



late summer invitationals

81 CELEBRATION

OUR FIRST 20 YEARS 1958-78

RACING RAIN OR SHINE

The peaceful hills of Waterford are being invaded... with a thundering army of sports cars, sedans and formula cars in fierce, wheel to wheel competition... and for 1978, we've assembled the largest field in our 20 year history! Watch over 150 top drivers battle it out in the finest racing machinery from America and Europe. Corvette, Porsche, Datsun. Everything from Capris to Camaros, McLarens to MGs. All together, fighting it out on a mile-and-a-half track with 13 right and left turns that twist up and down hills like no other road course in the U.S.A.

WATERFORD HILLS 1978 ROAD RACING CALENDAR

- May 13-14 • May 27-28
- June 24-25 • July 29-30
- August 26-27 • September 23-24

EASY ON THE WALLET

Admission is just \$2.50 for Saturday, \$4.00 for Sunday, or \$5.50 for the entire weekend. Children under 12 are always free and a Season Ticket is only \$20.00. The track opens at 10 A.M. for practice and qualifying. Racing begins at 1:30 p.m. on Saturday (seven races) and at 11:30 a.m. on Sunday (ten races). For more information phone (313) 623-0444.

EASY TO GET TO

Chances are you live within a few minutes of the Midwest's premier road course. The W.H.R.R.I. Race Track is located just 6 miles north of Pontiac on Waterford Road, ¼ mile east of Dixie Highway (U.S. 10) in Waterford, Michigan. The easiest route is to take I-75 to the southbound Sashabaw Exit. Take Sashabaw south to Pelton Road, then take Pelton west to Waterford Road. The total distance after exiting the expressway is 2½ miles.

WATERFORD 78

Published by Waterford Hills Road Racing, Inc. 1978



OUR FIRST 20 YEARS

TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA

PACE CAR FURNISHED BY

PAGE TOYOTA

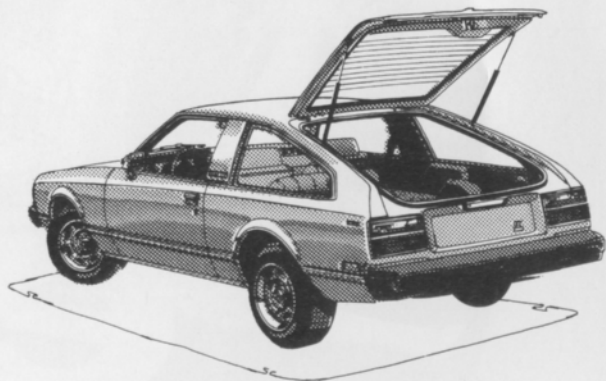


9½ & TELEGRAPH
SOUTHFIELD, MICH.
352-8580

MICHIGAN'S #1 TOYOTA DEALER
IN SALES AND SERVICE



WINNER OF THE NATIONAL SERVICE AND
CUSTOMER RELATION AWARD 2 YEARS RUNNING.



Celica GT Liftback
1978 Import Car of the Year

TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA

SELECTED AS YOUR TOYOTA REPRESENTATIVE
BY THE WOMAN'S MOTOR CLUB

WATERFORD



photo by jay olson

© Published by Waterford Hills Road Racing, Inc.

contents

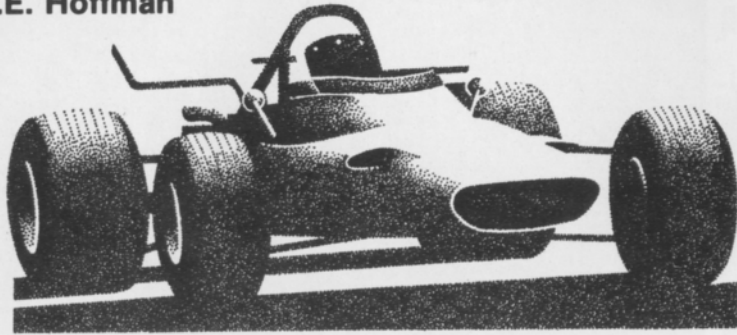
- 2. the inside line
- 3. officials
- 6. four wheel drift
- 10. guest article
- 19. nostalgia corner
- 25. average lap speed chart
- 25. class records
- 27. flags
- 28. course map
- 30. racing schedule

staff

publisher	s. e. hoffman
advertising director	jerry morlewski
art director	karl nilsson
production staff	e. t. foss
	karl nilsson
photographers	al bizer
	e. t. foss
	jay olson
	james jagfield
	john j. willyard
	bear

the inside line

S.E. Hoffman



Boy howdy! Those racers were at it again last month. 'Tis the season — to be breaking class records! National competitor, Barry Hartzel, came back for the twentieth birthday of his home track and broke his old FP record by a whopping one and three-tenths seconds! He piloted his pretty yellow Midget around in a 1:16:2. Paul Cameron turned a speedy 1:20.4 in his red Sprite and lowered his own record by a full half second. Not too tacky, last year's champ! Vic Skirmants, who's pointing for the national championship with his EP Porsche, brought out his GP Porsche Coupe and picked off one of the oldest class records on the books. Hugo Carlson's GP record had stood since 1973 but Vic took a half-second off it, dropping the record to a 1:19.5.

