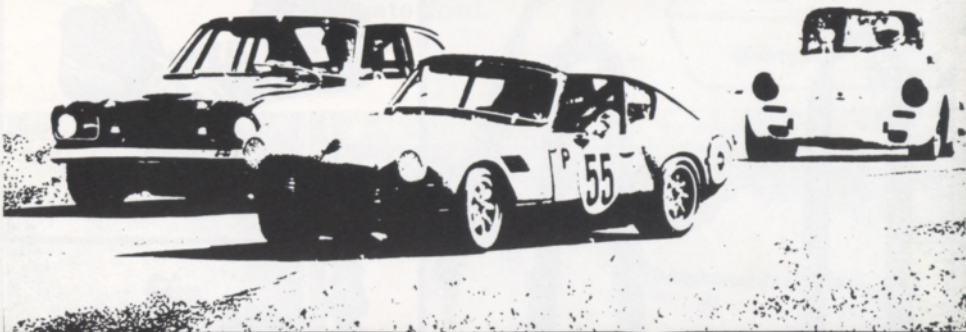


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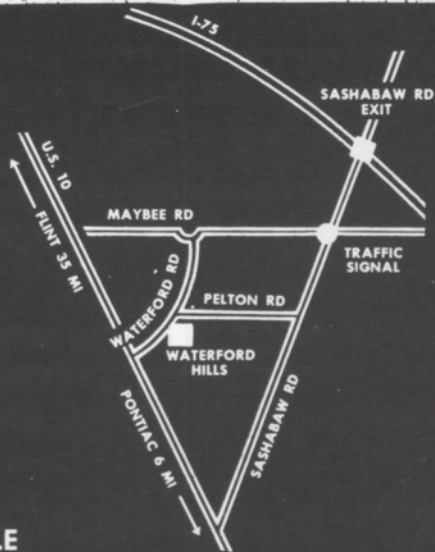
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waterford
hills
digest

august road races
august 1976 50¢



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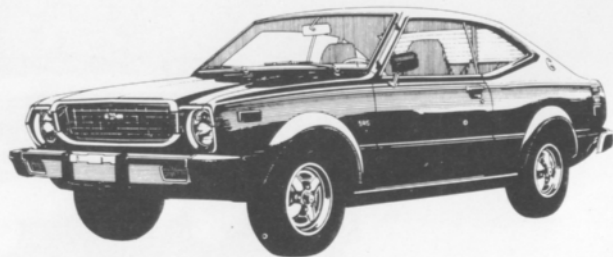
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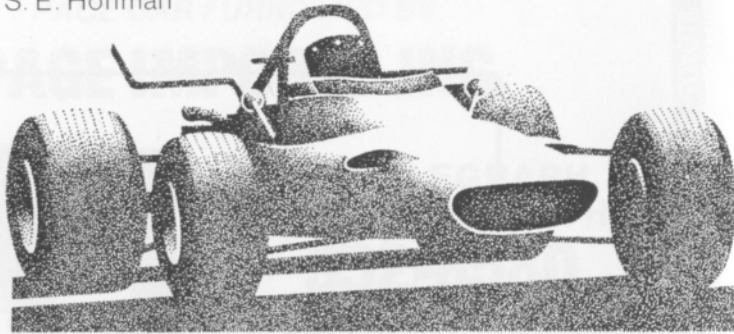
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the inside line

S. E. Hoffman



Welcome to Waterford Hills Road Racing!

We did it again folks! We broke another class record in July. Karl Nilsson of Birmingham broke the Showroom Stock B record in Sunday's feature race, in his pretty silver VW Scirocco. That's the fourth time and the third driver to hold the record this season. The irony of it all is that Karl was playing catch up games with Thad Gutowski, previous record holder, and had to settle for second place in the SSB class by about forty feet.

The looked for rematch between the speedy F-production Midgets of SCCA driver, Ralph Ridge, and WHRRI reigning champ, Bill Tann, came to naught when Ralph couldn't get the car "right".

The "honker class of the weekend" has to be Formula Vee. The races pitted the Mazuro-prepared Vees of Marty Potashnik, Don Kitch and Vince McLeod against the Chase Specials of Bob Chase and Dennis Rose. The action was fast and furious with Don and Dennis swapping the lead three times in one lap in the Sunday class race. When the dust finally cleared, literally, it was Bob Chase in Saturday's class and Sunday's feature races with Dennis Rose winning the Sunday class race. By the way, Dennis is Bob's son-in-law and when the two came down to take the green flag holding both pole positions in Saturday's race, it was the first time that combination has done that in WHRRI history.

