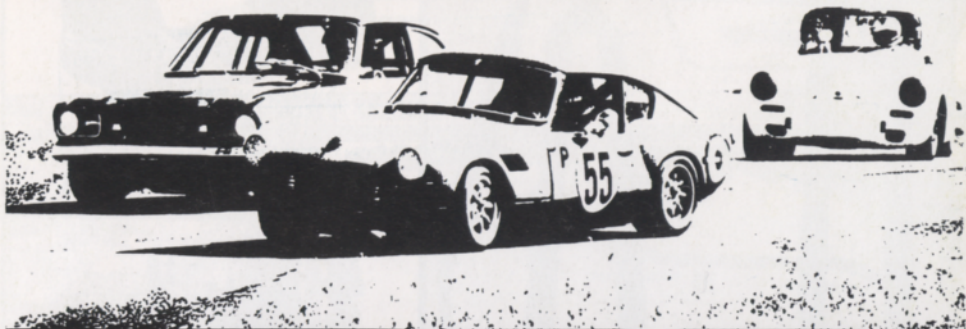


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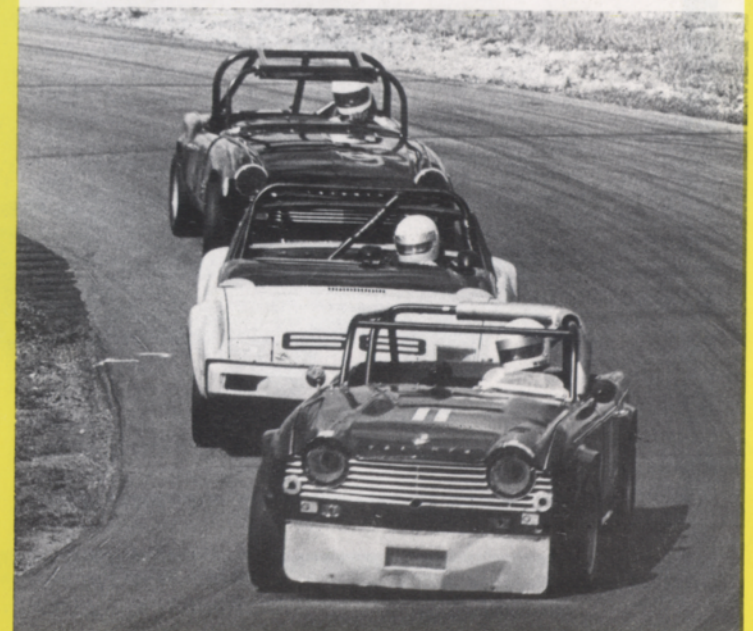
Track opens at 10:00 a.m. for practice and qualifying. Racing begins 1:30 p.m. Saturday (7 races)—11:30 a.m. Sunday (10 races).



waterford hills digest

waterford-canadian challenge

august, 1977 50¢



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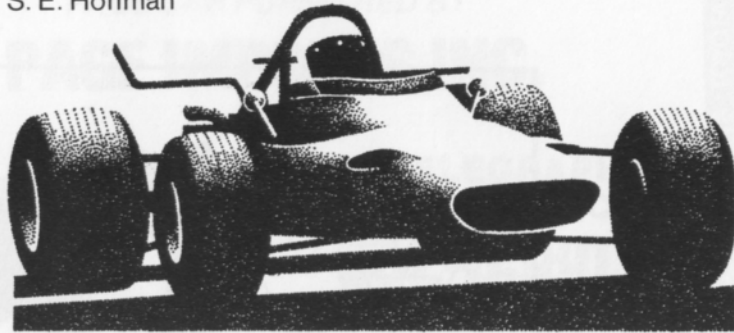
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the inside line

S. E. Hoffman



WELCOME TO WATERFORD HILLS ROAD RACING!

We want to extend a super welcome to the racers from the Canadian Automobile Sports Club, who are here for the Tenth Annual Waterford-Canadian Challenge. They are here to run "for Queen and country, old chaps" against our WHRRI regulars defending "apple pie and the flag, good buddies". All this hot competition started with a couple of night enduros at Harewood Acres, Ontario, moved to Michigan International Speedway for two years, and evolved into the weekend challenge here at Waterford Hills five years ago.