One of the most exciting dices of the weekend involved two Showroom Stock C cars, Jim Davis in the Astre versus Larry Rehagen in the Pinto. Memorial Day weekend Larry broke the old record only to have Jim take it away two laps later. Last race Saturday Larry broke Jim's record; he came back and lowered it again on Sunday with Jim right on his tailpipe. The irony is that both had to have broken the old record, but Larry got there "firstest and fastest"! When the dust had finally settled, Larry's time was a 1:32.8 — a full second off Jim's May time! You can bet that this friendly rivalry will go right down to the last checkered flag in September!

The competition should be really terrific this month as we are getting down to the wire for the overall class championships. Formula Vees and Fords, B-Sedan, G-Production and Showroom Stock C are all classes where several drivers have wins and are in contention for that big trophy at the end of the racing season.

WHRRI has always been an equal opportunity race track, so our lady drivers have been on the scene from the legendary Mary Swindell's silver Corvette to the current scarlet and gray Vette of Sherry James Westmoreland. Nancy Grams has been sharing that fast GP blue Spitfire with husband, Jim, for six years. She runs # 78 and he runs # 73. This month she shares what it is really like to be a minority competitor, so to speak, in an excellent guest article.

Look for another great "four wheel drift" from our resident humorist, Karl Nilsson, and Al Bizer continues our trip back in time with his neat pictures from the early days of WHRRI!

Do plan to join us next month for the traditional Fall Classics. Those races are always hairy as it is positively the last time our drivers can take aim on the Top Ten Drivers' Club, their own class record, or their class championship! Maybe it's that "let it all hang out, I've got all winter to fix it" attitude that makes September's races so spectacular! You all come!

Happy viewing!!

officials

oakland county sportsmen's club president	ronald l. soncrainte
waterford hills road racing club president	don burry
chief steward	earle clark
director of racing	jim mcintosh
race coordinator	bob pierson
timing and scoring	casey o'brien
	bill o'brien
chief of flags	joe davis
chief of communications	jim macdonald
chief starter	hal goff
assistants	gayle lash
	dick mccarthy
chief tech inspector	paul albertson
chief paddock marshal	peter dunn
chief pit lane marshal	gil bebeau
chief grid marshal	peggy mullins
assistant	lucia lang
chief course marshal	stan gorman
chief registrar	mary shiloff
membership chairman	geri goff
licensing chairman	jim grams
trophy chairman	anne roeske

four wheel drift

Karl Nilsson



Sometimes when I find a romantic little restaurant or an untarnished vacation spot, I keep it to myself so it won't get ruined by the crowds. It may be that this same kind of selfishness has helped Waterford Hills remain the best kept secret in Michigan. I've spent many happy hours on *both* sides of the fence, and I'm convinced the more people we drag out here, the more fun will have. In other words, the next time I crash, I want as large a crowd as possible.

I've discovered some unique opportunities to tell folks about our track. For instance, the next time some hot-shoe cuts you off in traffic, gently force him off the road and walk up to his car. Instead of a knuckle sandwich, hand him a discount coupon for Waterford Hills. We'll not only gain a spectator, but the highways will be a little safer. Once he watches the *real* experts cut each other off, he'll be too embarrassed to drive recklessly.

If twenty years of quality road racing hasn't made us a household word, it may be that we need to offer greater variety and more excitement to appeal to the general public. I'm sure the race committee is open for suggestions from the hill, but here's a few to consider in the meantime:

1. Many of the veteran drivers have raced at Waterford for years and years. By now, they must know every inch of this track coming and going. Or *do* they? I propose we run every other race backwards — actually drive counterclockwise around the track. Both greenhorn novice and wizened patriarch alike would have to learn all new shifting and braking points on a completely new line. Juggle a few turn stations around, extend a few tirewalls, and we could start a fresh new page of class records.

2. I once overheard a group of seasoned drivers claim they could drive this track blindfolded. Well, lets find out. Let's take a dozen drivers with ten years experience and block out their helmet visors with racers tape. Now, I know some

of you are already saying this is not a realistic idea. Well, you're wrong. First, we'll wire a CB radio in each driver's helmet to receive instructions from his pit crew. Imagine the dialogue; "Hard right, fifty feet . . . brake a little . . . veer left oops — that thump was a corner worker."

