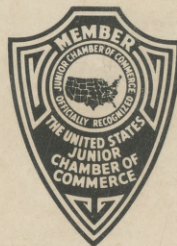


FALL ENOCHE'

Sanctioned and Directed by
Atlanta Region of the
Sports Car Club of America



Sponsored by
The Junior Chamber of Commerce
Gainesville, Georgia

OCTOBER 5-6, 1957

South-Eastern Imported Parts Co., Inc.

219 So. 21st Street

Birmingham, Ala.

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SUN VISORS

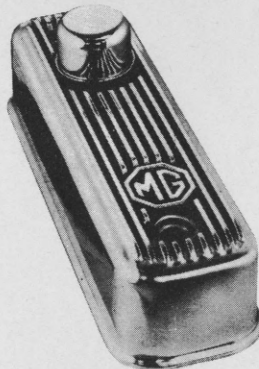


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Welcome To The Fall Enoche'

To the hundreds of Sports Car enthusiasts here today to witness this fine series of races, we say "thank you." Without your interest and support, Sports Car racing would be impossible.

To the Atlanta Sports Car Club we say "thank you." A great deal is owed to this group of people for their willingness to put in many hours of hard work in administering these races. A debt of gratitude is owed also to the *genuine* enthusiasts of the Sports Car Club of America who are here today racing their expensive machines for no reward other than a trophy and the love of competition in one of America's fastest growing sports.

The Gainesville Junior Chamber of Commerce, in it's continuing interest in the City of Gainesville and the fine airport facilities which belong to the people of this community, sponsor these races. The Jaycees also sponsor this series of races in a natural interest of bringing visitors to our fine city and to make the ENOCHE' a part of Lake Lanierland's many recreational activities.

Sincerely,

John A. Robinson, Jr.

Race Chairman

OFFICIALS

RACE CHAIRMAN

JOHN ROBINSON

RACE STEWARD

THOMAS E. McARTHUR, M.D.

ASSISTANT RACE STEWARD

R. T. TARANTINO

*RACE SECREARY AND
RACE REGISTRAR*

RUTH TARANTINO AND
ANN WOLCOTT

CHIEF STARTER

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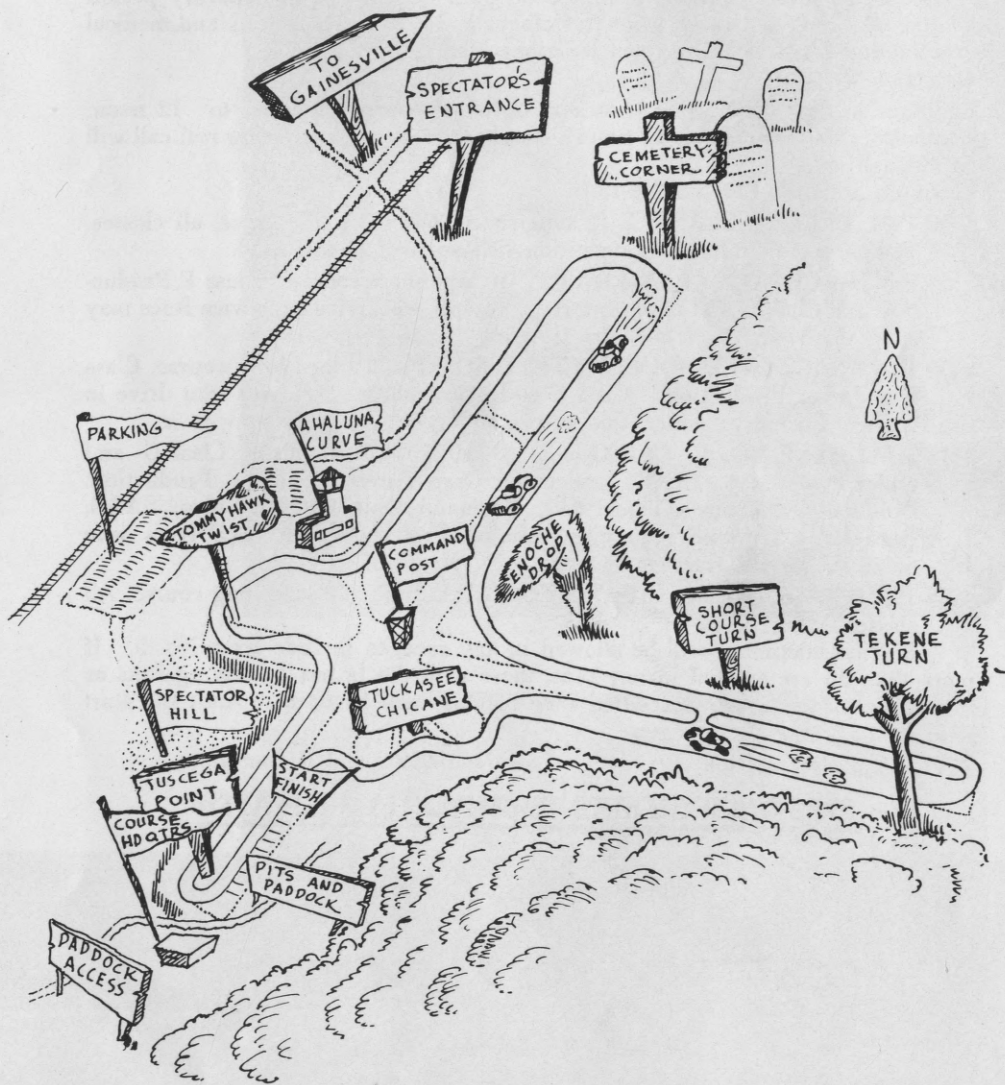
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ENOCHÉ'