Last summer's challenge had some great racing! The points were the closest I can recall. Windsor's Gary Allot had 28 points by bringing his Mini home first in all three sedan races and setting a C/S record. WHIRRI's Vic Skirmants tied him with a similar performance in the E/P Porsche. But the torphy winner with 29 points was Waterford's Thad Gutowski, Jr. who won all three SSB races in the Scirocco, set a class record on Saturday and came back to break his own record on Sunday! Not too tacky, fellas! Thad gets to keep the silver goblet, but the rotating silver tray trophy is up for grabs this weekend.

We would like to welcome back the new fans who came for the highly successful Radio Station WWWW day at the July races. Our drivers put on quite a show, especially the guys dicing for 2, 3, and 4 position in the Formula Vee feature. The Vettes of Tim Clark and Tim Morgan dicing with the Lotus Mallock U-2 of Bob Schneider were fun to watch. Barry Hartzel's F/P Midget stayed right on Lou Livengood's E/P Porsche to give us all some racing

thrills. The special B-Sedan Challenge on Sunday produced some great dicing and J. Byron Walker lowered his own class record by 0.2 seconds to a 1:17.9 averaging 66 mph on this twisting, 13-turns course.

Next month's races are the Annual Fall Classics, the last race weekend on our season schedule. We run our initial shakedown races the middle weekend in May and then we run the last full weekend of the month from May through September. There's always a "what-the-hell, let it all hang out" feeling to the last races of the year. It's the last chance to take aim on that elusive class or track record; the last chance to get the points to become class champion; the last chance to improve your position in the "Top Ten Drivers of 1977"; the last chance to beat that dude whose taillights you've been following home to the checker all season. Add to that the fact that the driver has all winter to fix the car, and you begin to see why it's a hairy weekend!

Plan to join us on September 24 and 25 for the Fall Classics. In the meantime, sit back, relax over a bit of the foamy and enjoy the Tenth Annual Waterford-Canadian Challenge Races!

Happy viewing!!

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In honor of this weekend, our annual Canadian-American Challenge race, I've been asked to write something about racing in Canada. As a regular Waterford driver (since 1965), and occasional Canadian racer it was felt I could give some insight on racing "over there".

My first two years at Waterford Hills, 1963 and 64, were spent as a turn marshal. I remember well the occasional appearance of a Canadian "Improved-Production" car at our track. Canadian rules back then were somewhat different than ours, especially in the Production classes. Our Production classes were quite "production", while Canada's "Improved-Production" was something else.

As an example, one of our drivers took his modified-class Corvette to Canada once, and was told he had to run with their production Corvettes because with one eye closed, at fifty paces, his car almost looked like a production car. Yes, he ran; yes, he got blown into the weeds.

Waterford recognized this disparity and moved any Canadian production cars up a class. This didn't help much in the case of a well-prepared Canadian car. Back about 1964, when the MGB was in D-production, a very nice Canadian one showed up. It was so stripped and lightened you could almost see through the car from the grill to the trunk. The car promptly broke the C-production record.

Because of these differences, not many of us wanted to go up to Canada to race our production cars. Then, in 1968, the Canadian Automobile Sport Clubs adopted SCCA's production rules. Suddenly we were competitive. What's more, the Canadians hadn't had any experience setting up production cars to such stringent rules, so we were teaching them a few tricks for a couple of race weekends.

When I finally started towing my race car to races in 1969 (yes, I used to drive it to the track!), I decided to try a couple of Canadian races. The nearest track was Harewood Acres (sure, just past Jarvis and north of Port Dover). Harewood was an old Royal Canadian Air Force gunnery training field. Two miles long, completely flat, quite fast, and at one time very bumpy with an abrasive surface. By the time I got there it had been repaved a little and wasn't quite as bumpy or abrasive. Oh yes, the grass was kept short by flocks of sheep (watch where you step, mate!).

(continued)

So there I was, crossing the border into Canada with my 1963 VW beetle towing my 1956 Porsche speedster. Customs was no problem as long as you had some piece of paper showing the car was yours, and weren't bringing a truck-load of spares. I used the old 1964 registration slip, and didn't have any spares anyway. Off onto highway 2, and watch the signs. Harewood was easy to find only if you'd been there before; it was not well posted. Upon arriving at the track, one could just see the start-finish straight and pits off in distance. Well, here we are, the big-time; international racing!

