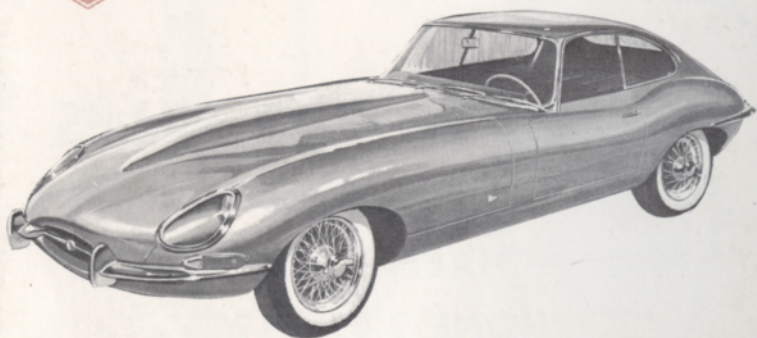


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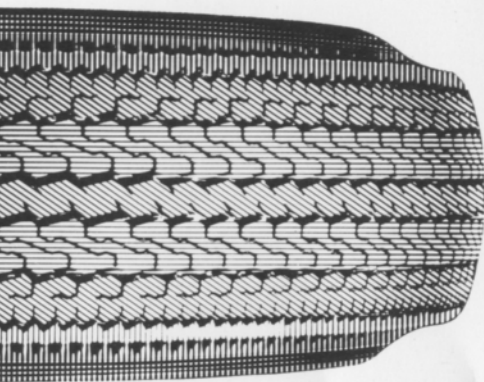
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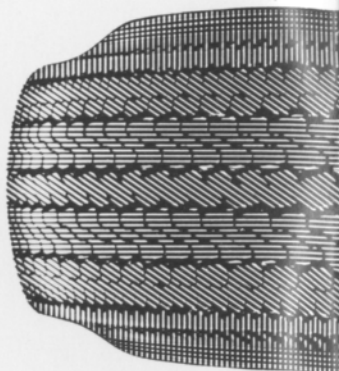


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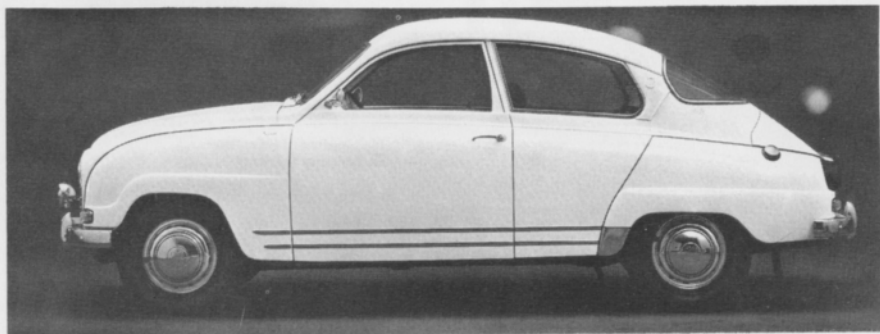
Photographs - Al Bizer

Dick Radtke

Ed Fischer

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. Address all communications to: Waterford Hills Digest, 19720 Gilchrist, Detroit, Michigan 48235. Phone: Area Code 313, VErmont 5-8573.

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# THE INSIDE LINE



With the last race of the season upon us, we're looking for the 1964 Point Champion. Due to the way the scoring is set up (the best 75% of all races open to all OCSRRC drivers, which excludes the SCCA, Novice, and Feature races), almost anyone could win out. Several of our better drivers have missed one race this season, so their performance this weekend could change things around quite a bit. As we go into this race, however, the most likely candidates are Ken Nielsen, Ken Woodward, Fred Salo, and Bob Clemens. Special trophies are given to the top ten drivers, and the Waterford Hills Digest trophy is presented to the top winner.

We seem to be a bit H-Mod-oriented this month, which is probably due to the wonderful weekend we had at the recent H-Mod Club race. We spent a lot of time talking to Martin Tanner, gathering information on the race, the cars, and the Club. Finally, in desperation, he gave us a copy of the speech he made at the Saturday night banquet. Thanks, Marty, for all your patience.

This might be a good time to mention that a year's subscription is for five issues. We publish only during the racing season, May through September, so if you signed up part-way through the year, your next issue will be dated May 1965.

We're including another suggestion-type questionnaire in this issue. If you have a chance, please fill it out and drop it in one of the boxes scattered around the spectator area, the Paddock, or in the Clubhouse. Or mail it in if you wish. We'll be looking forward to seeing you next year, but if you can't wait that long, come around to our general membership meetings on the first Wednesday of every month, 8:00 p.m., at the Clubhouse. At least you can talk about racing!

