Tom Swindell cleans wife Mary's goggles as they await the start of the Large Production Race.



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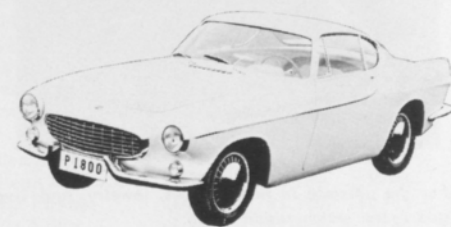
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1.12	72.44	1.22	62.44	1.32	55.65	1.42	50.16
1.13	71.44	1.23	61.68	1.33	55.05	1.43	49.71
1.14	70.48	1.24	60.95	1.34	54.47	1.44	49.23
1.15	69.54	1.25	60.23	1.35	53.89	1.45	48.76
1.16	68.63	1.26	59.53	1.36	53.33	1.46	48.30
1.17	67.75	1.27	58.85	1.37	52.78	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 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 it off the speed from this table.

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## CLASS RECORDS

CLASS:	CAR	DRIVER	TIME	SPEED	DATE
<b>Production Sports:</b>					
A-P	AC Cobra	Tom Payne	1:22.2	62.206	5/64
B-P	Jaguar XKE	Joe Mulholland	1:24.5	60.587	5/64
C-P	Lotus Super 7	Ron Justice	1:23.9	61.020	8/65
D-P	GSM Delta	Bill Clawson	1:26.7	59.049	8/65
E-P	Porsche S	Erhard Dahm	1:26.0	59.529	5/65
F-P	MG-A	Ray Brooks	1:27.7	58.376	9/64
G-P	Triumph Spitfire	Bob Clemens	1:27.8	58.309	7/65
H-P	A-H Sprite	Fred Salo	1:31.0	56.259	7/64
<b>Modified Sports:</b>					
C-M	SCD Mk. 3	Glen Lyall	1:19.6	64.316	7/65
D-M	Lotus 23-C	Glenn Baldwin	1:22.4	62.131	9/64
E-M	Porsche RS	Tom Payne	1:23.4	61.386	10/61
F-M	Lotus 23-B	Ed Cicotte	1:22.0	62.434	5/64
G-M	Lola	Pete Dawson	1:22.4	62.131	9/64
H-M	D. J. Special	Dave Johnson	1:26.2	59.392	8/65
<b>Formulae:</b>					
C-1 (Rear)	Lotus XX	Ken Nielsen	1:19.4	64.478	8/65**
C-2 (Front)	Woodward DKW	Ken Woodward	1:23.0	61.681	9/64
Vee		Frank Cipelle	1:25.5	59.878	8/64
Libre	Lotus XX	Ken Nielsen	1:23.2	61.533	8/65
<b>Sedans:</b>					
S-1	Volkswagen	Jim Purcell	1:34.0	54.463	5/64
S-2	Volvo	George Blass	1:30.8	56.384	7/65
S-3	Volvo	George Blass	1:29.4	57.266	8/65
S-4	Lotus Cortina	Allan Moffat	1:25.0	60.230	7/65
S-M	VW Porsche	Erhard Dahm	1:29.5	57.202	5/63

\*\*Course Record

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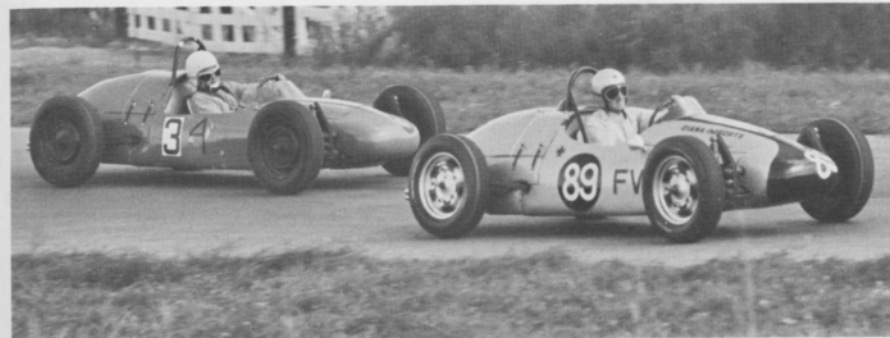
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Roeske (#34) runs a Londergan Vee; Beneker's car has a Londergan suspension.

