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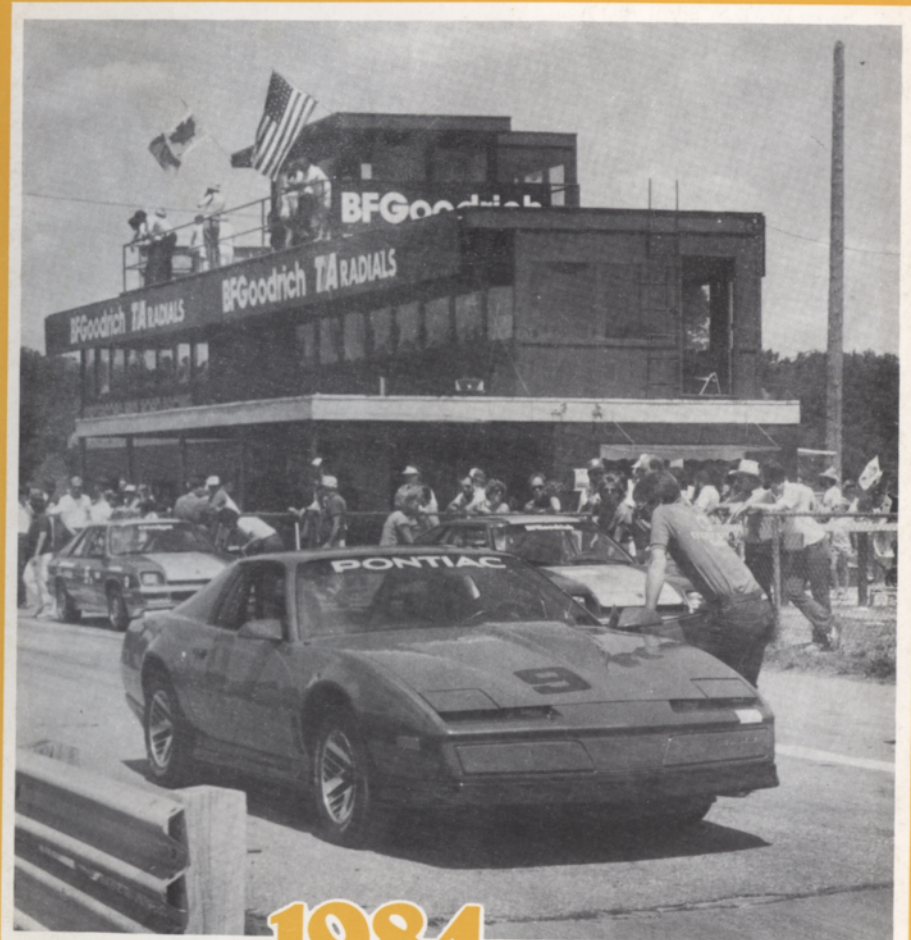


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oakland county sportsmen's club



# 1984 Waterford Digest

AUGUST \$1.50

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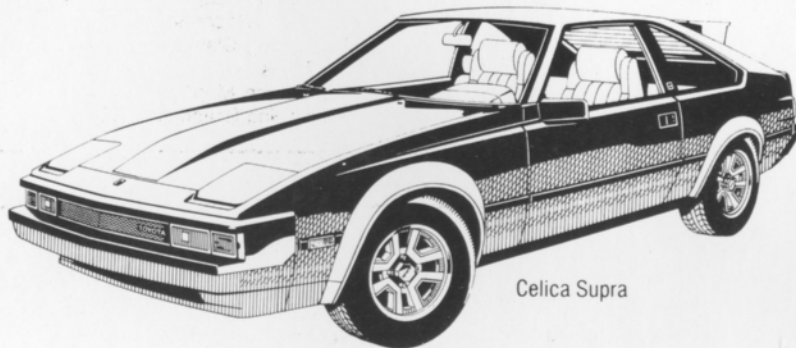
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# 1984 Waterford Digest



AL BIZER

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## Staff

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Cover Photo by AL BIZER

## The Inside Line



Welcome to Waterford Hills.