# CALENDAR OF EVENTS OCTOBER-NOVEMBER- DECEMBER/1964

Date	Event	Sponsor	Information
Oct. 3-4	Press on Regardless Rally	SCCA	MI 6-6439
4	Gymkhana	CCM	338-9780
7	General Membership Meeting	OCSRRC	VE 5-8573
11	Gymkhana	FMC	
11	Witches' Rally	MSCC	SL 7-4319
11	Gymkhana	KSCC	VI 2-0938
18	Gymkhana	MGCC	MA 6-1426
18	Gymkhana	DTC	VE 9-0330
24	Trick or Treat Rally	VWCD	CR 8-3246
25	Town & Country Rally	DTC	VE 9-0330
25	Gymkhana	MSCC	SL 7-4319
Nov. 1	Rally	MSCC	SL 7-4319
4	General Membership Meeting	OCSRRC	VE 5-8573
7-8	Dawnbuster Rally	SCCA	MI 6-6439
8	Economy Run	ECSCC	
8	Gymkhana	CCM	338-9780
14-15	Haven Hill Climb	MGCC	MA 6-1426
15	Fall Classic Rally	Rallygaters	LO 1-4918
21-22	Championship Rally & Gymkhana	DTC	VE 9-0330
29	Rally	VWCD	CR 8-3246
Dec. 2	General Membership Meeting	OCSRRC	VE 5-8573
12	Tally-Ho Rally	MSCC	SL 7-4319

Events listed are coordinated with the Detroit Council of Sports Car Clubs.

The Detroit-area racing draws to a close with the Fall Classics races at Waterford, but the sports car season continues on through the winter. Rallies, gymkhanas, and ice runs are held nearly every weekend all year long. The Digest won't be able to help with dates, since we go into hibernation for the winter, but a call to one of the Council clubs will keep you posted on the various activities.

## 1964 RACE OFFICIALS

RACE COORDINATOR	Ed Lidgard	AWARDS	Ed Lidgard
CHIEF STEWARD	Dan MacDonald	PIT & PADDOCK	Ken Hughes
CHIEF STARTER	Ed Houlehan	TECHNICAL INSPECTOR	Bill Baugh
CHIEF TIMER	Joan Voltmer	COURSE MARSHALL	Stan Gorman
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# H-M MODIFIED

What is an H-Mod car? Basically, it's an inexpensive, home-made job built around a SAAB, Crosley, DKW, Renault, or BMW engine (displacement limit is 850 cc), which is terribly slow. The price ranges from \$1000 for a do-it-yourself project to \$6000 for a record-breaking Bobsy, ready to race. The average cost, if you do most of the work and buy only the body, is around \$1500. One car occasionally seen at Waterford is actually a go-kart with a body on it.

Since more and more of these cars appear each year, it was only natural that an organization of the drivers would be formed. The H-Modified Club had its beginnings two years ago when the SCCA voted to change the displacement limit for this class from 750 to 850 cc. This change meant that every H-Mod driver in the country would have to have a new engine to be competitive.

Martin Tanner, veteran H-M builder and racer, wrote to all the H-M people he knew, requesting names of others, and eventually sent around a ballot protesting the change. Although nothing ever came of this petition, the list of H-M drivers was so complete that a club was formed, with Tanner as president. Although there are no monthly meetings, since members are scattered all over the country, ideas and information are exchanged by means of a monthly newsletter.

On August 29 and 30 of this year the second annual H-Modified Club race was held at the Waterford course. Members from Pennsylvania, Wisconsin, Indiana, Kentucky, Ohio, Michigan, and Ontario entered, and on race day a grand total of 23 cars appeared.

The event began with practice on Saturday morning, during which qualifying times were taken. The cars

(Continued on page 8)

