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WATERFORD HILLS 1979 ROAD RACING CALENDAR

- May 12 - 13 • May 26 - 27
- June 23 - 24 • July 28 - 29
- August 25 - 26 • September 29 - 30

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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.

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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, 1/4 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 2 1/2 miles.

WATERFORD 79

Published by Waterford Hills Road Racing, Inc. 1979



OUR FIRST 21 YEARS

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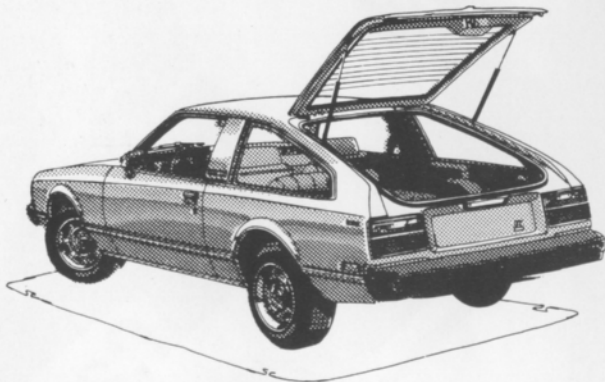
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WATERFORD



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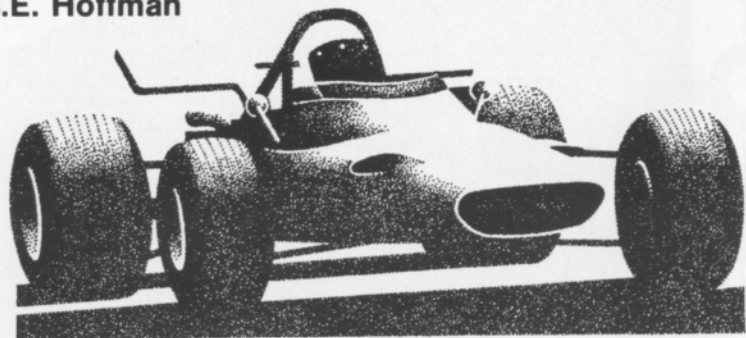
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the inside line

S.E. Hoffman



Super racing is the best term for our July weekend! We saw the first appearance of a new class, the S-2000 of Bill Hallendal. Our regular spectators remember Bill from some exciting FF dices over the past few years. Charles Van Acker's new Formula Continental got in some good running in the big formula field; look for his class record later in the "digest".

Speaking of records, we broke two more last weekend! Jim Davis dropped his own record by another 3/10ths to a 1:31.6 in his new Vega. Veteran Vince McLeod (Dad in the father-and-son McLeod racing team) picked off one of the most coveted records in his yellow and orange Formula Vee. That FV record had stood since 1974 and all those front runners have been shooting for it. The irony is that the best Vince could finish in that Saturday heat race was third! Many times the driver playing "catch up ball game" will break the record and Vince owns it with a 1:16.5 now!

Another bit of excitement was caused when the rains came in buckets while the BS and SS classes were running. It didn't bother the showroom drivers on their street radials much, but it sure caught all those fast B-Sedans on slicks. After a couple of laps of "spin city", the race was checkered a couple of laps early in the name of safety. In the dry on Sunday, that fierce BS battle continued with three different winners for the three races of the weekend.

Our July media challenge was great fun. Howard Fenny of "Car Biz" was the driving champion, but Sandi Drew of TV-4 won a lunch at the London Chop House by beating the time of Charlie Manos of the Detroit News.

It takes a lot of dedicated volunteer workers to put on a race weekend. This issue we have a couple of them, Judy Brown and Bill Siess, telling us what goes on in the second

floor of the infield tower. They are Co-Chiefs of Timing and Scoring, a very important group, as they tell the drivers how fast they were really going and are the people who determine the starting positions for all the races — based upon the drivers times, of course.

The racing will be great again this month. Be sure to look at the big numbers on the sides and deck as they are the driver's number of record for the races. The small letters (FV,BS,EP) indicate which class the car is running in. By using both you can find the driver on your entry form and also tell who is dicing with whom!

We have some very special guests this weekend. The Michigan Hot Rod Association is holding a state-wide meet and concourse on the grounds. There are whole bunches of special street rods by the entrance gate, so be sure to stroll over and take a look between races! A special thanks to Dennis Stone who organized the event.

