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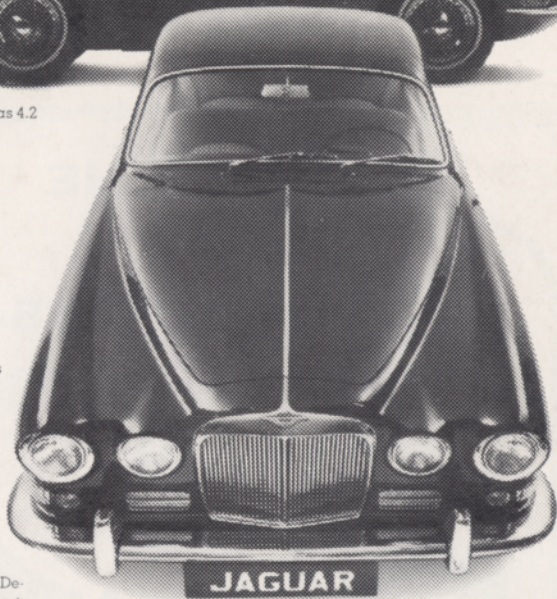
litre displacement and develops 245 BHP at 5400 rpm. Safe, fade-free 4-wheel disc brakes are a standard feature.

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# WATERFORD HILLS digest

September 1967/25c



## FALL CLASSICS

### CINTURATO 367

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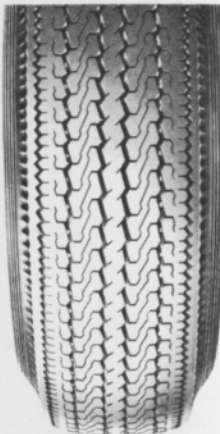
### CINTURATO CN 72

The world's most advanced radial ply tire for American cars. Designed in conjunction with Detroit engineers. Skillful use of all-textile casing and belt plies minimizes low speed harshness. 150 mph. speed rating. Available in blackwall and whitewall tubeless construction.



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Remarkably safe on wet roads. Low slip angle with good directional stability and steering control. Prevents swerving on streetcar tracks, concrete ridges, etc. Tops mileage of other conventional tires.



"A tire must be built from the inside out for highest performance under specific conditions."

For instance, Pirelli tires' fabled grip on a wet road is no mere accident ■ Or their amazing ability to corner at high speeds ■ Or their exceptionally long tread life and lack of centrifugal expansion at speed ■ Or the way they quicken up steering and add to the sensitivity of your car's response. Each Pirelli tire differs in weight . . . rubber compounds . . . casing construction . . . ply and tread design. In every case it is the specific car and driving pattern that should determine the proper tire type. Consult your Pirelli specialist for proper fitment.



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### B/S

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

Vol. 8, No. 5

September 1967

# WHI digest



Bizer Photo

A finish the fans will never forget, and neither will Scott Harvey (see photo page)

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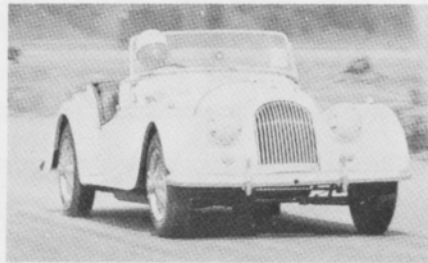


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(entrance to track)



# THE INSIDE LINE



**Cheers:** Nine new class records set in August. Special awards for the feature races on Sunday, including the Detroit News Trophy (large production), Edwin P. Lawrence Memorial Trophy (modified), Falvey Motors Trophy (small production), Belle Tire Trophy (formula), English Ford Trophy (sedans), and Erhard Motors Trophy (formula vee). Also, to be decided by the outcome of this weekend: the 1967 Point Champion. Among leading contenders are Paul Susalla, Jeff Lance, Chris Gahman, and Doug Pletcher.

**Jeers:** The higher cost of living, which has resulted in the higher cost of racing, which has resulted in the higher cost of spectating. If you're an old-timer, you'll remember that last month's admission increase was the first since the track opened in 1959. And it will probably be as long again before another one is effected.