3. For sheer racing drama, nothing beats a good old fashioned LeMans start. Unfortunately, we all know this is a dangerous, uncontrolled way to start a race, but perhaps a variation on the theme would slow things up a bit. Instead of sprinting across the track, let's have the drivers run a mile-and-a-half before they hop in their cars. Even a simple change like this one would guarantee a whole new set of 'front runners' at Waterford.

4. Is there any warmblooded reader of this magazine who hasn't fantacized about starring in a Burt Reynold's car chase? I think the fastest way to lower a dozen class records in a single weekend would be to put a full blown police pursuit cruiser at the back of the pack. Wailing siren and flashing lights in the rearview mirror would do more to pump adrenalin than all the trophies in Vic Skirmants' basement.

5. For the last two years I've wanted to publish photos of race cars hanging suspended in mid-air. Sure, we all see a little daylight under our right front tires, but today's spectator demands to see all four wheels off the ground. Since even our most advanced slope lacks a major mogul, I've persuaded Joey Chitwood to lend me some ramps. Soon as I clear it with the officials, our *drivers* can expect a big surprise about halfway down the back straight, and *you* can expect some spectacular photos.



photo by al bizer

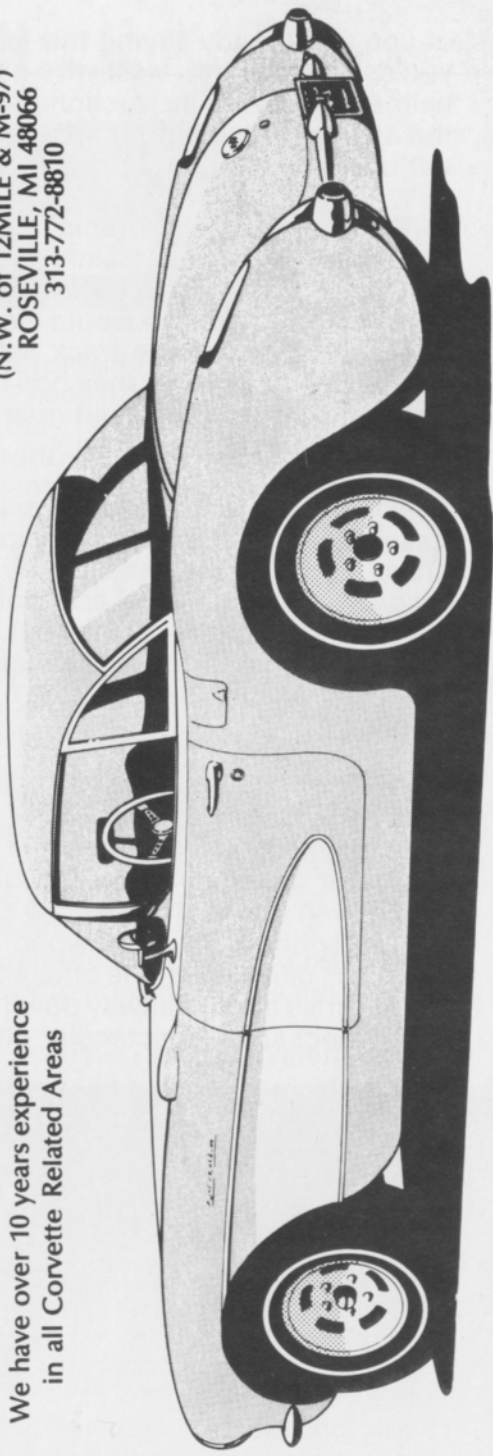
TRACY PERFORMANCE

WORLD'S LARGEST COMPLETE CORVETTE CENTER

NEW, USED, AND REPRODUCTION PARTS, ACCESSORIES AND RACING EQUIPMENT
COMPLETE CORVETTE SERVICE, RESTORATION, RACE CAR PREPARATION,
WELDING, MACHINE SHOP SERVICE, CORVETTE PROMOTIONAL EVENTS

Open Mon thru Sat 9 AM-7PM
We have over 10 years experience
in all Corvette Related Areas

29069 CALAHAN
(N.W. of 12MILE & M-97)
ROSEVILLE, MI 48066
313-772-8810



He overheated on the track so they towed him in.

— Nancy Grams

Racing at Waterford has come to symbolize many things for me. It has been extremely satisfying watching Jim compete as successfully as he has, sharing our weekend experiences as a family, and making many new and lasting friends. Best of all is the chance to live a fantasy I've always had. Even before I met Jim, I was interested in working on and playing around with cars.