## Londergan Vee

**F**ormula Vees are available from a variety of sources: you can buy one in a kit and put it together yourself. Or you can buy one from any Vee manufacturer, ready to race. Or you can have Dick Londergan hand-build one for you.

Londergan, a former sprint car pilot, has been building and repairing race cars for 25 years. This "serious hobby" has included sprint cars, juniors, sports cars, and modifieds, although his first love has always been open-wheel cars. When the Formula Vee came along, it combined the open-wheel type of car with the appealing prospect of "one-class" racing.

Vees are based on inexpensive Volkswagen components, and built to rigid specifications set up by the Formula Vee

Association. These rules were established to make the cars competitive over a period of years, and to make driver skill the most important aspect of racing.

In 1963 Tom Payne (of Cobra fame) bought three FormCar kits, and asked Dick to put one together for him. The finished car, the first Vee in the area, was raced successfully at Nassau that year.

The first Londergan Vee, built later that year for Bud Clark, was driven by Frank Cipelle. It is now owned by a VW agency in Monroe and driven by Lowell Blossom.

Seven other Vees followed, built for Wally Wolletz, Klaus Koch, Joe Brancik, Joe Charette, Roger Roeske, Bob Hafer, and Larry Wilhelm. A ninth car, now in the works, is for Frank Cipelle.

Continued on Page 20



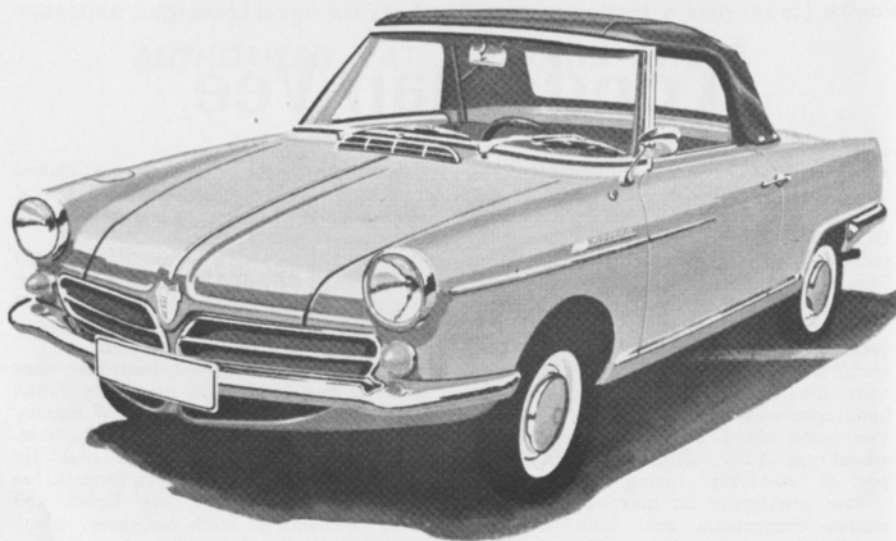
Joe Brancik (#53) and Larry Wilhelm (#2) in Londergan Vees.