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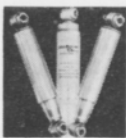
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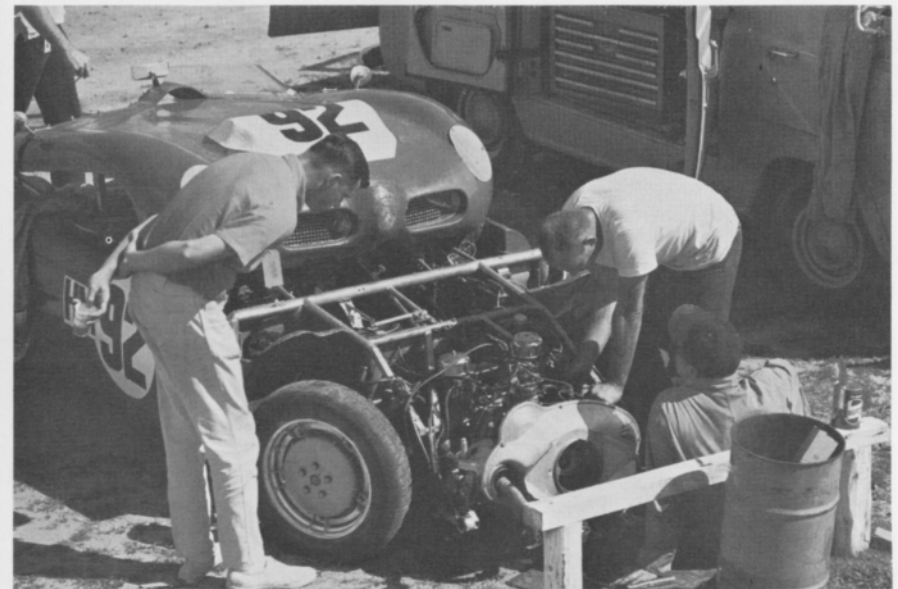
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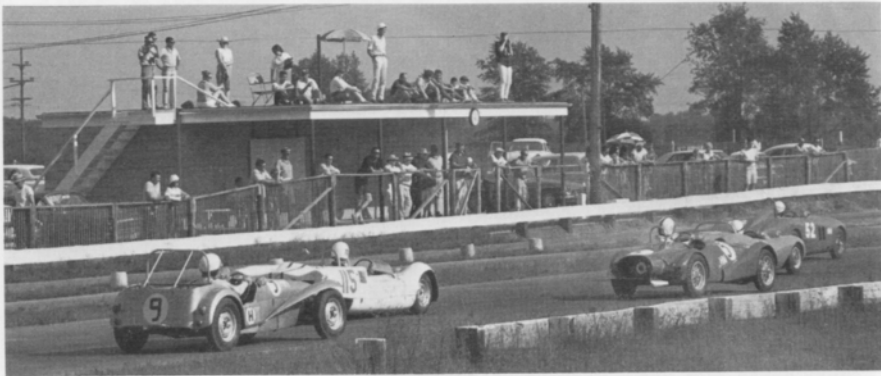
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## H-M MODIFIED Continued



- #52 Dave Lang—Bandini-Saab
- #5 Bob Snider—Mercury-Powered Special
- #115 Paul Valdemar—Gordini Special
- #9 Pete McIlvaine—Lotus 7-850 BMC

were then divided into two classes, according to these times, and the first two races were for drivers in each class. The third race was for all winners from these two races, the fourth for all non-winners, and the fifth for anyone who still had not won a trophy. In order to give everyone a chance to participate, races were frequently delayed for 15 minutes or more in order to give drivers a chance to get their cars running for their race.

After the races ended, a banquet was held at the clubhouse, and trophies were presented to all winners, with booby prizes going to those who still had not won or who had broken down. The partying lasted on into the night, with the singing of the club lament (see page 13), and presentation of a mock Board of Directors meeting.

The Sunday program was much the same as Saturday, with the last race reserved for all cars still running. Out of the original 23 entrants, nine showed up on the grid, and this after a delay of nearly half an hour, while drivers scrambled around putting cars back together!

The best explanation of the people, cars, and background of this fun event was given by President Martin Tanner in his Saturday night speech:

"The first question that comes to the mind of many outsiders is: Why does anyone (anyone in his right mind, that is) want to be in H-Modified? The silly cars won't even run in the paddock half the time, and by the time a race is over a goodly percentage of the H cars that started are scattered all over the course.

"They say that those H cars are so slow you can beat any of them with a decent Cobra. And they always end up costing three times what they are worth. Why don't you guys go out and buy a ready-made car that is built by a factory that knows what it's doing?

"Well, I'll tell you why we're in H-Modified: First of all, H-Modified is the best class for confirmed cobbler. We H-Modified builders can build any kind of a car we want to, and none of us ever seems to want to make one like anyone else's. We all have our own ideas. Even if three cars look alike on the outside, such as those

(Continued on page 14)



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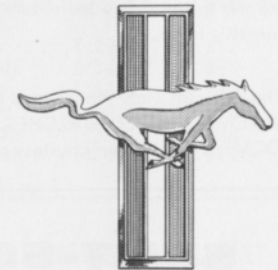


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1.11	73.46	1.21	63.21	1.31	56.26	1.41	50.69
1.12	72.44	1.22	62.44	1.32	55.65	1.42	50.16
1.13	71.44	1.23	61.68	1.33	55.05	1.43	49.71
1.14	70.48	1.24	60.95	1.34	54.47	1.44	49.23
1.15	69.54	1.25	60.23	1.35	53.89	1.45	48.76
1.16	68.63	1.26	59.53	1.36	53.33	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 Course is 1.4221 miles long (7,509 ft. center line of track). To determine the speed of any individual car, time it for one complete lap and read it off the speed from this table.