About six years ago we decided to put to the test this dream we'd both had, the chance to go road racing. The original plan was for both of us to share the driving. I guess you might say that Jim has followed through on that plan since he lets me drive every Novice Race, the last race on Saturday. I really didn't mind last season since he was running so well and he did win the G-Production Class Championship!

Each time I go out on the track, I go through a succession of emotions and feelings. First is the nauseous feeling in the pit of my stomach as I get suited up and strapped in the car. The adrenalin starts to flow as I sit on the false grid, and the excitement really builds when we pull out for the pace lap. When that green flag drops, I'm oblivious to everything except my car and the cars around me. No quick peeks at the crowd or the scenery. The concentration has to be total. Watch your gauges, mirrors, apex points, corner flags! Throw a quick look as you fly by pit lane to see if there's anything drastic your pit crew is trying to signal to you. I can't really describe what a fantastic feeling it is when I've finished the race and know I've done a good job of driving. There is complete exhaustion from the intense concentration, but that is offset by that high feeling. To be honest, I can feel pretty low, too, when I've blown it by a dumb move or my car zonks out. All I can do is, "Wait till next time."

The fact that I'm a woman competing against mostly men doesn't even enter my mind when I'm racing. Although I run a different entry number than Jim's, I'm sure this isn't even noticed by the other drivers since we are all concentrating on the race itself. If there are any negative remarks or feelings about my being a woman racer, I've never been made aware of them by the other guys in our class. I can sense their disappointment sometimes, when they come to our pit to raze Jim about blowing his doors off, and they

find out it was me they passed, not him! That kind of thing makes me more determined to do better and to go faster next time, so maybe they can't pass me either!

Maybe it's all in my own mind, but I don't feel that I'm accepted as an equal yet, however, there is a great deal of encouragement and respect shown by the majority of the other drivers for what I'm trying to accomplish.

My biggest problem is to try to get more time on the track due to the fact one race car can only go so far with two drivers. I have accepted my role as the novice race driver in our family quite graciously (well, most of the time anyway), but they don't give any trophies for the most novice races completed during the season by a fully licensed driver yet! I guess my side of our trophy case will continue to be filled with candles and sea gull trinkets, my thing off the track. Maybe next year!

Regardless of what the future holds, I have thoroughly enjoyed the racing I've done so far, and I will always consider driving at Waterford one of the high points of my life.

