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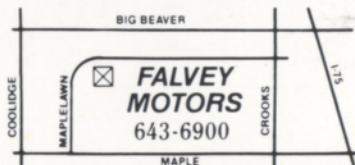
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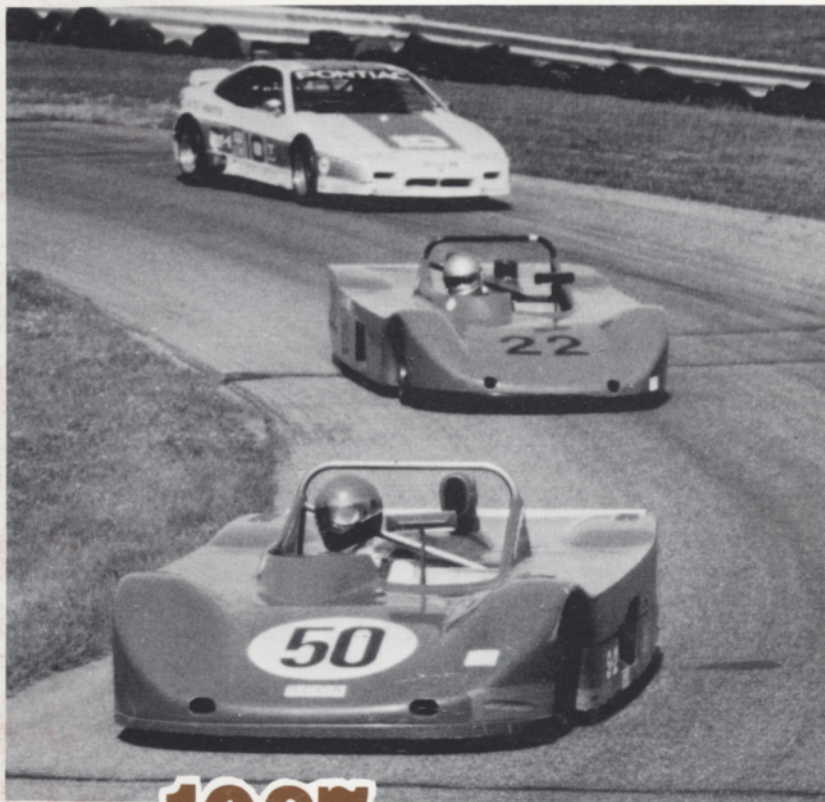


# WATERFORD HILLS



**ROAD RACING**

oakland county  
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**DIGEST**

**AUGUST**  
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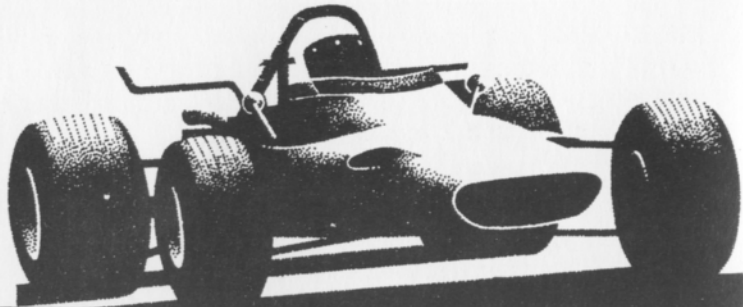
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## Staff

Editor: *DAN HILL*  
Design and Production: TAURUS ADVERTISING  
Photographers: AL BIZER  
DON CASTLE

Cover Photo by *AL BIZER*

# WATERFORD DIGEST



## The Inside Line

Welcome to Waterford Hills Road Racing. The August meet is traditionally a hot one in terms of both the competition and the weather. This season we have seen a lot of closely contested races. So, spread out the blanket and open a cold one. If you came to enjoy road racing you will not be disappointed.

Club members would like to extend a special welcome to staff and clients of the Uniroyal-Goodrich Tire Company, here to enjoy motor sport, Waterford style. We applaud your continued support and product development for a variety of forms of racing. We hope this new combination of OEM and aftermarket strength proves beneficial to all involved.

Speaking of tires, because of its high proportion of curved roadway, Waterford Hills is regarded as a handling course where brute power is a secondary concern. Many of the racing classes provide for little variation in suspension set up. The differences in lap times between similar cars are often due to the teams selection of tires.