We had two father-and-son combinations driving this weekend. When Bob McLeod gets his new yellow Vee sorted out, father Vince is going to have to watch those rearview mirrors! Father Larry and son Mark Van Orsdale

took turns driving their green F-production Spitfire and Mark turned the better times! The dude's fast!

Uncle Ric Matus, Assistant Chief of Flags and Communications, gives us a different look at the Turn Marshals in this issue. They are the people you see in white manning the eight flag stations around the track.

Come September, we can look for even more class records broken. We've already set 11 new ones this season! September's racing is always on the ragged, hairy edge as our drivers take aim on the records, dice it out for finishing position in the 1976 Top Ten Drivers, and make their final runs for the race class championships for the season. There's a "let it all hang out, I've got all winter to fix it" attitude that makes for some terrific racing!

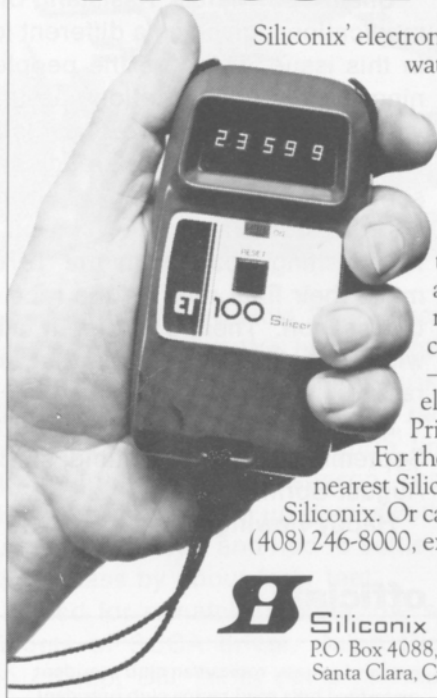
Do plan right now to join us for the last weekend in September. In the meantime, sit back, relax and enjoy the August Sprints.

Happy viewing!!

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the little known species - turnmarshal

— Eric (Ric) Matus

Around the end of April each year, we look forward to spring. This is the time the rains are due and the flowers start to show their faces and colored blossoms are about to appear in May. All of the white of the winter's snow has gone until fall.

But it's at this time of the year that another form of white appears. It's the white of the Turnmarshals of Waterford Hills. Turnmarshals are a different variety of living being . . . they're not found everywhere. They seem to be seen around guardrails placed along side certain roads. They're all basically white. However, every now and then you'll find one topped with a little blue, green or even black. There seem to be two basic varieties of these Turnmarshals at Waterford. The one, usually found with a strange black lump on its ear, is connected to a long wire that's sometimes plugged into the ground. This particular type almost always maintains its white color all over its body. The other appears to have a Chameleon kind of upper half. Sometimes it's white, changes to a flesh color, then to bright red, and then to tan or dark brown. Turnmarshals are very interesting to watch, especially when mechanical things called cars go by.

Every now and then one of the passing cars will puff smoke toward the Turnmarshal, drop a slippery kind of fluid or gyrate about on the road. When this happens Turnmarshals seem to go into some kind of ritual or dance. Some of them wave different colors, others run back and forth between their little protective areas and the spastic vehicles (some of which seem to change shape from time to time before they continue down the road or wait to be carried back to their resting place in the big yard).

One strange thing about these Turnmarshals is the fact that they don't seem to be effected by weather conditions. They go about their duties in the hot sunshine, the wind, and even the rain. One very interesting observation — during the rain the majority of the Turnmarshals develop a shiny, slick coating that repels the water and keeps them dry. They've even been known to "do their thing" during sleet and snow. Yes, they are a strange lot these Waterford Turnmarshals.

(continued)

At the end of the race day when all the cars congregate in their big yard and all becomes quiet, a very peculiar event occurs. Almost all the Turnmarshals leave their protective areas and head for a single location. This is usually on a hill overlooking all the little cars parked in their yard — the cars that are resting and getting therapy before attempting to chase each other around the funny little winding road again. At this time we realize the Turnmarshals are gathering to celebrate; communicate face to face their efforts, trials and tribulations of the day; and refresh themselves with a liquid made of malt, hops, and sometimes even fire-brewed.

