

## It always looks like next year's car.

The 1968 Jaguar XKE really looks as if Jaguar designed it too soon. And when it comes to engineering, the '68 XKE is years ahead of its time, too.

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

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

The Jaguar roadster sells for \$5372. (Port of entry.) Come in and let us show it to you.

### Jaguar

## FALVEY MOTOR SALES CO.

Distributors for Jaguar in Michigan and Ohio

### Authorized Detroit Area Jaguar Dealers:

#### FALVEY IMPORTED CARS, INC.

22600 Woodward Ave., Ferndale

#### BOB OWENS SALES INC.

34043 Ford Rd., Westland

#### SAMPLE SPORTS CAR SALES

12132 Gratiot, Detroit

#### PONTIAC SPORTS CARS, INC.

467 Auburn Ave., Pontiac

#### SPORTS CARS, INC.

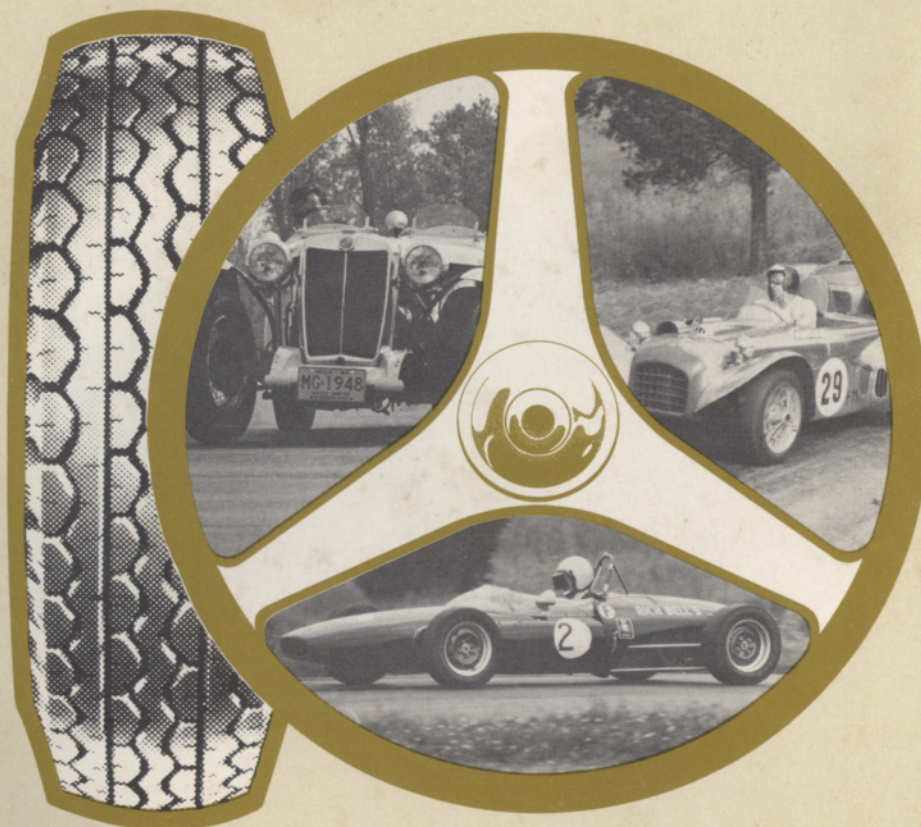
G-5280 S. Dort, Flint

#### OVERSEAS IMPORTED CARS, INC.

936 N. Main St., Ann Arbor

# SPECIAL TENTH ANNIVERSARY ISSUE WATERFORD HILLS digest

September 1968/50¢



## FALL CLASSICS



### CINTURATO 367

The world's most advanced radial ply tire for imported cars. Clings tenaciously to wet and dry surfaces. Lack of centrifugal distortion makes it difficult to loosen its grip on the road at any speed. Doesn't "break away" abruptly when cornering to the limit.



### 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.



### SEMPIONE

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.



### INVERNO

Uncompromising performance on snow and slush. High pulling power. Resists lateral sliding. On dry pavement, remarkably quiet running. Excellent performance on wet pavement.



### 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. 9, No. 6

Sept. 28, 1968

# WHI digest



Dirt track'in on the "New" Waterford Course

## CONTENTS

The Inside Line . . . . .	3
Life in These Waterford Hills . . . . .	16
Lap Speed Chart . . . . .	20
This Is History! . . . . .	26
Class Records . . . . .	30
Photo Page . . . . .	32
Course Map . . . . .	46
OCSRRC Racing Classes . . . . .	47

The Waterford Hills Digest is published by the Oakland County Sportsmen's Road Racing Corporation in conjunction with each major race at the Waterford Hills Road Course. Subscriptions are available at \$1.25 per year. Advertising rates available on request. Editorial contributions are welcomed; however, the Digest is not responsible for the return of unsolicited material of any kind unless it is accompanied by a stamped, self-addressed envelope. Address all communications to: Waterford Hills Digest, 20771 Dexter, Warren, Michigan 48089. Phone: Area Code 313, 772-0422. Copyright © 1968 by Oakland County Sportsmen's Road Racing Corporation. Reproduction in any manner in whole or part without written permission prohibited. Litho in U.S.A.

Editor	Bob Gustafson
Assistant Editor	Bill Gilmour
Editorial Staff	Sue Hoffman
	Charlie Davison
	Joe Charrette
Cover Layout	Jack Berfield
Cover Artwork	Art Group-Art Staff, Inc.
Production	Chris Gahman
	Anne Roeske
Photography	Al Bizer
	Jack Berfield
	Wally Lubzik
	Warren Mason
	Russ Pfeiffer
	Sokol and Kelly



## BELLE TIRE DISTRIBUTORS



**The Minibug will get you  
if you don't watch out**



*It'll run about  
anywhere you  
want to go —  
beaches, woods, hills,  
snow — and on the road.*

**The Minibug**

**Race it, too—**

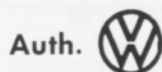
**BASIC KIT—\$395.** Fiberglass body shell, hood and dash. Choice of 5 colors. Full instructions for shortening V.W. chassis to 80 inches and assembling your Minibug. Windshield frame, support frame, and headlights — \$100.

*Complete accessories, tops, frame shortening available.*

# GREENE MOTORS VOLKSWAGEN

34501 PLYMOUTH RD. LIVONIA, MICH. 48150  
*Between Wayne and Farmington Rds.*

425-5400



Dealer

539-9700

**Complete Service and Parts  
for  
Volkswagens and Formula Vs  
Complete Body Repairs**

# THE INSIDE LINE



So you like Waterford! Well there's a handful of guys and gals down in the paddock who like *you* too.

For them, this Road Course is a dream come true. Ten years ago they formed the Oakland County Sportsman's Road Racing Club and then went to work with graders and picks and shovels to build a Road Course.

The first effort produced a one lane dirt track and this lasted until the dust the cars raised in the first event snapped them out of their dream and almost out of the county. With the blisters hardly healed they stuck out their necks again and went in hock for a wider track surfaced with asphalt and a lot of fencing to protect the spectators they hoped would come to watch their funny games.

You did come. And you kept coming, encouraging the dreamers to invest more time, energy and money to make it safe and still as interesting and exciting as possible for you.

We have many improvements planned but rising costs make it rather slow going and at times our future appears rather doubtful. Our driver and spectator safety record is unparalleled among tracks of this

kind. Waterford is one of the most challenging road courses in this country. We're proud of our drivers. A Waterford Driver is to be reckoned with no matter where he or she goes. WE are trying to keep our costs down. Our whole operation inside the fence is run by volunteer help. Our officials and our Turn Marshals are respected across the country for the beautiful job they do. Our Race entry fees are high, but award budgets and insurance premiums are too. The preparation and maintenance of a race car is costly and there's no reimbursement for a rolled car or a scattered engine, but the enthusiasm of the sports car nut is incredible. This Road Racing Club is testimony to that.