There are many brands to choose from and most manufacturers produce different tread compounds which respond to heat in different ways. The trick is to pick a brand and compound that will heat up enough under racing conditions to develop good cornering force without overheating. Too much heat causes blistering or "chunking" of the tread rubber. Too little heat will keep the tires from developing maximum cornering force. Tires are a big part of each team's budget so the drivers try to make their choices wisely. There is no quicker way to gain as much as 5 seconds a lap.

# WATERFORD DIGEST

**INSIDER TIP:** If this is your first time at Waterford, or if you always watch from the same spot, try moving around to check out different vantage points. You can see how the cars react to elevation changes through turns 1 and 2 as well as at Hilltop.

Passing under braking often occurs at Archers corner at the end of the back straight and in turn 3. The effects of understeer and oversteer can be clearly seen as the cars pass through Paddock curve.

Something to learn from each location, even if you don't want to permanently abandon your favorite spot.

Enjoy yourself and have a safe trip home. We hope you'll rejoin us for the last race weekend of the season — September 26-27.

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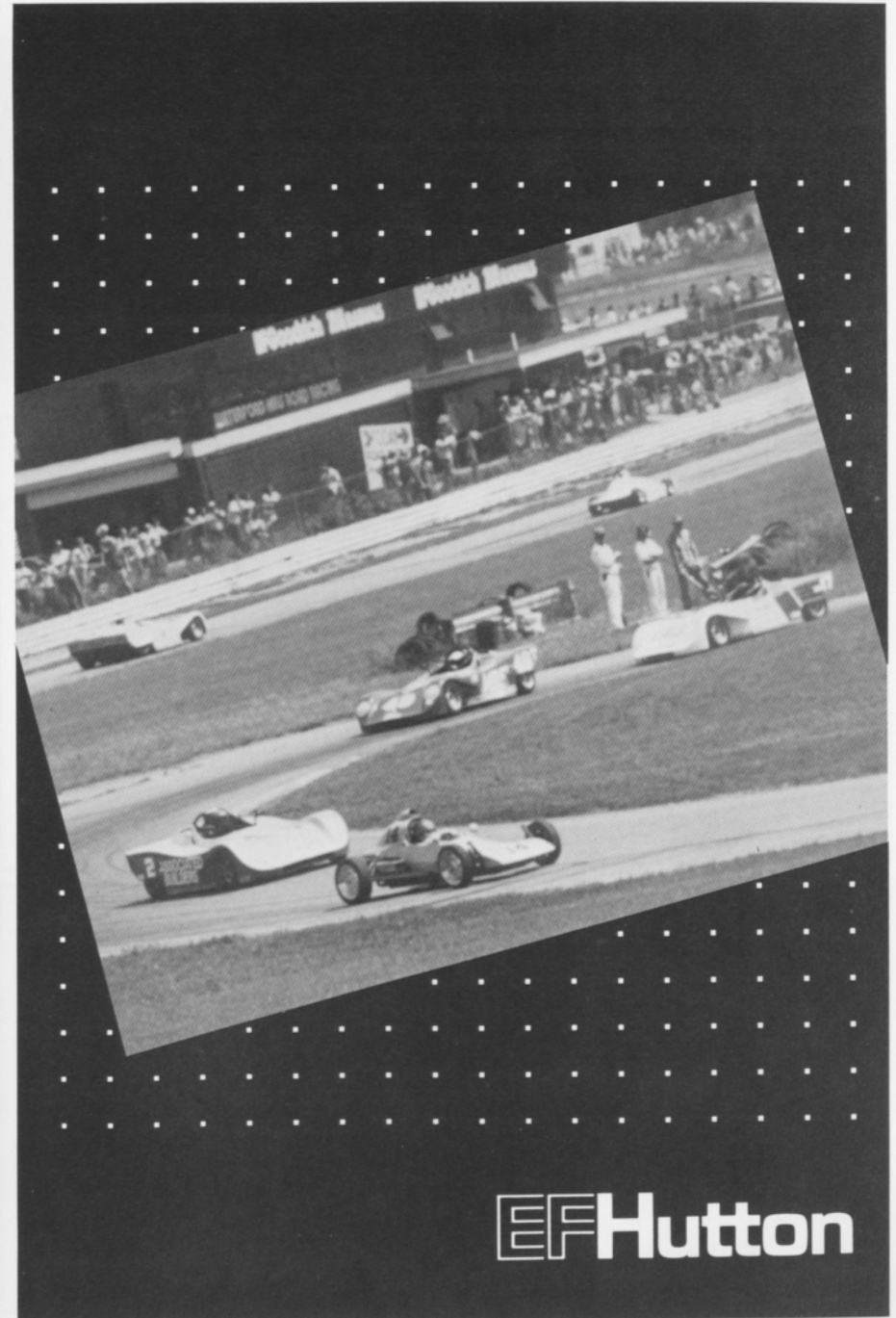
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# WATERFORD DIGEST