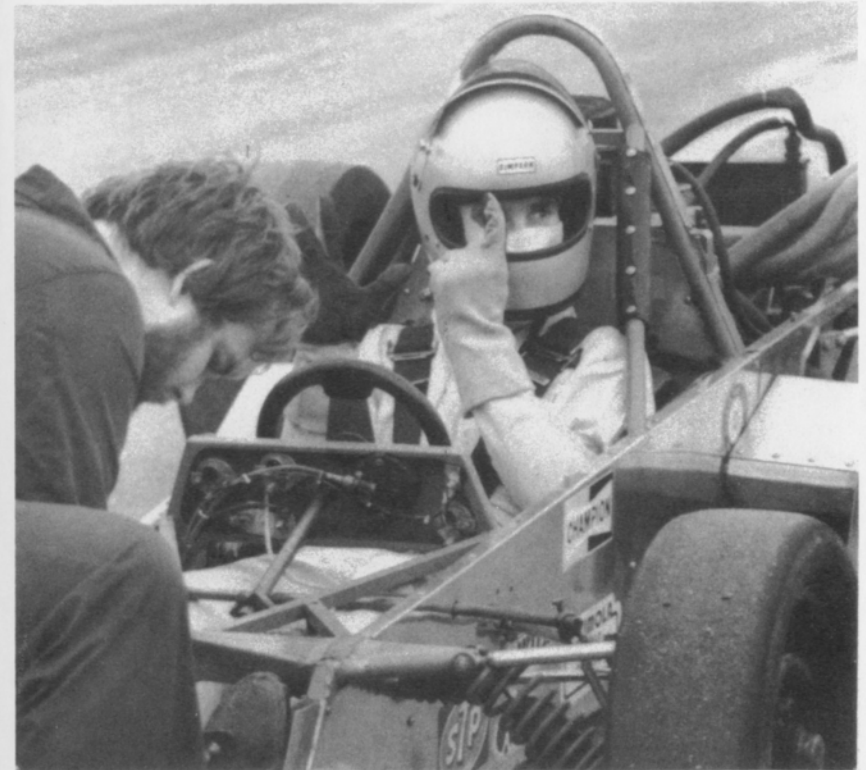


photo by jay olson



photo by bear

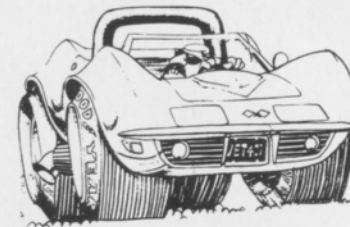


photo by john willyard

REDFORD SPEED EQUIPMENT

Of Special Interest

SIDEMOUNT HEADERS
ROLL BARS
KONI SHOCKS
SWAY BARS
DRIVING LIGHTS
COMP. SEAT BELTS
AND HARNESES



Other Necessities

GENERAL KINETICS
RACING CAMS
LAKEWOOD
HOLLEY CARBS
TRANS-AM OIL PANS
RACING OIL
HOOKER HEADERS
HURST
MALLORY & ACCEL
IGNITION SYSTEMS

Genuine
G.M.
H.D. Paris

RACING TIRES AND WHEELS
STEWART-WARNER INSTRUMENTS & FUEL PUMPS.

532-2050 or 532-6223

26486 GRAND RIVER 10-8 Mon-Fri 10-6 Sat

Import West COLLISION

Specializing In:

**Sports and
Foreign Cars**

563-8182

AUTOMOTIVE
SERVICE
COUNCILS
OF MICHIGAN

120 S. INKSTER ROAD
Corner of Cherry Hill

ASC



**IMPORTED CAR
SERVICE CO.**

- LET OUR TRAINED PERSONNEL SERVICE YOUR CAR
- LOCAL REFERENCES
- PARTS COUNTER

Call 293-5566
31529 UTICA RD. PRASER
BET. 13 & 14 MILE

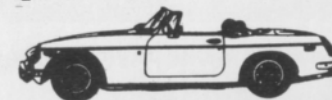




photo by jay olson

You really have to baby some drivers.



photo by jay olson

Next race, remember to bring the shoehorn!



photo by jay olson

Next time I miss a car payment they take the wheels, too.



photo by al bizer

... no rust, low mileage, and only driven on weekends.



Ferrari 308 GT5

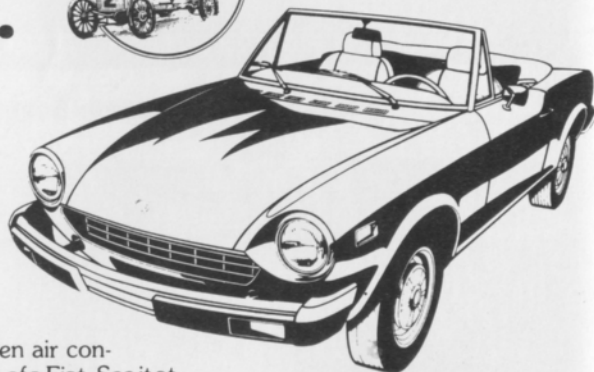
The Sports Car Exchange
— for those who prefer the finest in motoring.

FERRARI, MASERATI, LOTUS, TVR 14510 MICHIGAN AVE. DEARBORN 313 581 6222

Fiat raced in 1900...



We've been learning
ever since



There are 78 years of experience invested in the FIAT Spider. It's got all the excitement of a true open air convertible sports car. And all the value of a Fiat. See it at...

EASTERN SPORT CAR SALES, INC.