Waterford Hills is unique. We have no stockholders demanding a profit. Instead, we have a bunch of crazy enthusiasts who give their time and talents to keep alive that dream that the pick and shovel guys and gals had a few years ago.

You spectators are our partners, helping to pay for the things that cannot be bought with enthusiasm alone. Thanks for your support and please bear with us when we goof . . .



By Bob Moody

In recent issues you Sportsman readers have seen several articles and pictures relating to and explaining the sudden appearance of those "funny little furrin' cars" running all over the back eighty. To be sure you'll be kept up to date, your editor and officers have decided to make this column a regular feature in the Sportsman.

On August 9th and 10th, there will be a sports car meet for O.C.S.C. members only with the small sedans running on Saturday, August 9th, and touring and open sports cars Sunday, August 10th. This event is planned to attract non-members to O.C.S.C. who are interested in sports car activities. With enough new members, it won't take long to raise the money to pave the course. Announcements of this event are going to hundreds of sports car people and should result in signing up many new members.

A Sports Car Committee is being formed that will regulate the use of the new course in much the same way as the other committees regulate their particular activities. The course was laid out under the direction of Harry Barnes with the assistance of Bob Gubbins, Bob Cliff, Ray Newman, Dick Norton and several others.

The 1.3 mile course has been graded and treated with chloride and received its initiation under the wheels of some forty Corvettes on June 8th. O.C.S.C. member Bob Cliff took home a first place trophy on that day. Bob really brought home the hardware June 29th when he won first in class and Fastest Time of Day at the Haven Hill Climb in Highland Recreation Area where he set a new record by going up the hill in 22.97 seconds.

In an impromptu run on the course, Bob Gubbins, with Fred Mayer navigating, turned the course in 2 minutes and 5 seconds to edge out Harry Barnes in his M.G.A., Art Novak in his Dauphine, and Dick Norton in his V.W.

Gubbins and Barnes turned in better times than even the fastest Corvettes. This attests to the superior handling of the small cars on a tight course such as ours.

**CLUB'S OFFICERS**—Posing on steps of the track's control tower are (from bottom) Ed Lawrence, club vice president; Bob Moody, historian; Jack Jenkins, president; Dick Norton, registrar; Gordon Harrison, trustee; Bob Gubbins (left), treasurer, and Harry Keeler, instructor; Mrs. Joan Lawrence, statistician; William Parker, timer, and Seymour Spira, safety director.

## Sports Car Owners Enthused About OCSC Facilities

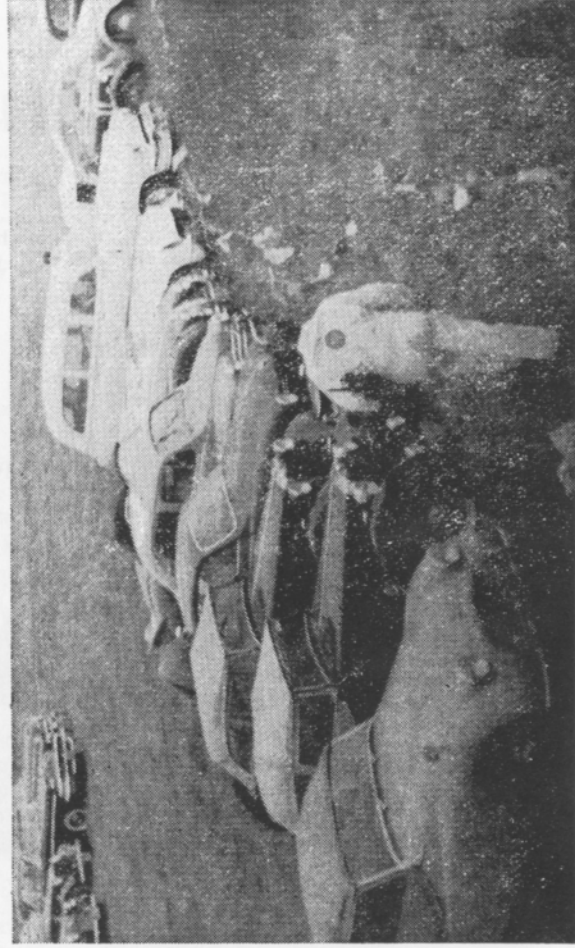
Shown on this page are a few of the many foreign and domestic sports cars which competed in the first Trial Event held at Oakland County Sportsmen's Club on Sunday, May 4th.

The trial event was very successful according to sports car enthusiasts participating. At the conclusion of the trials, drivers and friends enjoyed a luncheon at the OCSC clubhouse.

The event brought entries of Volkswagens, British M.G.'s, Italian Siata's, Chevrolet Corvettes, CAD allard and many other models.

Popularity of the sport and success of the May 4 event has stimulated discussion of a possible Sports Car Club within Oakland County Sportsmen's Club.

The issue will be discussed at length during the May 28 general membership meeting, at which time club members will hear detailed plans on a sports car club and have the opportunity of learning what activities such a club would have.





## SPORTS CAR ACTIVITIES

Oct.	2	Club Meeting	OCSRRC
Nov.	6	Club Meeting	OCSRRC
Dec.	4	Club Meeting	OCSRRC

## BOB OWENS DATSUN

### Sports Cars

2000 cc — 5 speed

Sedans & Wagons  
4 speed or automatic

½ ton pick-up \$1766

34043 Ford Road



4 speed  
1600 cc  
\$2766

Westland, Michigan

722-3910

562-3930

## OFFICIALS

Race Coordinator . . . . . Joe Charette  
Asst. Coordinator . . . . . Tom McDonald  
Chief Steward . . . . . Dan MacDonald  
Asst. Steward . . . . . Ralph Yeckley  
Licensing/Driver Training . . . . . Ralph Yeckley  
Technical Inspector . . . . . Phil VanZandt  
Chief Starter . . . . . Ed Houlehan  
Timing & Scoring . . . . . Joan Voltmer  
Flags & Communications . . . . . Dave Mackinder  
Course Marshal . . . . . Stan Gorman  
Safety . . . . . Marcel Dupont  
Paddock Marshal . . . . . Mike Chrisman  
Registration . . . . . Andrea Gleason

Car Classification . . . . . Bernd Leckow  
Trophies . . . . . Paul Susalla  
Membership . . . . . Andrea Gleason  
Public Relations . . . . . Bob Gustafson  
Asst. Public Relations . . . . . Bill Gilmour  
Course Physicians . . . . . F. Johnson  
. . . . . H. Larabee  
Club President . . . . . Frank Cipelle  
Vice-President . . . . . Paul Susalla  
Secretary . . . . . Diane Brogan  
Corporation President . . . . . Art Novak  
Vice-President . . . . . Frank Cipelle  
Secretary . . . . . Joan Voltmer  
Track Manager . . . . . Pete Rose

## 1st Racing Center Here

June 23, '60

DETROIT FREE PRESS

# Boast Sports Car Course

By HARRY LeDUC

Looking from downtown Detroit 32 miles north, it appears as if sports car owners of the metropolitan area finally have set up a genuine center of competition for themselves.

A quarter-mile east of U.S. 10, at Waterford, there has been constructed a 1½-mile smooth asphalt, 12-foot wide course that travels up and down hills and through 80 acres of wooded land in lake-spotted northern Oakland County.

### SHOOTING RANGES

The group in control is called the Oakland County Sportsman's Road Racing Club, started last June with a small membership of sports car enthusiasts. There are now more than 200 members.

The entire layout comprises 170 acres, boasts a spacious log clubhouse, and offers skeet and trapshooting, a 26-target archery range and rifle and pistol ranges. A 36-page magazine is published monthly.

Formal trials for sports cars are held the fourth week-end of every month, with trophies awarded. A Corvette has attained over 100 miles an hour on the 1,000-foot straightaway of the course and holds the record of 101.7 seconds for the track built in November.