**Fears:** If you don't fill in the enclosed questionnaire and leave it with us, how will we know what kind of racing you prefer? And what we can do to make spectating more pleasurable for you? And where to send your 1967 schedule of events?

**Here's:** to the grand bunch on the hill, and in the paddock, and behind the scenes, who make our racing possible. Thanks, all. See you in the spring.

## SPORTS CAR ACTIVITIES

Oct. 2	Club Meeting	KSCC	531-0194
4	<b>CLUB MEETING</b>	<b>OCSRRC</b>	<b>588-9614</b>
4	Club Meeting	MMC	LU 4-5100
8	Club Meeting	HVCC	482-5414
8	Gymkhana	AROC	775-6767
8	Gymkhana	ECSCC	945-6557
12	Club Meeting	FMC	565-5257
12	Club Meeting	Ralligators	VE 7-4473
14	Rally	KSCC	478-8659
15	Gymkhana	KSCC	531-0194
16	Club Meeting	KSCC	531-0194
18	Club Meeting	DTC	VE 7-5926
19	Club Meeting	ECSCC	735-2870
21	Rally	CCM	WE 5-4100
22	Rally	DTC	933-3104
24	Club Meeting	AROC	422-6771
25	Club Meeting	VWCD	836-7080
27	Rally	MMC	381-1503
29	Gymkhana	DTC	563-4134
Nov. 6	<b>CLUB MEETING</b>	<b>OCSRRC</b>	<b>588-9614</b>
Dec. 4	<b>CLUB MEETING</b>	<b>OCSRRC</b>	<b>588-9614</b>

For up-to-date information on sports car activities in the area, see the Motor Sports page in the Saturday Detroit News. For information on the clubs, see page 24.

## 1967 RACE OFFICIALS

Race Coordinator	Tom Dunn	Course Marshall	Stan Gorman
Chief Steward	Dan MacDonald	Pit & Paddock	Mike Chrisman
Chief Starter	Ed Houlehan	Registrar	Andrea Gleason
Chief Timer	Joan Voltmer	Awards	Paul Susalla
Flags & Communications	Dick Bailey	Announcer	Bud Pell
Vehicle Classifications	Don Eichstaedt	Public Relations	Elaine Fischer
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Driver Training	Frank Cipelle		F. Johnson
Technical Inspector	Bruce Davis		H. Larabee

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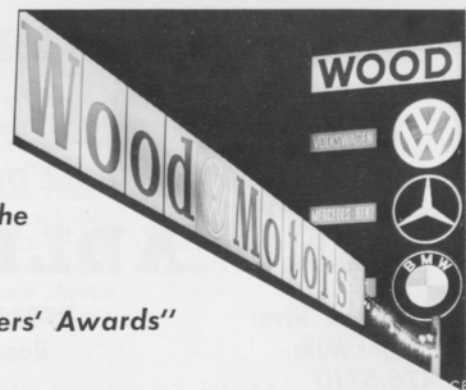
# WOOD

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PR 8-6400

521-6600

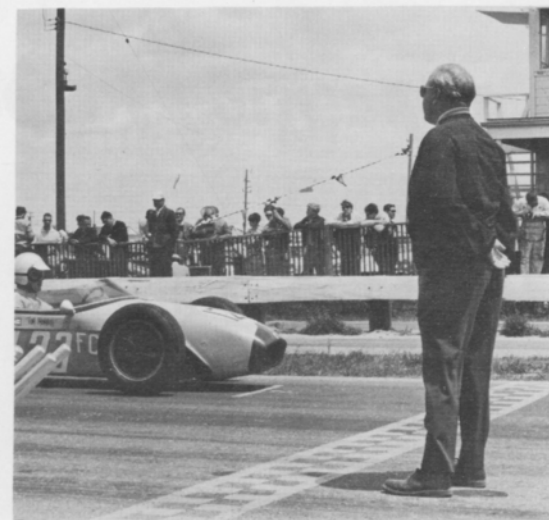


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During a typical race weekend  
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surveys a starting grid