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

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### CLASS RECORDS

CLASS:	CAR	DRIVER	TIME	SPEED	DATE
Production Sports:					
A-P	AC Cobra	T. Payne	1:22.3	62.206	5/64
B-P	Jaguar XKE	J. Mulholland	1:24.5	60.587	5/64
C-P	Lotus Super 7	J. Gardella	1:25.3	60.018	8/64
D-P	GSM Delta	W. Osband	1:28.7	57.718	5/63
E-P	Porsche	R. Dorn	1:29.4	57.377	8/63
F-P	MG-A	C. Cantwell	1:29.0	57.520	9/63
G-P	TR Spitfire	R. Clemens	1:28.2	58.045	8/64
H-P	Sprite	F. Salo	1:31.0	55.490	7/64
Modified Sports:					
C-M	SCD Ford	G. Lyall	1:23.2	61.533	5/64
D-M	Lotus 23-C	G. Baldwin	1:27.2	58.711	8/64
E-M	Porsche RS	T. Payne	1:23.4	61.387	10/61
F-M	Lotus 23-B	E. Cicotte	1:22.0	62.434	5/64
G-M	Bobsy Mk.2	R. Dorn	1:23.1	61.607	7/64
H-M	D. J. Special	D. Johnson	1:27.0	58.846	8/64
Formula Junior:					
Rear Engine	Lotus 20	R. Durbin	1:20.4	63.676	8/63**
Front Engine	Woodward DKW	K. Woodward	1:24.4	60.658	7/64
Sedans:					
Modified	VW Porsche	E. Dahm	1:29.5	57.171	5/63
Class I	Volkswagen	J. Purcell	1:34.0	54.463	5/64
Class II	Volvo	G. Blass	1:33.2	54.931	6/64
Class III	Austin Cooper S	R. Brown	1:30.5	56.570	5/64
Formula Vee:					
Formula Libre		F. Cipelle	1:25.5	59.878	8/64
		J. Purcell	1:24.7	60.444	6/64

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# RACE RESULTS: SCCA

## Saturday, August 15: Regionals

### Race #1 - G-H-Production & Sedans

1 GP	Les Rutledge	Sprite
2 GP	Bob Clemens	TR Spitfire
3 GP	Marcel Dupont	TR Spitfire
1 HP	Fred Salo	Sprite
2 HP	Ken Hughes	Sprite
3 HP	Bob Anderson	Sprite
1 All Sed.	Herb Ladd	Austin Cooper S
2 All Sed.	Bob Kimes	Austin Cooper S

### Race #2 - F-Production

1 FP	Richard Hull	Volvo P-1800
2 FP	Jim Latimer	Sunbeam Alpine
3 FP	Jerry Tobin	Sunbeam Alpine

### Race #3 - E-Production

1 EP	Bill Romig	Porsche
2 EP	Gary Mason	Porsche S
3 EP	Don McIntish	Porsche

### Race #4 - F-G-H-Modified

1 FM	Ed Cicotte	Lotus 23-B
2 FM	George Dickinson	Porsche RS
1 GM	Peter Helferich	Elva VI
2 GM	Pete Dawson	Lola
3 GM	Dave Moothart	Lotus XI
1 HM	Martin Tanner	Martin T-5
2 HM	Paul Coffield	Centaur
3 HM	Dick Jacobs	Jackal Sports

### Race #5 - C-D-Production

1 CP	John Gardella	Lotus S7
2 CP	Larry Cox	Lotus 7
3 CP	Ron Justice	Lotus S7
1 DP	Reno Guerrieri	Abarth
2 DP	Chuck Cantwell	MG-B
3 DP	Jim Branham	MG-B

### Race #6 - Formula Junior & Formula Vee

1 F. Jr.	Ken Nielsen	Lotus XX
2 F. Jr.	Ralph Durbin	Lotus XX
3 F. Jr.	Dick Brown	Lotus
1 F. Vee	Frank Cipelle	Formula Vee
2 F. Vee	Richard Kohler	Formula Vee
3 F. Vee	Art Smith	Form Car

### Race #7 - A-B-Production & C-D-Modified

1 A & BP	Tom Swindell	Corvette
1 C & DM	Glen Lyall	SCD Ford
2 C & DM	Kryn Ihrman	Rusler

## Sunday, August 16: Divisionals

### Race #1 - G-H-Production & Sedans

1 GP	Bob Clemens	TR Spitfire
2 GP	Dick Ganger	Sprite
3 GP	Gene McOmber	Morgan 4/4
1 HP	Fred Salo	Sprite
2 HP	Bob Anderson	Sprite
3 HP	Ken Hughes	Sprite
1 Sed. 1 & 2	Herb Ladd	Austin Cooper S
1 Sed. 3	Scott Harvey	Valiant
2 Sed. 3	Don Eichstaedt	Corvair

### Race #2 - F-Production

1 FP	Richard Hull	Volvo P-1800
2 FP	Dave Ostrem	Triumph Tr-3
3 FP	Jerry Tobin	Sunbeam Alpine

### Race #3 - E-Production

1 EP	Erhard Dahm	Porsche
2 EP	Bill Romig	Porsche
3 EP	Gary Mason	Porsche S

### Race #4 - F-G-H-Modified

1 FM	Ed Cicotte	Lotus 23-B
1 GM	Peter Helferich	Elva VI
2 GM	Tom Yeager	Merlyn
3 GM	Peter Dawson	Lola
1 HM	Martin Tanner	Martin T-5
2 HM	Paul Coffield	Centaur
3 HM	Dave Johnson	D. J. Special

