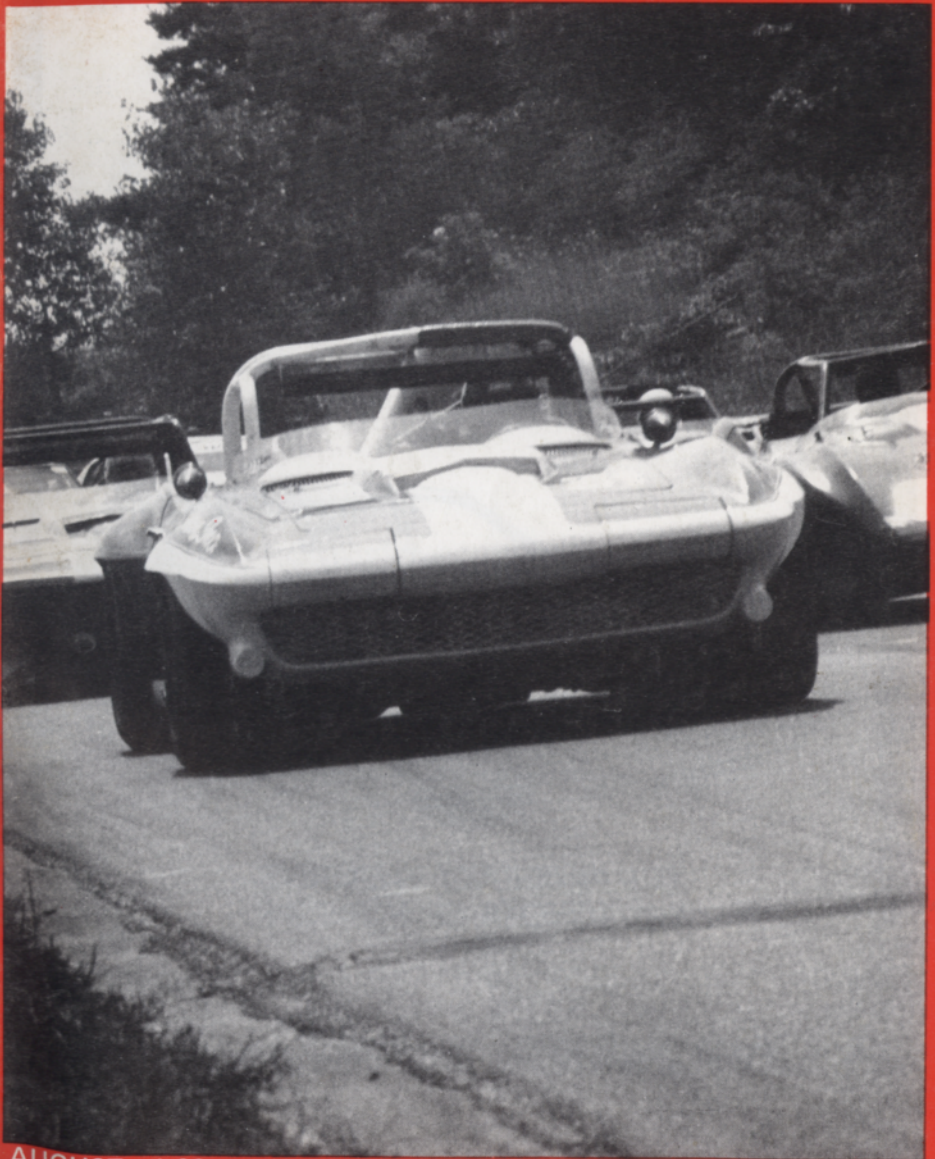


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AUGUST 1.00

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WATERFORD HILLS 1982 ROAD RACING CALENDAR

- MAY 8 - 9
- MAY 29 - 30
- JUNE 26 - 27
- JULY 24 - 25
- AUGUST 28 - 29
- SEPT. 25 - 26

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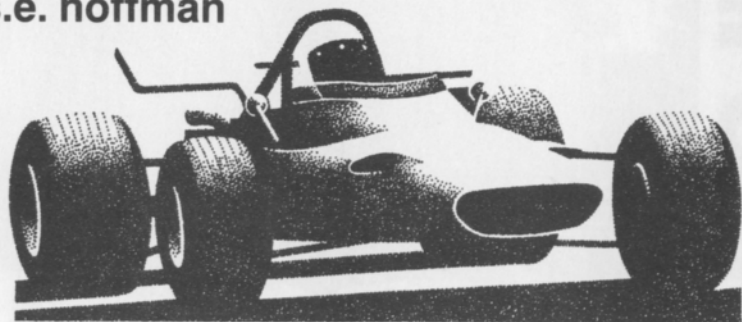
GREAT SOUNDS IN THE HILLS