They seem to be a tireless bunch, these Turnmarshals. No matter how hot it's been, how wet they've gotten, how many times they've been asked to eat fast or not take their little looked-forward-to breaks, they return for more of what they've done well before. They continue this same routine at least one weekend a month until the leaves turn red and yellow and the air grows chill. Then they disappear, or maybe it's just blend back in with the white snow that comes with winter here in Michigan.

No one has actually said whether or not a Turnmarshal hibernates during the cold months in the north country. But sometimes I wonder. Is he still there near his protective barrier, ready to help a little car if it's needed? Is it just that he blends so well with the winter white that he can't be seen? Next January or February take a drive out to Waterford Hills and check the track. You may not be able to see any Turnmarshals at first because of all the glare of the other white on the ground. But close your eyes and listen . . . "Tower to Turn 1, clear and ready?" "Turn 1 clear and ready." "Turn 2?" "Turn 2 clear and ready." And so it goes through all eight.

As I said, they are a strange lot these Turnmarshals. And we thank them for being with us.



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waterford hills road racing schedule

May 15 & 16
May 29, 30 & 31
June 26 & 27

July 24 & 25
August 28 & 29
September 25 & 26

average lap speed chart

Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:00	85.326	1:17	66.488	1:34	54.463
1:01	83.927	1:18	65.635	1:35	53.890
1:02	82.574	1:19	64.805	1:36	53.329
1:03	81.263	1:20	63.995	1:37	52.779
1:04	79.993	1:21	63.204	1:38	52.240
1:05	78.762	1:22	62.434	1:39	51.713
1:06	77.569	1:23	61.681	1:40	51.196
1:07	76.411	1:24	60.947	1:41	50.689
1:08	75.288	1:25	60.230	1:42	50.192
1:09	74.197	1:26	59.530	1:43	49.704
1:10	73.137	1:27	58.846	1:44	49.227
1:11	72.106	1:28	58.184	1:45	48.758
1:12	71.105	1:29	57.523	1:46	48.298
1:13	70.131	1:30	56.884	1:47	47.846
1:14	69.183	1:31	56.259	1:48	47.403
1:15	68.261	1:32	55.647	1:49	46.968
1:16	67.363	1:33	55.041		

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.

class records

ASR	John Greenwood	Lola	1:12.8	5/72
BSR	Barry Hartzel	Mallock U2	1:13.3	5/75
CSR	Warren Purdy	Lotus 23	1:16.1	8/73
DSR	Don Clining	Meister Honda	1:20.8	5/75
AP	John Greenwood	Corvette	1:16.3	9/72
BP	Tim Morgan	Corvette	1:15.4	8/74
CP	Don Clining	TR6	1:19.6	5/74
DP	Gary Bendik	GT6	1:18.7	7/73
EP	Vic Skirmants	Porsche	1:16.5	6/76
FP	Ralph Ridge	MG Midget	1:19.0	5/76
GP	Hugo Carlson	MG Midget	1:20.0	7/73
HP	Mike Baldwin	Sprite	1:22.3	6/73
AS	Warren Tope	Mustang	1:18.6	5/71
BS	J. Byron Walker	Datsun	1:18.1	6/76
CS	Gary Allott	Mini Cooper	1:21.0	6/76
DS	Dave Dunham	Mini Cooper	1:26.8	7/73
SS/A	Donald Gibboney	Porsche	1:32.0	8/74
SS/B	Karl Nilsson	VW Scirocco	1:30.0	7/76
SS/C	Joe Nonnamaker	Pinto	1:35.3	5/76
FB	Lew Cooper	Lola	1:09.1	7/73
FC	Norm Kirnberger	Brabham	1:13.6	8/73
FF	Andy Falbo	Crossle	1:10.9	7/75
FV	David Glenn	Lynx	1:16.9	8/74
F4	Gordon Green	P & G	1:16.8	6/74
FSV	Harold MacDonald	Lola T 324	1:09.7	6/76
** F/ALTC	Vince Muzzin	March	1:06.7	5/75

