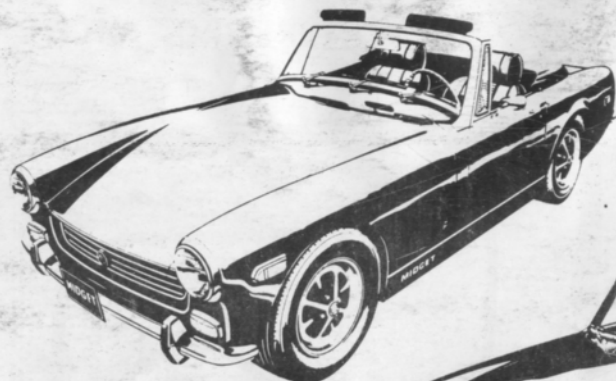


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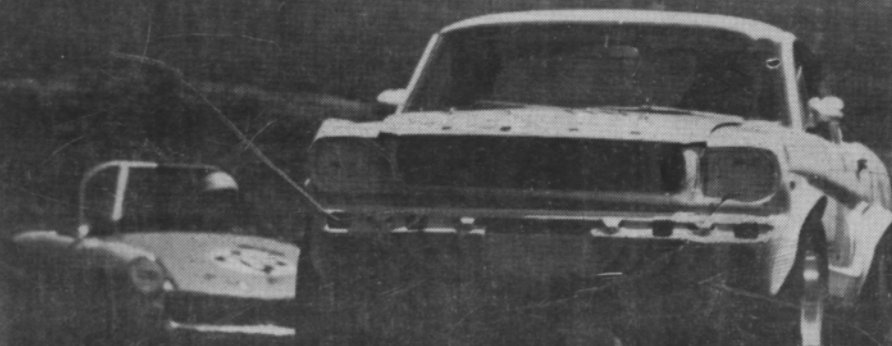
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WATERFORD HILLS digest

August 19-20 1972

50 CENTS



AUGUST ROAD RACES

PIRELLI CINTURATO CN 75



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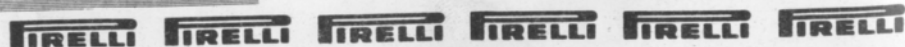
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AVERAGE LAP SPEED CHART

Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:10	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*.

SPORTS CAR ACTIVITIES

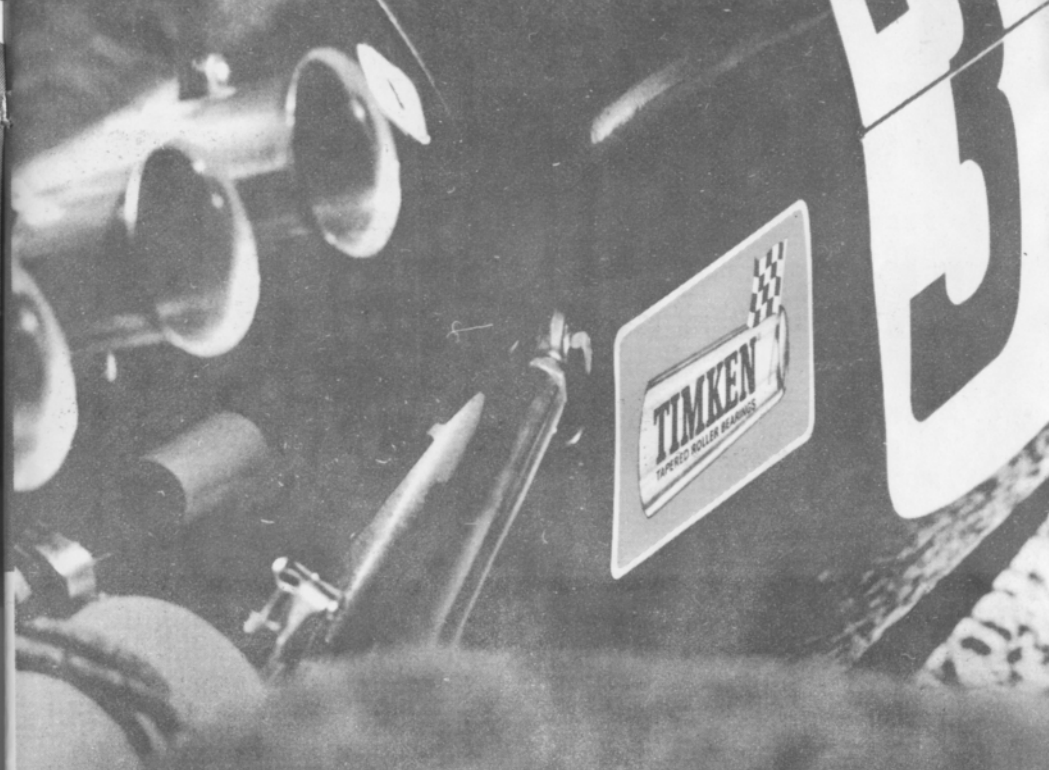
1972 RACE DATES

AUGUST 19-20
SEPTEMBER 23-24

CLUB MEETINGS

are the first Wednesday of every month at the Waterford Hills Clubhouse at 8:00 p.m.