### Race #5 - C-D-Production

1 CP	John Gardella	Lotus S7
2 CP	Larry Cox	Lotus 7
3 CP	Whit Talbott	Lotus S7
1 DP	Chuck Cantwell	MG-B
2 DP	Reno Guerrieri	Abarth
3 DP	Jim Branham	MG-B

### Race #6 - Formula Junior & Formula Vee

1 F. Jr.	Ken Nielsen	Lotus XX
2 F. Jr.	Dick Brown	Lotus
3 F. Jr.	James LeMahiu	Lotus XVIII
1 F. Vee	Larry Wilhelm	Formula Vee
2 F. Vee	Frank Cipelle	Formula Vee
3 F. Vee	Richard Kohler	Formula Vee

### Race #7 - A-B-Production & C-D-Modified

1 AP	Tom Payne	AC Cobra
2 AP	Tom Swindell	Corvette
1 BP	Paul Canary	Corvette
1 C & DM	Glen Lyall	SCD Ford
2 C & DM	Ralph Salyer	Cro-Sal Special

# THE H-MODIFIED CLUB LAMENT

(sung to the tune of the Georgia Institute of Technology song)

I'm driving a wreck that got thru tech,  
It's an H-M Modified!  
Most unreliable racing machine,  
But it gives me quite a ride!  
I cobbled and scrounged the pieces,  
And some I went and buyed,  
And when the bills came pouring in  
My wife, she almost died!

When I want it to go I give it a tow,  
And then it always quits.  
You can't get parts, but if you do --  
Then nothing ever fits!  
Nobody ever tells me  
Just what I need to know  
To put together this bucket of bolts  
That cost me all that dough.

Before the race, it's a basket case,  
But on Saturday noon -- YIPEEEEE!  
I'm off and running a race machine,  
What a going car is she!  
It's so fast in every corner,  
And so slow on every straight --  
The only things I ever pass  
Are tow trucks at the gate!

You can have your nag or drive your  
Jag,  
Or a Porsche that stirs your pride.  
I say I'll quit -- but build again --  
Until I'm mulsfified.  
Like all you jolly good fellows,  
I'll race the true and tried.  
And just like you, I'll stick and I'm  
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## H-M MODIFIED Continued

run by Paul Coffield, Curt Thews, and Bill Mitchell, they look alike only because they all have Centaur shells.

"Paul runs a SAAB engine cross-wise. He has no flywheel. He runs a chain from the front pulley to a motorcycle gearbox, and a half dozen other chains and belts to someplace. You'll have to ask Paul to explain it to you.

"Bill Mitchell runs a BMW engine in an extremely light, ingeniously engineered chassis that is about as much like Paul's as a Studebaker is like a Jeep.

"Curt Thews has a half a Porsche engine up front and front inboard brakes. There probably isn't one part on the entire car, except for the shell, that would fit onto either Paul or Bill's car anywhere.

"The urge to design and create and build is inherent in all of us in H-Modified. It is one of the main reasons we just have to say in this class.

Just try to imagine any of us being transferred to Formula Vee! We'd be so itchy to really get at that Form-Car that they'd have to put us in a straight jacket from October to June. In fact, they wouldn't dare unlace until five minutes before we were to take the car out on the grid for fear we'd make it illegal!

"In what other class would a fellow use a cork fishing bobbin for a steering post bearing, or braze over all the little EMT signs on a conduit roll bar so the scrutineers wouldn't know what it was made of? In what other class would a fellow weld together two tin ends off a roll of butcher paper to make a master cylinder, or saw off the back end of his body three hours before a race so it would look more like a Ferrari? In what other class would a chap saw up an old iron bed to make an A-frame, or use his battery acid as a flux to solder a split radiator?



Chuck Reupert's Mercury-Powered Dart is really a go-kart with a body.



Fay Meerzo's Costolatta expires.

"The second reason H-Modified is the best class to be in is that it is still made up of 100% sportsmen. None of us are chauffeurs working for a sponsor. We build and race our own cars. The nearest anyone ever comes to having a sponsor is in the case where two fellows build a cart together, and one does most of the driving while the other does most of the work. We don't have to say to the local Triumph dealer, "Joe, may I race at Wilmot this Saturday just for the fun of it?"

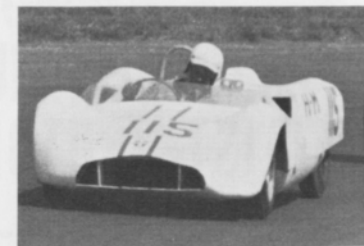
"Further evidence of sportsmanship is the number of protests. In the 125 races I've been in, I've only seen one protest. Take the case of the fellow whose generator belt running off his drive shaft was broken. He made a new one out of 25 layers of kit string, got 3rd place, and everyone was happy.