All Photos by Bizer

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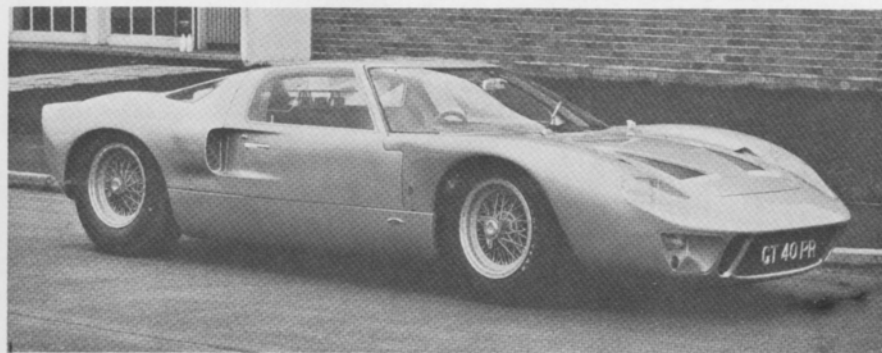


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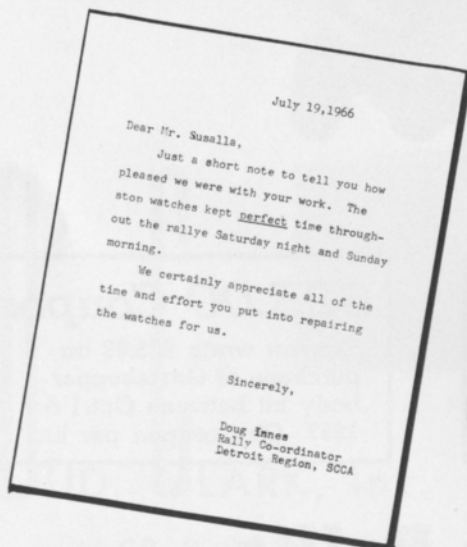
## AVERAGE LAP SPEED CHART

Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:10	74.50	1:20	64.00	1:30	56.89	1:40	51.20
1:11	73.46	1:21	63.21	1:31	56.26	1:41	50.69
1:12	72.44	1:22	62.44	1:32	55.65	1:42	50.16
1:13	71.44	1:23	61.68	1:33	55.05	1:43	49.71
1:14	70.48	1:24	60.95	1:34	54.47	1:44	49.23
1:15	69.54	1:25	60.23	1:35	53.89	1:45	48.76
1:16	68.63	1:26	59.53	1:36	53.33	1:46	48.30
1:17	67.75	1:27	58.85	1:37	52.78	1:47	47.85
1:18	65.61	1:28	58.18	1:38	52.24	1:48	47.41
1:19	64.78	1:29	57.53	1:39	51.72	1:49	46.97

The Waterford Hills Road Course is 1.4221 miles long (7,509 ft. center line of track). To determine the speed of any individual car, time it for one complete lap and read off the speed from this table.