Published by Waterford Hills Road Racing Inc.
1982



the inside line

s.e. hoffman



We have lost a good friend. Robert "Chic" Williamson died as the result of injuries incurred during a racing incident in Saturday's Formula Vee race, the first fatality in 24 years of racing at Waterford Hills. Chic came into racing a little later than many, after he and wife, Pat, had raised their five children. He realized a lifelong dream when he completed the drivers school and received his competition license. Contributing editor Peter Quenet, himself a racer, has an article about Chic in this *digest*.

All race drivers and race workers understand there is a risk in the sport of automobile racing. In tribute to their fallen comrade, Chic's friends in Formula Vee ran Sunday's two races with a black band through their numbers. Chic would have wanted it that way — he loved the sport and the competition should go on. Nevertheless, Chic Williamson's big grin and friendly teasing will be missed!

This August's sprint races should provide plenty of excitement. Two former competitors have come back to join the battle. Grant Brady has his green Spitfire going as fast as ever in GP and Peter Davis ran very well in FF with one race win. In fact, FF is shaping up to quite a battle for the class championship! July's races saw three winners in three races: Peter Davis, Jerry Bell and Mark Davison. Speaking of battles, the silver Opel of Ken Nelson and the white Opel of Doug Goad got everyone on their feet during the GT-2 races as they swapped leads and even traded a little paint! Mike White's Rabbit edged out Ron Lindensmith's Fiat for SSC honors on Saturday and they reversed the finish on Sunday! Jim Davis brought his SSB Triumph back and beat the whole SSA field for another surprise finish!

Many of you may be unaware that our drivers are competing for season-long class and club championships as well

as the individual race wins. Throughout the year, points are accumulated based upon the driver's finishing position in his class. They are awarded for first to sixth place on a descending scale of 9, 6, 4, 3, 2, 1 depending upon the number of cars entered in the class that race. Naturally, the competition gets hot and heavy as the year progresses and the points races tighten up. So, stay tuned lots of excitement this month and next!

Plan to join us on September 25 and 26 for lots of excitement. The vintage race cars return. The Nudson-Essex Club will be here. Radio station WHND (honey radio) will be here for Sunday's fun and games!

Happy viewing!!

officials

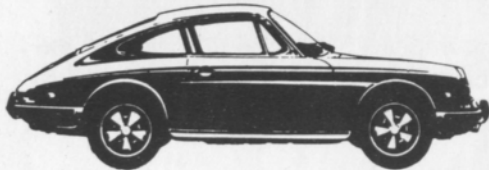
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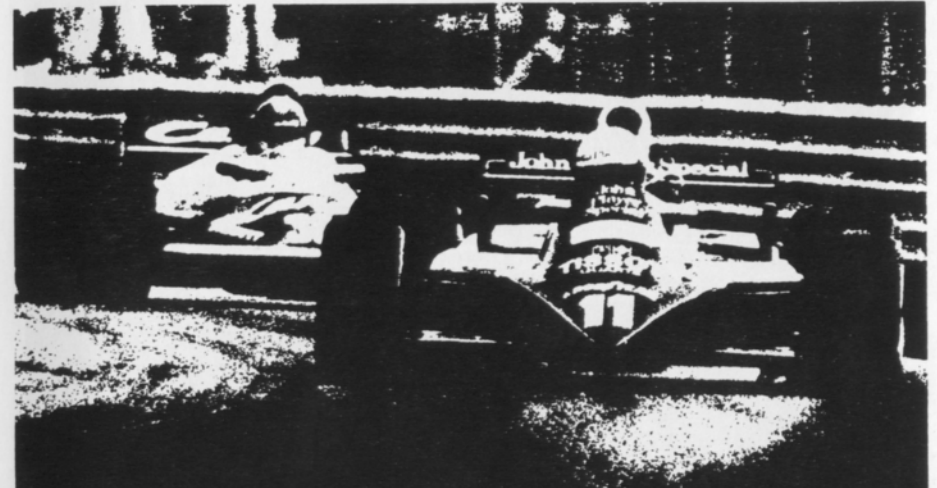
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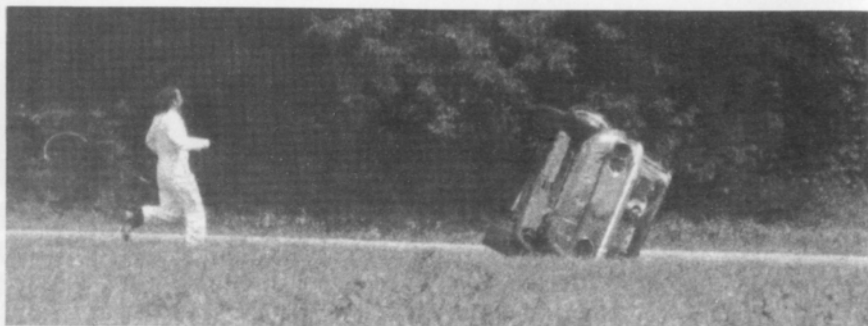
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July 24/25 Race Winners