Our season is beginning to wind down with only two weekends of racing left, the season ends in September, but the racers are not letting up one bit as everyone is scrambling for those late season points. Drivers compete for class championships and for an overall finish position, in the top ten, as well. Many class championships are not decided until the final weekend.

Last month the folks from BF Goodrich has a great time and saw some super racing. The Showroom Stock Shootout, sponsored by BFG, was won by Freddy Baker from Kirtland Ohio in a Porsche 944.

Last month also saw the re-opening of the turn four, Hilltop, spectator area. This is one of the most exciting places to watch the races from.

We would like to extend a special welcome to members of the Mercedes-Benz Club of America. On Sunday these clubs will take a parade lap of the track at the lunch break.

Also on Sunday, I will be at turn three to answer your questions and listen to your suggestions and complaints. If you would like to see us change something let us know. Don't keep it to yourself. We want to be sure you enjoy yourself.

September 29-30 is the MAC Tool/Ford Motorsport weekend, and it should be a great one. We hope to have the Ford Motorsport traveling road show here and in addition, Sunday is British car day. The British clubs have been coming out for years and we expect to have cars from nineteen clubs.

Our new schedule should be finalized by next race weekend, but to be sure you get it you can buy an envelope at the Botique on the hill. A couple of weeks before the first race we will send you a schedule of the races and any special events so you will be sure not to miss one weekend of racing.

Thanks once again for coming to Waterford Hills and being a part of our weekend.

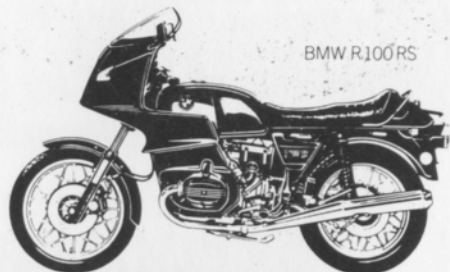
*Mike White*

## Officials

Waterford Hills Road Racing Club	
President	Jim McIntosh
Chief Steward	John Morris
Assistants	Ed Atkinson
	Barb Kitch
Stewards of the Meet	Dan MacDonald
	Peter Quenet
	Mike White
Director of Racing	Bernie Fling
Race Coordinator	Dave Hinman
Chief of Timing and Scoring	Peggy Krom
Chief of Flags and Communications	Dan DiRienzo Jr.
Assistant Chief of Flags and Communications	Jim Miller
Chief Starter	Hal Goff
Chief Tech Inspector	Elmer Dickinson
Chief Paddock Marshal	Bruce Penberthy
Chief Grid Marshal	Nancy Waggoner
Chief Course Marshal	Dave Sanders
Chief Race Medical	Blackie Meyers
Chief Registrar	Carol Humphreys
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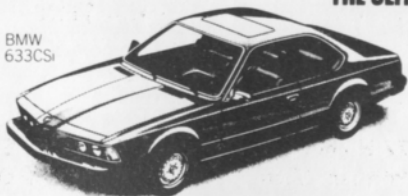
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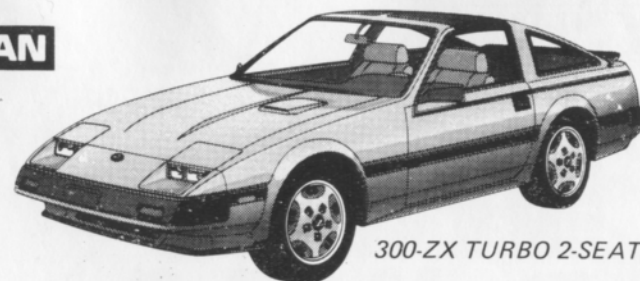


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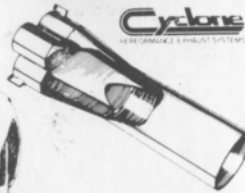
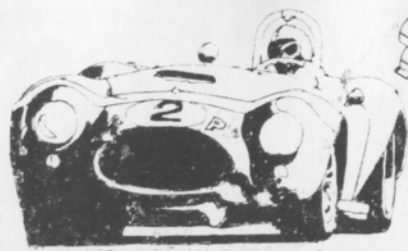
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8-5 Sat.