MUNICIPAL AIRPORT — GAINESVILLE, GEORGIA

PROGRAM OF EVENTS

FRIDAY, OCTOBER 4—Registration, Georgiana Motel, 4:00 p.m. to 6:30 p.m.

SATURDAY, OCTOBER 5—

Registration—Georgiana Motel 9 a.m. to 5 p.m.

Safety Inspection—at Course 9 a.m. to 3 p.m.

Mandatory Practice 11 a.m. to 3 p.m. and 5 p.m. to 6 p.m.

Novice Driver's Meeting—timer's stand, 3 p.m.

Novice Race (short course), 5 laps, 3:30 p.m. Open to all temporary permit holders who have not raced prior to October 5, 1957. Drivers' tests and medical examination WILL NOT be given at Gainesville.

SUNDAY, OCTOBER 6—

Registration (for officials and workers only—at course) 9 a.m. to 12 noon.

Compulsory drivers meeting at timer's stand. Drivers not answering roll call will be disqualified.

Warm-up practice: 12:15 to 12:45.

1:00 P.M. BELLES' CLASSIC. 10 laps short course. Ladies race, all classes.

Temporary Permits or Competition licenses will be required.

1:45 P.M. RACE NO. 2. LANIER CUP. 10 laps short course. Class F Production and Class G and under Sports. Novices who drive in Novice Race may enter this race.

2:30 P.M. RACE NO. 3. QUEEN CITY TROPHY. 10 laps long course. Class E and over Production. Class F and over Sports. (Novices who drive in Novice Race may enter this race.)