** track record

racing classes

PRODUCTION	A Abarth Simca 2000; AMX Sports Coupe 390 — 1969 & 1970; Corvette Sting Ray Roadster & Coupe 396, 427, 454; Ford Boss 429 Mustang — 1969 & 1970; Griffith 200; Shelby Cobra 427; Porsche Turbo Carrera.
PRODUCTION	B AMX Sports Coupe 290, 343 — thru 1969; Corvette 283, 327; Corvette Sting Ray Roadster & Coupe 327, 350 — 1963 thru 1975; De Tomaso Pantera; Ferrari 275 GTB & 365 GTB 4 Daytona; Jaguar Series 3E (V-12); Jaguar XJ-S, Porsche 904; Porsche 911 SC Coupe/Targa Cabriolet — 1973 thru 1976; Shelby Cobra 289; Shelby GT 350 — 1965 thru 1967, 1969.
PRODUCTION	C Alfa Romeo Giulia TZ; Alfa Romeo Montreal; Datsun 240Z, 260Z, 280Z; Datsun 280Z 2+2; Ferrari Dino 246 GT; Jaguar 3.8, 4.2; Lotus Elan 1600, S-2, S-4 Roadster, Coupe & Drop-head; Lotus Europa Twin Cam; Porsche 911T, 911E, 911S Coupe/Targa — 1969 thru 1976; Porsche 914/6; Sunbeam Tiger 260; Triumph TR-5, TR-6.
PRODUCTION	D Alfa Romeo Spider 2000, Veloce thru 1976; Austin-Healey 3000, MkI, MkII, MkIII; Daimler SP-250; Datsun SRL 311U (SU), 311 U (Solex); Elva Courier Mk III 1800, Mk IV 1800; Elva Courier Mk IV, Roadster & Coupe; Jaguar XK 120, XK 140, XK 150, 3.4 & 3.8; Jensen-Healey & GT; Lotus Seven Series Four; Lotus Super 7; Lotus Mark 46, 54 65 Europa; MGC, MGC-GT; Porsche Carrera 1500, 1600; Porsche 911, 911L, 911T, 911S Coupe/Targa — thru 1969; Porsche 914S; Triumph GT-6, GT-6plus; Triumph GT-6 MkIII — thru 1972; Triumph GT-6 MkIV — 1973 & 1974; Triumph TR-250; Triumph TR-6, TR-7; TVR Mk III 1800; Yenko Stinger Coupe.
PRODUCTION	E Alfa Romeo Giulia Spider Veloce, Giulia Sprint GT, GTC; Alfa Romeo Spider Duetto — thru 1971; Alfa Romeo Spider Veloce 1750 — thru 1971; Austin-Healey BN4, BN6 (100-6); Elva Courier Mk I, Mk II, Mk III, Mk IV (1622); Fiat 124 Spider 1600 (2 carb); MGB, MGB-GT; Morgan plus-4; Opel GT 1900 Model 77; Porsche 356, 356A, 356B, 356C (1500, 1600); Porsche 356C/1600 SC, 356B Super 90, Cabriolet; Porsche 912E, 912 Coupe/Targa Cabriolet — thru 1969; Porsche 914/4; Triumph TR-2, TR-3, TR-3A, TR-3B, TR-4, TR-4A, IRS; TVR Mk III 1622.