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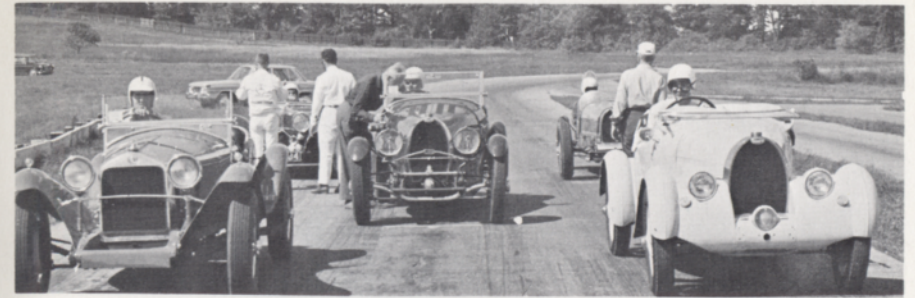
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Jaguar SS100

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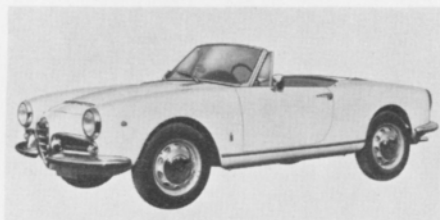
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## Londergan Vee continued

All Vees are similar in size, weight, and basic components, but assembly methods make the difference between "touring" cars and "racing" cars. The Londergan Vee begins with steel tubing, cut on a band saw and welded together on a home-built rotating jig. VW parts are new or nearly new, and are carefully inspected and tested for flaws. Axles, transaxles, axle housings, shafts, and radius rods are added. A special coil shock assembly is built. Brake adjustment, steering geometry, shock settings are carefully checked.

When everything else is ready, the body is fitted to the car. Dick uses bodies from other manufacturers, since they are inexpensive and readily available. Body styles are not always the same, but are chosen to fit a particular car.

When the car is finished, it is checked out on the track. With a few minor adjustments (Dick provides free service on all his cars on race days), the new car is ready to race.

Londergan claims that the success of his cars (14 wins out of 17 starts this year) is due largely to the drivers. "I've



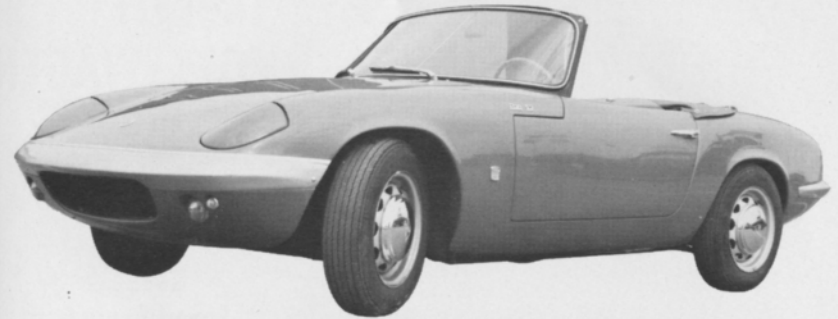
had good drivers in my cars," he says. "You would never hear of the Londergan Vee except for people like Wilhelm, Cipelle, Blossom—drivers who can do something with a car. I've been lucky."



Dick Londergan checks out one of his Vees before practice.

Fischer Photos

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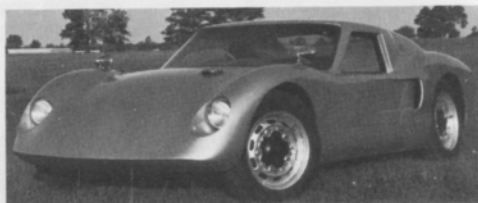
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Fischer Photos

Slot car racing is for spectators as well as participants.

## Slot Cars

Slot car racing is actually road racing in miniature. The cars are scale models of actual race cars, the course is a miniature layout of a real race course, and the problems encountered are remarkably similar to those encountered in actual racing.

The cars are of all types and models: sports cars, formula cars, Grand Prix machines, dragsters, and sedans. They come in two sizes, 1/24 and 1/32 scale, and are operated by means of a hand control. The track itself runs on a 12-volt battery, which is recharged when the track is not in use. Contact is made between a small "foot" on the bottom of each car and the metal conductor-strips which line the slots in the track.