Jaguars are turning the course in 116 seconds, Triumphs in 118, Austin Healys in 120, Alfa Romeos 113, Morgans 114, SAABs 117, Volvos 114 and Volkswagens in 124.

### FREE INSTRUCTION

Women drivers have gone around the course in 136 seconds.

Competition drivers give dual instruction to new members at no cost, the course being open every week end. Practice is always permissible.

With a 12-foot wide track, driving presently is against the clock but officials plan to

widen the course to 24 feet of asphalt to permit wheel-to-wheel racing.

March and April will be big racing months, with six days of what is called Marque competition "on the only club-owned course in the USA." These trials are down for March 15, 28 and 29, and April 12, 25, 26.

Each Marque group will consist of three or more similar cars. Only members over 18 years of age are eligible for competitions but membership fees are low, at the most \$25 a year for men, \$15 for women. The club's address is Box 73, Pontiac.



The Founders Three—Les Smith, Harry Barnes and Bob Gubbins.





## WHAT TO WATCH FOR AT WATERFORD HILLS

by Dave Davis Jr. & Trant Jarman

At first glance, the first-time spectator at Waterford Hills will find excitement aplenty, just trying to watch the cars go 'round and keep track of the leaders. However, the seasoned race-watcher knows that there's a lot more to look for, and these few important points will make all your trips to Waterford Hills a lot more fun, and sort of put you "on the inside".

Football fans and basketball fans know that every move the players make in practice, warming up, or just skylarking around the sidelines, is a clue to their performance in the contest to come. The consummate skill of Johnny Unitas or Bobby Layne compared to the efforts of a freshman quarterback is immediately obvious to the knowledgeable man-in-the-stands. This

applies directly to motor racing and you'll see it here today, if you watch carefully and know what to look for.

You'll see some first-rate drivers, with real skill and competitive spirit, fighting it out for that checkered flag. The first step in learning to judge their performances here, is to learn to distinguish between headstrong enthusiasm and true top-line race driving. The easiest way to determine a driver's level of skill is to time him for several laps and to compare his times on consecutive laps, both against themselves and against those of other competitors. Good drivers aren't just fast, they're consistently fast, and that makes the difference.

Top drivers lap times won't vary more than tenths of a second for an entire race. Neither will their technique change from lap to lap as they brake, corner, and accelerate toward the next turn. The best men establish the shortest route around the track in practice; this is their "line," and they'll follow it within inches every time they pass the spot you're watching.

Beware the driver who doesn't do this! Wild slides and screaming tires don't necessarily mean fast driving, and the man who screeches around the course and never takes the same line twice is not apt to be in the winner's circle at the end.

# HANLEY DAWSON CHEVROLET



*Home of the Winners*

*Michigan's Volume Corvette Dealer*



Hanley Dawson's 1967 Corvette:  
Fastest A-Production in the U.S.A.!  
8 first places at Waterford in 1967!  
Detroit News Trophy Winner!



Hanley Dawson's 1968 Corvette:  
Most powerful yet!  
427 L-88 aluminum heads  
and all the goodies!



4 Full-Time Corvette Mechanics  
on duty to back up our  
Exclusive Hanley Dawson warranty.



Join the in-crowd  
at Hanley Dawson's.  
Courteous, experienced salesmen  
to help you.

*Also a large selection of '68 Corvettes available!*

**HANLEY DAWSON CHEVROLET, INC.**

West Seven Mile at Lodge Expressway

**342-2829**

## Michigan's *FIRST* Motorcycle

# ROAD RACE



# August 27th.

**Waterford Hills Road Course**

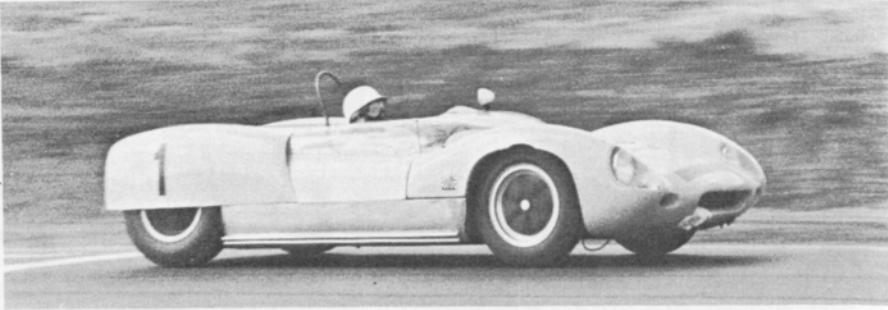
First Race 1:30 p.m. Admission at gate \$1.50



# STIRLING MOSS

Photo Podvin

Moss at Mosport in a Lotus 19.



To try and outline the brilliant career of Stirling Moss, sometimes called 'Mr. Motor Racing', would indeed take many hours of pen wielding, reams of paper and quite a few gallons of ink. Sixteen years of successful competition is a long period to try and cover with a few scant paragraphs; but to give you some idea of what our guest has accomplished, we will 'touch briefly' on some highlights.

The time was the post-war period, and young Stirling Moss, like many other young British hopefuls began to indulge in a form of racing known as the Formula 3; a class for open wheeled monostros displacing up to 500 c.c.s (30 cu. ins.). Stirling although not quite seventeen, at the time, displayed even then, the virtuosity and skill which was to stand him in good stead for the tougher and faster racing which lay ahead.

The years rolled by, and many were the trophies which were added to the Moss mantle. Soon the name of Stirling Moss reverberated around the world, when as a factory team driver for Jaguar, he ensured his team's victory at the famous French classic - the 24 hour endurance race at Le Mans, - where by his efforts as pace setter, he led the race at such a clip, that the opposition literally fell apart!

Many victories later - the year 1955, and we see Moss once again showing

the way, in probably the most gruelling race of them all, the now discontinued 'Mille Miglia', Italy's rugged cross country race - over mountains, through the villages and towns, and on across the dusty plains of Lombardy; where speeds of over 170 MPH were reached. This race, the most hazardous since Ben Hur tangled with Mesala in Rome's Collisium saw Stirling the winner in a Mercedes-Benz 300SLR, with a fantastic average of just a shade under 100 MPH!

"Always a bridesmaid and never the bride", is an old saying and as far as the World Driving Championship is concerned it is very applicable in Stirling's case. (The Championship is based on a points system over the racing season; each country having a race, counting points. The winner of each race receives 8 pts., second place 6 pts., and on down the list. The driver with the most points at the end of the year is champion). Stirling has been close on many occasions - one year he lost by just one point! Last year his jinx seemed to be getting stronger, he missed two point getting races because of an accident in the Belgium Grand Prix at Spa-Francorchamps; when his Lotus F1, travelling at close to 130 MPH suffered a broken hub carrier, causing him to crash which demolished the car completely. Stirling was thrown clear - (he doesn't

wear a seat belt), and was away from racing for six weeks, with a broken nose, and a fracture in each leg. The opinion was, that Moss would be out of racing for the rest of this year. This was not so, for a few days after leaving the hospital (much against his doctor's wishes, so the rumour goes), Stirling entered and won quite easily the "Tourist Trophy Race" driving a Ferrari GT.

Another example of Stirling's ability was seen more recently in this year's Grand Prix of Monaco - something like Waterford - a tight, short, circuit laid out through the streets of Monte Carlo. Giving away nearly 40 BHP to Ritchie Ginter of California in a Ferrari, Moss drove what must have

been a picture race, to win at a record speed.

His other great victory this year came at the Nurburgring in the German Grand Prix - 14 miles to a lap through the Eiffel Mountains. And Moss although again out-powered by the Ferraris, drove a brilliant race to win.

We could go on and on, calling off Stirling's victories, much in the way we read off the battle honours on a regimental standard - but space does not permit, and superlatives do not do justice to Stirling Moss, the uncrowned 'King of Motor Racing' and our guest at Waterford Hills today.

..... John Marsh  
CBC Program "R.P.M."