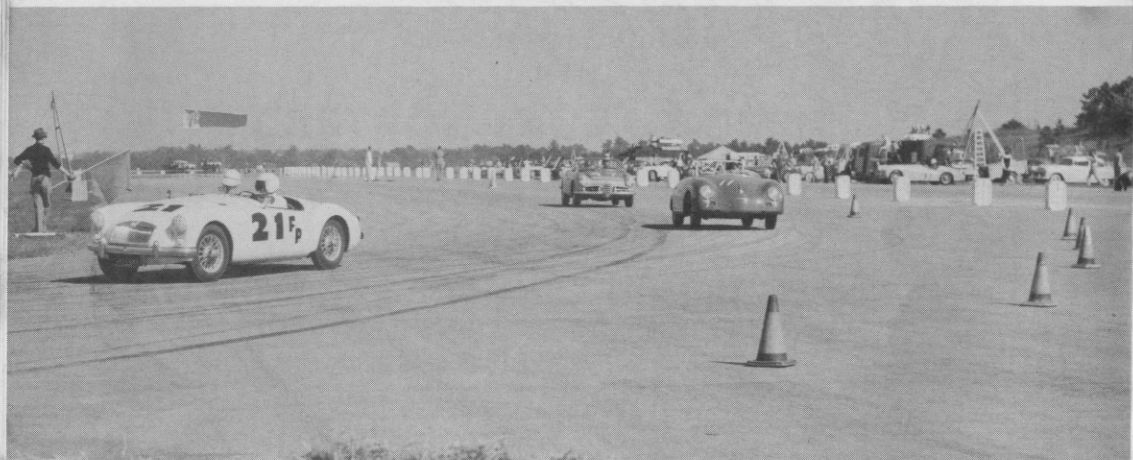
3:15 P.M. RACE NO. 4. OCONEE RUN. 10 laps short course. Class G and under Production. Class F and under Gran Turismo Saloons, Production. Production Saloons include VW, Karmann Ghia, DKW, Volvo, SAAB, Renaults 4 CV and Dauphine, Anglia, Prefect, Morris. (Drivers who drive in Novice Race may enter this race.)

4:00 P.M. RACE NO. 5. CHEROKEE MEDALIST. 30 laps long course. All classes.

35 cars maximum will be allowed in any race, to include Race No. 5. If more than 35 are entered in any race, those with the fastest qualifying runs or first three places in any preceding race in class will be used to limit the start field to 35 cars.

7:30 P.M. Presentation of awards. Georgiana Motel and Restaurant.

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ENOCHÉ' TROPHIES



NOW . . . the best Sports Ca



for competition

Safety  *fast*

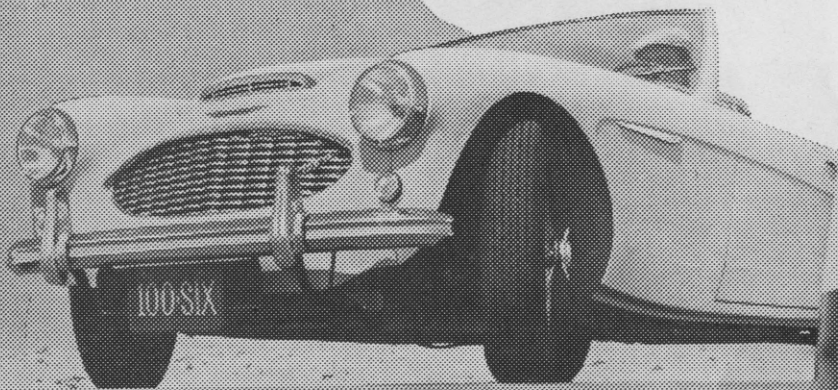


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Austin-Healey

100-SIX

THE SPORTS-CAR OF SPORTSMEN



Rear jump seats make the 100-Six a true sports-car the entire family can enjoy. Twelve months' warranty on parts.

s Car Service in the U.S.A. !

The tremendous resources of The British Motor Corporation Ltd. now insure the greatest owner satisfaction in the history of sports cars. A tremendous parts inventory and factory instruction of BMC service personnel are but two indications of how we aim to satisfy our customers. Won't you join them?

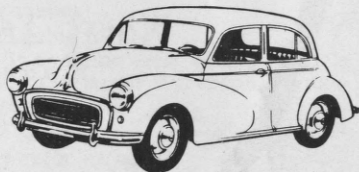
for "economy"

Here's a comfortable, peppy small sedan (or convertible) that delivers better than 40 mpg and wears a very modest price tag. The superb rack and pinion steering and well-chosen gear ratios must be road-tested to be appreciated . . . they're just plain fun!