class races

		saturday	sunday
Race 1	FV	dennis hamilton	dennis hamilton
Race 2	GP	gari griffin	hugo carlson
	HP	dena hallandal	conrad miesiak
	GT-4	ed ploughman	ed ploughman
	DSR	rod hanneman	rod hanneman
Race 3	FF	jerry bell	peter davis
*Race 4	EP		skip froh
	FP		anthony brakora
	ASR		bill hallandal
	CSR		don parish
Race 5	GT-2	ken nelson	ken nelson
	GT-3	jerry morlewski	jerry morlewski
	SSA	joe prato	bill bayley
	SSB	jim davis	jim davis
	SSC	mike white	ron lindensmith
*Race 6	GT-1		tim taylor
	DP		tim pott

feature races

	Race 1	Race 2	Race 3	Race 4
1st	dennis hamilton	grant brady	mark davison	tim taylor
2nd	lee mcLeod	ed ploughman	peter davis	don sak
3rd	mike hunt	tim claugherty	jerry bell	ray krom
4th	marino fortuna	bob ohneck	stu lamont	larry ross
5th	stuart delaney	armen megregian	scott duthie	ken nelson

*Races cancelled/no time on saturday



ROBERT GEORGE WILLIAMSON
1929 – 1982

Dubbed "Chic" at birth, the name stuck and became his preference. His Childhood in Cleveland was much like other youths who grew up in the shadows of a world war. Chic served his military time in the Marines and while stationed in Washington, D.C. met and married Pat.

Attending Bowling Green and Baldwin Wallace Universities in Ohio, Chic graduated with a B.S. in Elementary Education. At that time, he started to raise a family, one per year, which might explain his reluctance to seek a Masters Degree!

His first job was as a technical writer at the Cadillac Tank Plant in Cleveland. In 1955, the family moved to Michigan when Chic transferred to Chevrolet's Service Department at the G.M. Tech Center in Warren. However, for the past 20 years he wrote, cast, directed, and produced G.M.'s technical films; a job ideally suited to his journalistic and creative talents.

His interest in automobiles extended beyond the work place. He was a frequent spectator at events from Waterford to Indianapolis including the local midget tracks; the latter interest arising from a brief stint as a midget driver in Cleveland.

Despite the heavy demands of his job and raising a family, Chic still found time to serve as President of the Michigan Luekemia Foundation.

It was typical of the man that family responsibilities took precedence over his dreams of racing. Thus, it was not until the last of his five children were through college that Chic felt free to indulge his personal desires. There was never any question in his mind that Formula Vee was the only car for him and in 1978 a vintage Londergan FV found a new home in Farmington Hills. That year the April driver's school coincided with Chic and Pat's 30th wedding anniversary so it was only appropriate that his car should carry the number "30". The Londergan was replaced by a more competitive Lynx FV in 1980. While rarely a contender for overall honors, Chic could be counted on to finish, consistently, in the top 10. More important, however, was that he never lost sight of his original objective which was pure enjoyment.