Photo Podvin



# Newest Foreign Cars to Debut This Weekend

Big Field of Drivers  
From Midwest, Canada  
Are Expected

The Midsummer Trophy Race, with one of its largest field of entries, will take place Saturday and Sunday at the Oakland County Sportsmen's Club.

Entries for the races on the Waterford Hills road course have been received from drivers in Michigan, Ohio and other Midwest states plus Quebec and Ontario.

The debut of two cars which never have been seen previously in this country will be made. The Lotus XVII, which belongs to Glen Baldwin of Birmingham and the GMS Delta owned by Bob Gubbins, also of Birmingham, will see action in their respective classes.

The Delta is an import from England. It incorporates many English Ford parts including the Anglia engine and features unit construction in steel and fiberglass.

★ ★ ★

The Lotus XVII was built especially for the factory team to race at LeMans, France. It is powered by a 750 CC Coventry Climax engine and weighs less than 700 pounds.

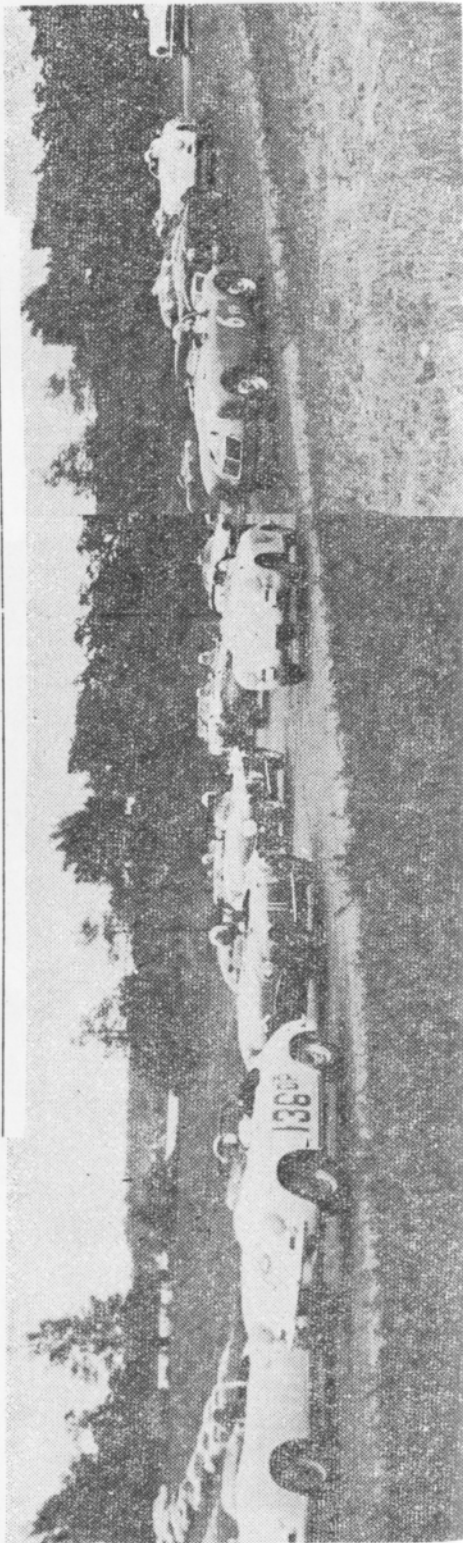
★ ★ ★

Racing club president Art Novak said, "We have drawn some of the best cars and drivers in the country for this race."

Among the local drivers entered are Bob Clift of Pontiac driving a Corvette, John Camp of Pontiac, driving a Porsche and Dave Moothart of Pontiac driving an Austin-Healy.

Practice and time trials begin at 11:00 a.m. Racing starts at 1:00 p.m. Tickets can be purchased at the gate.

THE PONTIAC PRESS, THURSDAY, AUGUST 10, 1961




*Larry Scott*  
INVITES YOU TO DROP IN

***auto electric shop, inc.***  
***520 south saginaw***  
***pontiac, michigan 48053***  
***phone 332-9129***

AUTHORIZED DISTRIBUTORS:

- AC
- Delco
- Bendix Brakes
- Auto-Lite & Champion
- Carter-Holley-Rochester
- Dayco—DS & 7 Racing Belts
- Pennzoil Z-7 and Racing Oil

Everybody's  
BUGS  about  
TOM SULLIVAN Volkswagen

Most Modern  Dealership in America  
25400 W. 8 Mile Rd., 1/2 Mile W. of Telegraph • phone 353-6900



## Personality Profile

# MR. SPORTS CAR

While you are enjoying the races this weekend, be on the lookout for a small red Porsche coupe. Behind the wheel of this sports car is the man, who in my opinion, is the man to be called "Mr. Sports Car".

If you are at all associated with the sports car world, as a member of any sports car club, or a participant in races and other events, or simply enjoy the sport as a spectator, you probably know this man. Everyone seems to know Les and he seems to know everyone associated with this type of sport by their first names.



For those few who are not acquainted with this dynamo, here are some of the reasons why he is qualified to have this title.

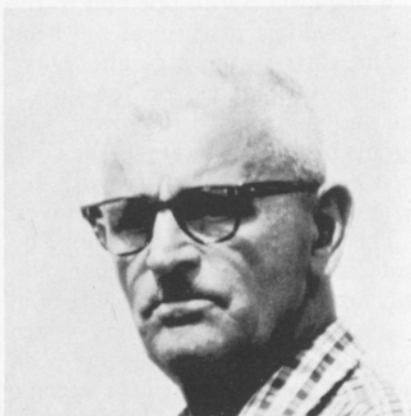
Sixty-three years young and getting younger all the time -

Loves to drive a sports car better than any other type automobile -

Enjoys working for anything that will improve the sport of auto racing -

Always willing to stop and talk and to help with what ever project might need doing -

Gets a "big kick" out of organizing ice runs, gymkhanas, or races and driving his Porsche in these fun events -



Likes people and has the "gift to gab" and a certain charm that appeals to everyone he meets - a real goodwill ambassador -

His trophy collection is not as impressive with racing trophies as a lot of drivers but he has the largest collection of enthusiasts trophies I have ever seen. -

He is one of the Corporation Members who helped build the Course you are watching the races on today -

He is the only holder of an Honorary Competition License on this Course -

He has never taken time off from his work as an official to drive on this Course as a Contestant, yet, he has more laps on the mowing machine than any driver could ever compile!! -

Three years ago, at an age when most men would have long since retired from speed events, he drove his Sprite in races at Put-In-Bay and Mt. Clemens -

So, if you see this grey haired guy with a bristly mustache to match, driving around, stop him and say hello. He will be happy to stop and talk to you and I believe after a short conversation, you will agree this is the man to be known as "Mr. Sports Car". His full name? Leslie C. Smith, 1962 President of the Oakland County Sportsmen's Road Racing Club.

## Rich Bell's

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

*Amco*

*Buco*

*Crusader Vee*

*EMPI*

*Formula 1*

*Kellison*

*Lucas*

*Oil Zum*

*P & G MFG.*

*Porsche Stuff*

*Sebring*

*Stewart-  
Warner*



## AVERAGE LAP SPEED CHART

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

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

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

### Your Circle of Confidence

**orange blossom**  
*Diamond Rings*



Paul Susalla  
1967 Waterford Champion

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

### A. J. Susalla JEWELERS

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

## AUTOMOBILE RACING..

### HOW DOES IT AFFECT CONTEMPORARY CAR DESIGN?

As far as sedans are concerned, it doesn't, much. The Indianapolis 500 regularly attempts to justify its existence with some vague nonsense about being "America's greatest automotive testing ground", but the facts don't support this. What racing really seems to develop is better racing cars. Indy's only real claim to fame is the rear-view mirror, introduced there around the time of the Kaiser War. As it happens, today's Indy cars don't even have 'em anymore. So much for America's greatest automotive testing ground.