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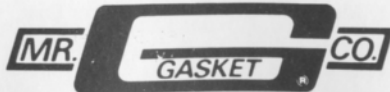
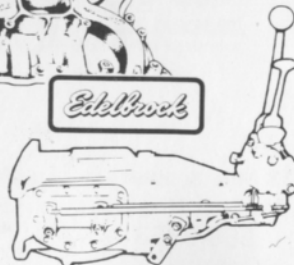
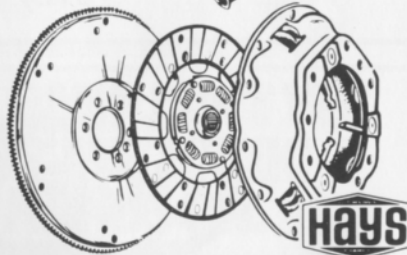
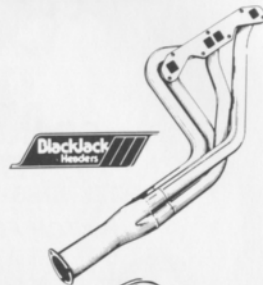
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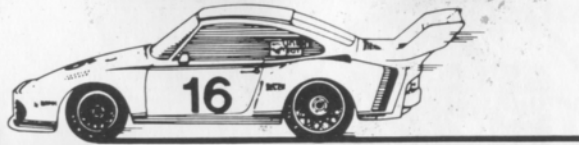


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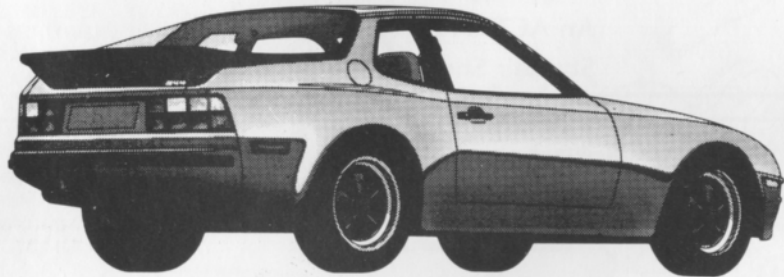
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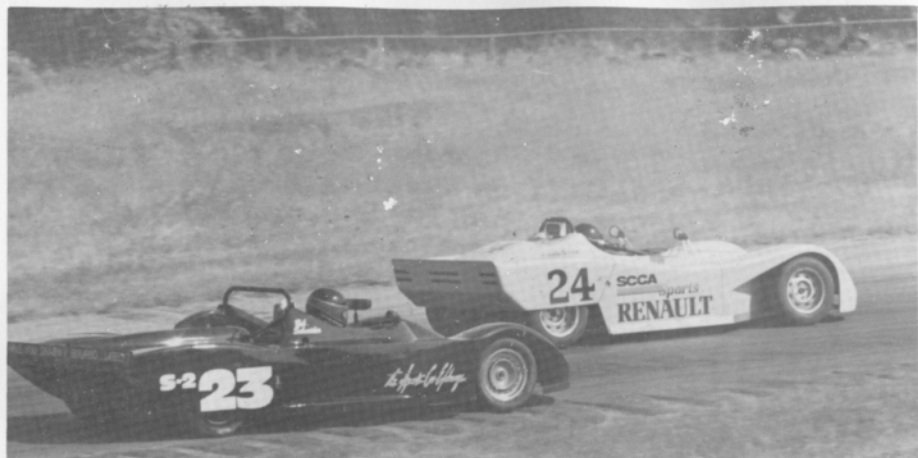
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## JULY 7/8 RACE WINNERS CLASS RACES