Beyond Waterford, Chic raced at Grattan, IRP, and Nelson Ledges where he gained a third place finish. He also shared the wheel of a Gremlin in last year's 24 hour "Longest Day". Racing in general, and Waterford in particular, was a significant part of the life of Chic and his family. Their loss is also very much ours. His memory will endure, however, because future winners of the July FV Feature Race will be awarded the "Chic Williamson Trophy". A small tribute to one who gave so much to so many.

photo by al bizer



photo by al bizer



photo by al bizer



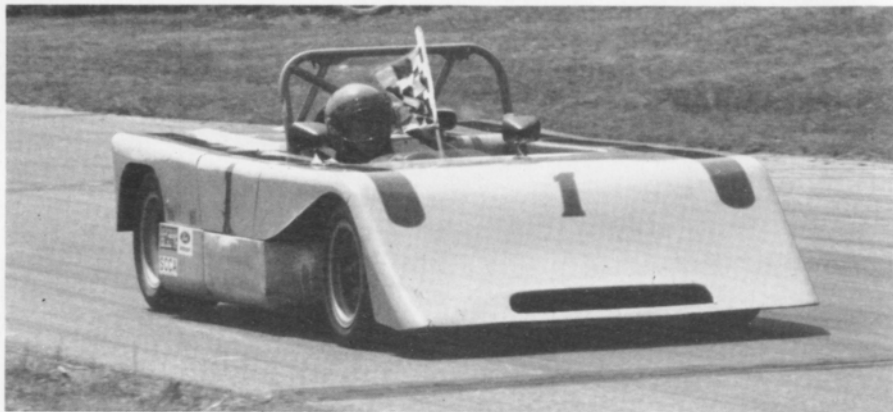
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S-2000



GRANT BRADY
GP



TIM POTT
DP



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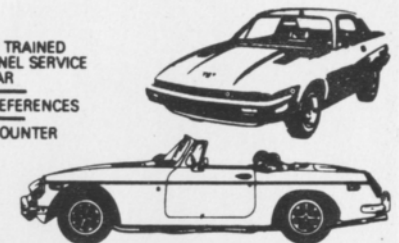
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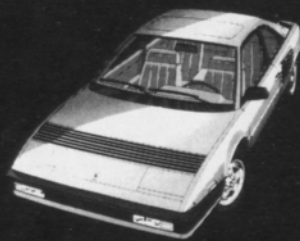
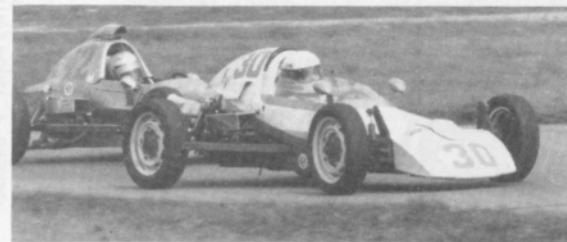
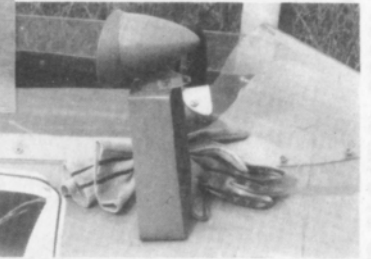