A few items, pioneered on road racing machines, do seem to be making a breakthrough though. One of these is disc brakes, now available on most medium-and-above-priced English cars. Another is independent rear suspension, although this claim is somewhat clouded by the fact that Volkswagen and Mercedes-Benz both built fully independent family sedans long before that design became the vogue for racing cars, as it is today.

An interesting side note here is the knowledge that Volkswagen, brain-child of that great race car designer, Dr. Ferdinand Porsche, is vehemently opposed to racing. The managing director of VW, Heinz Nordhoff, is foursquare against it. He says it's a waste of time, effort, and money, and it proves nothing. I wish he could see Erhard Dahm hauling his silver beetle around Waterford; he might change his tune. (He might also froth at the mouth and tell Erhard to take that thing home and use it for what it was designed.)

What racing represents to those manufacturers who take part in it, is not any kind of proving ground at all, but rather a great big public relations gimmick. It's generally accepted that competition success results directly in sales success. That's why Pontiac does it, that's why Mercedes-Benz does it, and that's why literally hun-

dreds of men in the American automobile industry are heavily involved in it, even though the industry has imposed a no-racing ban on itself.

Sports cars are a little different, since they must behave a bit like racing cars or they won't sell; but they're an exception. For example, the American sedan never profited much from stock car racing; it just got more and more powerful, and bigger and bigger. Tradition and costs are two major factors that have always prevented any race-born innovations from filtering down to the consumer level. Although today's American sedans do handle and stop better than they used to, it's more because of the influx of good-handling European cars, than any lessons learned in racing.

So, we come again to the bare fact that racing is more for the benefit of the sales department than the engineering department. You, the fans, can take some smug pleasure from the knowledge that you're the cause of it all. All over Detroit, Stuttgart, Turin, Coventry, and the world's other auto-producing centers, there are gangs of expensive executive types, all hoping to come up with new cars that'll blow off everything on the track - just so you'll be impressed enough to buy one of the little dears.

You can poo-poo the whole thing and say that you're much too intelligent a car buyer to ever get roped in by such transparent goings-on, but if you're at all honest with yourself (as if anybody was), you'll admit that you're sort of pleased that Pontiacs like yours can lap Daytona at 150 - or that a Volvo like yours is a regular winner in the sedan races at Waterford - or that your Jaguar is powered by the same engine that won at LeMans year after year after year. After all, you're only human.

Aren't you?

David E. Davis, Jr.





KENT VOLTMER STARTS 'EM UP FOR THE  
ED LAWRENCE MEMORIAL TROPHY RACE



# BURBAN MOTOR CO.

ENGLISH FORD LINE

ANGLIA    CORTINA    GT  
            LOTUS

SALES            PARTS            SERVICE

8000 MICHIGAN AVE.    DETROIT    LU 2-6300

## Michigan Sports Car Club

M.S.C.C. membership is made up of motor sports enthusiasts; enthusiasm being the only prerequisite. Candidates are expected to work one event 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 Bill Smith—TU 5-2178.

## 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 Stephenson, 646-8584.

## 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 PM at Ford Central Office Building on Michigan Avenue.

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

## BOB OWENS SALES, INC.

MG-B, MGB-GT Coupe, MG Midget Mk. III, Sprite Mk. IV

Austin America — All New for '68'

4 Speed — \$1705, 4 speed fully automatic — \$1845 P.O.E.



Authorized Dealer — Sales — Parts — Service

34043 Ford Road

Westland, Michigan

722-3910

562-3930

# Michigan Engine Supply

Michigan Distributors  
For "Beck" Foreign  
Car Parts and Accessories

## ELECTRICAL

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

## CARBURETORS

Solex • S.U. • Bing

## PLUS

Gaskets • Valves • Pistons  
Rings • Clutches • Oil Filters

Blaupunkt Radio  
Abarth Mufflers

**PIRELLI**

**TIRES**



OILS

Phone LI 7-9484



## Imported Auto Distributors

ROVER 2000 TC



ALFA ROMEO DUETTO



VOLVO 144



LANDROVER



**LARGEST IMPORTED CENTER  
IN MIDWEST**

Phone 541-6360

# WORLDWIDE IMPORT SERVICE

**THE FINEST  
IMPORTED CAR  
SERVICE**

**All Makes  
All Models**

**SEE -  
ROY GAMMAGE**

**Phone LI 2-1314**



**10200 W. 8 Mile Rd. Ferndale, Michigan**



## THIS IS HISTORY!

It was with this in mind that a group of sports car enthusiasts within the Oakland County Sportsmen's Club of Waterford, Michigan, decided to add to the facilities of this old and respected conservation club, a sports car track that would serve this Mr. Average as well as his more sophisticated brother.

The Oakland County Sportsmen's Road Racing Club (O.C.S.R.R.C.) had its real beginning back in the spring of 1958. At that time, several sports car enthusiasts in the area were asked by long time O.C.S.C. members, Robert M. Gubbins and Harry Barnes, to join the club with the express purpose of promoting sports car activities within it.

In order to support such a movement, many new people, interested in sports car racing, were needed. Our now famous "Dear Sports Car Enthusiast" letter invited hundreds of people to join O.C.S.C. with the vague promise of a paved course sometime in the future. The response was beyond expectations and with a large grant from the Club to pay for grading, the three event "Pioneer Time Trials" was staged in August with great success on the twisting, dusty course.

Billowing dust with the resulting complaints from our neighbors in the nearby subdivision forced immediate action on paving the course; a project that hadn't been anticipated until late 1959.

Seemingly impassable blocks stood in the way of paving before winter, but with a remarkable show of persistence, persuasion, and enthusiastic effort, O.C.S.R.R.C. members made Michigan's first paved sports car course a reality on No-

vember 8, 1958.

Events of various types were run throughout the winter including Family Day which featured an ice run on O.C.S.C.'s Lake Townsend, combined with a time trial on the track. In the early spring, we began a six unit series of time trials known as the Marque Trials. In these runs, car classes were set up on the basis of car make instead of the usual engine displacement.

In the early summer, a new type of event was initiated to provide a change from the normal time trial, running strictly against the clock. This particular event known as the Australian Pursuit Race was modified to suit our course conditions. Since cars could not pass on the narrow 12 ft. wide pavement, they were started out at time intervals. When a car "caught" the car it was pursuing by coming within one second time distance, the "caught" car was flagged off the course and the pursuer was free to chase another. These races provided some very exciting moments and served to introduce the novices to wheel-to-wheel competition in a gradual way.

A great boost to Club morale came during the early part of September, 1959 when O.C.S.R.R.C. officers were informed by one of our members that a friend of his, who preferred to remain anonymous, was willing to put up securities for a bank loan to pave the second strip of the track and to make other improvements necessary to stage wheel-to-wheel-competition events. The offer was immediately and gratefully accepted with provisions made to safeguard the gentleman's securities. Plans were immediately made for

the staging of our Inaugural Race. In the short space of five weeks, this dynamic group had again done the impossible by preparing the plans and layout necessary to provide a 24 ft. wide course and organizing this Race.

The club members themselves erected a 2000 ft. board fence to minimize any inconvenience to our neighbors. Telephone lines, spectator fencing, pit and paddock area, land clearing, and many other projects were accomplished on weekends by willing volunteer workers.

While all this physical activity was going on, there were many hours spent in organizing the races. Announcements and applications were prepared and mailed; the program was assembled and prepared with the support of many advertisers; dedication ceremonies were arranged; publicity in the immediate area and surrounding communities was arranged, as well as the organization of the many complex procedures of running a race such as: registration, flag control, communications, crowd control, timing and scoring, trophies.

The large clubhouse with complete dining room, snack bar, and bar facilities, and the indoor rifle range plus 200 acres of scenic land bordered by two fine lakes makes membership particularly attractive. With our race course and the many improvements yet to be made, club members look forward eagerly to the tenth full season of racing on our beautiful Waterford Hills Road Course.