Be sure to come for the Annual Fall Classics next month. It's our last bash of the season and some of the guys take it quite literally! It will also be Radio Station WNIC Sunday.

officials

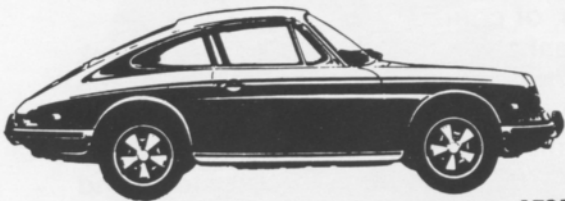
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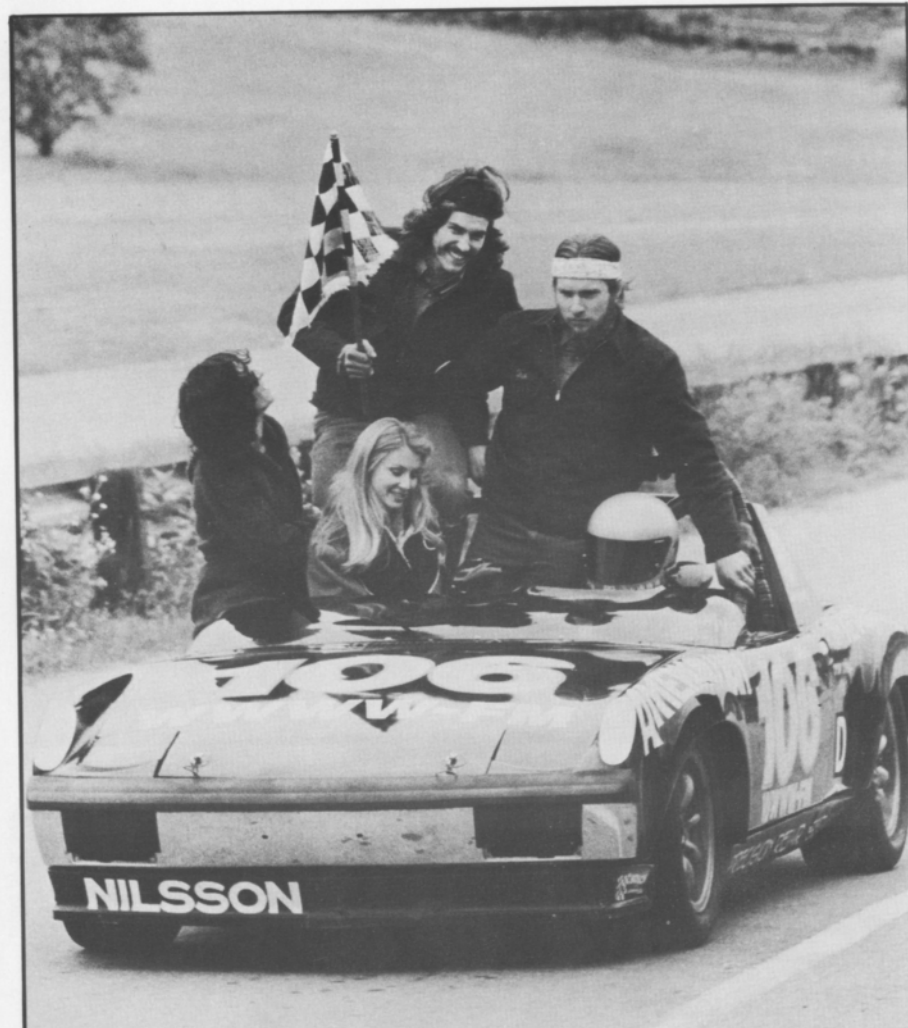
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Four