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average lap speed chart

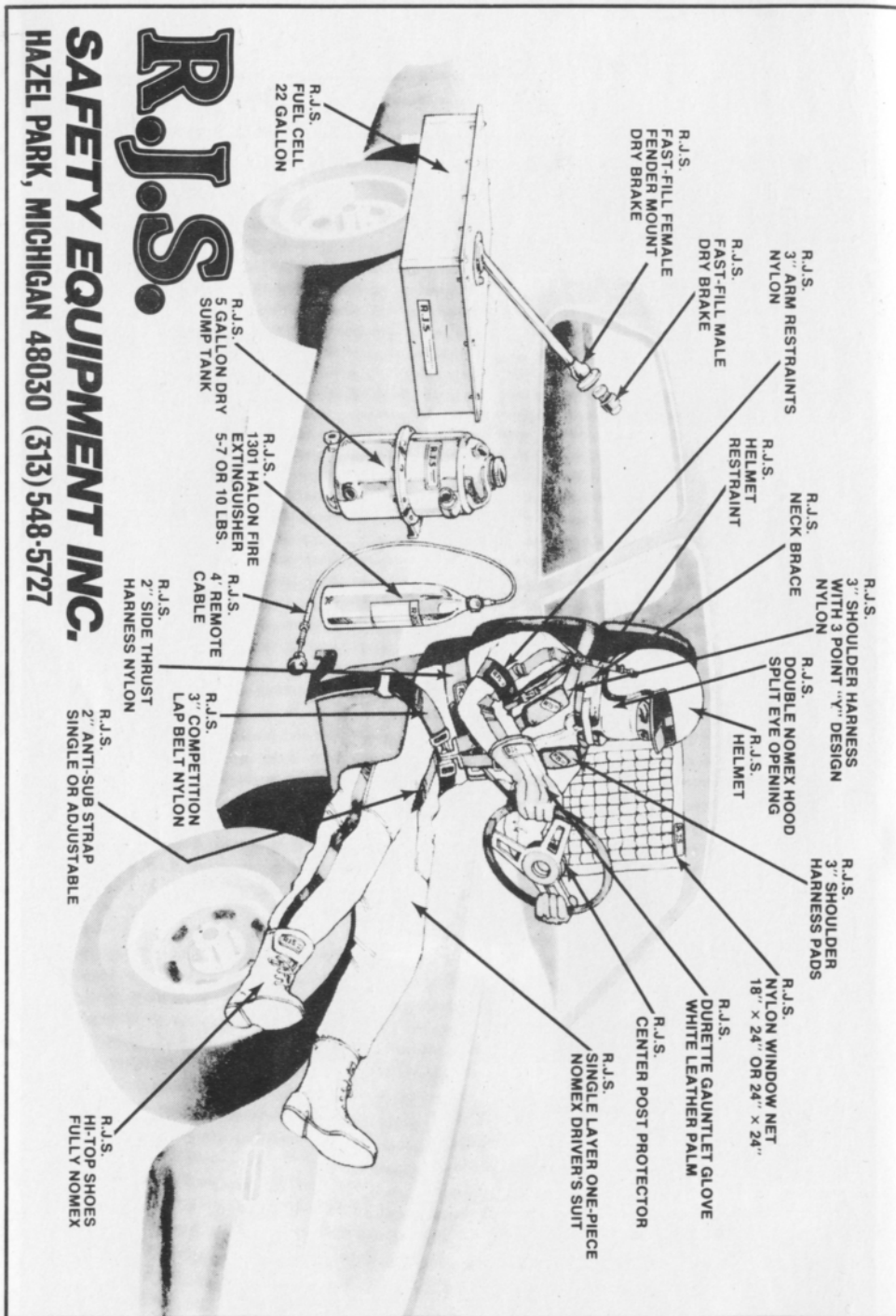
Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:00	85.326	1:17	66.488	1:34	54.463
1:01	83.927	1:18	65.635	1:35	53.890
1:02	82.574	1:19	64.805	1:36	53.329
1:03	81.263	1:20	63.995	1:37	52.779
1:04	79.993	1:21	63.204	1:38	52.240
1:05	78.762	1:22	62.434	1:39	51.713
1:06	77.569	1:23	61.681	1:40	51.196
1:07	76.411	1:24	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	Ed Murray	Chevron	1:10.9	9/81
CSR	Evan MacDonald	M - 2	1:10.5	9/78
DSR	Don Clining	Meister Honda	1:20.8	5/75
S/2000	Larry Campbell	Lola	1:11.5	9/79
CP	Wayne Rogers	Datsun 240Z	1:19.4	8/78
DP	Karl Nilsson	Porsche 914	1:17.5	9/79
EP	Lou Livengood	Porsche 356	1:16.3	6/80
FP	Barry Hartzel	MG Midget	1:16.2	7/78
GP	Kirk Carlson	MG Midget	1:17.0	8/81
HP	Paul Cameron	Sprite	1:20.4	7/78
GT-1	Dave Buist	Corvette	1:15.4	6/81
GT-2	J. Byron Walker	Datsun 510	1:16.5	9/80
GT-3	Dave Huard	Toyota	1:18.9	7/80
GT-4	Ross Becker	Mini Cooper	1:19.0	5/82
SSA	Bobby Fehan	Mustang II	1:27.4	7/80
SSB	Thad Gutowski	Scirocco	1:29.6	9/76
SSC	Marc Robling	Pinto	1:30.1	9/80
FF	Vince Muzzin	Royale	1:09.4	6/78
FV	Lee McLeod	Lynx	1:15.7	7/81
**F/ALTC	Vince Muzzin	March	1:06.7	5/75
F/C	Charles Van Acker	Lola	1:09.8	8/79
F440	Greg Assenmacher	Stinger	1:19.0	7/80
F4	Robert Long	Xpit	1:13.2	9/79