ALL INVITED



THIS CAR AND YOUR CAR DON'T HAVE MUCH IN COMMON. EXCEPT US.

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The Timken® tapered roller bearings that take the bruising turns and grueling high speeds of racing are the same Timken bearings that come as standard equipment on many of today's passenger cars.

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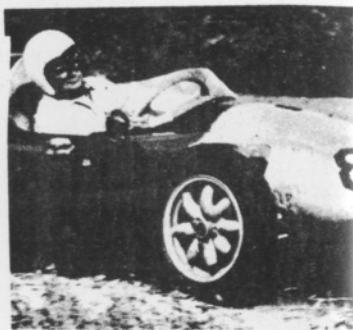
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THE INSIDE LINE



When you look out over the Waterford Hills Race Course, it is probably apparent that some changes have been made.

After a decade of racing on the original track surface, we tried a new track compound last year. It didn't work the way it was planned, and we ended up with some problems. But all that is in the past because the new surface is nothing short of fabulous.

If you take a look back at the track records and compare them to last months', I think that you will get the picture. I remember the anticipation when I first went out on the track for Saturday practice. I waited for that cement ridge on the apex, but it never came. There is no doubt in my mind that once our better drivers adapt to the new surface that some

of the records will go even lower. It was a fact that the old surface had outlived its usefulness and that a change was in order, but I am equally sure that no one expected the surface to be as silk-smooth as it was. One thing it did do though was to change the line through a number of curves. Many of the Vee drivers noticed a change in the line through Swamp Turn as well as various changes in other places. It didn't take long for the "Hotshoes" to figure things out though and the records tumbled from that point on.

The action started at the to with John Greenwood in the BFG Life-saver 'Vette lowering his own A Production Record to a 1:17.6. From that point on, Ron South

an in a Lotus Super 7 knocked off a 1:21.5 in D Production, Vic Skirmants lowered his E Production record to a 1:20.5, while Dan O'Connor's Midget turned in a 1:21.5 to break his F Production record. John Kubiak got it all together in G Production to run a lap of 1:22.5. Finishing out the production cars was the 1:25.7 tour put in by Paul Cameron in a Sprite.

Evan Walters in his clean B Sedan Pinto lowered that record to a 1:21.8. Waterford's original "Dirty Old Man", Carl Harrington, took an NSU for a trip around at 1:25.5 to set a new C Sedan record. In the newest sedan class, Showroom Stock, Fred Hafner's Pinto set the record at 1:34.7.

Both of the major formula classes, Ford and Vee lowered their class marks with Lew Cooper in the Cook Ford Formula of the same name clocking a 1:14.7. Ralph Ridge in a Ben Lynx Vee brought that time down to 1:18.0, while Norm Kirnberger in a Brabham Formula C ran off a 1:15.8.

If you count them,

there were twelve new class records set over the July Race Weekend. That friends, is some good racing.

What amazes me most is that not very long ago, the time turned by Lew Cooper's Formula Ford would have been an excellent A Sports Racing time. Cooper has developed into a top grade driver and from a view I had on the hill during the Feature Race, I was impressed with the total smoothness of his driving. I also noticed that Norm Kirnberger in a Brabham Formula C put on a good show trying to run down Cooper.

To no one's surprise, John Greenwood's 'Vette racing under the B. F. Goodrich banner ran away from everyone and gave spectators another fine show of smooth consistent driving.

While most of our spectators tend to gather on the hill where the overall view is great, you might consider changing things a bit and head over to the grandstand area at the end of the straight. In any event, enjoy yourself at the races and if you have any questions, stop by the Club House and someone will be glad to help.



Hey, You
banged my
hood.

Skirmant's Porsche
gets the E Prod.
Record.



Larry Ross's
new 'Vette



Do Vees ever
travel in less
than fours?



Pointing the way.....



Norm Kirnberger's Brabham F/C set a new record
for that class.