The details of the operation of this unique group show what a group of amateurs, with nothing but their unselfish enthusiasm for the sport, can accomplish with a purely volunteer organization.

## Oakland County Sportsmen's Road Racing Club Champion Drivers

In 1960 the club originated a point system to enable it to determine the club champion driver of the year. They are:

1960 & 1961	Bob Clift CM Corvette
1962	Joe Charette GP Sprite
1963	Bill Osband DP GSM Delta
1964	Fred Salo HP Sprite
1965	Ken Nielsen Form. Jr. Lotus 20
1966	Tom Varner HP Sprite
1967	Paul Susalla Sed. I NSU Prinz

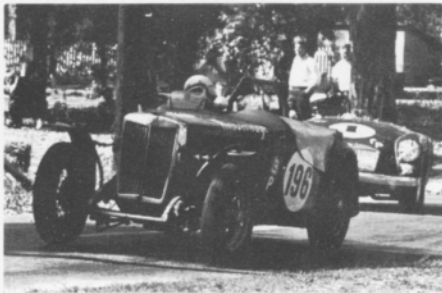
## Perpetual Trophies

It is the tradition that during this "The Fall Classics Race" the winners of the Feature Races receive our perpetual trophies. These perpetual trophies are:

Belle Tire Trophy Formula Cars
Burban Motor English Ford Line Trophy Large Sedan Cars
Detroit News Trophy Large Production Cars
Edwin P. Lawrence Memorial Trophy Sports-Racing Cars
Erhard Motor Trophy Formula Vee Cars
Falvey Motor Trophy Small Production Cars
Rich Bell's Sports Car Specialties Trophy Small Sedan Cars

# PUT-IN-BAY, 1963

A boat ride was first on the agenda, with many trips required to move all cars to the island.

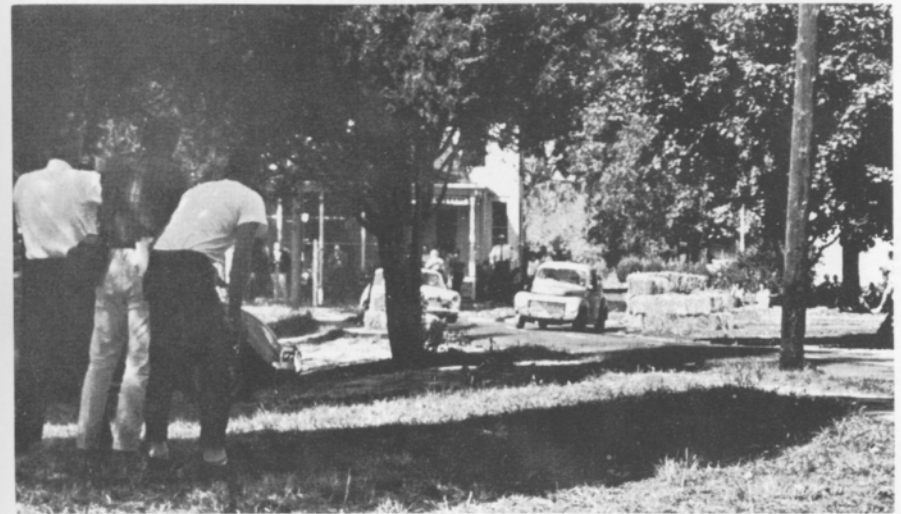


A truly magnificent Canadian MG-TF leads Bud Pell down the Start/Finish straight.

Timing and Scoring, under the direction of Joan Lawrence (Voltmer), was casual, to say the least. Equipment consisted of a card table, typewriter, cigarettes, Coke bottles, piles of paper, many kibitzers, and a grand total of two stopwatches.



The AC Bristols, which can really open up on a long, open course like Put-in-Bay, are about to lap slower TR-4. Top speed is more advantageous on this type of course than it is at Waterford, so the smaller cars aren't so much competition.



Gord Brown, Mini, pushes Volvo right off the road rounding the last corner.



The beginning of a crack-up, as the lead car swerves to avoid spectators in the road. The car ran up a telephone pole, was completely demolished, but the driver was untouched.

A more casual or fun weekend we couldn't imagine. First the boat ride, then tech inspection, held in a local gas station, then on to the paddock, located in a farmer's field. The course consisted of four long straights, but what with bumps, hills, spectators, and pheasants, it was an exciting course. And after it was all over, there was partying until the wee hours. Bets were paid off in champagne, race cars roared through the streets, and the motels were filled to capacity.

This race was the first at Put-in-Bay in four years, and while there will be no races held there this year, we have high hopes of a full season of racing on the island next season.



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

# BULOVA

OFFICIAL TIMEPIECE



Buy a Bulova and you buy the same matchless Bulova craftsmanship that goes into the creation of the most accurate, compact, mechanical instrument ever created for timing purposes—the Bulova Timer.

**SHAW JEWELRY**  
24 N. SAGINAW • PONTIAC • FE-26022  
*is honored to sponsor the world-renowned Bulova Timers that will be used as the Official Timepiece at*

**FALL CLASSICS ROAD RACES**  
WATERFORD HILLS ROAD COURSE

**BULOVA DIAMOND LA PETITE**  
23 jewels, 2 diamonds, sized to fit, precision adjustments, unbreakable mounting \$5950

**BULOVA "23"**  
23 jewels, sized to fit, precision adjustments, self-lubricating certified waterproof, ultrasonic mounting, shock resistant, anti-magnetic, 30 steel case, heavy second hand \$5950

EASY CREDIT TERMS

*Firestone Racing Tires  
Kelly Tires  
Semperit Tires  
Competition Retreads  
Cheater Slicks*

**Alignment**

**All Types of Wheels Mounted & Balanced**

Minilite Wheels

**KLIFFEL TIRE CO.**

21427 Gratiot Ave.  
E. Detroit, Mich.  
PHONE PR 7-9252

**FAMILIAR FACES**



Erhard Dahm



Harry Keeler



Ed Houlehan



Ed Lidgard



Bob Cliff

**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	Lotus Super 7	Chris Gahman	1:23.9	61.021	7/68
E-P	Porsche	Garrett Van Camp	1:22.6		
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
<b>Sports Racing (Modified):</b>					
A-S/R	McLaren Ford	Richard Brown	1:16.2	67.188	9/67**
B-S/R	Porsche RS61	Frank Kahlich	1:21.1	63.132	7/68
C-S/R	Lotus XI	Bill Barber	1:22.1	62.358	7/68
D-S/R	Begra	Bill Mundus	1:28.3	57.9780	7/68
<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
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	Cortina	Bob Transou	1:26.3		
S-4	Lotus Cortina	Allan Moffat	1:24.2	60.802	9/66
V-W	Volkswagen	Roger Roeske	1:33.9		

\*\*Course Record



Dave Johnson



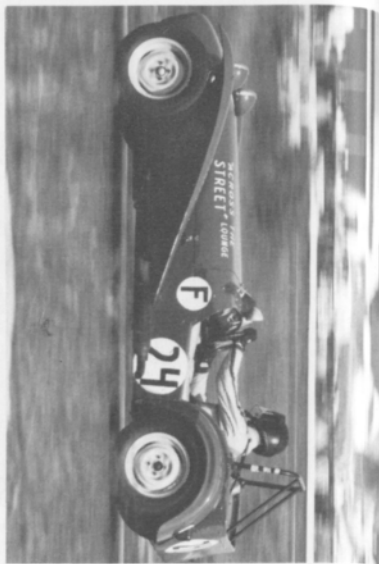
Who?



Frank Cipelle



Flower Power



Nate Brogan on his way up



Where did he come from?



What's my line?



Another novice first for Doug Clingman



Big Daddy Acton



Turn 1 at 5:00 o'clock



Don't just sit there - fix it!