"The third and last reason that H-Modified is the best class is the prevalent spirit of comradeship. In no other class is so much help given by one driver to another. Most H-Mod drivers will not only lend you tools, but they'll give you spare parts, and

they'll even spend a lot of their own precious time trying to help you get running.

"Of course, the reason for this helpfulness in H-Modified could be because the cars in our class are always on the borderline of disintegrating, or it might be because we're all confirmed tinkers, and when we haven't anything left to tinker with on our own cars we can't resist tinkering with the other fellow's.

"But in any event, it's nice to know that whenever you go to a race where there's at least one other H-Modified driver, you're going to find a kindred soul."



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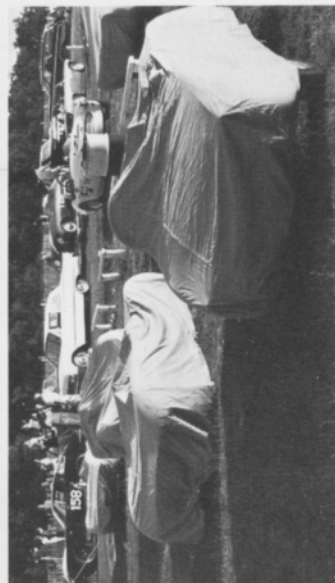
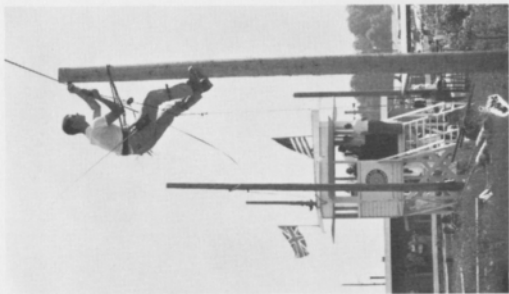
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# THE HAVEN HILL CLIMB

*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.

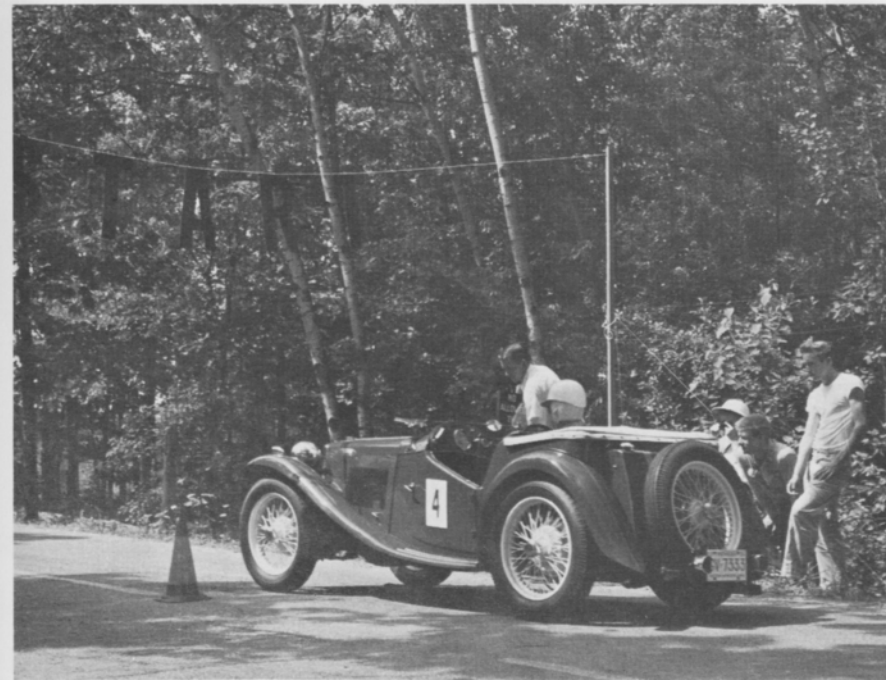
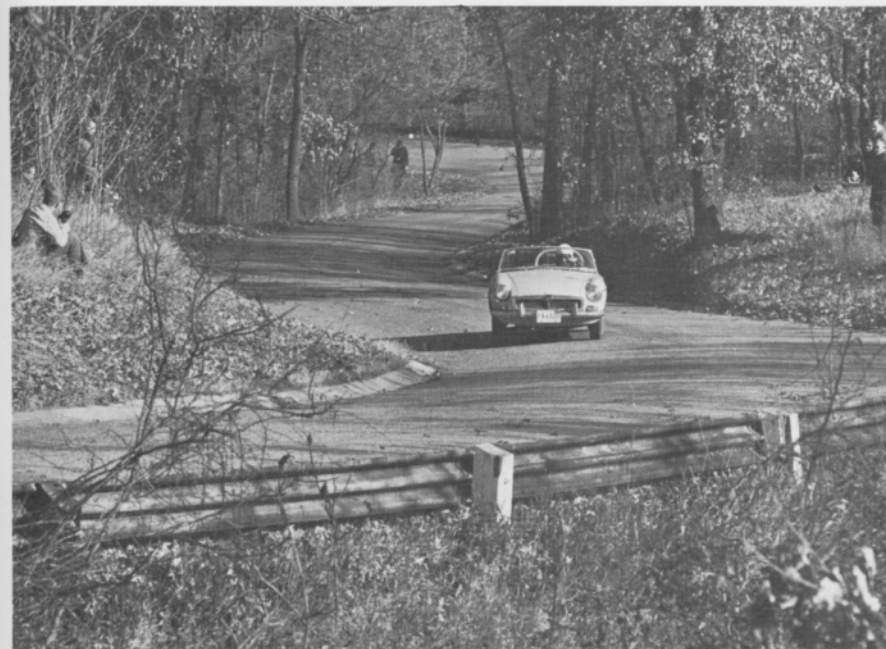
The course was silent for four years, when the MG Car Club, Detroit Centre, took over the task of persuading the officials to reconsider. And last year over 60 cars entered the re-organized event, which was held in November.