Vees and Fords both raced the Feature with the
five fastest Vees staying right in there.



WEEKEND WARRIORS



As you stand on the hill or other parts of the course, you frequently transfer your thoughts to the cockpit of your own car - imagining what it would be like "out there". These thoughts lead to others and take you over the great courses of the world and your run for the World Championship.

While Waterford is a small course, it is demanding and has been the training grounds for a number of drivers and while we have yet to train our first

World Champion, a number of excellent drivers have had their beginning here. Some have gone on to race as Sebring, LeMans and other great courses. But, for the most part, our drivers are mostly "Weekend Warriors", doing their own thing with family and friends. I can remember my first trip to Waterford in 1965. Those drivers, though amateurs, seemed to be the best in the world. It was something that I had to try and in 1966, I climbed into the cock-

pit for the first time.

Now, in 1972, I have found it to be a family affair and one that involves a total family commitment to the sport. Moving from their "straight jobs" during the week, our drivers spend countless summer and winter hours building and re-building their cars. More than that, they take some of that hard-earned cash and put it into the car to insure that it is competitive. All this is done with the knowledge that they can gain little more than the satisfaction of taking a Victory Lap and hauling home a trophy to put on the mantel.

The motivation for all this action then has to be something different. In my case, it provides an area where I can work with my hands and then appreciate the fruits of that labor. In Formula Vee, the class I race, as in other classes, the costs at this level are quite reasonable, and very tolerable if you do your own work. And the rewards are worth it. There is

no feeling quite like the one you get during your trips around the course. The knowledge that you executed a particular corner as well as it could be taken in your car is a tremendous feeling. Equally as interesting are your attempts to perfect a line through a particular corner that will lower those lap times. The search for tenths of a second is an endless one and is perhaps the main reason you work so hard to perfect both the car and your driving skills.

When a level of competence is reached that you know is the limit of yours and the cars and when it culminates in victory, the feeling of elation is matched only by others who seek the same, whether it be a flyer, sky-diver or someone of the or someone of similar ventures.

It is these feelings that lead me to the belief that ever amateur you will see this weekend is as professional as Jackie Stewart. While we remain "Weekend Warriors", we hope you enjoy the show.

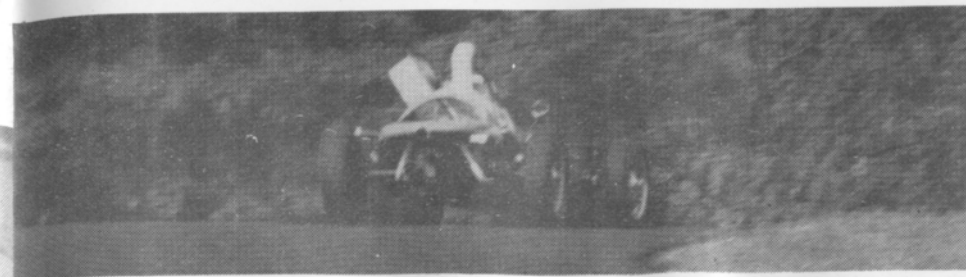


If I "feed" the meter, can I stay?



The grid for the Small production bash.