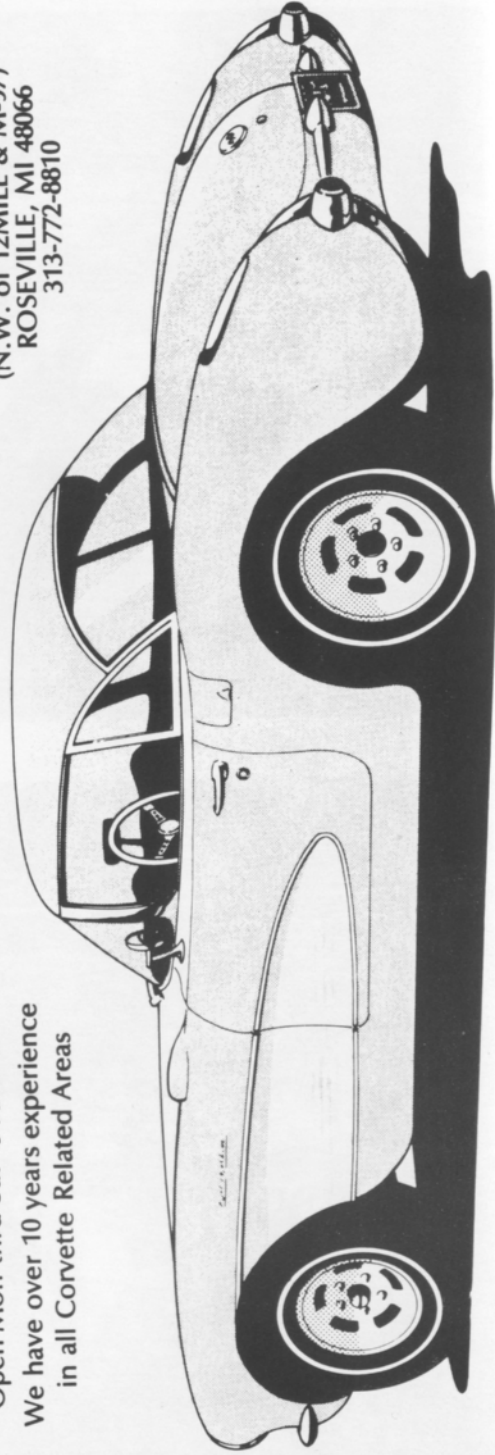
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Timing and Scoring

—Judy Brown and Bill Siess

Many people are hopelessly addicted to the sights and sounds of sports car racing. This is what brings us all together for these Waterford Hills weekends. Not all of us, however, race cars. A typical race weekend depends upon about 150 volunteer people to make it work successfully. About 50 of these workers can be found on the second floor of the control tower in the center of the paddock. They are the timers and scorers and their job is to time each car on each lap around the race track. Upon these times are based the awards and trophies given at the end of the weekend.

A typical race day for the timers starts on Saturday morning at the clubhouse where timers sign the worker sheets, the insurance waivers and pin on their paddock passes. Once inside the pits, they climb the stairs to the second floor of the timing tower where they may time morning practice runs or wait for the afternoon qualifying sessions. At this time, new timers are broken in and old hands polish their skills. Beginning timers concentrate on one car at a time but many "Old Timers" can accurately time four or five cars on one electronic stopwatch.

On the second floor are veterans of many aspects of motor racing. There are drivers and their spouses who fill in the time between their own races by timing others. Also on the team are veterans from the SCCA, IMSA, USAC, and NASCAR racing organizations; former timers from the Walter Wolf and Roger Penske professional racing teams; and some of the best damn amateurs anywhere! With us this year are five former Waterford Hills Chief Timers who, at one time or another, have resigned saying that the job takes up too much time. Strangely, they have never reduced the amount of time or work that they contribute to the effort! It is people like this along with the driver who has just broken his race car who make up the Timing and Scoring Team. One driver with a broken car came upstairs to work "because he wasn't doing anything else". After timing two class winners and a new class record, he left claiming that now the weekend wasn't a total loss. That really shows the "everybody works" spirit of Waterford Hills.

At two o'clock when the Saturday races start, the scorer's pens and typewriters begin to record the race results. Each car's lap times are recorded on an individual time card. Each car's position in the field is recorded upon a lap chart each time that it passes the start-finish line. From these records we put together the results of the race. The Scoring section utilizes the accuracy of accountants, the nimble fingers of master typists, and the patience of the saints!

The Timers have great seats for the races. Their eyes are glued to the start-finish line as their particular car comes around the track. With a silent click, the car's time is frozen, to be recorded for the lap. For about twenty minutes, each timer wants his car to win or break a speed record and they take away a special glow if it does.