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

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## CLASS RECORDS

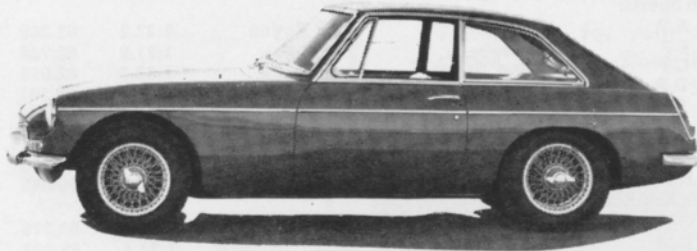
CLASS:	CAR	DRIVER	TIME	SPEED	DATE
<b>Production Sports:</b>					
A-P	AC Cobra	Tom Payne	1:22.2	62.206	5/64
B-P	Corvette	Bill Petree	1:21.6	62.748	5/67
C-P	Lotus Super 7	Jeff Lance	1:22.5	62.055	8/67
D-P	Triumph TR-4A	Tom Varner	1:24.9	60.301	8/67
E-P	Porsche	Garrett Van Camp	1:24.5	60.587	8/67
F-P	Lotus 7	Chris Gahman	1:25.3	60.018	8/67
G-P	Triumph Spitfire	Bob Clemens	1:25.2	60.089	9/66
H-P	A-H Sprite	D. A. Knupp	1:26.7	59.049	9/66
<b>Modified (Sports Racing):</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	Porsche RS61	Frank Kahlich	1:21.3	62.971	8/67
G-M	Lola	Pete Dawson	1:22.4	62.131	9/64
H-M	Kurtis Saab	Dave Johnson	1:25.1	60.159	9/66
<b>Formula:</b>					
B	Brabham	Allan Moffat	1:17.2	66.316	7/67 **
C-1 (Rear)	Lotus XX	Ken Nielsen	1:19.4	64.478	8/65
C-2 (Front)	Woodward DKW	John Grames	1:19.3	64.556	5/67
Vee	Bobsy Vanguard	Tom Abbott	1:24.8	60.372	7/67
Libre	Lotus XX	Ken Nielsen	1:23.2	61.533	8/65
<b>Sedans:</b>					
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	Austin Cooper S	Art Sutphin	1:27.7	58.376	8/67
S-4	Lotus Cortina	Allan Moffat	1:24.2	60.802	9/66
S-M	VW Porsche	Erhard Dahm	1:29.5	57.202	5/63

\*\*Course Record



- MG-B
- MG-B GT
- MG Sports Sedan
- MG Midget

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# The Best Seat in the House

Several years ago, as a neophyte spectator, I'd find myself peering across the track at the crisp, white uniforms of the Turn Marshalls with a tinge of envy for their vantage point. What a neat place for watching the race! And they looked so "in". The girls, all sun-bronzed legs peeking out of white shorts, didn't appear to have much more to do than serve as decoration. The fellas looked terribly efficient, flinging gay-colored flags at the drivers, all of whom looked quite impressed. I'd casually wonder from time to time how they got there, but never really pursued it.

When I moved to the other side of the fence, I came to know the people who worked those corners. Some well, some casually. They're a pretty zingy group. After the races are over and they're all up at the club house letting off steam, you stop and wonder why you trusted them to do anything right while you were driving. Yet locked up behind the same thought, comes the flash that those people must be fairly gutty to stand out there without protection while you go flying by.



It's not all that hard to get your foot in the door. Twice a year, Spring and Mid-Summer, a school for Turn Marshalls is conducted at the Clubhouse. After a three hour skull-session you work Pre-race Practice twice, flag one race and, if you can pass muster, you have a licence recognized all over the United States and Canada, as well as Europe. One lucky fellow got a chance to watch the Belgian Grand Prix at Spa from a corner, admission via his Waterford Turn Marshall's license. Getting there might be a problem, but getting in is a cinch!

Is it easy? No. In order to obtain your Competition Licence as a driver, you're required to spend a specified amount of

time working a corner with the Turn Marshalls. I did. It was a hot day. You'll notice they've removed the trees to insure the safety of the drivers? Well, the shade went with them. You need eyes in the reverse side of your hat-holder to keep up with what's going on, I now found fairly functional. They check each car for mechanical difficulties. Watch to see if anyone's leaking oil. Did the car that went off drop one wheel or two? Drivers are observed and graded on their ability to keep all the rubber on the asphalt. And when there's a Mayday situation, you might be in the best position to catch the action, but it's also possible to become part of it if you don't know where to move . . . and fast! While you're sweating the security of your own skin, you'd better be busy helping the oncoming drivers save theirs.

Some days it rains. And it ain't like the ball game, honey. You stand there and do the job, no matter how hard it pours, because the drivers keep right on driving. One fellow found himself in exceedingly uncomfortable circumstances. As the rain came pelting down, it became increasingly



apparent to anyone within observation range that he wasn't "in uniform" all the way through. Beneath what had been crisply ironed white trousers that morning, he'd tossed on a pair of red and white polka dot shorts. The more it rained, the brighter the dots and his face took on a hint of the hue. By the end of the race, the drivers were getting half-a-mayday, but he kept on working.