Lew Cooper continued his winning ways in the Cook Ford Merlyn

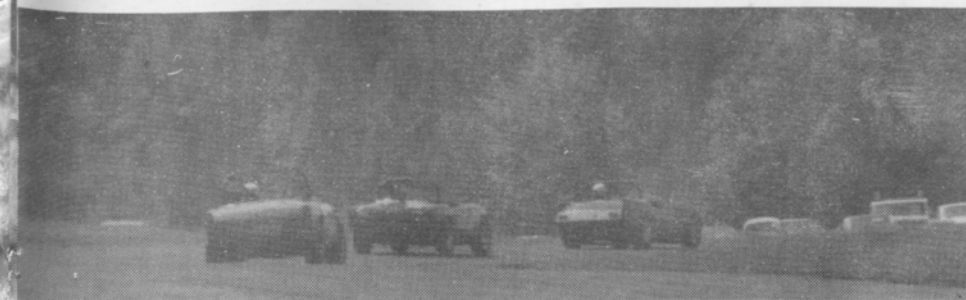


Up and Over



Here, have a Screaming Yellow Zonker

Two Spits chase a Delta into Turn One



COURSE RECORDS

CLASS	DRIVER	CAR	TIME
Production	J. Greenwood		
AP	J. Greenwood	Corv.	1:17.6
BP	Larry Ross	Corv.	1:21.0
CP	Jeff Lance	Lot. S-7	1:22.5
DP	Ron Southan	Lot. S-7	1:21.5
EP	Vic Skirmants	Porsche	1:20.5
FP	Dan O'Connor	Midget	1:21.5
GP	John Kubiak	Spitfire	1:22.5
HP	Paul Cameron	Sprite	1:25.7
Sports Racing			
ASR	J. Greenwood	Lola	1:12.8 ⁹
BSR	Dr. C. Armstrong	Por. 906	1:20.0
CSR	Bill Barber	Lotus 11	1:21.2
DSR	Bill Mundus	Berga	1:24.8
Formula			
F/B	Ken Nielson	Merlyn	1:15.2
F/C	Norm Kirnberger	Brabham	1:15.8
F/F	Lew Cooper	Merlyn	1:14.7
F/V	Ralph Ridge	BenLynx	1:18.0
Sedans			
AS	Warren Tope	Mustang	1:18.6
BS	Evan Walters	Pinto	1:21.8
CS	Carl Harrington	NSU	1:25.5
DS	Dave Mackinder	NSU	1:28.5

* Overall Course Record

All times recorded on BULOVA WATCHES courtesy of KINCAID JEWELERS, 205 E. Maple, Birmingham.

Flags



Yellow with Red Stripes: Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look down at the track surface.



Black (sloppy or dangerous driving): Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.



Black with Orange Ball (Meatball black flag): There is something mechanically wrong with your car. Proceed to your pits at reduced speed.



Green (or no flag): Course is clear.



Yellow (stationary): Take care, danger, no passing.



Yellow (waving): Great danger, be prepared to stop, no passing.



Red: Stop immediately, clear the course as well as circumstances permit; the race has been stopped.

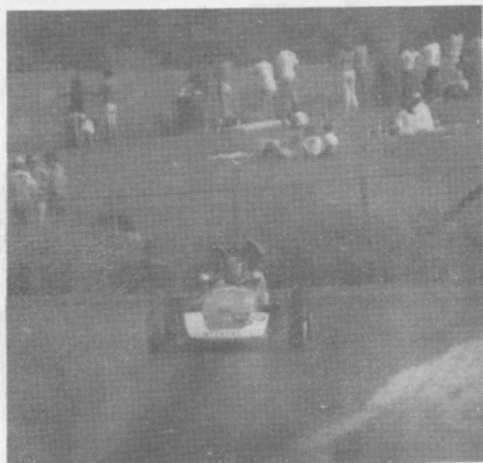


Blue with Diagonal Yellow Stripe (motionless): Another competitor is following you closely.

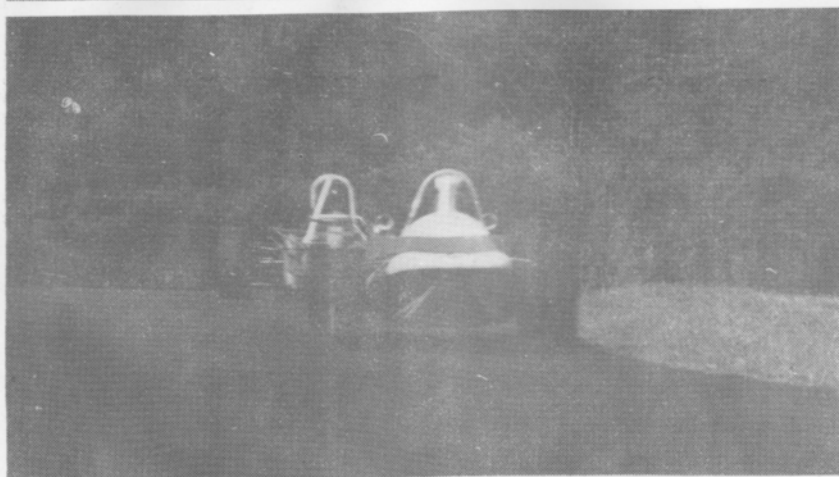
Checkered: You have finished the race (or practice session). Complete one "cool-off" lap at reduced speed before entering the pits.



Waterford "Old-timer"
Charlie Davison has
a son in a Formula
Ford on his way to
the top.



Swoops & Scoops
on Vees



Gary Pace's Vee chases a Formula
Ford over the top of the hill.



John Greenwood
in the "Life-
saver" 'Vette
looked good in
practice, pul-
led out a big
lead in the



Feature and
went on to win
as well as set
a new A-Produc-
tion Record.

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

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).

WATERFORD HILLS

A 1.5 MILE ASPHALT ROAD COURSE AT WATERFORD, MICH