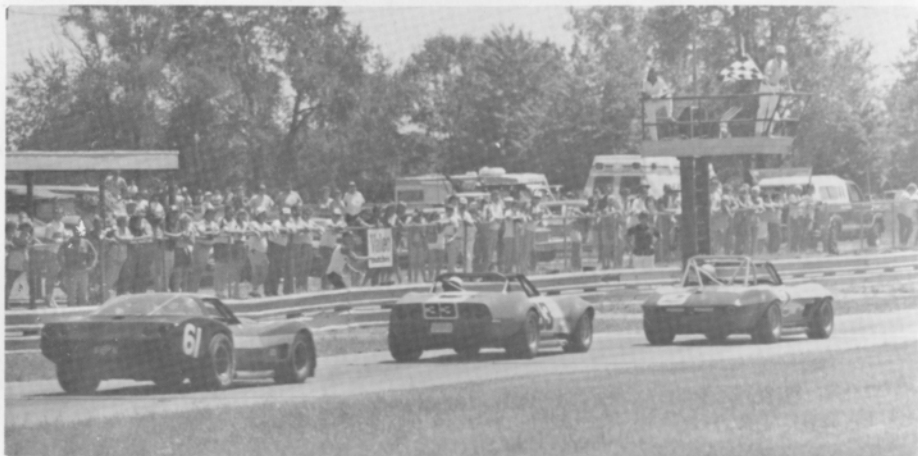
	Saturday	Sunday
Race 1	GT-4 GT-5 SSA SS-GT	Dave Dobry Ted Wollesen Bill Bayley Tom Goad
Race 2	FV	Dave Klockowski
Race 3	CSR EP FP GP	Gene Vaughn Paul Nawrocki Randy Black Bob Garner
Race 4	FF FFR	Patrick Hill Mark Davidson
Race 5	GT-1 GT-3	Jim Ternote Jim Lockwood
Race 6	GT-1 GT-3	Ray Krom Doug Goad
Race 6	Vintage	Oliver Clubine

## FEATURE RACES

	Race 1	Race 2	Race 3	Race 4
1st	Steve McNamara	Todd Claucherty	Jim Termote	Bob Schneider
2nd	Dave Klockowski	Ted Wollesen	Terry Myr	Ray Krom
3rd	Larry Bradley	Dave Dobry	Miles Jarvis	Bill Demeter
4th	Stuart Delaney	Jeff Lane	Don Fitz	Don Burry
5th	Dave Shelbo	Ross Becker	Richard Young	Mike Ryan



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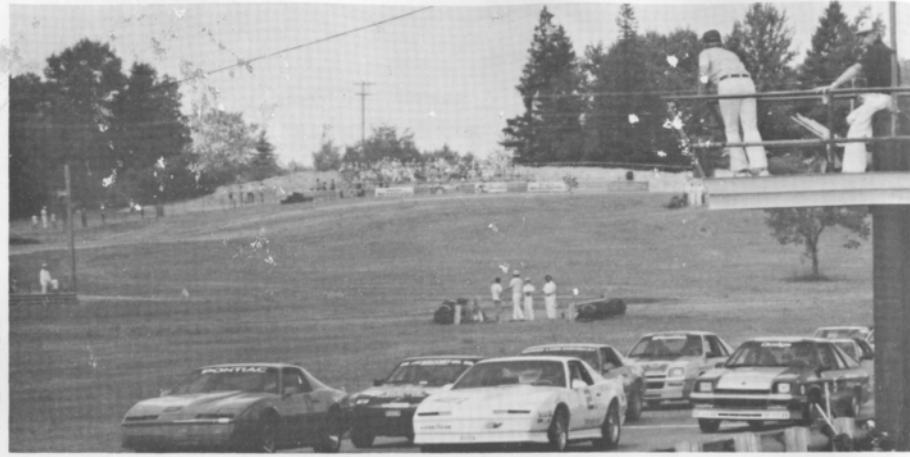