Funny things happen. In school, you're taught any metal-to-metal contact must be reported to the Tower. The elaborate communications system between the corners and the Tower sometimes fails, when the human element is involved. One day there was a helluva bash between two Corvettes and then . . . silence. The Tower contacted the girl on the phone on the corner. Why no report? "It was Fiberglass!"

Incident: A driver rolled his car, came back up on his wheels, so he kept right on going. When he reached the next corner . . . a Red Flag! MAYDAY! With frenzied haste, he propelled his vehicle off the course to a screeching halt. And guess why they'd thrown the Red Flag?

Anyone who has worked Turn #2 will tell you they've almost been wiped out. Some, several times. That's the bad one. Anyone who's worked the turn at the top of the hill will tell you that's front row

center. You can see the whole show, and if you're on the phone, hear everything that's happening as well. You can't beat that for race coverage!

It's even romantic, sort of.

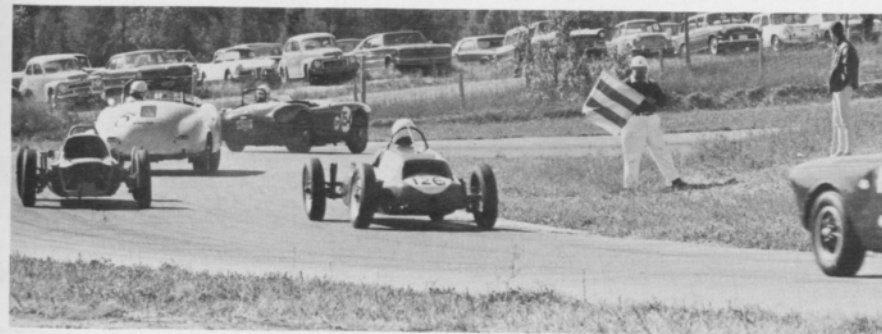
If you're categorized as crumpet, you'll get a chance to meet that dreamy driver you've been drooling over all summer. You may be dripping wet, and your once beautiful bouffant a mass of Medusa-like strings, but you'll meet him.

If you're a Bird-watcher who's been admiring the covey in the pits at a distance and want a closer look, you'll get it. Precipitation may have peeled the paint off the pulchritude, and you may even find that distance lent enchantment. But you'll get a closer look.

So if along about April, you're tired of watching and want to be part of the action, Dick Bailey will be conducting another flagging school. If you're willing to put up with impossible working conditions and have what it takes to make the team, c'mon over on this side of the fence and work.

See you in the Spring.  
Ciao.

Rita.



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## Ford Motorsports Club

This group is made up of mostly Ford employes, although 15% non-employes 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 21 years of age 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. Information is available from Phyllis Henning, Membership Chairman. WE 5-4100.

## Milliken Mustang Club

This club was organized as a branch of the National Council of Mustang Clubs in 1965, and is the only club in the Detroit area devoted to Mustang owners. (Owners of cars other than Mustangs also permitted to join.) Rallies, gymkhanas, national and regional meets and social events are included in the club's activities. Meetings are at 8:00 p.m. the first Wednesday of every month at Watkin's Coffee Shop, 19100 Joy Road. For membership contact Mike Cassell at LU 4-5100.

## 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 Pompei's Lounge, 14417 Michigan, Dearborn at 8:30 p.m. on the first and third Monday of each month.

# 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 clubs represented.

The Council also serves as a means by which the individual clubs can join together in projects of mutual interest. Through joint effort, the clubs were able to bring Stirling Moss to Detroit in 1961 and Mario Andretti

in 1966. In 1964 the Council sponsored a four-day trip to Nassau during Speed Week and in 1965 & 1966 an eight-day trip was held.

The Council's main function is to coordinate motor sport events 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, sponsorship of local races and to bring outstanding speakers to Detroit. 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 Alice Street Community Centre, Windsor, Ont. For information contact Bill Brewer, 12722 Keith Avenue, Tecumseh, Ontario. Phone 735-2870.