BB in action



# THE HAVEN HILL CLIMB

*from notes by Joe Mulholland*



The Haven Hill Climb was first held in 1954, under the direction of Harold Lance and the sponsorship of the Detroit Region SCCA. The 3.8 mile course was laid out on a steep, twisting road in scenic Highland Recreation area.

The Hill Climb continued on through 1958, but was shut off at that time by authorities of the State of Michigan.

The course was silent for four years, when the MG Car Club, Detroit Centre, took over the task of persuading the officials to reconsider. And last year over 60 cars entered the re-organized event, which was held in November.

The two-day event included practice on Saturday, timed runs on Sunday, and food and accommodations were available at the Lodge. Nearly all the old records were broken on Sunday, with Joe Mulholland setting a new overall record in brother John's Lotus XX Formula Junior. The old record was set by J. C. Kilborn in a 2-liter Lotus.

This year the Haven Hill Climb will be held on November 14 and 15. The event is open to all licensed drivers, and full competition equipment is required. There is plenty of room for spectators. Reservation should be made as soon as possible, to avoid disappointment.

To all Joe extends a personal invitation: "Come and stay the night, come and dine, come and run, and we guarantee all of you fun."

Contact Joe evenings at MA 6-1426 for further information.

# REPAIRS ARE COSTLY!!

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



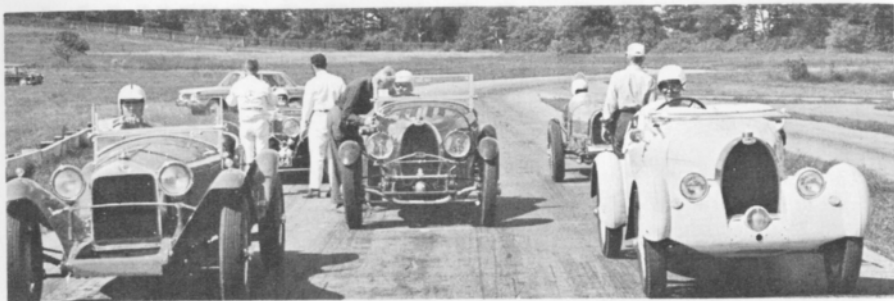
## NATIONAL TESTING & RESEARCH LABORATORY, INC.

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

Your racing machine parts are handled with the same techniques developed and used for Aerospace parts.

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





Gridding up for the Vintage Car Race.



Frank Kahlich, Porsche, passes Tim Sweeney in Skeet House.

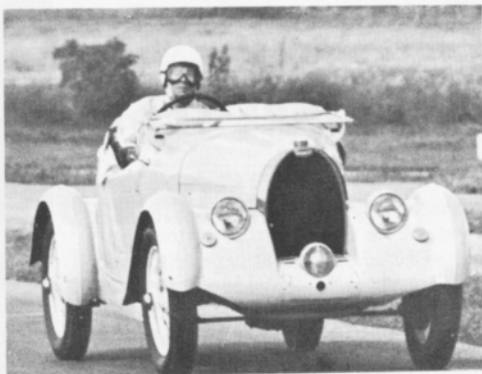


Bob Gustafson kicks up his heels going around Cal Gleason.

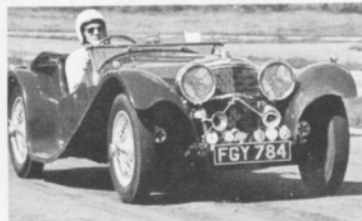
# Vintage "Go"



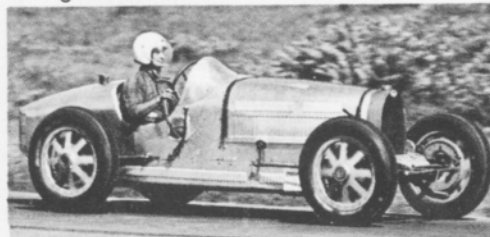
Charliethrows the flag.



Bugatti



Jaguar SS100



Bugatti

All Photos by Bizer



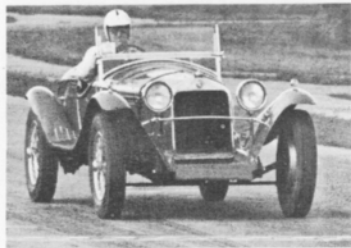
Ernd Leckow (#119) dogged Jim Callison lap after lap . . . finally passed when Callison overcooked it.



is car before Bill Petree came bombing by.



John Grames takes the Formula "C" win.



Alfa



Now what the devil made it run that well?



PONTIAC SPORTS CAR, INC.  
467 Auburn Ave. - Pontiac

Phone 335-1511  
335-1138



MG-B  
MG Midget  
Austin America  
Austin-Healey Sprite



Authorized Dealer for MG and Jaguar  
Sales Service Parts



Phone  
335-1511  
335-1138

PONTIAC SPORTS CAR, INC.  
467 Auburn Ave. (M59E), Pontiac  
"SERVING YOU IS OUR BUSINESS"

# DATSUN 2000

OVERHEAD CAM  
135 h.p.  
5 speed transmission

CAR & DRIVER—JUNE '68

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

**\$2998<sup>00</sup>**



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

Midwest's Largest Authorized Datsun Dealers

## LEO ADLER

28001 Grand River  
at Eight Mile  
476-5710

Winter Activities:

## FROSTBITE & FIRESIDE



Paul Susalla shows that rear-engine sedans don't always stay on the road.

Ron Schroeder competes in the "tow car" class.



You can hang the tail out in any kind of car, as Frank Dougan finds out.



Abominable snowman? Aspen? An ad for push-button shaving lotion? Eye witnesses tell us it's Frank Cipelle, but you couldn't prove it by us.



All Photos by Bizer

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

## Pity.

If only you had waited a little longer! Because now there's America—the first car designed to be a second car.

With automatic/manual transmission. Powerful front-wheel drive. Big-car riding liquid suspension. An interior roomier than a Rolls-Royce Silver Shadow. Up to 30 miles per gallon.

And a price—\$1845.—that makes America the lowest-priced car with an automatic transmission.

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

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



## FALVEY IMPORTED CARS, INC.

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





## FROM FALVEY AUTOS

The Car that Speaks for Itself.



## SERVICE FROM FALVEY AUTOS

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

## FALVEY AUTOS, INC.

21350 Woodward  
Ferndale, 398-4330



## SAMPLE SPORTS CAR SALES

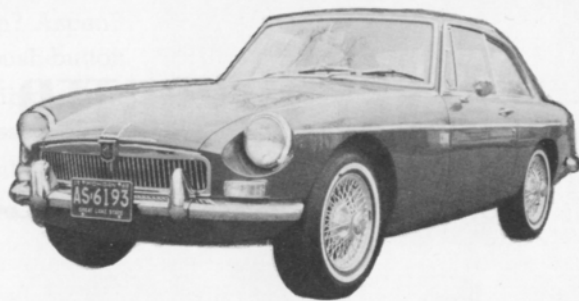
Sales · Service · Parts

12132 GRATIOT · DETROIT · DR1-7370

*East Side's*

*Finest Cars*

*Finest Service*



An opportunist in our midst: Bill Gilmore bought the Saab from Jim Roan for \$1.00 (rumor says), raced (and wrecked) it in grand style, then tried to sell it for \$1.50. "It's a cheap way to go racing."



Photos by Al Bizer

# BURBAN MOTORS



HEALEY	HEALEY SPRITE	
MG 1100	MGB	MG MIDGET
SALES	PARTS	SERVICE

8000 MICHIGAN AVE. DETROIT LU 2-6300



**BUD CLARK, Inc.**

CR 8-8050

23615 Michigan Ave. Dearborn, Michigan



PORSCHE



VOLKSWAGEN

## OVERSEAS MOTORS INC.

NSU Sales-Service Test Drive the Better German Economy Car.