We've timed lots of winners and many record breakers, too, and we know the feeling. It's almost as if it were us in that car, but that's what makes being a timer something special. There's a closeness to the cars and their drivers that one can never get by just standing at the fence and watching anonymous cars go by. We may never drive a race car or even own one, but we can understand the heartbreak of a broken camshaft or the thrill of a checkered flag because "that's my car, too".

When the day is over, many drivers may not have won a trophy, but they help make racing the sport and show that it is. They deserve to know if they are improving and/or if the engine changes made a difference. The only thing they may carry home with them is their official lap times, the indicator that the hard work and concentration are beginning to pay off. And that is the essence of our jobs on the second floor!



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photo by al bizer



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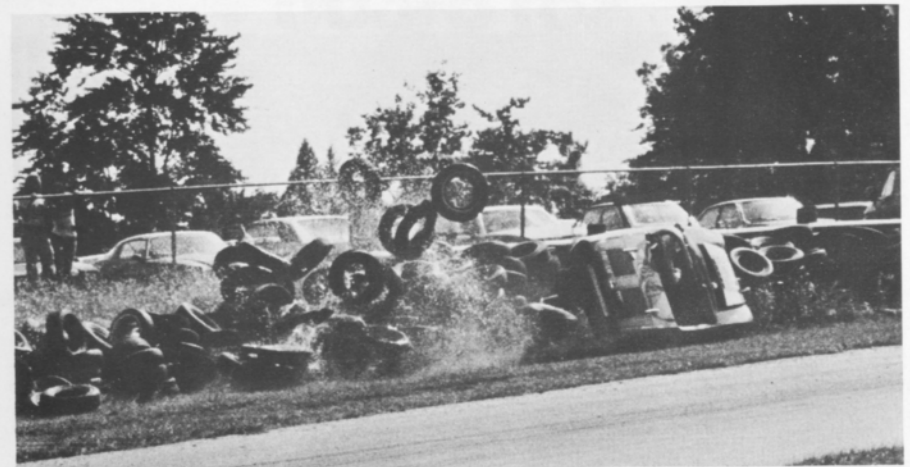


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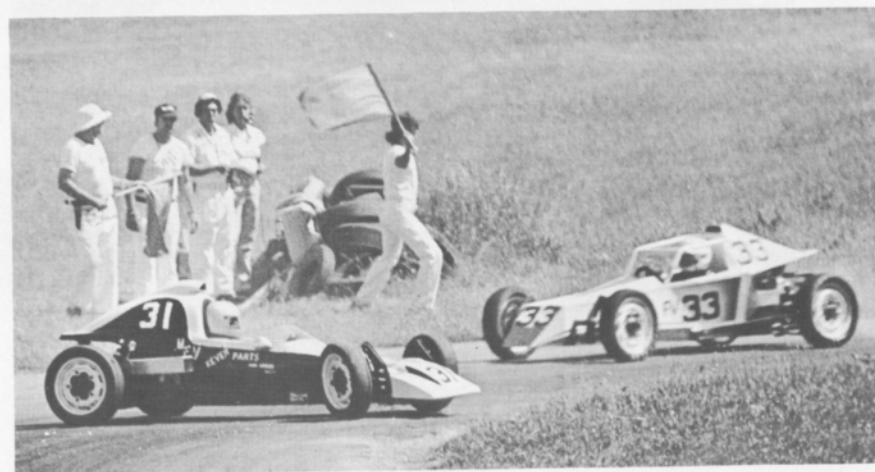


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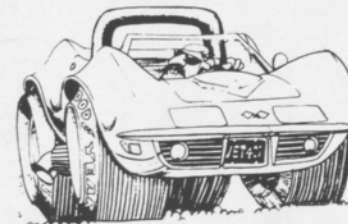