Most beginners in slot car racing start with "production" kits, which contain all the parts needed to build a car. It costs a minimum of \$8.50 for a kit and a hand control, although the average beginner spends about \$12.00 for a car, control, and a few spares, such as tires. Races are held for

these "kit" cars, with the only modifications allowed being in gear ratios, wheels, and tires. (The standard gear ratio in a kit car is 3:1; short tracks under 100 feet in length will require a ratio of 4:1 for adequate performance.)

For the avid enthusiast, the kit car soon loses its appeal, as the limited modifications also limit the performance potential. He may then buy parts from various manufacturers and build up his own car, or he may go to a "scratch-built" model, designing and building his own parts.

The racing itself is very similar to road racing: fast down the straights, back off before the corners, power on around the corners. The more speed you want, the farther down you push the thumb control. To apply the brakes, lift your thumb. Jump on the brakes too late, and your car may jump the slot and "spin out." Cardinal rule of racing: don't let a competitor in an adjacent slot inside you around a corner—with a little extra power he can swing out the back end of his car and knock you right off the track. (Slot cars have "nerfing" contests just like the big boys.) But if you do spin out, you're luckier than real race drivers—there's usually a spectator nearby who



Drivers concentrate on the race.

will put your car back into its slot.

Most tracks allot one night a week for actual racing; other nights are primarily for practice sessions, at 75c an hour. Race night fee is \$1.00 per car, and includes unlimited practice time. Sprint races are scheduled for early evening, and these 3- to 5-lap events run between 15 to 30 seconds each, depending on the length of the track. Entries in special events, such as 100-lap races, or 6- or 12-hour endurance contests, are determined by results of a series of sprint races.

In sprint races, when a car spins out of its slot, it is removed from the track completely. This is because in the short races it is impossible to make up lost time. In the longer events, the cars are usually replaced in their slots, since it is more likely that the time can be



The cars line up for a 3-lap sprint race.

made up. Turn Marshals are spotted around the track to replace the cars. Lap counters keep track of the laps for each car in the longer events.

Chief starter is usually the track owner, who operates a power switch. The cars line up at the Start/Finish line, the power is cut off, and when the drivers are ready, the power is turned on. The driver with his thumb down on the control when the power goes on will usually take the early lead.

Just as in regular racing, it is possible to cheat, by reworking engines, gears, etc. But if you're caught, you have to put your car on the floor, and all your competitors get a chance to jump on it. Needless to say, cheating doesn't happen very often!

Slot car racing was started as a winter hobby for racing drivers; it is now a year-round family sport, and tracks are springing up all over town. Some enthusiasts have a whole stable of cars, and run them on several tracks. It is possible to spend \$35 for a car, but you can have a lot of fun with an \$8.50 kit or a \$10 "used" car.

But you don't have to own a car to participate. As in road racing, spectators, turn marshals, and lap counters are always welcome.

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# RACE RESULTS

## August Road Races

### SATURDAY, AUGUST 28

#### Race 1: F-G-H Production

1 FP	Jerry Tobin	Sunbeam Alpine
1 GP	Don Watson	Datsun
1 HP	Tom Varner	A-H Sprite

#### Race 2: Ladies' Race

1 overall	Susan Ivory	NSU Prinz
2 overall	Mary Swindell	Corvette
3 overall	Andrea Van Hagen	MG-A