## Alfa Romeo Owners Club

Gymkhanas, Rallies, and Social activities are the highlights of the Alfa Club. Membership requirements? An active interest in the sport, any make car. Annual dues are \$5.00 per year, or \$6.00 per couple. Meetings are held on the fourth Tuesday of the month at Amato's Restaurant, 6926 Wyoming, Detroit. For additional information contact Fred Seyfarth, 32940 Brier Ct., Livonia. 422-6771.

## Huron Valley Corvette Club

Organized in 1965 by eight original members and with 63 members after the first year to acclaim fastest growing club in Detroit area. Gymkhanas, road races, drags and social events. Dues \$10.00 per year. Meetings held second Sunday of each month at 6:00 p.m. at Vincent Chevrolet, 1180 E. Michigan Ave., Ypsilanti. Further information is available from Jim Keegan, 1180 E. Michigan Ave., Ypsilanti. Phone 482-5414.

## Volkswagen Club of Detroit

This group plans rallies, gymkhanas, and a trip to Europe every 18 months. 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 & Beech-Daly Road, at 8:30 p.m. Information is available from Hans Brodersen 836-7080.

## Detroit Triumph Club

A marque group for Triumph and Spitfire owners only, the DTC sponsors rallies, gymkhanas, autocrosses, and social events monthly. Meetings are held on the Third Wednesday of the month at 8:00 p.m. Annual dues at \$6.00 per year (initiation fee is \$10.00). Further information is available from Mrs. Kay Budesky, 14910 Lesure, Detroit. 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 Bill Braund, VE 7-4473.

## 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 \$15.00 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 ranges, picnicking and camping areas. Meetings are held on the first Wednesday of the month, at the clubhouse at 8:30 p.m. Call Cliff Dickinson, 588-9614, for information.

## Sports Car Enthusiasts

This club is open to persons interested in the motor sport. Activities of the club include rallies and gymkhanas. The club is one of the newest in the Detroit Council and has much to offer its members. For membership information contact Levester Lewis. TY 8-7430.

# Enigma: Ed Lawrence

by Rita M. Harms

A gem cutter takes a piece of stone and saws it roughly to shape. Then, in multiples of eight, he begins faceting the symmetrical plane surfaces that give it brilliance. When he has finished, you never really see the stone again as it was, but only the many sides . . . the varying light refractions deflecting your vision from the whole.

Ed Lawrence was a man with many facets. Although we were contemporaries, through some anachronism we never met. What I know of him I have gleaned from others. Their interpretations of the man are often based on the light he happened to be in during a particular encounter, sometimes even distorted by the dazzle and the glare. Putting together what I'd gathered, I found myself feeling I know him just as well as most . . . which is, really, not at all.

He was born Edwin Patric Lawrence on November 9, 1925. Having finished high school, he went on to college in Florida. He was employed in dissimilar categories ranging from Maitre de at a luxury hotel to furniture salesman in a local store.

He married, fathered three sons, and died.

What made Ed Lawrence a special man?

Many things. But I feel it must have been, primarily, his inherent belief in himself . . . a confidence that defied failure and inspired those around him. He was the kind of man who harboured no doubts when launching an endeavor. The length of time required to reach his goal may have been questionable. But that eventual success was inevitable? Never. There was simply no uncertainty concerning the ultimate outcome.

He was a tall man. Dark. Well-built. Extremely attractive to women, he somehow avoided the complete commitment until, at thirty, he met a girl named Joan. Almost immediately, he decided she was the one he would marry, and within four months to the day, there was a Mrs. E. P. Lawrence. Not a man for long deliberations, when something felt right he wasted no time following through.

Road racing was his life. In Canada and the United States he campaigned two 120 Jaguars, an AC Aceca Coupe, a Morgan and, in a four car team effort with Marcel Dupont, Ralph Durbin, and John Cook, a red and white 100-6 MM Austin Healey.