Tech inspection, I mean scrutineering, wasn't too bad. Came time for my practice. This was really different. It was my first time at another track, and first time without a muffler; just that big straight-pipe sticking out the back of my Porsche. My God, did that sound great! It sounds like a bloody Carrera (starting to talk like a Canadian already). Off I went on that first lap. This isn't too bad; first right, then left, then right again onto a short straight with a slight kink. The whole course was outlined in hay bales so you knew where to go. Not too difficult so far; end of the straight, sharper right, onto the back straight, accelerate...??!???. Where the hell am I suppose to go!? I had gone out for practice without another car directly in front of me. Once onto the back straight for the first time, there was no way to figure out where you were going. Hay-bales to the right, haybales to the left, but all very spaced out with other rows of bales farther back. I didn't know where I was! For all I knew I might have even made a wrong turn. Airport courses are like that. Finally some white figures began to materialize in the distance; turn marshals! Must be getting near a corner. Left kink at end of straight, brake sharply, turn right, holy cow! The chicane! Very quickly left, then right; whew! Accelerate, right sweeper, and. . Hey, the start-finish already! Nothing like Waterford, but a hell of a lot faster. This went on for seven laps, when suddenly the oil pressure went away and I coasted to a stop. So much for my debut in international racing.

That night we drowned our sorrows in a local pub in Simcoe (where the hell is Simcoe). The Canadians insisted on buying my beers because I had a broken car and they didn't; how about that. Oh yes, the entry fee was \$12; that's right, twelve. And British Petroleum supplied free gas to all competitors. Not only that, but all drivers and crews got a free dinner on Saturday night.

I went back again later that year; I don't know which month. That weekend isn't in my racing log either because

(continued on page 18)

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June 14-21-28
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July 12-19-26
Aug. 2-9-16-23-30

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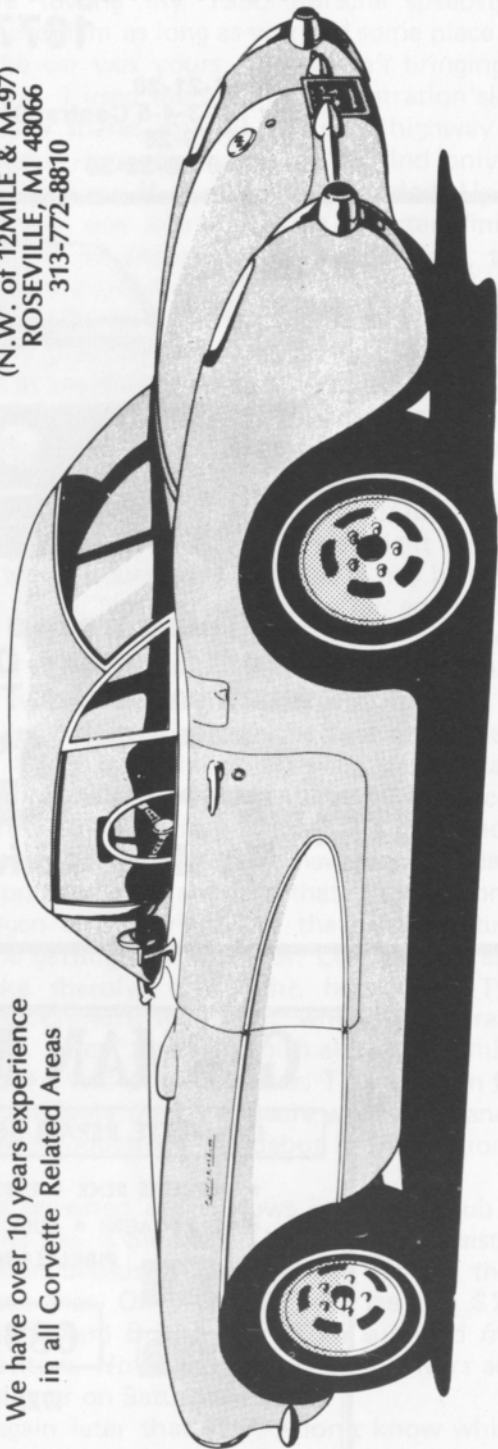
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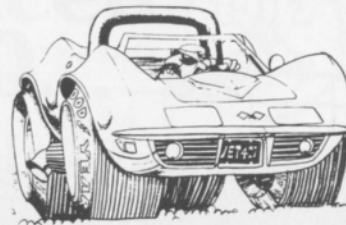
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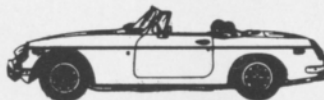
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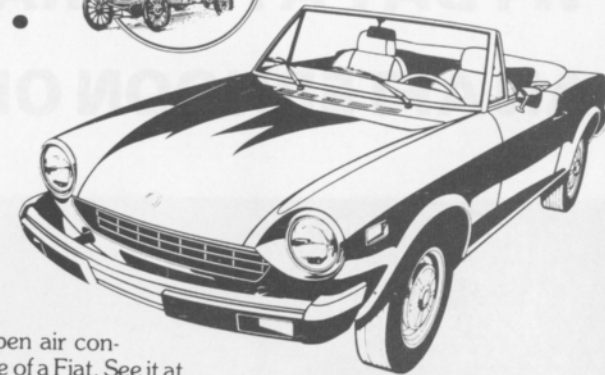