#### Race 3: Modified

1 GM	Bill Barber	Lotus XI
1 HM	Bill Mundus	Begra Mk. 3

#### Race 4: Sedans

1 Sed. 4	Bob Acton	Mustang
1 Sed. 3&2	George Blass	Volvo
1 Sed. 1	Paul Susalla	Volkswagen

#### Race 5: A-B-C-D-E Production

1 AP	Paul Sonda	Corvette
1 CP	Ron Justice	Lotus Super 7
1 DP	Bill Clawson	GSM Delta
1 EP	Garrett VanCamp	Porsche

#### Race 6: Formula

1 F. Libre	Ken Woodward	Woodward DKW
1 F. Vee	Jim Purcell	Lynx Vee

#### Race 7: Novice G-H-Production & Sedans

1 HP	Doug Pletcher	A-H Sprite
1 Sed. 1	Doug George	BMW 700

#### Race 8: Novice A-B-C-D-E-F-Production

1 AP	Alice Hibberd	Corvette
1 B&CP	Dick Johnstone	Lotus Super 7
1 D&EP	Scott Clawson	GSM Delta
1 FP	Jerry Morlewski	MG-A

### SUNDAY, AUGUST 29

#### Race 9: G-H-Production

1 GP	Don Watson	Datsun
2 GP	Ralph Yeckley	A-H Sprite
3 GP	Lew Cooper	A-H Sprite
1 HP	Tom Varner	A-H Sprite
2 HP	Dwight Knupp	A-H Sprite
3 HP	Jarvis Wickes	A-H Sprite

#### Race 10: Formula

1 F. Libre	Ken Nielsen	Lotus XX
2 F. Libre	Ken Woodward	Woodward DKW
1 F. Vee	Larry Finn	Formula Vee
2 F. Vee	Jim Purcell	Lynx Vee
3 F. Vee	Charlton Jones	Beach Vee
4 F. Vee	Stu Carter	FormCar

#### Race 11: Sedans

1 Sed. 4	Don Eichstaedt	Corvaire Corsa
1 Sed. 3	George Blass	Volvo
2 Sed. 3	Scotty Lidgard	Volvo
1 Sed. 2	Bob Zimmerman	Austin Cooper
1 Sed. 1	Larry Naar	Volkswagen
2 Sed. 1	Paul Susalla	Volkswagen
3 Sed. 1	Bill Coffman	BMW 700

#### Race 12: E-F-Production

1 EP	Garrett VanCamp	Porsche
2 EP	Erhard Dahm	Porsche
1 FP	Jerry Tobin	Sunbeam Alpine
2 FP	Bob Miller	Sunbeam Alpine
3 FP	Bill Brewer	MG-A
4 FP	Jerry Morlewski	MG-A

#### Race 13: Modified

1 DEFM	Bob Lehmann	Merlyn
1 GM	Bill Barber	Lotus XI
1 HM	Dave Johnson	D. J. Special
2 HM	Bill Mundus	Begra Mk. 3
3 HM	Fay Meerzo	Costolatta

#### Race 14: A-B-C-D-Production

1 A&BP	Paul Sonda	Corvette
2 A&BP	Tom Swindell	Corvette
1 CP	Don Grohs	Lotus Super 7
1 DP	Bill Clawson	GSM Delta
2 DP	John Marcosky	AC Bristol
3 DP	Jim Branam	MG-B

#### Race 15: Formula Feature

1 overall	Ken Nielsen	Lotus XX
1 F. Vee	Larry Wilhelm	Londergan Vee

#### Race 16: Small Production & Sedan Feature

1 overall	Jerry Tobin	Sunbeam Alpine
1 HP	Tom Varner	A-H Sprite
1 Sed. 4	Don Eichstaedt	Corvaire Corsa
1 Sed. 3&2	George Blass	Volvo
1 Sed. 1	Paul Susalla	Volkswagen

#### Race 17: Large Production & Modified Feature

1 overall	Paul Sonda	Corvette
1 CP	Ron Justice	Lotus Super 7
1 DP	Bill Clawson	GSM Delta
1 EP	Garrett Van Camp	Porsche
1 HM	Fay Meerzo	Costolatta

### **Ford Motorsports Club**

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

### **Corvette Club of Michigan**

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

### **Sports Car Club of America, Detroit Region**

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

### **Alfa Romeo Owners Club**

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

## **Detroit Council of Sports Car Clubs**

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

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

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

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

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

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

### **Essex County Sports Car Club**

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

### **Keynote Sports Car Club**

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

### **Michigan Sports Car Club**

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

### **MG Car Club, Detroit Centre**

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

### **Detroit Triumph Club**

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

### **Ralligators**

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

### **Oakland County Sportsmen's Road Racing Club**

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

### **Volkswagen Club of Detroit**

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



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# August Road Races



The Turn Marshals are quick to react after Al Passerman's long slide off and back onto the course.