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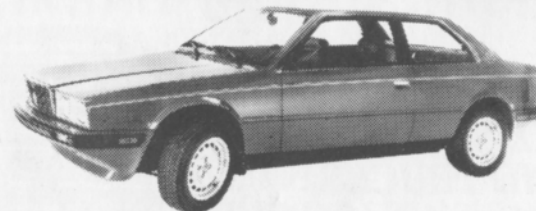
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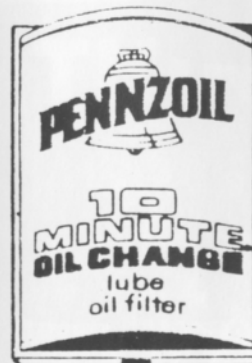
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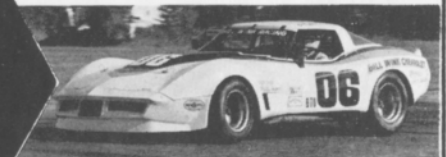
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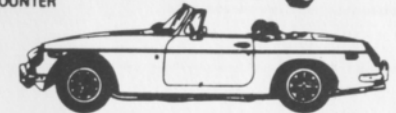
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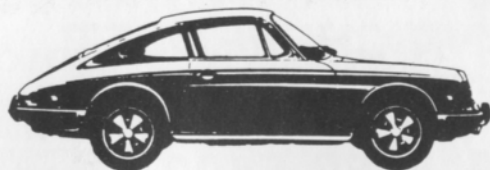
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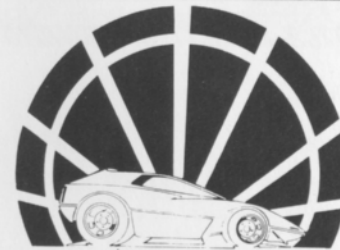
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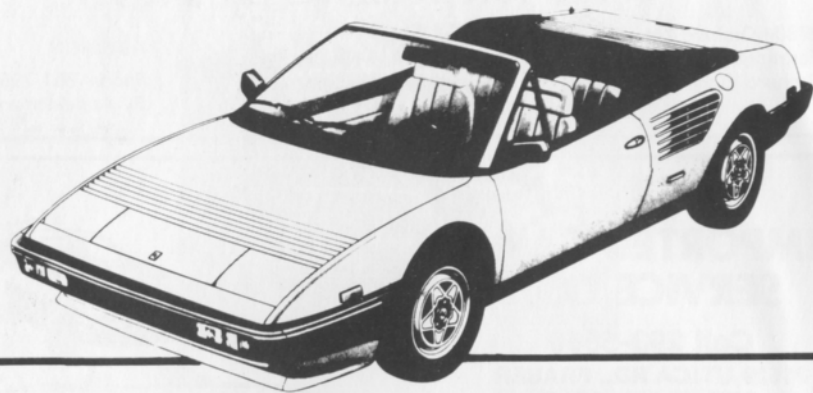
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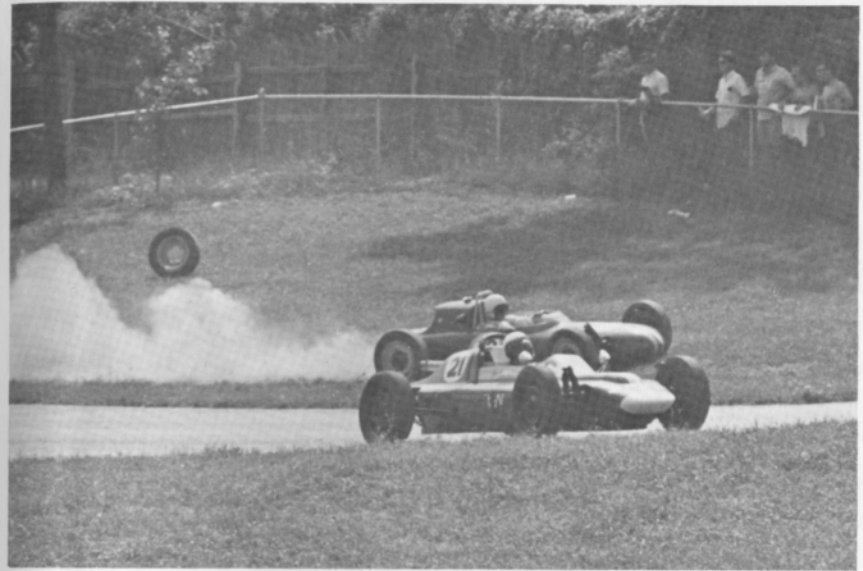
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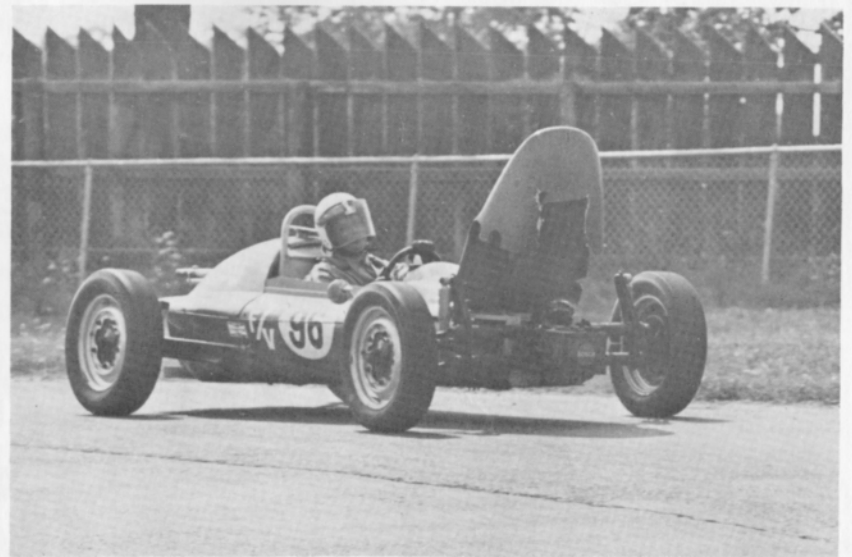
LOOKing back