MORRIS

'1000'

Your *BIGGEST* small car buy!



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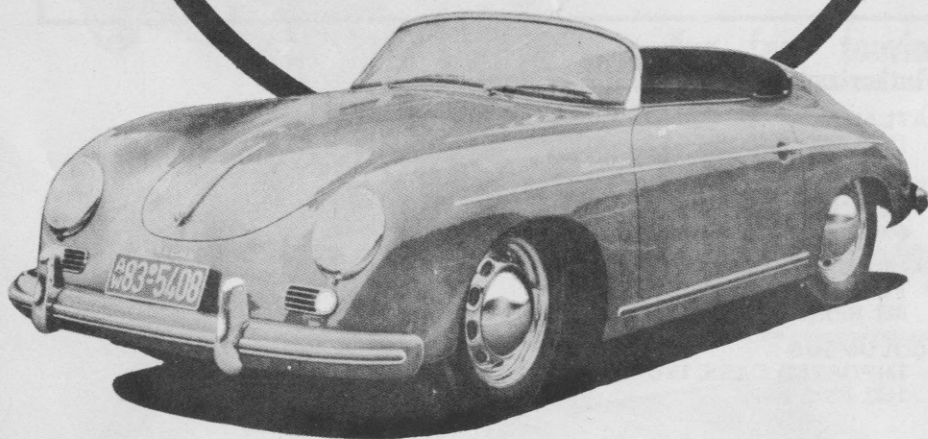


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CLASSIFICATION OF CARS

There are two broad classifications of cars entered in the Fall ENOCHE'. These are the Production Sports Category and the Sports Category. Production cars must not be modified in any way which might improve their performance, and must have been produced in quantities of 150 or more of the model in question. The Sports Category covers those cars which have been made in smaller numbers than 150 and those which have been modified.

In addition, cars in both of the above categories are further classified as to the cylinder displacement of their engines.

Each race you see today will actually be several races being run simultaneously. This is because the cars are divided in classes and each driver is striving for a class win in addition to the overall award.

The sports car field is made up of nine classes, based on engine displacement. Generally speaking, the larger the displacement, the more powerful the car. The classes are as follows:

CLASS A SPORTS—Over 8000 cc (488 cubic inches)

CLASS A PRODUCTION—Over 5000 cc (305 cubic inches)

This is the largest engine class and entrants are rare. It usually contains only the largest American engines (Cadillac or Chrysler) bored beyond their normal size.

CLASS B SPORTS—5000 to 8000 cc (305 to 488 cubic inches)

CLASS B PRODUCTION—3500 to 5000 cc (215 to 305 cubic inches)

This class is the largest that is usually seen. It contains most of the specials using the larger American motors, and some of the larger European Production cars (not too often seen) as well as the Corvette.

CLASS C SPORTS—3000 to 5000 cc (183 to 305 cubic inches)

CLASS C PRODUCTION—2700 to 3500 cc (168 to 215 cubic inches)

This class includes Jaguars, some Ferraris, and Maseratis, and specials powered by the smaller American engines (Chevrolet, Ford, etc.).

CLASS D SPORTS—2000 to 3000 cc (122 to 183 cubic inches)

CLASS D PRODUCTION—2000 to 2700 cc (122 to 165 cubic inches)

Ferraris, Maseratis, Mercedes 300SL's, Austin Healeys, and a few specials are found in this class.

CLASS E SPORTS—1500 to 2000 cc (92 to 122 cubic inches)

CLASS E PRODUCTION—1600 to 2000 cc (98 to 122 cubic inches)

This is a popular class in which are found Triumphs, Morgans, AC Bristols, small Ferraris, Sistas, and 1600 cc Porches.

CLASS F SPORTS—1000 to 1500 cc (67 to 92 cubic inches)

CLASS F PRODUCTION—1300 to 1600 cc (79 to 98 cubic inches)

This class is usually the largest and contains Porches, TF-1500 MG's and MGA's, Singers, and Specials powered by Porsche, Volkswagon, MG and Jowett engines.