PRODUCTION	F Alfa Romeo Giulietta Super Sprint, Spider; Alfa Romeo Giulietta Sprint Speciale, Zagato; Alfa Romeo Giulia Sprint, Spider; Alpine A-110 1100; Austin-Healey Sprite Mk IV 1275; Austin-Healey BN, BN2 (100-4, 100M); Fiat 124 Sport Spider — thru 1976 (except 1438); Fiat Abarth OT 1300/124 Coupe; Lotus 7 plus 7 America; MG Midget Mk III, Mk IV 1275; MG Midget 1500; Morgan 4/4 Mk V; Saab Sonnet V-4, 97 Sonett III; Sunbeam Alpine; Triumph Spitfire Mk III, IV (1300); Triumph Spitfire 1500; TVR Vixen; Volvo P1800, 1800 E.
PRODUCTION	G Alfa Romeo Giulietta Sprint, Spider; Alfa Romeo Spider 1300 Junior; Alfa Romeo Junior Z; Austin-Healey Sprite 1100, AN8 (1100); Datsun SPL 310 U, SPL 311, SPL 311 U; Fiat XI/9; Fiat 124 Spider 1438; MGA 1500, 1600, 1622; MGA Twin Cam; MG Midget AN2, AN3; Matra MB8, DJET 5 & MB8S, DJET 5S; Porsche 1300; Rene Bonnet CRB/1; Triumph Spitfire, Spitfire Mk II; Turner 950 S.
	H Austin-Healey Sprite Mk I, Mk II (948); Fiat 850 Spider, Racer — thru 1973; Fiat 850 S Record Monza, 750 GT, 750 Millie Miglia; MG Midget 948; Morgan 4/4 Mk IV; Opel GT 1100.
SHOWROOM STOCK	A Alfa Romeo Alfetta, Berlina, GT, GTV & 2000 Spider; BMW 2002, TI & TII; Datsun 260Z, 280Z; Capri V-6; Jensen-Healey; Mazda RX 3, RX 4; Porsche 912E; Porsche 914 2.0; Triumph TR-6, TR-7.
	B Audi Fox, Dodge Colt 1600; Dodge Colt 5-speed 2000; Fiat 131 2-door/4-door; Fiat 124 Spider; MGB, MGB-GT; MG Midget 1275, 1500; Opel 1900 Sedan 2-door/4-door; Opel Manta 57, Rallye; Opel GT; Porsche 914/4 1.7, 1.8; Saab 99 2-door/4-door; Saab Sonnet, Toyota Celica ST. GT; Triumph GT-6 Mk III; Triumph Spitfire 1500; VW Dasher, Rabbit, Scirocco.
	C Alfa Romeo Alfasud 2-door/4-door; Austin Marina; Chevrolet Monza 2+2 2300; Chevrolet Vega, Vega GT 4-speed; Datsun B210, 610, 710; Fiat 128 Sedan, SL Coupe, 3P; Fiat 124 S, 124 TC Sedan; Fiat XI/9; Ford Mustang II 2-door/3-door 2300; Ford Pinto 2000 & Pinto 2-door/3-door 2300; Honda Civic, CVCC (including 5-speed) 2-door/3-door; Mazda 808 Coupe 2-door; Plymouth Cricket; Pontiac Astre 4, GT 4-speed; Renault 5 & 12; Saab 96 Sedan; Subaru 1400 Sedan, GL Coupe; Toyota Corolla 1600 2-door Sedan, Coupe 4-speed; Toyota Corolla SR-5, Toyota Corona SR-5; VW Super Beetle, Beetle; VW Karmann Ghia Coupe, Convertible.
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SEDAN	AS Over 2500 cc with proper homologation forms. BS Over 1300 cc to 2500 cc with proper homologation forms. CS Up to 1300 cc with proper homologation forms.
FORMULA	FF FORD FSV SUPER-VEE FV VEE FA 1100 cc to 3000 cc FB 1100 cc to 1600 cc FC up to 1100 cc