He was a member of the Michigan Sports Car Club, and as a member of the group, felt something should be done to provide a place for events in the Oakland County area. That was the beginning of Waterford Hills. There was a place. Eighty acres, just the other side of Pontiac, owned by the Oakland County Sportsmen's Club. Surely they could be convinced to allow Field Trials on the premises. They could be and they were. And while everyone else was having a jolly good time at the event, Ed Lawrence was looking at the weed-congested real estate and seeing pretty much what we see now. A Timing Tower . . . an asphalt course . . . spectators . . . and activity. What he saw on that Spring day he knew he could make a reality.

The Field Trials were held in early 1958, just before the thaw. By May, twenty-three people had formed a group now known as the Oakland County Sportsmen's Road Racing Corporation. By fall of that year, Ed Lawrence started their first event: The Pioneer Trials.

In September, he acquired a 1956 Maserati and some financial support. He and his mechanics, John Mulholland and Rip Dudley, worked on the car all winter. On

Saturday, March 14, 1959, he was Chairman of Events for an all-night Rally sponsored by the newly formed club. The following evening, he and his crew loaded the red Maserati on a trailer and left for Sebring, Florida. Ed had entered the 12-hour endurance race. Everyone said he was crazy. He couldn't run that tired Maserati at Sebring!

From what I know of Ed Lawrence, I'm not too sure he didn't think he could win!

On Friday, March 20, 1959 he strapped himself into the car for a practice session. It was late evening and darkness had settled. Car lights flashed by the pits. He waited for the signal to go out on the course and roared away. As the Maserati reached the hairpin, there was no perceptible reduction in its speed. It went directly off the course, crashed, and burst into flames. He couldn't be reached in time.

They remember he always wore black. Black trousers, a long-sleeved turtle-neck pullover. The thick mop of black hair.

They remember the sports car hang-out: a place at Woodward and Long Lake Road dubbed "The Plywood Room", descriptive of its interior decor. The long talks over coffee, and how everyone else's dreams were Ed's long-range plans.



They remember a man in black, all alone on a country road in the early morning fog, trying to effect a repair on the fuel pump of his Jag. How he graciously accepted the assistance of two well-meaning, but somewhat ineffectual friends, under the influence of an overextended evening of libation. And his friendly wave as they left him there, still alone with his non-functioning vehicle.

Some saw him as simply wild. Others, more perceptive, were drawn to him by the magnetism of a purposeful man.

As a driver, he was a student of racing . . . something you don't see now. He walked the course and mentally worked out the maneuvers required to achieve the correct line. He practiced safety habits religiously . . . diving in the basement . . .

grab rail techniques. There were no roll bars then, and you drove the car to the track, raced it as-is . . . windshield, bumpers and all . . . and if you were lucky, drove it home. To him racing was much more than a heavy foot on a small pedal. It was a science.

Cold. Methodical. And yet, I've read poetry he wrote that's filled with such a tender beauty it constricts the throat.

Some remember power, others gentleness.

He was, indeed, as all leaders are, a controversial man. Some loved him and, yes, some hated him. You find no shades of gray. But he did what he felt was required to accomplish what he knew needed doing. He broke a few eggs, but he made the omelet.

Because each situation required a different Ed Lawrence, no one person really knew him. But the day of his funeral, a cortege of some half a hundred foreign cars escorted him on his Final Event. Some of the people may not have known him, or even liked him, but they were there to pay respect to him for what he was.

Each year, for the same reason, we present a Memorial Race. A tribute to a man whose pioneer spirit helped make

road racing what it is today. Because of men like him, it's one of the largest spectator sports in the world: Due to his efforts and inspiration, the people at Waterford have finished what he started out to do and given continued life to his belief that it could be accomplished.

His widow, remarried now, controls the Timing Tower, and her husband assists.

His brother-in-law starts our races and has become one of the best starters in the country.

This Sunday the Lawrence name appears again at Waterford Hills when his son, Kent, drops the green flag . . . as his father did a decade ago . . . and starts the Ninth Annual Edwin P. Lawrence Memorial Race.