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I Did Not Start again. Broken crankshaft . . . after seven laps . . . hmm.

Went back again in August, started a race, came in fourth in class in the A,B,C,D,E,F,G,H, Production race. They're not too worried about potential speed difference up there. The second race used a Le-Mans start, and it was wet. I came in third in class, fourth overall. But not without some drama. I usually carry a notebook in my pocket, half of which is stuffed full of loose slips of paper with all types of sundry information. As I jumped in the car at the start, the notebook fell on the floor, opened, and proceeded to "snowflake" me on the back straight as the turbulence caught the slips of paper and threw them all over the track. No, I don't carry my notebook anymore when I'm racing.

I ran at Harewood one more time that year, then decided to go to the last Ontario Region race of the season in October at Mosport. Mosport! World-famous grand-prix track! And all that. If Harewood was fast, but not too challenging, Mosport was definitely challenging *and* fast. Beautiful wooded hills, the track rose and fell with the topography. Even the long back straight was up-hill.

One of my Canadian competitors in an MGB had been telling me all year how Harewood was no challenge, just wait til I tried Mosport. He came by my car after practice to ask if I had gotten below two-minute lap times on my first outing. When I informed him I had turned a 1:51 and qualified second to his fifth, he didn't say much. Waterford experience strikes again!

Harewood is no longer with us. The land was sold at the end of the 1970 racing season to a major oil company for a refinery location; which they still haven't built. Mosport is still alive and well and Ontario's only road course.



Rich Gryzbowski's Porsche pulls another truck out of the infield.



A turn marshal takes his pet tire for a stroll.



50 bucks says I can beat you up the hill in reverse.



This new riding lawnmower looks just like a racecar.

waterford hills road racing schedule

May 14 & 15
May 28 & 29
June 25 & 26

July 30 & 31
August 27 & 28
September 24 & 25

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	58.176	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	Alf Zellar	Mallock U2	1:11.8	6/77
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	Paul Prill	Lotus Super 7	1:18.5	9/76
EP	Vic Skirmants	Porsche	1:16.5	6/76
FP	Barry Hartzel	MG Midget	1:18.0	8/76
GP	Hugo Carlson	MG Midget	1:20.0	7/73
HP	Paul Cameron	Sprite	1:21.7	5/77
AS	Warren Tope	Mustang	1:18.6	5/71
BS	J. Byron Walker	Datsun	1:17.9	7/77
CS	Gary Allott	Mini Cooper	1:21.0	6/76
DS	John Llewellyn	Austin Cooper	1:26.2	6/76
SS/A	Lowell James	Porsche	1:30.0	6/77
SS/B	Thad Gutowski, Jr.	Scirocco	1:29.6	9/76
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