flags

yellow with red stripes



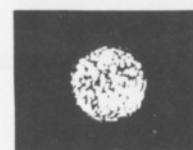
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

black



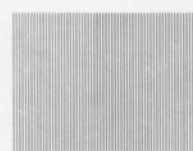
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

black with orange ball



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

green



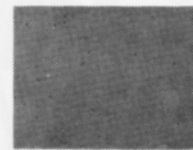
(Or no flag) Course is clear.

yellow



(Stationary) Take care, danger, no passing.
(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 stripes



(Motionless) Another competitor is following you closely.

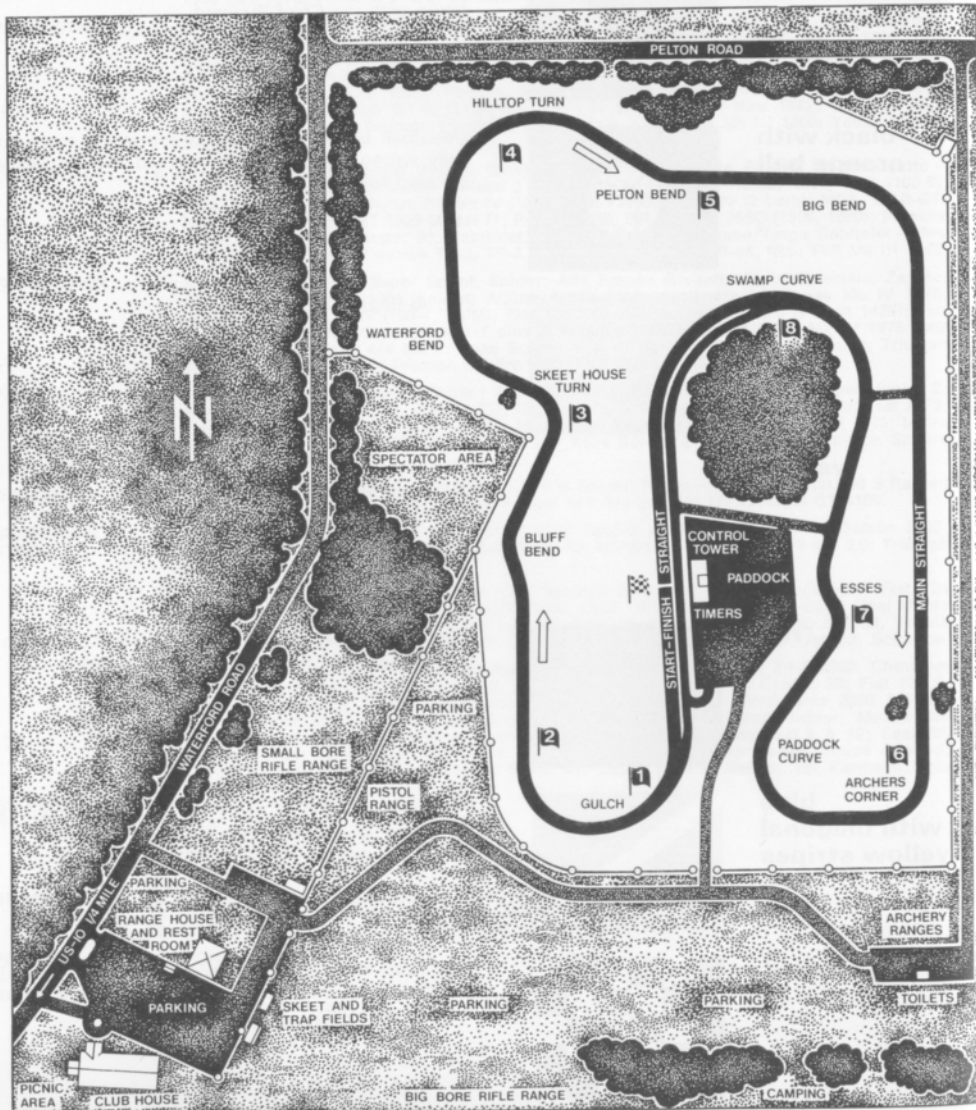
checkered



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

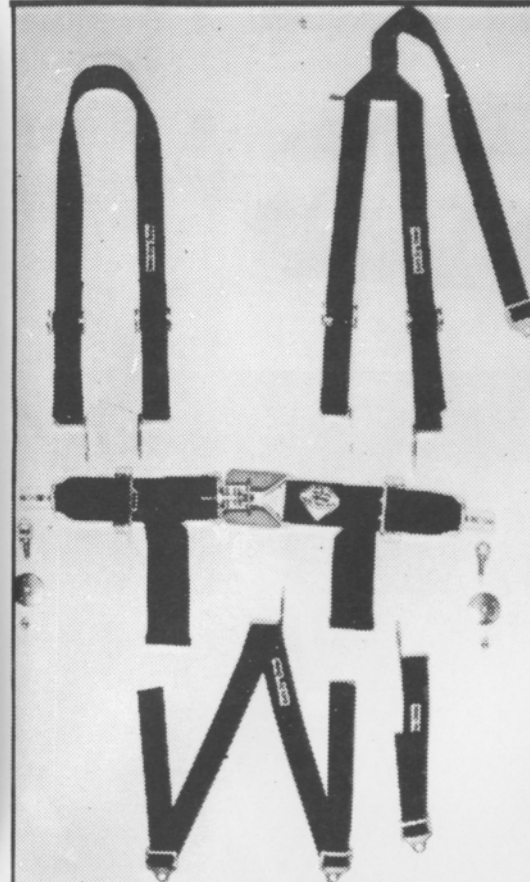
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a 1.5 mile
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