## SATURDAY CLASS RACES JULY 25-26, 1987 CLASS WINNERS

CLASS	DRIVER	CAR	BEST LAP
<b>RACE 1</b>			
FV	LARRY BRADLEY	BRADLYNX - INDIGO	1:18.00
F440	LARRY DUPUIS	NOVAKAR - RED	1:17.85
<b>RACE 2</b>			
ITS	GARY RAY	MAZDA RX7 - BRONZE	1:26.12
ITA	GREGORY MANKIN	MAZDA RX2 - BLUE	1:28.81
ITB	MICHAEL JONES	MUSTANG - WH/BLU	1:27.64
ITC	CAL CORTRIGHT	FORD FIESTA-ORANGE	1:29.43
SSX	WILLIAM BASTOW	CAMARO - YELLOW	1:27.77
SSGT	MICHEAL ST. LOUIS	CORVETTE - WHITE	1:24.81
SSA	SCOTT McNEIL	DODGE SHELBY - RED	1:26.09
SSB	DAVID LUNDIN	CAVALIER Z24 - WHITE	1:29.88
SSC	BILL ARTZBERGER	VW GTI - BLACK	1:27.64
<b>RACE 3</b>			
SREN	TOM KOZAK	SP RENAULT - YEL/RED	1:21.53
GP	HUGO CARLSON	M.G. MIDGET - ORANGE	1:21.67
HP	LEON NEAL JR.	FIAT SPYDER - RED/WH	1:26.64
GT5	TED WOLLESEN	MINI COOPER - YELLOW	1:22.43
<b>RACE 4</b>			
S2	DAN O'CONNER	LOLA 596 - WHITE	1:12.11
EP	GRADY ELLIS	PORSCHE - WHITE/BLACK	1:17.19
GTX	HAL PRINGLE	CORVETTE-YELLOW/WHT	1:17.66
GT1	DAVE BUIST	FIERO - SILVER	1:14.84
GT3	TIM POTT	PORSCHE 914 - RED	1:20.52
<b>RACE 5</b>			
FC	DAVID SHOOK	REYNARD RF84 - WHITE	1:14.85
FF	KEITH MUNROE	VAN DIEMAN RF83 - GR	1:12.86
CFF	DON KITCH	CROSSLE 32F - RED/YEL	1:12.52
FFR	BILL SULTZE	MERLYN - RED	1:22.51
F4	JOHN MORTON	P&G MK.VII - GRAY	1:16.75

## SUNDAY CLASS RACES JULY 25-26, 1987 CLASS WINNERS

<b>RACE 1</b>			
FV	LARRY BRADLEY	BRADLYNX - INDIGO	1:17.52
F440	TOM SHAVER	NOVAKAR - WHITE	1:17.34
<b>RACE 2</b>			
ITS	GARY RAY	MAZDA RX7 - BRONZE	1:25.70
ITA	DEAN VOLTMER	MUSTANG II - BLUE	1:30.37
ITB	MICHAEL JONES	MUSTANG - WH/BLU	1:27.78
ITC	CAL CORTRIGHT	FORD FIESTA-ORANGE	1:29.12
SSX	MARY WOLLESEN	CHEVY SPRINT-RED/WH	1:29.65
SSGT	MICHEAL ST. LOUIS	CORVETTE - WHITE	1:24.80
SSA	SCOTT McNEIL	DODGE SHELBY - RED	1:26.02