with Bizer

*Aug. 1969*



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*... AND A NOSE GETS IN THE WAY.*

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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	Ed Murray	Jedi	1:14.8	8/83
S/2000	Larry Campbell	Lola	1:11.5	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	Tim Taylor	Corvette	1:13.7	9/83
GT-2	J. Byron Walker	Datsun	1:16.5	9/80
GT-3	Craig Allen	Lotus Elan	1:16.4	9/83
GT-4	Jerry Morlewski	Fiat 124	1:19.0	9/83
GT-5	Ted Wollesen	Mini Cooper	1:19.9	5/84
SS-GT	Bill Bayley	Firebird	1:24.5	5/84
SSA	Bobby Fehan	Mustang II	1:27.4	7/80
SSB	Charlie Henry	Charger	1:27.7	9/83
SSC	Ron Lindensmith	Fiat X1/9	1:29.6	9/82
FF	Vince Muzzin	Royale	1:09.4	6/78
FV	Lee McLeod	Lynx	1:15.7	7/81
**F/A	Andy Falbo	March	1:06.1	8/83
F/C	Charles Van Acker	Lola	1:09.8	8/79
F440	Greg Assenmacher	Stinger	1:19.0	7/80
F4	Stuart Lamont	Xpit	1:12.5	7/83
FFR	Mark Davidson	Crossle 32	1:17.0	5/84

\*\*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 single cockpit). Racing 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

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, Austin Healy Sprite, Fiat X1/9, Fiat 124 Spider, Alfa Romeo, Porsche Coupe
HP	Austin Healy Sprite Mk I & II, Fiat 850, MG Midget 948, Fiat Abarth