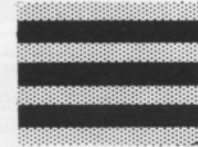
** track record

racine 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 Elan +2; 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 1968; 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 American Motors Gremlin X 305; BMW 2002, TI, TII; Capri V-6, II V-6; Chevrolet Cosworth Vega, 4-speed; Datsun 260Z, 280Z; Fiat 124 Spider; Ford 302 Mustang II, Mach I, Cobra II; Mazda Cosmo; Mazda RX-3, RX-4, 2 & 4-door; Porsche 914 2.0; Porsche 912E; Porsche 924; Saab 99 EMS; Triumph TR-6, TR-7.
	B Alfa Romeo Alfetta, Alfetta GT; Alfa Romeo Berlina; Alfa Romeo 2000 Spider; Audi Fox 1471, 1588, fuel injection, 2 & 4-door; Dodge Colt, Colt GT 2000, 5-speed; Ford V-6 Mustang II, Mach I, Cobra II, Fiat 128 TC Sedan; Fiat 131 2 & 4-door; Opel 1900 Sedan, Manta, Manta Rallye; Oldsmobile Starfire V-6; Plymouth Arrow, Arrow GT 2000, 5-speed; Saab 99 Le, G1, 2 & 4-door; Saab Sonnet II; Toyota Celica ST, GT, GT Liftback; Triumph GT-6 Mk III; Volkswagen Dasher, 1471, 1588, fuel injection, 2 & 4-door; Volkswagen Rabbit, all models 1471, 1588 carburetor only; Volkswagen Scirocco 1471, 1588, carburetor & fuel injection.
	C AMC 258 Gremlin, Gremlin X, 2-barrel, 3-speed; AMC 258 Pacer, Pacer X, 2-barrel, 3-speed; Austin Marina, Marina GT; Capri 2000, II 2300; Chevrolet Chevette 1.4, 1.6; Chevrolet 2300 Monza 2+2, Town coupe, 4-speed; Chevrolet Vega, Vega GT, 4-speed; Datsun B-210, all models; Datsun F-10 2-door Sedan; Datsun 610, all models except station wagon; Datsun 710, all models except station wagon; Dodge Colt 1600 2-door & 2-door hardtop; Fiat 124S Sedan; Fiat 128 Sedan, SL, 3P; Fiat X-1/9; Ford 2300 Mustang II, Mach I, Cobra II; Ford 2300 Pinto, Pinto Stallion, Sedan, Hatchback; Honda Civic, all models & engines, 4 & 5 speed; Honda Accord; Mazda 808 2-door 1600; MG Midget; Opel Isuzu, standard & deluxe models; Plymouth Arrow 1600; Pontiac 2300 Astre, Astre GT, 4-speed; Pontiac 2300 Sunbird 4-speed; Renault 5, TL, GTL; Renault 12, TL, GTL; Subaru, all models except station wagon, 4 & 5-speed; Toyota Corolla and Toyota Corona, all models except station wagon, 4 & 5-speed; Triumph Spitfire; Volkswagen Beetle, Super Beetle.
SPORTS RACING	ASR Over 2000 cc BSR Over 1300 cc to 2000 cc CSR Over 850 cc to 1300 cc DSR Below to 850 cc
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



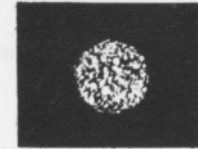
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

black



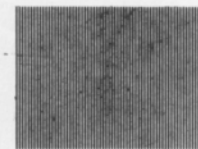
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

black with orange ball



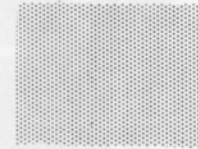
(Meatball black flag) There is something mechanically wrong with your car. Proceed to your pits at reduced speed.

green



(Or no flag) Course is clear.

yellow



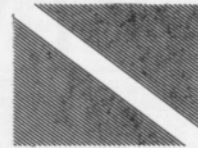
(Stationary) Take care, danger, no passing.
(Waving) Great danger, be prepared to stop, no passing.

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.