# WATERFORD DIGEST

CLASS	DRIVER	CAR	BEST LAP
SSB	DAVID LUNDIN	CAVALIER Z24 - WHITE	1:29.17
SSC	BILL ARTZBERGER	VW GTI - BLACK	1:27.85
<b>RACE 3</b>			
SREN	TOM KOZAK	SP RENAULT - YEL/RED	1:21.40
GP	HUGO CARLSON	M.G. MIDGET - ORANGE	1:21.29
HP	LEON NEAL JR.	FIAT SPYDER - RED/WH	1:25.81
GT5	TED WOLLESEN	MINI COOPER - YELLOW	1:22.27
<b>RACE 4</b>			
S2	DAN O'CONNER	LOLA 596 - WHITE	1:12.29
EP	GRADY ELLIS	PORSCHE - WHITE/BLACK	1:17.33
GTX	HAL PRINGLE	CORVETTE-YELLOW/WHT	1:18.06
GT1	DOUG BUIST	CORVETTE - RED/YELLOW	1:15.67
GT3	TIM POTT	PORSCHE 914 - RED	1:20.68
GT4	JERRY MORLEWSKI	FIAT 124 - RED	1:20.73
<b>RACE 5</b>			
FC	DAVID SHOOK	REYNARD RF84 - WHITE	1:16.05
FF	KEITH MUNROE	VAN DIEMAN RF83 - GR	1:12.70
CFF	DON KITCH	CROSSLE 32F - RED/YEL	1:12.49
FFR	BILL SULTZE	MERLYN - RED	1:22.66
F4	BOB LONG	X-PIT - ORANGE	1:16.67

## FEATURE RACES JULY 25-26, 1987 TOP FIVE FINISHERS

<b>FEATURE 1</b>			
F440	TOM SHAVER	NOVAKAR - WHITE	1:15.31
FV	LARRY BRADLEY	BRADLYNX - INDIGO	1:17.93
FV	CHARLES LASKY	PSR - SILVER/BLUE	1:18.69
FV	MICHEAL TROSELL	LYNX B - RED	1:18.92
FV	DAVID SHELBO	ZINK C4 - BLACK	1:18.76
<b>FEATURE 2</b>			
GT5	TED WOLLESEN	MINI COOPER - YELLOW	1:22.21
GT5	DAN HILL	MINI COOPER - RED	1:22.33
GP	GARI CHAFFIN	ALFA SPIDER - RED	1:23.28
SSGT	MICHEAL ST. LOUIS	CORVETTE - WHITE	1:24.30
ITS	GARY RAY	MAZDA RX7 - BRONZE	1:26.13
<b>FEATURE 3</b>			
S2	CURT CATALLO	LOLA 596 - RED	1:12.84
GT1	DOUG BUIST	CORVETTE - RED/YELLOW	1:16.84
S2	JOHN SCHERER	LOLA T598 - RED	1:12.49
GT1	DON BURRY	CORVETTE - RED/WH/BL	1:17.62
EP	GRADY ELLIS	PORSCHE - WHITE/BLACK	1:18.00
<b>FEATURE 4</b>			
CFF	DON KITCH	CROSSLE 32F - RED/YEL	1:12.28
FF	LEWIS COOPER III	VAN DIEMAN - RED	1:12.21
CFF	MARK JAMES	LOLA-RED	1:12.97
CFF	JEFF HORTON	CROSSLE - YELLOW	1:13.88
FF	JOSEF WAINZ	VANDIEMAN - RED	1:13.54