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.*



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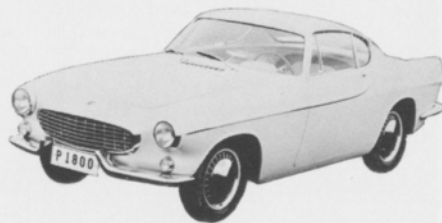
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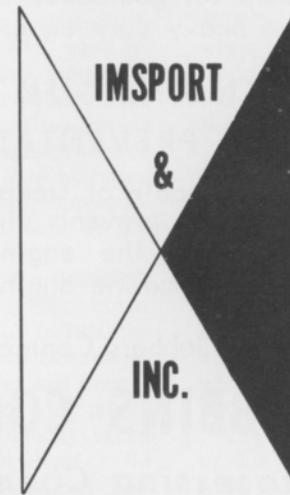
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## DAVE JOHNSON

Sports cars made their first appearance in Dave's life in 1955, when he bought a Thunderbird and joined the T-bird Club. He participated in ice runs, gymkhanas, and rallies during the next few years, became president of the club in 1959-60. His attention turned to racing when a club-sponsored rally ended in a tour of the Waterford course.

In 1959 Dave joined the OCSRRC, and he entered the Thunderbird in the inaugural races that fall. In 1960 the T-bird club disbanded, with most members going over to the Oakland County Group. Dave bought a Sprite, joined the SCCA, and ran divisional races and club races at Waterford. He placed sixth in point standings that year on the home track, and the following year placed second at Waterford, first in divisional standings. (During these years Dave raced at Grayling, Elkhart Lake, Mid-Ohio, Lake Garnet, and Meadowdale, as well as at Waterford.)

In May of 1963 Dave rolled the Sprite, spent the rest of the year driving the GSM Delta in divisional races. (This car was then owned by

Bill Osband, who sold it to Don Grohs when he moved to Colorado last fall). He also began thinking about turning the Sprite pieces into a competitive H-Modified machine.

On December first he started work on the "D.J. Special," using the rear end, half of the front end, the steering and suspension from the former trophy winner. He rounded it out with a Saab engine, English Ford transmission, and a La Dawri body, purchased through an ad in one of the sports car magazines for \$250. The whole car cost about \$1200 to build, with Dave doing all the work himself.

The car was ready to race by June of this year, but its debut was somewhat marred by its refusal to start. Since then, however, the "bugs" have been minor, and in the recent H-Mod race Dave succeeded in breaking the class record.

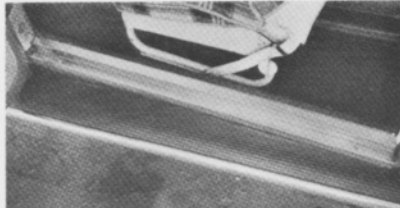
Dave is 34, lives in Grosse Ile with his wife Pat and their four children. He is a VP of the family-owned Johnson Creamery in Wyandotte. Questioned on future racing plans, Dave is precise: "I want to beat Martin Tanner!"



The D.J. Special



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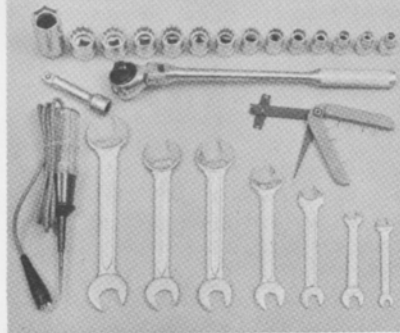
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Sparkplug connectors	.30
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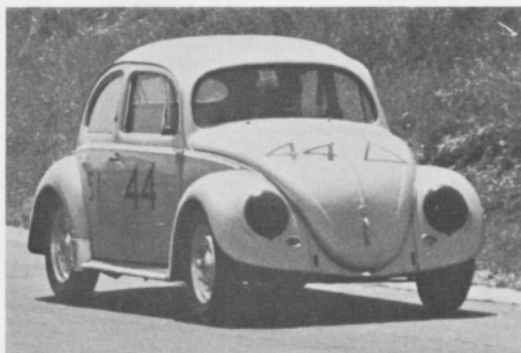
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### PRODUCTION SPORTS CARS:

"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; AC Cobra; Corvette 237-cu in; Corvette Sting Ray; Ferrari 250 GT (short wheelbase); Ferrari GTO; Griffith 200; Porsche GTS 904 coupe.