CLASS G SPORTS—750 to 1100 cc (46 to 67 cubic inches)

CLASS G PRODUCTION—1000 to 1300 cc (61 to 79 cubic inches)

Most of the brilliant new small cars fall in this class, including the Lotus, Cooper Climaxes, Alfa Romeos, and the older MG TD's and TC's. Here also are the VW's, Simcas and Panhard sedans.

CLASS H SPORTS—500 to 750 cc (31 to 46 cubic inches)

CLASS H PRODUCTION—750 to 1000 cc (46 to 61 cubic inches)

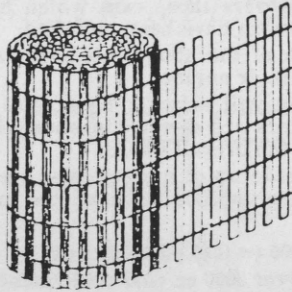
This is the smallest engine sports car class usually seen here and contains Siatas, Crosleys, Abarths, Panhards, and all of a myriad Specials.

FORMULA III—500 cc (31 cubic inches)

This is a special classification which contains motorcycle-engined race cars which do not conform to sports car regulations. They include Coopers and Effyh's and many Specials . . . all very fast!

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BROWN'S
Cypress, Redwood, and Yellow Pine
Lath House Covering



Used as a spectator guard line, Brown's snow fence has proved an effective, yet unobtrusive crowd control medium at the Florida International 12-Hour Grand Prix of Endurance at Sebring, Florida, since 1953.

Made of yellow pine with slats $\frac{1}{2}$ -inch thick, $1\frac{1}{2}$ inches wide and 4 feet high, spaced approx. $2\frac{1}{2}$ inches apart, and tightly woven together with 10 strands of $12\frac{1}{2}$ guage galvanized wire, it controls crowds without obstructing view.

Because of its flexibility the fencing can be arranged to direct flow of traffic smoothly into any desired channels.

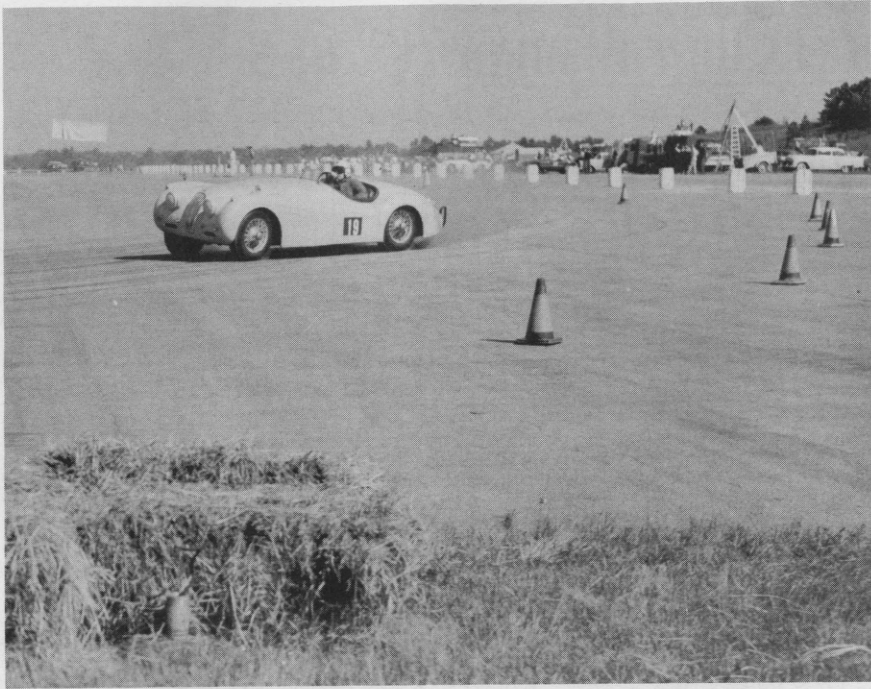
50 ft. roll 4 ft. wide, yellow pine lath	\$10.00 per roll
50 ft. roll 4 ft. wide, Cypress or Redwood lath ..	\$12.50 per roll
50 ft roll 6 ft. wide, Cypress or Redwood	\$17.50 per roll

All lath treated with Red Mineral Oxide Preservative.