# WATERFORD DIGEST



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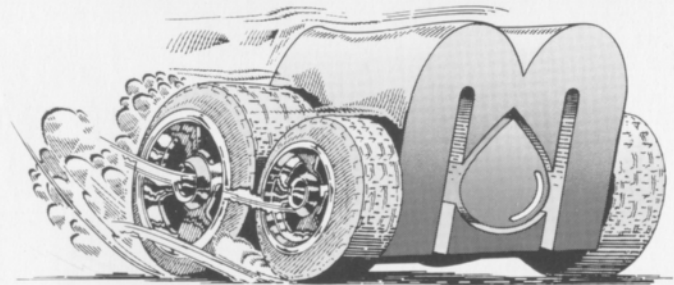
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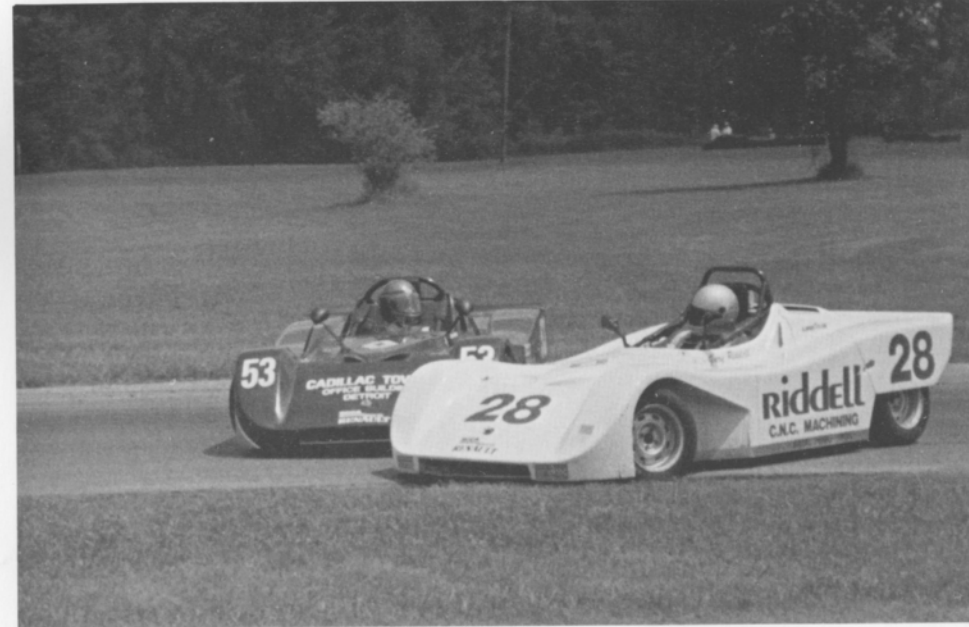
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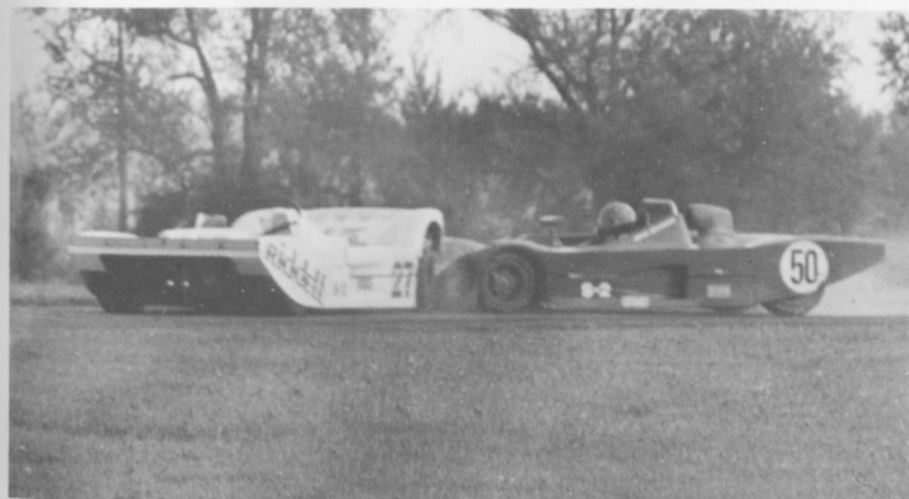
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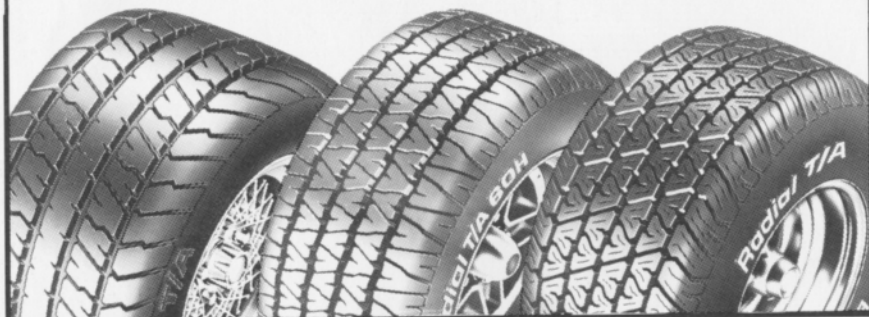
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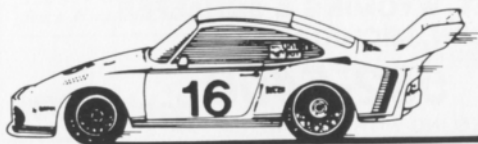
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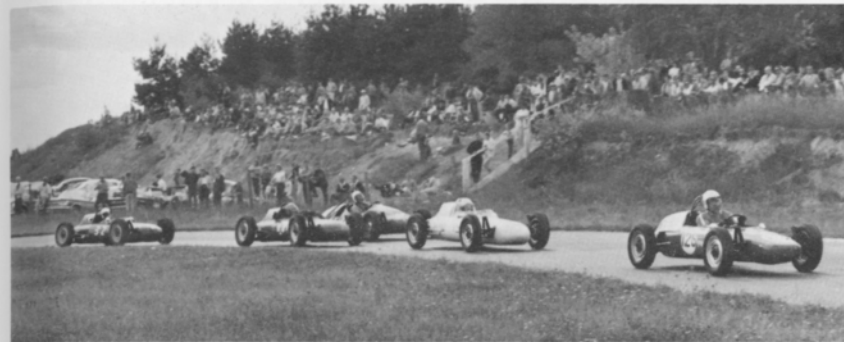
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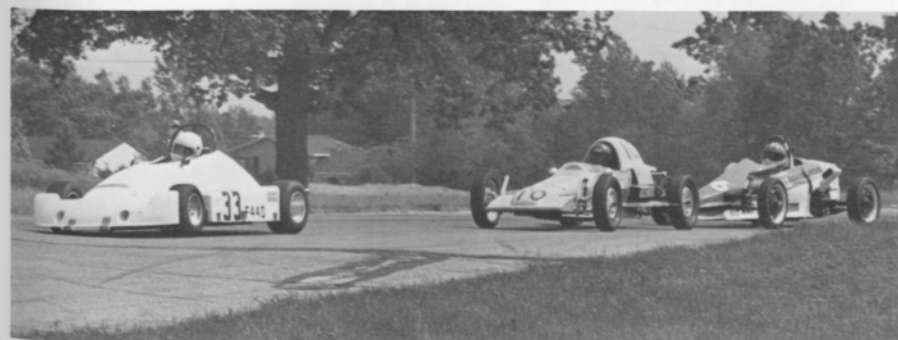
# WATERFORD DIGEST