**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 groups are: Production (sports cars), Showroom Stock (GT cars and sports cars with minimal modification), Sports Racing (highly modified engine and body over wheels), GT (enclosed cockpit passenger cars and former big production cars), and Formula (open wheels and single cockpit). Race groups are subdivided into classes of equally competitive cars based upon engine size and handling characteristics.

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

PRODUCTION

- CP** Datsun "Z" series, Mazda RX7, Porsche 914/6 & 924 Turbo, Sunbeam Tiger, Triumph TR-6 & TR-8
- DP** Lotus Super 7, Datsun 2000, Triumph GT-6, Yenka Stinger, Porsche 914-S
- EP** Porsche 356 series, MGB, Opel GT, Porsche 914/4, Triumph TR-4
- FP** Saab Sonnet, MG Midget Mk III & IV, Lotus 7, Triumph Spitfire Mk III & IV & 1500
- GP** MG Midget Mk I & II, Triumph Spitfire Mk I & II, MGA, Porsche Coupe, Austin Healy Sprit 1100, Fiat X1/9, Fiat 124 Spider
- HP** Austin Healy Sprite Mk I & II, Fiat 850, MG Midget 948, Fiat Abarth

SHOWROOM STOCK

- SSA** Porsche 924, Datsun 280Z, Capri V-6, Mustang Cobra, Mazda RX-4 & RX-7
- SSB** Datsun 200 SX, Fiat 124, Scirocco, Dodge Colt
- SSC** Pinto, VW Rabbit, Renault LeCar, Mustang 2.3, Fiesta, MGB Pontiac Astre, Honda Civic, Toyota Carolla

SPORTS RACING

- ASR** over 1300 cc but less than 6000 cc
- CSR** over 850 cc up to 1600 cc (with restrictions)
- DSR** below or equal to 850 cc
- S/2000** uses Ford 2000 cc overhead cam engines only

GT CLASSES

- GT-1** Camaro, Dodge Aspen, Ford Cobra II, Corvette, Shelby GT-350, Porsche 911 SC
- GT-2** Opel 1900, Datsun 510 1800, Mustang 2300, Pinto 2000 & 2300, Cosworth Vega,
- GT-3** Ford Escort/Lynx, VW Scirocco, VW Rabbit, Datsun 200 SX, Mazda RX 2, Toyota Celica, Pinto 1600, Fiat 124 Sports Coupe, Datsun 510 1600, Dodge Colt, Toyota Carolla 1600
- GT-4** Honda Civic, Austin/Morris Mini Cooper, VW 1300, NSU TT, Renault LeCar, Fiat 124 1200, Toyota Corolla 1200

FORMULA

- FF** Formula Ford - Cortina or Pinto 1600 cc engine, strict weight to engine ratio with driver's weight included in total legal weight, very equal class
- FV** Formula Vee - all Volkswagen components, 1200 cc engine, driver's weight included in total legal weight, very competitive class
- F/AKTC** Formula Atlantic - choice of engines in over 1100 cc up to 1600 cc range, wings and other modifications allowed, not meant to be an inexpensive race car
- F/CNTL** Formula Continental - engine up to 1100 cc, rear wings allowed, combines the modifications of the previous Formula C and Formula Super Vee classes
- F440** Formula 440 - utilizes Fuji two-cycle snowmobile engines and drive train, rigid suspension, wings permitted
- F4** Formula Four - Canadian class, motorcycle engine power plant, engine size determines weight and transmission allowed

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.