BROWN FENCE COMPANY

JAMES B. (Jimmie) HIGGINS, Manager

P. O. Box 73 MONTEVALLO, ALABAMA Phone 7181



The following chart shows the time required to complete one lap of the ENOCHE' 2.85 mile course at various average speeds.

1'-48.0"=95 MPH	2'-13.2"=77 MPH	2'-51." =60 MPH
1'-49.1"=94 MPH	2'-15.0"=76 MPH	2'-53.9"=59 MPH
1'-50.3"=93 MPH	2'-16.8"=75 MPH	2'-56.9"=58 MPH
1'-51.5"=92 MPH	2'-18.6"=74 MPH	3'-00.0"=57 MPH
1'-52.7"=91 MPH	2'-20.5"=73 MPH	3'-03.2"=56 MPH
1'-54.0"=90 MPH	2'-22.5"=72 MPH	3'-06.5"=55 MPH
1'-55.3"=89 MPH	2'-24.5"=71 MPH	3'-10.0"=54 MPH
1'-56.6"=88 MPH	2'-26.6"=70 MPH	3'-13.6"=53 MPH
1'-57.9"=87 MPH	2'-28.7"=69 MPH	3'-17.3"=52 MPH
1'-59.3"=86 MPH	2'-30.9"=68 MPH	3'-21.2"=51 MPH
2'-00.7"=85 MPH	2'-33.13"=67 MPH	3'-25.2"=50 MPH
2'- 2.1"=84 MPH	2'-35.45"=66 MPH	3'-29.4"=49 MPH
2'- 3.6"=83 MPH	2'-37.84"=65 MPH	3'-33.8"=48 MPH
2'- 5.1"=82 MPH	2'-40.3"=64 MPH	3'-38.3"=47 MPH
2'- 6.7"=81 MPH	2'-42.8"=63 MPH	3'-43.0"=46 MPH
2'- 9.8"=79 MPH	2'-45.5"=62 MPH	3'-48.0"=45 MPH
2'-11.5"=78 MPH	2'-48.2"=61 MPH	