LOOKing back

with Bizer Then + Now



*Sept 1966  
Don Gibbooney  
in #32  
brings up  
the rear*



*1987-Don in #33 now leads the pack AND WINS!*



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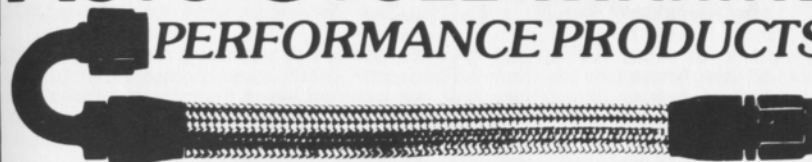
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## Average Lap Speed

Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:00	85.326	1:15	68.261	1:30	56.884
1:01	83.927	1:16	67.363	1:31	56.259
1:02	82.574	1:17	66.488	1:32	55.647
1:03	81.263	1:18	65.635	1:33	55.041
1:04	79.993	1:19	64.805	1:34	54.463
1:05	78.762	1:20	63.995	1:35	53.890
1:06	77.569	1:21	63.204	1:36	53.329
1:07	76.411	1:22	62.434	1:37	52.779
1:08	75.288	1:23	61.681	1:38	52.240
1:09	74.197	1:24	60.947	1:39	51.713
1:10	73.137	1:25	60.230	1:40	51.196
1:11	72.106	1:26	59.530	1:41	50.689
1:12	71.105	1:27	58.846	1:42	50.192
1:13	70.131	1:28	58.178	1:43	49.704
1:14	69.183	1:29	57.523	1:44	49.227