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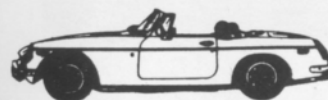
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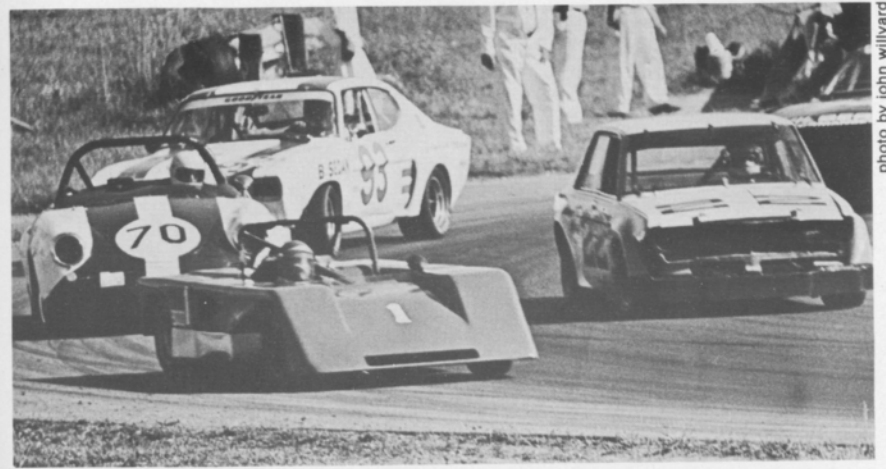


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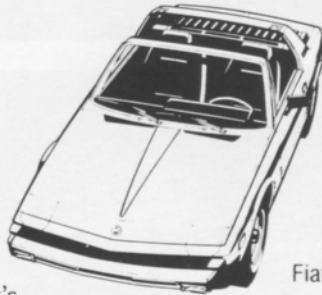


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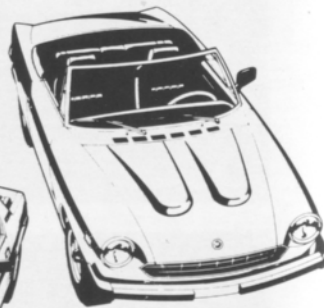
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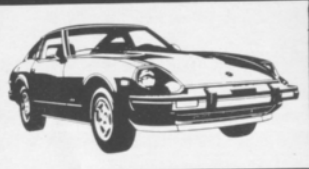
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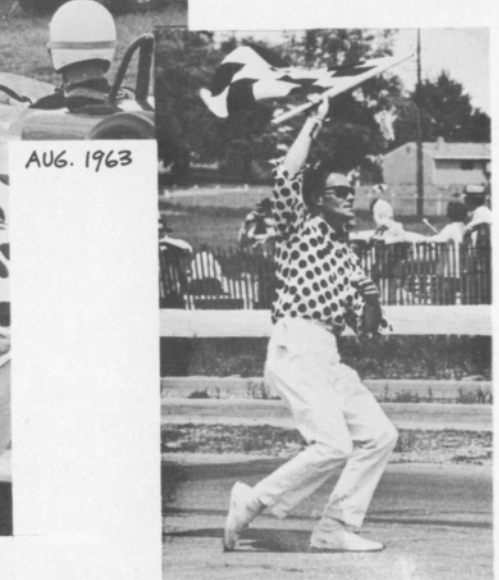
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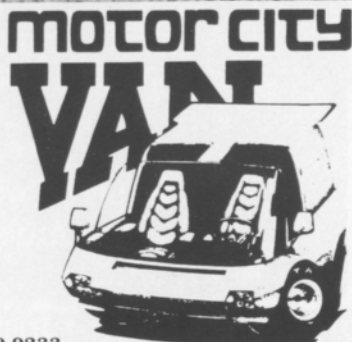