THE BIGGEST SELLING CAR IN EUROPE

FIAT

SERVICE • PARTS

NEW & USED CARS

SALES & SERVICE
—OVERSEAS DELIVERY—
COMPLETE COACHWORK
FACILITIES

VA 2-0466

LEASING
13123 MACK NR DICKERSON
LOCATED BETWEEN
CONNOR & CHALMERS



photo by jay olson



photo by al bizer



WWW-FM

ROCK 4 DETROIT

PORSCHE

356 ENTERPRISES



VINTAGE PORSCHE
PARTS & SERVICE

27244 RYAN ROAD
WARREN, MI 48092

VIC SKIRMANTS
(313) 575-9544



BOB OWENS



Sports & Imports

NEW & USED

EXPERT SERVICE BY BARRY HARTZEL

MG
B
MIDGET
SUBARU

TRIUMPH
TR-7
SPITFIRE

JAGUAR
XJS
XJ6L
XJ12L

SALES
MON. & THURS. TIL 9 PM
TUES. WED. & FRI. TILL 6 PM

HOME OF CAR#25
F-PRODUCTION

SERVICE
8 TO 5:30 DAILY

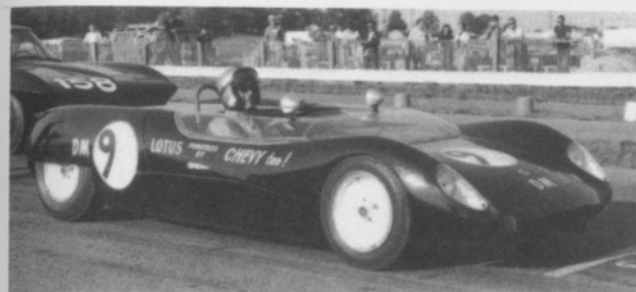
34043 FORD RD./WESTLAND/722-3910

Looking back
with Bizer

Cars —
Weird + Wonderful



MAY 1964
GARY WALES'S
SPRINT CAR



AUG. 1964
BALDWIN'S
LOTUS 23C



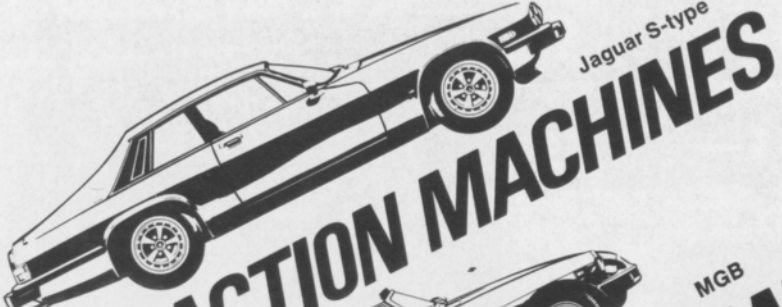
JUNE 1963
TONY BIGDA'S
KURTIS S.P.L.



SEPT. 1962
THE R. FORTH
MINI S.P.L.

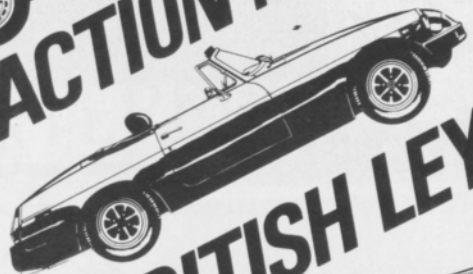


MAY 1965
DAVE ELCOMB'S
AVIS GT

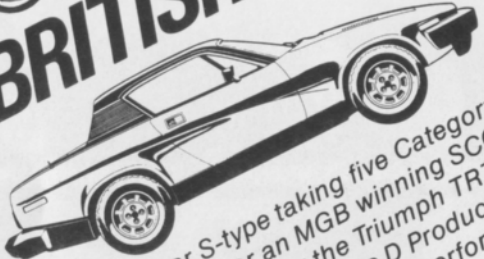


Jaguar S-type

THE ACTION MACHINES FROM BRITISH LEYLAND.



MGB



TR7



Maybe it's a Jaguar S-type taking five Category I victories in its first Trans Am racing season, or an MGB winning SCCA's Class E Production six out of seven years. Or the Triumph TR7 taking two SCCA divisional championships in Class D Production in 1977. British Leyland builds cars that perform wherever they drive. Drive any one of our action machines, and see how much fun that can be.



photo by al bizer

Jim Grams

"British Leyland Driver of the Month"



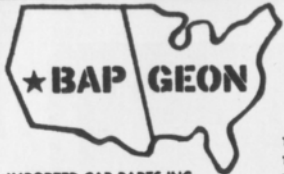
photo by al bizer

Shopping for a T-bone.



photo by jay olson

Shopping for some tires.



PARTS & ACCESSORIES FOR ALL IMPORTED CARS

- ★ BOSCH ELECTRICAL ★ LUCAS ELECTRICAL
- ★ SUPERSPRINT EXHAUST
- ★ KYB SHOCKS ★ CIBIE LIGHTS
- ★ ARMORALL ★ MARCHAL LIGHTS
- ★ HAYNES REPAIR MANUALS
- CLUTCHES ● FILTERS
- BRAKES ● WATER PUMPS
- MUFFLERS ● FUEL PUMPS
- STARTERS ● GENERATORS
- ALTERNATORS

IMPORTED CAR PARTS INC



1948 W. STADIUM
ANN ARBOR, MICH. 48103
(313) 769-4900

32214 W. 8 MILE RD.
FARMINGTON, MICH. 48024
(313) 477-0410



ARMINIO'S Villa Venice Restaurant

7630 WOODWARD AVENUE
DETROIT, MICHIGAN 48202

PHONE: 874-2320



photo by al bizer



photo by e.i. foss



photo by jay ois

COMPETITION PROVED

SW
INSTRUMENTS

by STEWART-WARNER

STEWART-WARNER ALEMITE SALES COMPANY, INC.