### SHOWROOM STOCK

SS-GT	new class with current model cars of SSA plus additional modifications allowed.
SSA	Mustang Cobra, Mazda RX series, Porsche 924, Capri V-6, Datsun 280Z
SSB	Triumph TR-8, Scirocco, Dodge Colt, Datsun 200SX, Fiat 124
SSC	Fiat X1/9, Pinto, VW Rabbit, Renault LeCar, Mustang 2.3, MGB, Honda Civic, Toyota Carolla, Pontiac Astre

### 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	Corvette, Camaro, Ford Cobra II, Shelby GT-350, Porsche 911 SC, Dodge Aspen
GT-2	Datsun Z series, Mazda RX7, Porsche 914/6 & 924 Turbo, Sunbeam Tiger, Triumph TR-6 & TR-8
GT-3	Opel 1900, Datsun 510 1800, Mustang 2300, Pinto 2000 & 2300, Cosworth Vega
GT-4	Fiat 124 Sports Coupe, Pinto 1600, Toyota Celica, Dodge Colt, Toyota Carolla 1600, Renault LeCar, Datsun 510 1600, Ford Escort/Lynx, VW Rabbit & Scirocco
GT-5	Datsun 200SX, Austin/Morris Mini Cooper, VW 1300, NSU TT, Honda Civic, Fiat 124 1200, Toyota Carolla 1200

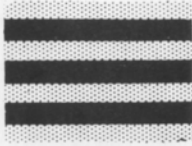
### FORMULA

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
FFR	Formula Ford Radial — the cars are the same as the above class except they must use BF goodrich T/A radial tires.
FV	Formula Vee — all Volkswagen components, 1200 cc engine, driver's weight included in total legal weight, very competitive class
F/ATLC	Formula Atlantic — choice of engines in over 1100 cc up to 16000 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**



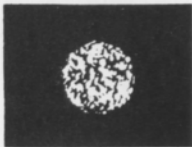
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

**black**



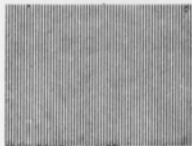
Sloppy or dangerous driving. Complete the lap you are on, stop at the Start/Finish line for consultation with Chief Steward. Waving Black Flag (displayed on all corner stations) means the race is stopped. Slow down immediately and proceed around the track with extreme caution to the pit lane for a re-start.

**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**



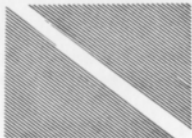
(Stationary) Take care, danger, no passing.  
(Waving) Great danger, be prepared to stop, no passing.

**red**



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.

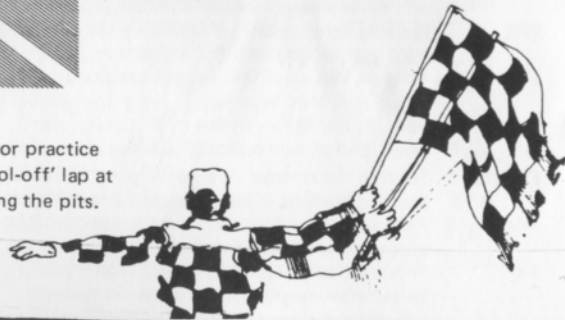
**blue with diagonal yellow stripes**



(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.



## GAVCO ASSOCIATES INC.

GAVCO Associates is a manufacturing and tooling consulting company specializing in Aircraft and Aerospace Programs. In addition to consulting, we have a group of companies providing design and building services for any size program.

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- NC MACHINING (CRITICAL FLIGHT PARTS)
- FIXTURE AND SPECIAL MACHINE BUILD
- FOUNDRY- ALUM. & STEEL
- PLASTIC TOOLING MATERIALS
- QUALITY CONTROL AUDITING