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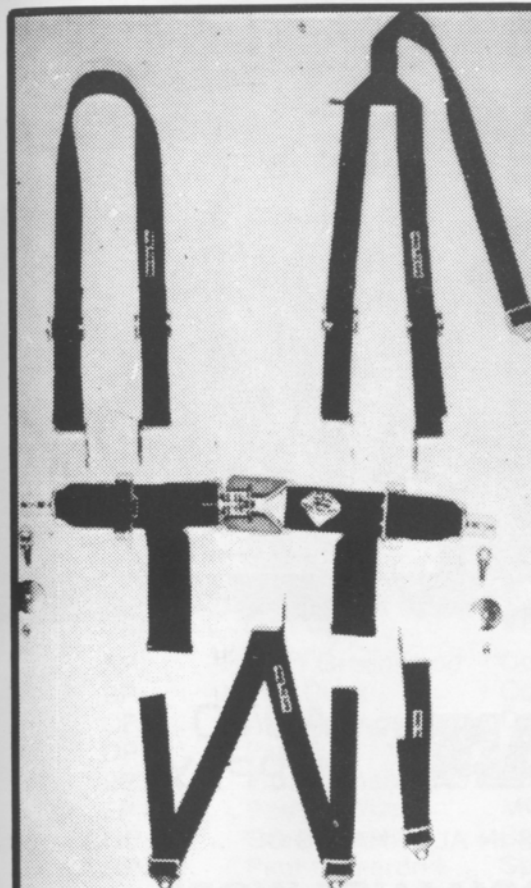
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Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:00	85.326	1:17	66.488	1:34	54.463
1:01	83.927	1:18	65.635	1:35	53.890
1:02	82.574	1:19	64.805	1:36	53.329
1:03	81.263	1:20	63.995	1:37	52.779
1:04	79.993	1:21	63.204	1:38	52.240
1:05	78.762	1:22	62.434	1:39	51.713
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	Bob Schneider	Mallock U2	1:11.1	5/79
BSR	Bob Schneider	Mallock U2	1:11.5	9/78
CSR	Evan MacDonald	M - 2	1:10.5	9/78
DSR	Don Clining	Meister Honda	1:20.8	5/75
AP	John Greenwood	Corvette	1:16.3	9/72
BP	Tim Clark	Corvette	1:14.7	9/78
CP	Wayne Rogers	Datsun 240Z	1:19.4	8/78
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	Grant Brady	Spitfire	1:18.9	9/78
HP	Paul Cameron	Sprite	1:20.4	7/78
AS	Bill Wink III	Camaro	1:16.9	9/78
BS	J. Byron Walker	Datsun	1:16.3	6/79
CS	Gary Allott	Mini Cooper	1:21.0	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	Jim Davis	Vega	1:31.6	7/79
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	Vince McLeod	Lynx	1:16.5	7/79
F4	Gordon Green	P & G	1:16.8	6/74
FSV	Harold MacDonald	Lola T 324	1:09.7	6/76
F/CONT	Charles Van Acker	Lola	1:11.5	7/79
**F/ALTC	Vince Muzzin	March	1:06.7	5/75

**track record

racing classes

To insure fairness in competition, all road racing cars are grouped into racing classes by the Sports Car Club of America in its General Competition Rulebook (GCR). Waterford Hills Road Racing observes the GCR regulations with some minor exceptions.

The five competition classes are: Production (sports cars), Showroom Stock (sedans and sports cars with minimal modification), Sports Racing (highly modified engine and body over wheels), Sedan (enclosed cockpit passenger cars), and Formula (open wheels and single cockpit).

The cars listed below are representative of their racing classes and include most of those you will see at Waterford Hills.

PRODUCTION

- AP** Corvette (large block), Boss Mustang, Shelby Cobra 427
- BP** Corvette (small block), Shelby Mustang, Porsche 911 series
- CP** Datsun "Z" series, Lotus Elan, Porsche 914/6, Sunbeam Tiger
- DP** Triumph GT 6, Triumph TR-6 and TR-7, Datsun 2000, Lotus Super 7, Yenko Stinger Corvair
- EP** Porsche 356, Porsche 914, MGB, Opel GT, Triumph TR-3 and TR-4, Elva Courier
- FP** Saab Sonnet, MG Midget Mk III and IV, Lotus Seven, Triumph Spitfire Mk III and IV and 1500
- GP** MG Midget Mk I and II, Triumph Spitfire Mk I and II, MGA, Porsche Coupe, Austin Healey Sprite 1100, Fiat X-1/9, Fiat 124 Spider
- HP** Austin Healey Sprite Mk I and II, Fiat 850, MG Midget 948, Fiat Abarth

SHOWROOM STOCK

- SSA** Datsun 260Z and 280Z, Capri V-6, Mustang Cobra, Porsche 914, Cosworth Vega, BMW 2002
- SSB** Dodge Colt, Mustang V-6, Opel Sedan, Volkswagen Scirocco and Rabbit, Capri 2300, Toyota Celica, Saab 99, Fiat 124 and 131
- SSC** Pinto Stallion, AMC Pacer, Vega GT, Datsun 210, Fiat X-1/9, MG Midget, Honda Civic, Pontiac Astre, Renault R5