1009 WEST MAPLE ROAD • CLAWSON MICHIGAN 48017

PHONES: 566-6345 • 435-2200

mich. midget racing club 1978

May 16, 23
June 6, 13, 20

July 11, 18, 25
August 1, 29

Sept. 2, 3 (Championship)

RACELAND AUTO SUPPLY

SPECIALISTS IN ALL PHASES OF

HIGH PERFORMANCE WORK

COMPLETE LINE OF BRAND NAME & CUSTOM PARTS & ACCESSORIES

COMPLETE MACHINE SHOP

• ENGINE BLUEPRINTING • BALANCING (ALL WORK DONE IN OUR OWN SHOP)

PLYMOUTH

455-4050

347 N. MAIN BETWEEN
ANN ARBOR TRAIL & MILL

SOUTHFIELD

355-2288

26700 W. 8 MILE RD
BET. INKSTER & TELEGRAPH



OPEN 6 DAYS A WEEK — CLOSED SUNDAY



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	Alf Zellar	Mallock U2	1:11.8	6/77
CSR	Bob Schneider	Bobsy Ford	1:15.4	6/78
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	1:16.2	7/78
GP	Vic Skirmants	Porsche Coupe	1:19.5	7/78
HP	Paul Cameron	Sprite	1:20.4	7/78
AS	Peter Rosewig	Camaro	1:17.7	8/77
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	Larry Rehagen	Pinto	1:32.8	7/78
FB	Lew Cooper	Lola	1:09.1	7/73
FC	Norm Kirnberger	Brabham	1:13.6	8/73
FF	Vince Muzzin	Royale	1:09.4	6/78
FV	David Glenn	Lynx	1:16.9	8/74
F4	Gordon Green	P & G	1:16.8	6/74
F5V	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 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 MkII — 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, T1, T11; 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 III; 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 FV 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



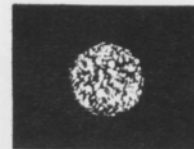
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

black



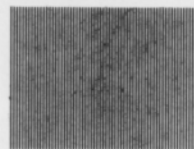
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

black with orange ball



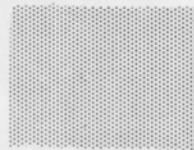
(Meatball black flag) There is something mechanically wrong with your car. Proceed to your pits at reduced speed.

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.

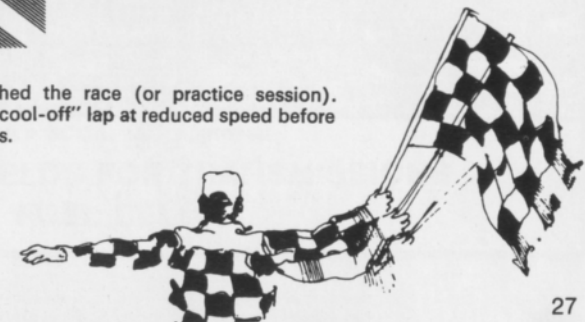
blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