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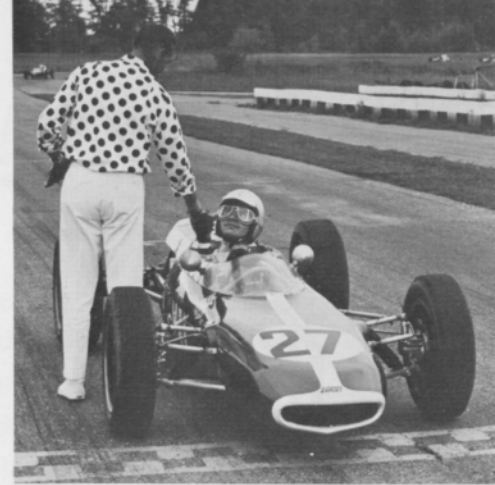


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Tom Monarch's Formula Junior proves successful in its first outing.



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Scott Harvey led every lap of the feature event with his hood ajar until . . .



. . . it blew up a few hundred yards from the checkered flag. As Harvey felt his way to the Start/Finish line, Gene Henderson's Cortina swept out of Swamp to win!

All Photos  
by Bizer



Conrad Miesiak gives everyone a thrill as he loops it at Bluff Bend!

Frank Kahlich dives into the corner to take the lead from Tony DeLorenzo, only to lose it in Skeethouse.



It's 3 abreast as Frank Bonner and Bob Clemens battle it out as they rush by John Beadle in #146 MG-A.

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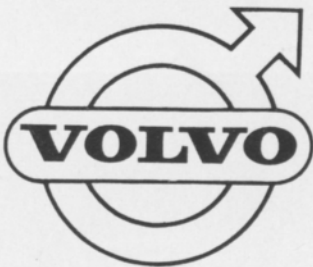
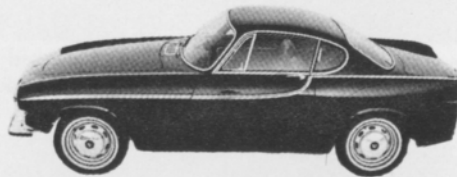
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## OCSRRC RACING CLASSES

### PRODUCTION SPORTS CARS

"Production" Sports Cars (i.e., cars not designed primarily for racing) are grouped in classes according to their racing performance. This system of classing makes driver skill rather than car performance the primary factor in winning races.

**CLASS A:** Abarth Simca 2000, Cobra 427, Griffith 200, Porsche GTS/904, Shelby GT-500, Sting Ray 396 & 427.

**CLASS B:** Aston Martin DB4, DB5, DB4 GT & GT Zagato; Cobra 289; Corvette 327 & 283; Ferrari 250 GTO, 275 GTB, Berlinetta Lusso, 250 GT-SWB, 2+2, & GT-California, Coupe & Cabriolet; Jaguar E3.8 & 4.2; Shelby GT-350 & GT-350 1-4V; Sting Ray 327.

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

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

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

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

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

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

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

### MODIFIED OR SPORTS RACING CARS

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

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

### FORMULA CARS

Four classes of single-seat, open-wheel racing cars classed by size and/or type of engine: **FORMULA A:** 1100 to 3000 cc; **FORMULA B:** 1100 to 1600 cc; **FORMULA C:** under 1100 cc; **FORMULA VEE:** based on standard Volkswagen 1192 cc sedan components.

### SEDANS

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

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

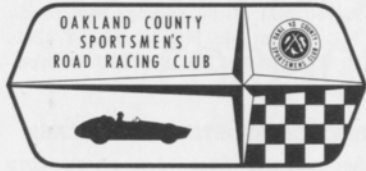
**CLASS II:** Alfa Giulia 1300, Ford Anglia 1198, Mini Cooper 997, Mini Cooper S 970 & 1071, NSU-TT 1085, NSU-TTS 996, Renault Gordini-R8 1108, Saab 750 & 850 Sports, VW 1493 & 1584, Hino Contessa 1251.

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

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

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

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