SPORTS RACING

- ASR** Over 2000 cc
- BSR** Over 1300 cc to 2000 cc
- CSR** Over 850 cc to 1300 cc
- DSR** Below 850 cc

SEDAN

- AS** Camaro, Mustang, Pontiac Firebird, AMC Javelin
- BS** Datsun 510, 610 and 710, Capri, Pinto, Fiat 124, Toyota, Opel Manta, Dodge Colt, Mazda R-X
- CS** Austin Cooper S, Volkswagen Beetle, NSU TT, Datsun B-210

FORMULA

- FF** Formula Ford - Cortina or Pinto 1600 cc engine, strict weight to engine ratio, very equal cars
- FV** Formula Vee — all Volkswagen components, 1200 cc engine, only formula class where total legal weight includes driver's weight, very competitive class
- FSV** Formula Super Vee — Volkswagen 1600 cc engine, air-cooled (water-cooled with restrictions), rear wing allowed, popular with amateur drivers going professional in Mini-Indy Series
- FB** Formula B — 1100 cc to 1600 cc engines, more modifications allowed, rear wing allowed, not meant to be an inexpensive race car
- FC** Formula C — below 1100 cc engines, more modifications than FSV with less weight, rear wing optional, can be competitive with FSV
- F4** Formula Four — Canadian class, motorcycle engine power plant, engine size determines weight and transmission allowed, competitive with FV

flags

yellow with red stripes



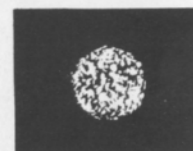
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

black



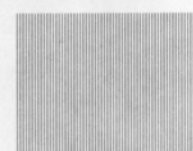
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

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



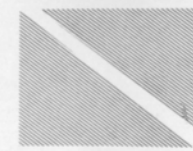
(Stationary) Take care, danger, no passing.
(Waving) Great danger, be prepared to stop, no passing.

red



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

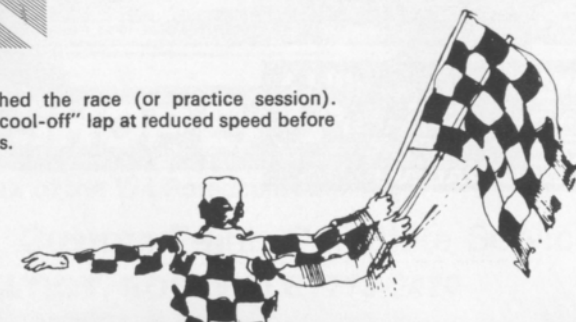
blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