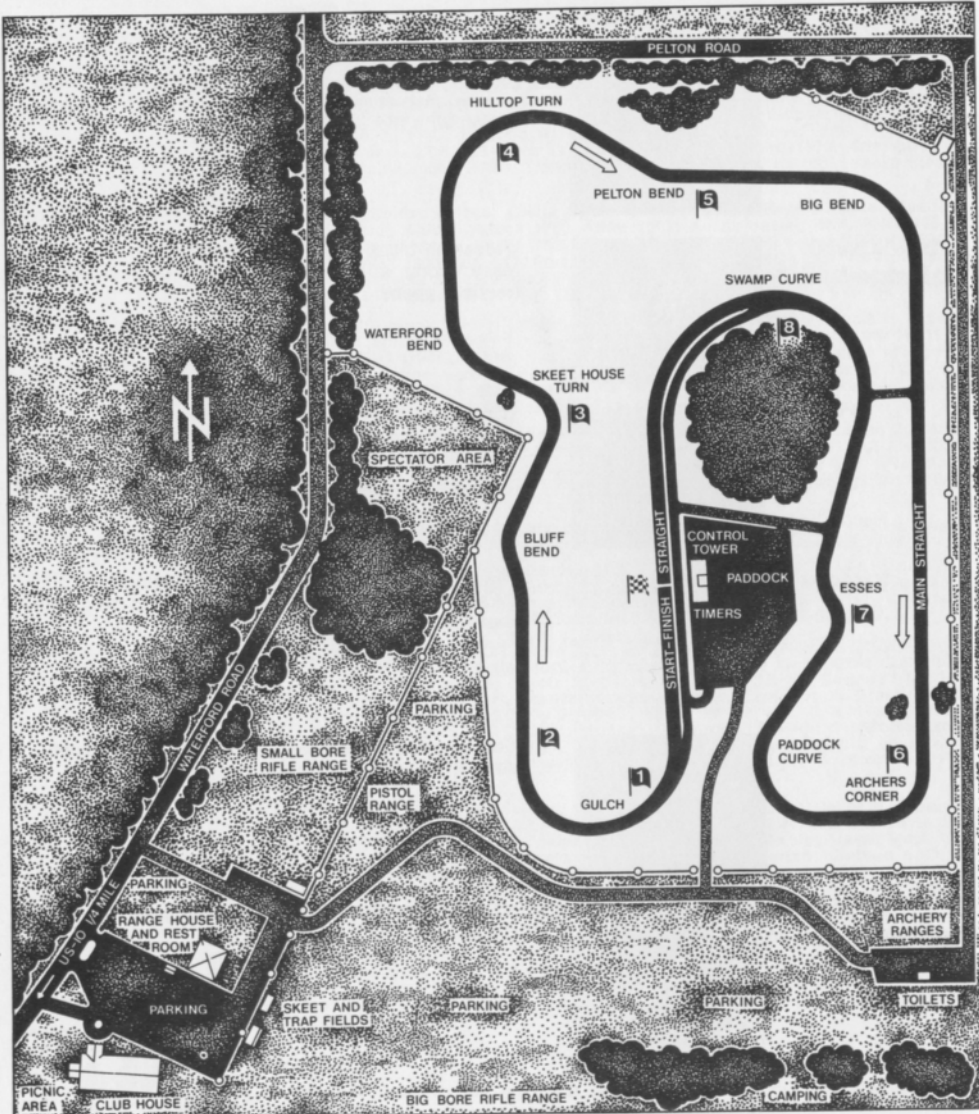
checkered

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



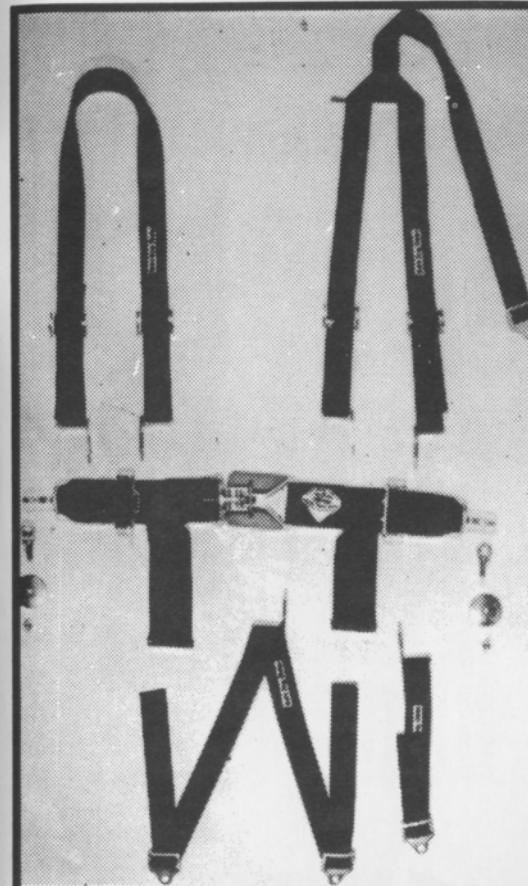
waterford hills course map

a 1.5 mile
asphalt road course
at waterford,
michigan



BOB'S SAFETY EQUIPMENT

23454 John R./Hazel Park, Mich./(313) 547-1665, 547-1464 & 547-1465



3" LAP BELTS

Comes with 4130 90° Tab ends with 7/16 hole.
Available - Roll Bar or Floor Mount Shoulder
Harnesses, also Crotch Belts.



NOMEX RACING SHOES



NOMEX DRIVING GLOVES

White or Orange

- * NOMEX UNDERWEAR
- * NOMEX SOCKS
- * NOMEX BANDANA
- * NOMEX RACE HOODS,
2-Layers, Eye Opening or
Open Face.
- * NOMEX DRIVING SUITS,
Custom Made, 1-Layer or
2-Layers. Your choice of
colors, Blue, White, Red,
Yellow, Color Stripes, Name
- * GOGGLES
- * FIRE EXTINGUISHER
- * HALON 1301 SYSTEMS
- * ADJUSTABLE ANTI-SUB BELTS

We are manufacturers for all types of Racing Equipment For:
ARC • USAC • NASCAR • ARCA • IHRA • AHRA • NHRA
UDRA • SCCA. All Approved.

SCATTER SHIELDS FOR TRANSMISSIONS
FUEL CELLS