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SPORTS CAR CLUB OF AMERICA

RULES OF THE ROAD

1. The following flag signals will be obeyed WITHOUT QUESTION:
GREEN—The race has started, the course is clear.
YELLOW—Motionless—Take care, Danger, NO PASSING. Waved—Great Danger, be prepared to stop. NO PASSING.
RED—Stop IMMEDIATELY. Clear the circuit as well as circumstances permit.
BLUE—WITH DIAGONAL YELLOW STRIPE—Motionless—Another competitor is following you very closely. Waved—Another competitor is trying to overtake you. Make room.
YELLOW WITH VERTICAL RED STRIPES—Take care. Oil has been spilled or a slippery condition exists somewhere on the road.
WHITE—An ambulance or service vehicle is on the circuit. Take care.
BLACK—Stop at your pit.
CHECKERED—You have finished the race. Complete one more lap at reduced speed before stopping.
- 2—Any driver who has received the black flag will remember that he may have received it for a mechanical defect of which he is unaware, and will proceed to his pit very carefully.
- 3—In the event that a driver desires to pass another, but is unable to do so because the overtaken car occupies too much of the road, he should sound his horn. If this signal is impractical for any reason, the overtaking driver shall point to the car ahead. The Starter will give the overtaken car the blue flag. The driver of the overtaken car is obliged to pull to the right, making room for the overtaking car to pass.
- 4—If the overtaking driver is unable to pass the overtaken car for lack of room, and is unable to get the overtaken car to move over by using the signals described in Rule 3, the overtaking driver will raise his hand and point to the overtaken car when passing the starting line, and the next lap the starter will give the overtaking (Blue) flag to the offending driver. If that driver still fails to give way, he will be black flagged to his pit and disqualified.
- 5—On any circuit the officials may designate portions of the course as "Caution Zones," indicating areas of extraordinary hazard, requiring special care on the part of all contentants.
- 6—When two cars arrive at a "Caution Zone" together, the overtaking car should not obstruct the overtaken car either by causing the overtaken car to apply brakes or alter course.
- 7—Under all conditions both the overtaken car and the overtaking car are equally responsible for safe passing of one by the other.
- 8—Whenever a driver slides off the marked course on airport circuits he must re-enter the course at the same spot where he went off, and cannot simply slide off and re-enter further down the course.
- 9—During an event it is expressly forbidden to drive or tow a car at any time, or under any conditions, in a direction opposite to that in which the event is being run without the specific approval of the Chief Steward. Infringement of this rule may mean immediate disqualification.
- 10—Should a pit-bound driver overshoot his pit, the car must either be pushed back into the pit by hand, or else continue for another lap. No car may be pushed back to the pit under conditions which would constitute a hazard.
- 11—If for any reason a driver is forced to stop his car on the course during an event, it should be his first duty to place his car in such a manner as to cause no danger or obstruction to other competitors.
- 12—No car which has retired from the event should remain at its pit. It should be removed, if possible, to the "Dear Car Park" designated by the Stewards.

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FOR 1958 — EVINRUDE STARFLITE V-4



SILENT OUTBOARDING for 1958 is offered by Evinrude Motors in its new four-cylinder 50 hp Starflite, first V-motor in the outboard field. Starflite (left) is ideal motor for large runabouts and cruisers. Ultra quiet 35 hp Lark (right) incorporates many of the engineering advances in the Starflite, including quiet motor mounting, completely sealed motor covers and thermostatic control of the water system.

See Them Soon At

DeLong's

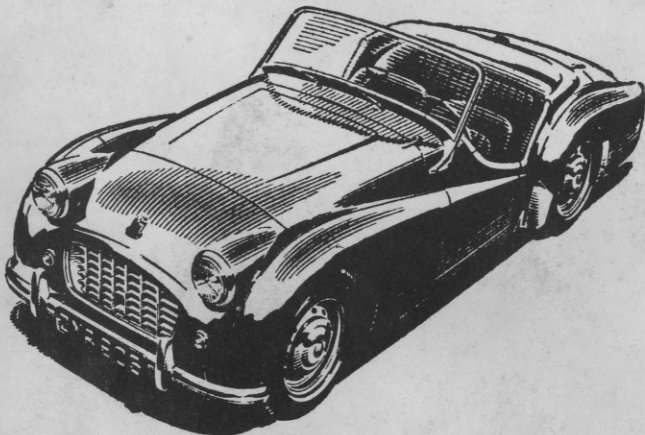
303 SOUTH MAIN STREET

GAINESVILLE, GA.

DUNCAN MOTOR COMPANY

GAINESVILLE SPORTS CAR CENTER

TRIUMPH TR3 SPORTS CAR



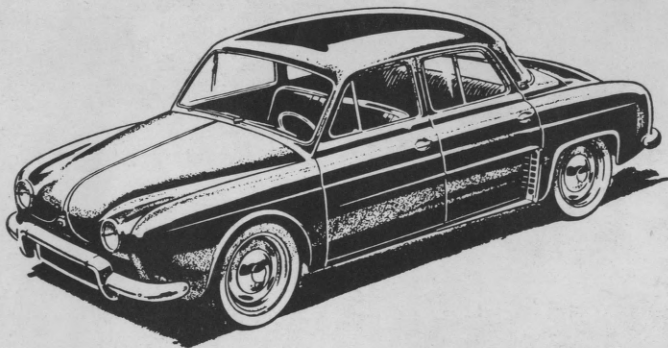
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Dauphine



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