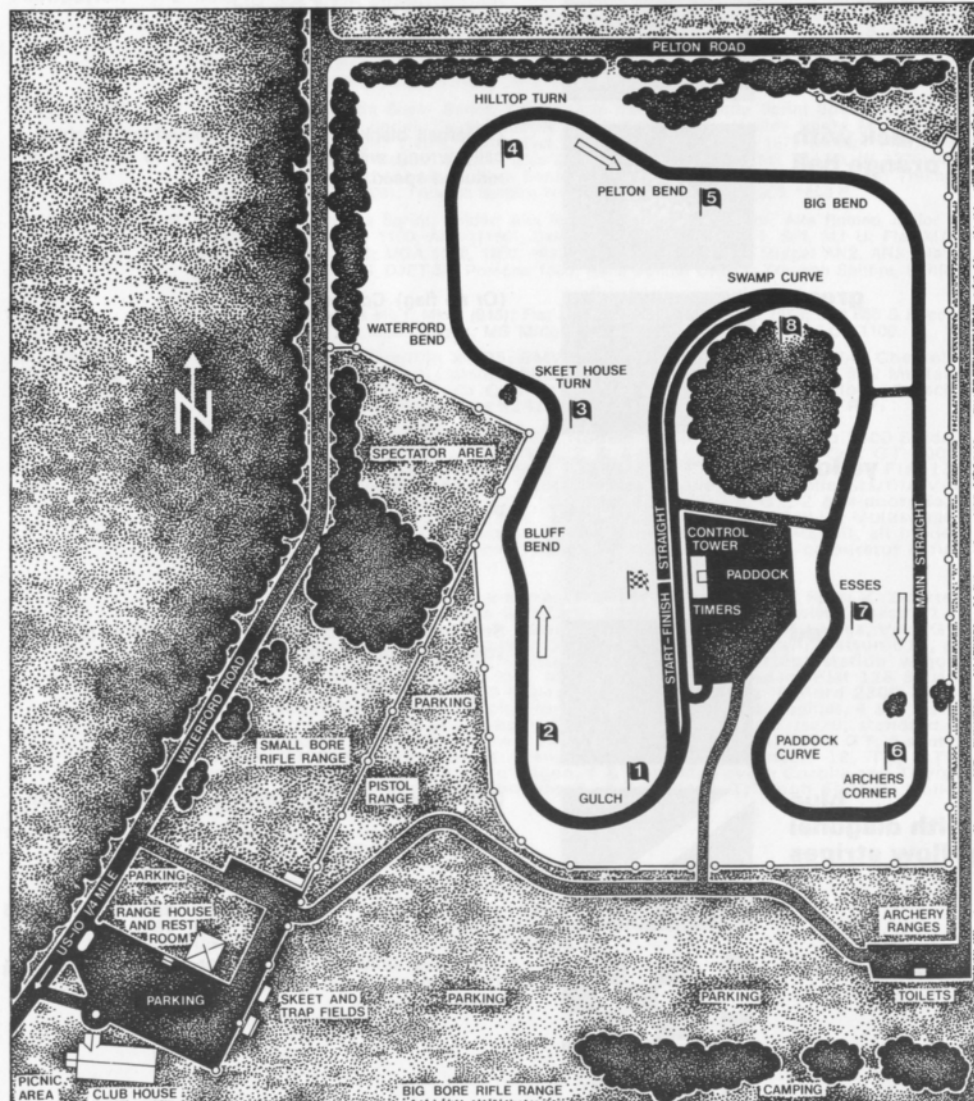
checkered



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

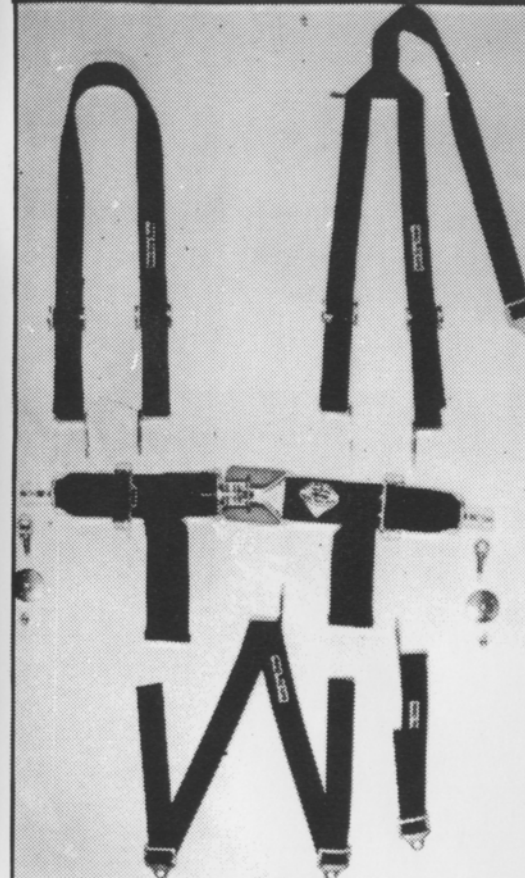
waterford hills course map

a 1.5 mile
asphalt road course
at waterford,
michigan



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