Tim Steiner's car is gingerly righted after rolling 1½ times. Asked about possible injuries, he said, "The only place it hurts is in the pocketbook."



Bob Mynek gets a close-up view of Andrea VonHagen in action after he spins in Skeet House.



Ivor LeGros comes through Bluff Bend so hard it looks like his suspension has collapsed.

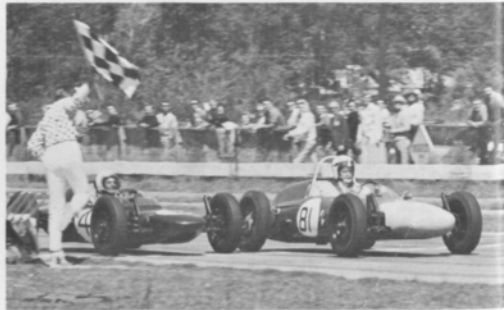


Don Grohs has a pretty fair idea how it feels to head the wrong way down the freeway.

All Photos by Rizer



If Jim Purcell hadn't spun violently at Bluff Bend . . .



he might have beaten Larry Finn in the Vee race. Starter Houlehan yanks his foot back just in time to keep from getting it run over.



Purcell's luck broke in the Feature—he plunged through the fence, was unhurt, but landed in the poison ivy. Ooh, Itchy! Scratchy!



After a lonely 15 laps (he was way out in front), Jerry Tobin has plenty of company on his victory lap.



Don Eichstaedt makes a few remarks about the scallops on the side of his Corvair—picked up during a wheel-to-wheel battle with Bob Acton's Mustang.

Words to race by. Driver Ray Kempton claims nothing has worked yet—he's thinking up something new.





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

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

**CLASS C:** Alfa Romeo TZ; Elva 1800; Ginetta 1500; Lotus Elan; Lotus Super 7; Morgan Super Sport; Osca 1600 GT; Porsche Carrera 1500 & 1600; Porsche 2000 GS; Simca Abarth 1300; TVR 1800 & Climax.

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

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

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

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

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

**MODIFIED SPORTS CARS**

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

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

**FORMULA CARS**

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

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

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

**SEDANS**

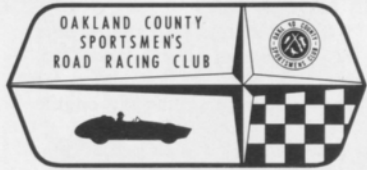
Four classes of Sedans are run, the cars being grouped by performance potential. **CLASS I:** Renault, VW 1200, Simca 1000 & 1300, BMW 700, Mini Minor 850, Saab Standard, Ford Anglia, Fiat 600, 850, 1200 & 1300, Opel Kadette, Hillman Imp, Hillman Minx, VW Ghia 1200.

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

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

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

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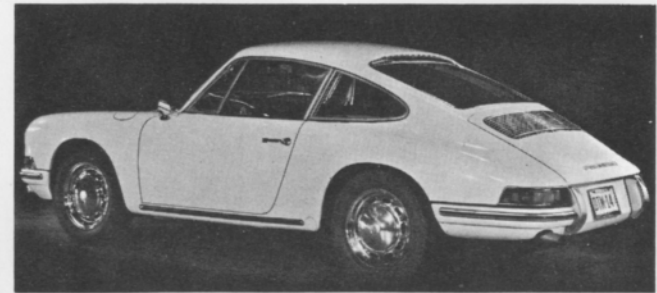


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