**The Competition Winner.**

**4 Cyl. 1000 CC Engine  
5 Main Bearing Crank  
51 H.P.**

**Overhead Camshaft**

**Seven Models to Choose from,  
Including the New RO-80 Sports Sedan  
with Double Wankel Engine.**

*Also NSU Competition Parts Distributor.*

**32400 Plymouth Rd. Livonia, GA 7-4840**

Goofs, or unusual ways of doing things—Ahem!, are not limited to novices. Before he acquired his current red Vette, Dennis “The Menace” Waskiewicz used to campaign his “Halloween” Corvette, an orange one with black stripes. Dennis and his Vettes thoroughly enjoy slipping and sliding through the tight turns at Waterford. During one race Dennis came roaring out of the swamp turn leaving an unbelievable trail of white smoke. He raced into the pit lane, slammed on the brakes and leaped out before the car had completely rolled to a stop. Dennis was convinced the fire would cause an explosion in his gas tanks. Time and further investigation revealed that in his exuberant racing, Dennis had discharged his fire extinguisher—this was his smoking emergency! Experienced lady drivers sometimes have their troubles, too. Andrea Gleason recalls driving one race which was eventually called after the third flip—and she was it! Recovering nicely, Andrea went to be the official commentator for Channel 50 which wanted to broadcast the feature races. As soon as the cameras began to roll the drivers stopped same! Channel 50 got two hours of everyone driving nicely—there was not one even mildly spectacular spin-out. Barbara Beurmann one Saturday practice tipped her Alfa on its side. On Sunday, when she knew her parents would be watching, Barbara got promises from the officials including the P.A. announcer not to mention her mistake on Saturday. Satisfied her parents would never know, Barbara started her race—only to roll over in front of the spectator area on the hill!

Playing “Do You Remember?” is fun when you have ten years of racing to draw from. There are so many things. Vic Skirmants getting the black flag for being too far in front of the carefully staged pack of racers for a TV commercial. Tony Franciosa losing his left front wheel on the swamp turn in the last lap and accelerating enough to keep his NSU upright until he crossed the finish line to win. Then he commandeered the second place finisher to take him around on his victory lap! So many things! It’s been fun chronicling some of our memories—here’s to more! From all the *Digest* staff our heartiest congratulations on the first ten years and our best wishes for another ten—at the very least.

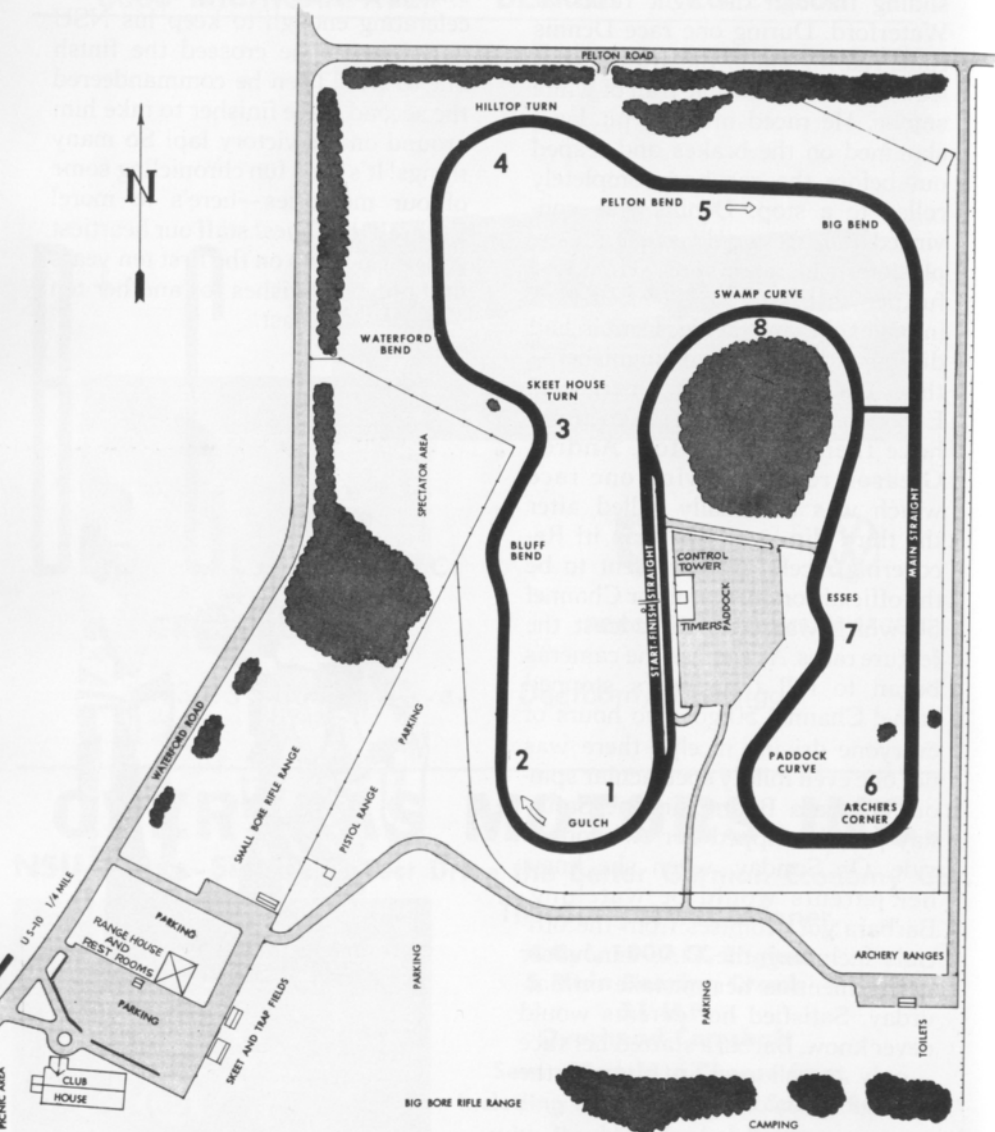




# WATERFORD HILLS



A 1.5 MILE ASPHALT ROAD COURSE AT WATERFORD, MICH



## 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 Bellet 1991; Sunbeam and Hillman 1725; Toyota Carona 1899; Volvo 1600 and 1800; Valiant 2786; Mini Cooper S 1275; Renault Gordini 1300; NSU 1200 TTS and TTC 1177; Fiat 1200.

**CLASS IV:** Alfa TI Super 1600 and GTA; BMW TISA, Lotus Cortina; Corvair Corsa, Porsche 911; Fiat Abarth 1200; Sedans over 180 cu. in. to 5 liters, 112" wheelbase, and 3500 lbs. maximum.

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

## ACKNOWLEDGEMENT

At this point we would like to express our appreciation to all of those wonderful people who have spent hours building our track and readying it for this our Inaugural Race. While we have not the space to mention them all by name, we here offer our thanks for the many backbreaking hours spent erecting fences, digging post holes, cutting weeds, and preparing the track for paving. Without them, this Race could not be a reality.

Nor do we mean to slight all of our faithful members who worked on the committees necessary

to make this race a success. By spending long hours, often neglecting families, jobs, and of course, never resting, they have done the "impossible", organized our race in the short space of 5 weeks.

And to our advertisers, special thanks, for their support and in many cases disrupting their advertising schedules to help make this program possible.

Words can barely express our feelings, but to all of you, our heartfelt thanks.

(AND AFTER TEN YEARS WE STILL FEEL THE SAME)



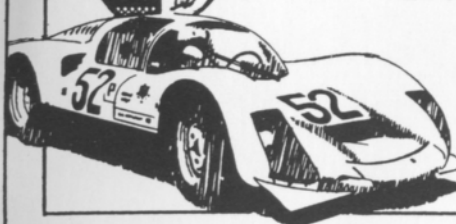
For the sheer joy of motoring — BMW 1600

# ERHARD MOTOR SALES

20455 GRAND RIVER, DETROIT

PHONE 538-9160

**PORSCHE**



1968 Record  
1st Overall/1st in Class

- Daytona •
- Sebring •
- Targa Florio •