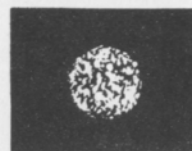
black



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

Black flag (displayed on all corner stations) means the race is stopped. Slow down immediately and proceed around the track with extreme caution to the pit lane for a re-start.

black with orange ball



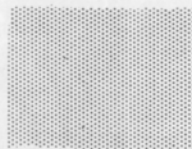
(Meatball black flag) There is something mechanically wrong with your car. Proceed to your pits at reduced speed.

green



(Or no flag) Course is clear.

yellow



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

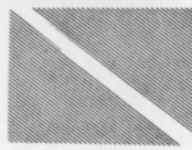
red



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

Waving red (displayed by the Starter only) means the race is stopped, slow down immediately and proceed around the track with extreme caution to the pit lane.

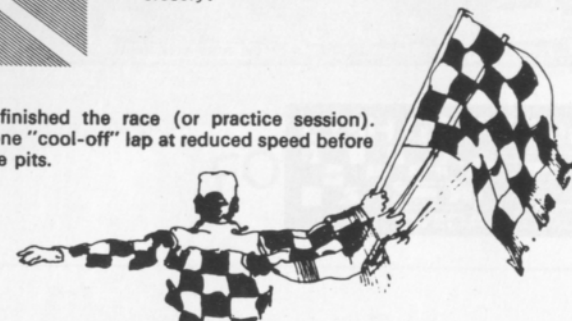
blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

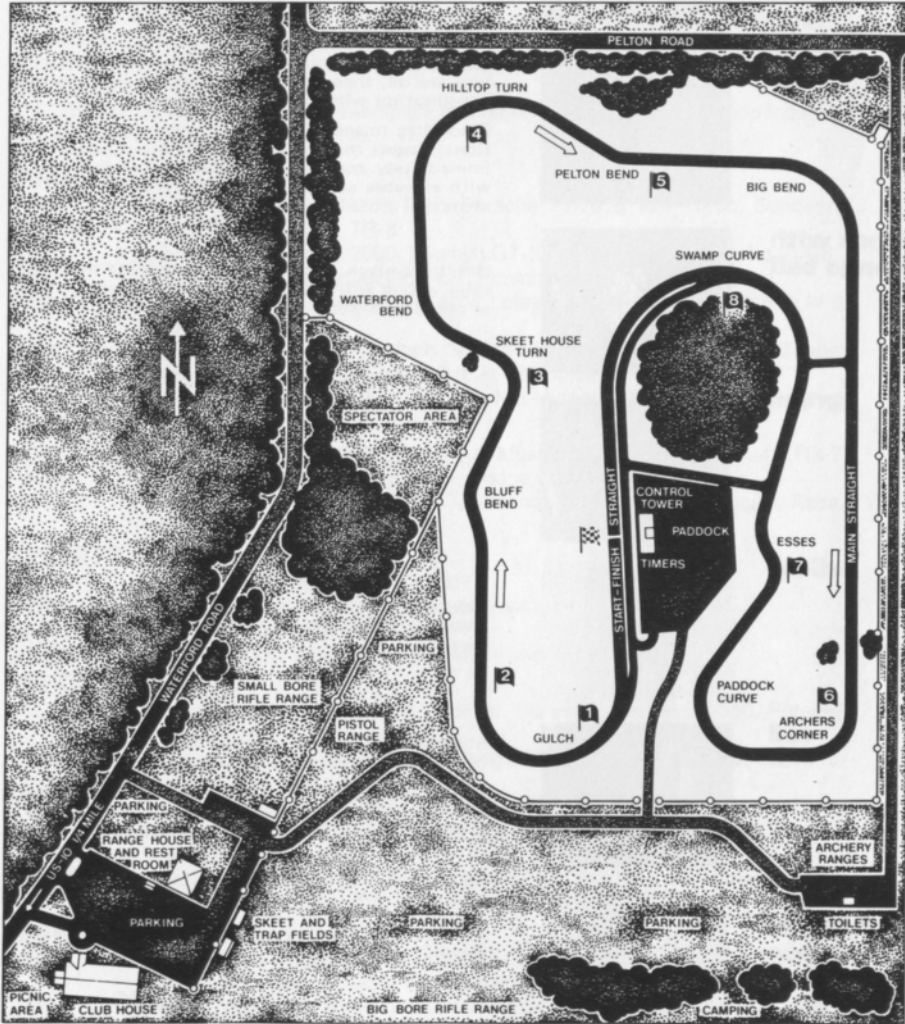
checkered

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



FROM STOCK... TO SEBRING



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