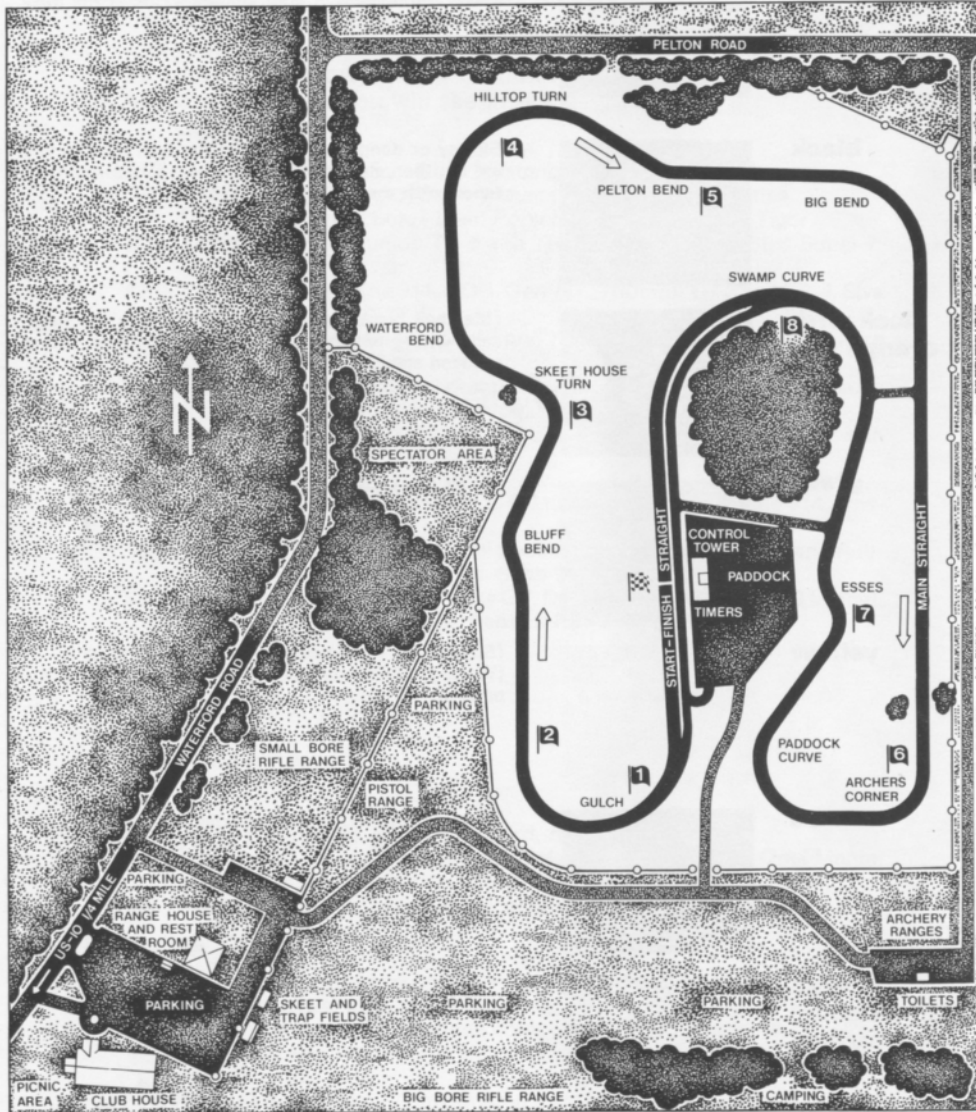
checkered

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

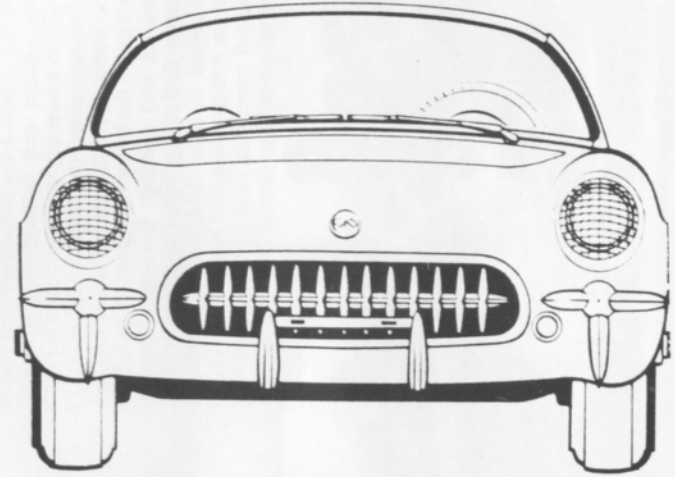


waterford hills course map

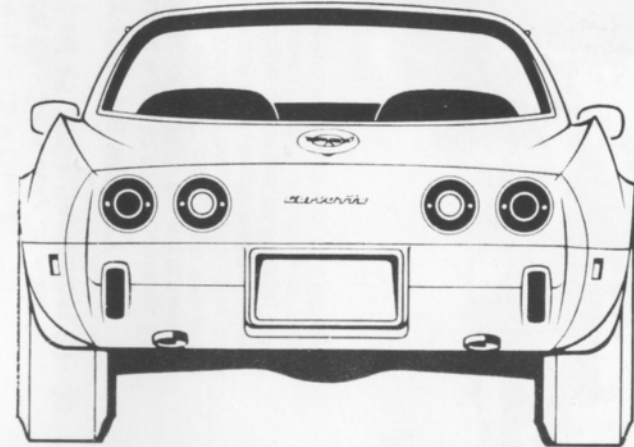
a 1.5 mile
asphalt road course
at waterford,
michigan



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...TO THIS...



...AND EVERYTHING IN BETWEEN!



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