#### CLASS B:

Aston Martin DB-4 GT & Zagato, DB-2, DB-2/4, DB-4; DB-5; Corvette 283 cu in; Ferrari 250 GT (long wheelbase); Sunbeam-Ford Thunderbolt; Jaguar XKE; Mercedes 300-SL.

#### CLASS C:

Alfa Romeo Giulia TZ; Alfa Sprint Speciale & Zagato; Elva Courier Mk III 1800, Mk IV 1800, 1800-T; Lotus Super 7 (Ford 109E & Ford 116E); Lotus Elan; Marcos GT 1000; Morgan Super Sports OSCA, 1600 GT; Porsche Carrera 1500, 1600, 2000; Simca-Abarth 1300; Sprinzel Sebring Sprite; TVR (MGB or Climax engine); WSM GT Toupe.

#### CLASS D:

AC, Aceca Bristol; Alfa Romeo 2600, 2000, 1600 Giulia Sprint GT, Alfa Romeo Giulia Spyder Veloce; Arnolt Bristol; Austin-Healey 3000 & Mk II; Austin Healey BJ8 3000; BMW 507; Daimler SP-250; Fiat-Abarth 1000 dohc; Frazer-Nash; Ginetta G4 (single webber); GSM Delta; Jaguar XK-120, 140, 150, 150-S, & 3.8; Jensen 541-R; Lancia Aurelia GT & Spyder; Lotus Elite; MG-B; Porsche 356-B, 356-C, Super 90, 1600 SC; Siata 208-S; Triumph TR-4; Turner (Climax or Ford 116E).

#### CLASS E:

AC Ace & Aceca; Alfa Giulietta Veloce; Alfa Giulia 1600 Standard, Alpine A110-1100, Austin-Healey BN-1,2, 4,6; Elva Courier Mk III, 1622 cc & Mk IV, 1622 cc; Fairthorpe Electron; Fiat-

Abarth 700 dohc, 750 dohc, 1000 push-rod; MG-A dohc; Morgan Plus 4,4/4 Mk V; Porsche 356, 356-A, 356-B 1600, 356-C 1600; Renault Alpine.

#### CLASS F:

Alfa Giulietta Standard; Berkeley B-95, B-105; Deutsch-Bonnet; Denzel 1300-S; Facellia; Fairthorpe Minor; GSM Delta (Ford 105E single webber); Lotus 7 (BMC or Ford 105E); Mercedes 190-SL; Mercedes Benz 230SL; MG-A; Rene Bonnet CRB-1; Sabra Sports; Sunbeam Alpine; Triumph TR-2, TR-3; Turner 950-S; Volvo P-1800.

#### CLASS G:

Austin Healey Sprite AU8; Sprite 948 cc w/options; Sprite 1100; Datsun SPL-310-U; Fiat-Abarth 850-S; Fiat 1500 Spyder; MG Midget 948 & 1100; MG Midget AU3; Morgan 4/4 Mk IV; Porsche 1300-S; Triumph Spitfire.

#### CLASS H:

Sprite, 948 cc, limited options; Auto-Union 1000-SP; Berkeley 500cc; Fiat-Abarth 750 GT Mille Miglia; Fiat 1200; Fiat 1500 Cabriolet; Lancia Appia GT; MG-TC, TD, TF 1500.

#### MODIFIED SPORTS CARS:

"Modified" Sports Cars (i.e. sports car 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 97-1/2 to 122 cu.in.)

**CLASS F:** 1150 to 1600 cc (67 to 97-1/2 cu.in.)

**CLASS G:** 850 to 1150 cc (46 to 67 cu.in.)

**CLASS H:** Under 850 cc (under 46 cu.in.)

#### FORMULA JUNIOR:

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#### SEDANS:

At the Waterford course Production Sedans are classed by performance potential. Class I includes the VW, Renault, Imp, and other small cars; Class II is made up of slightly faster cars, including the 6-cylinder American compacts; and Class III includes the larger sedans, plus the 8-cylinder compacts. Limits of 300 cubic inch displacement 110" wheelbase, and 3500 pounds weight are placed on all sedans, since it is felt that larger cars would be too difficult to handle on this short, twisty course.



# SCCA



Photos by Bitzer

Chuck Cantwell holds a press conference.



Bill Clawson tries his luck with the GSM Delta.



In an attempt to hold back Jim Latimer, Ray Brooks swings out his anti-passing device.



#103 O.M. Mac Leran loops it in front of Don Brownson (#77) who . . .



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