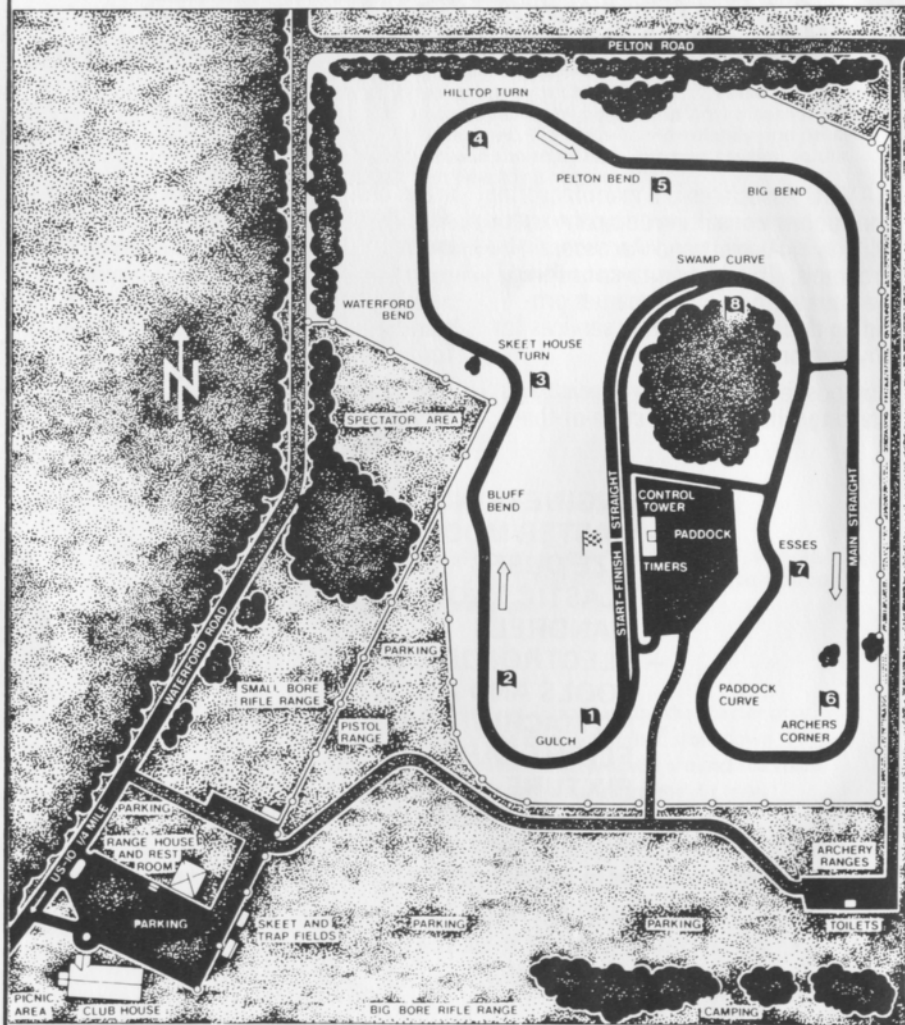
Gene A. Vaughn  
President

35700 STANLEY DRIVE STERLING HEIGHTS, MI 48077

# 1984 Waterford Digest

## Waterford Hills Course Map

a 1.5 mile  
asphalt road course  
at waterford,  
michigan



## Waterford Hills 1984 Road Racing Calendar Schedule

Race 1	May 5-6
Race 2	June 9-10
Race 3	July 7-8 GAVCO
Race 4	July 28-29 BF Goodrich
Race 5	August 25-26
Race 6	September 29-30 Mac Tool/Ford Motor Sport

### RACING RAIN OR SHINE

The hills of Waterford are being invaded . . . with an army of sports cars, sedans and formula cars in fierce, wheel to wheel competition . . . and for 1984 we've assembled the largest field in our 26 year history! Watch over 130 top drivers battle it out in the finest racing machinery from America and Europe. Corvette, Porsche, Datsun. Everything from Capris to Camaros, McLarens to MG's. 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.

### EASY ON THE WALLET

Admission is just \$3.00 for Saturday, \$5.00 for Sunday, or \$6.00 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, 1/4 mile east of Dixie Highway (U.S. 10) in Waterford, Michigan. The easiest route to take is 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.

### THE WATERFORD DIGEST

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