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 JULY 25-26, 1987

CLASS	DRIVER	CAR	DATE	LAP TIME
FA	ANDY FALBO	MARCH	8/83	1:06.10
FC	JAY NOVAK		9/84	1:09.30
FF	VINCE MUZZIN	ROYALE	6/78	1:09.40
CFF	DON KITCH	CROSSLE	7/87	1:12.30
FFR	MARK DAVIDSON	CROSSLE 32	5/84	1:17.00
F4	STUART LAMONT	XPIT	7/83	1:12.50
FV	LEE MCLEOD	LYNX	7/81	1:15.70
F440	JAY NOVAK	EPEE	9/85	1:14.80
ASR	ED MURRAY	CHEVRON	9/81	1:10.90
CSR	EVAN MACDONALD	M-2	9/78	1:10.50
DSR	ED MURRAY	JEDDI	9/85	1:12.80
S2	LARRY CAMPBELL	LOLA	9/79	1:11.50
SREN	TOM VANCAMP	SPT RENAULT	5/87	1:20.30
EP	LOU LIVENGOOD	PORSCHE 356	6/80	1:16.30
FP	BARRY HARTZEL	MG MIDGET	7/78	1:16.20
GP	KIRK CARLSON	MG MIDGET	8/81	1:17.00
HP	PAUL CAMERON	SPRITE	7/78	1:20.40
GT1	DON SAK	CORVETTE	5/86	1:13.20
GT2	R. A. ALBO	FIERO	7/87	1:40.10
GT3	CRAIG ALLEN	LOTUS ELAN	9/83	1:16.40
GT4	JERRY MORLEWSKI	FIAT 124	9/85	1:18.70
GT5	TED WOLLESEN	MINI COOPER	9/85	1:19.20
ITS	GARY RAY	MAZDA RX-7	6/87	1:25.40
ITA	GREG MANKIN	MAZDA RX2	6/87	1:28.30
ITB	MIKE JONES	MUSTANG	7/87	1:27.60
ITC	ROBIN BURNETTE	FIESTA	7/87	1:29.00
RCUP	CHUCK LITTLE	RENAULT ENCORE	7/85	1:29.20
SSGT	BOBBY FEHAN	CORVETTE	8/86	1:21.60
SSA	SCOTT MCNEIL	DODGE SHELBY	7/87	1:26.00
SSB	RON MILLER	HONDA CRX Si	5/86	1:27.00
SSC	BILL ARTZBERGER	VW GOLF GTI	7/87	1:27.60

## 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 (sport 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 Corolla, 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

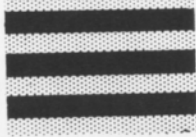
GT-1	Corvette, Camaro, Ford Cobra II, Shelby GT-350, Porsche 911 SC, Dodge Aspen
GT-2	Datsun Z series, Mazda RX7, Porsche 914/6 & 924 Turbo, Sunbeam Tiger, Triumph TR-6 & TR-8
GT-3	Opel 1900, Datsun 510 1800, Mustang 2300, Pinto 2000 & 2300, Cosworth Vega
GT-4	Fiat 124 Sports Coupe, Pinto 1600, Toyota Celica, Dodge Colt, Toyota Corolla 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 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
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**



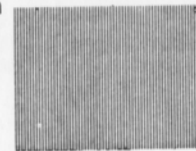
Sloppy or dangerous driving. Complete the lap you are on, stop at the Start/Finish line for consultation with Chief Steward. Waving Black Flag (displayed on all corner stations) means the race is stopped. Slow down immediately and proceed around the track with extreme caution to the pit lane for a re-start.

**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**



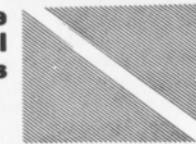
(Stationary) Take care, danger, no passing. (Waving) Great danger, be prepared to stop, no passing.

**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.

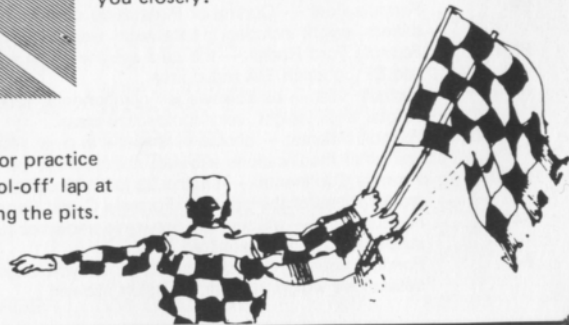
**blue with diagonal yellow stripes**



(Motionless) Another competitor is following you closely.

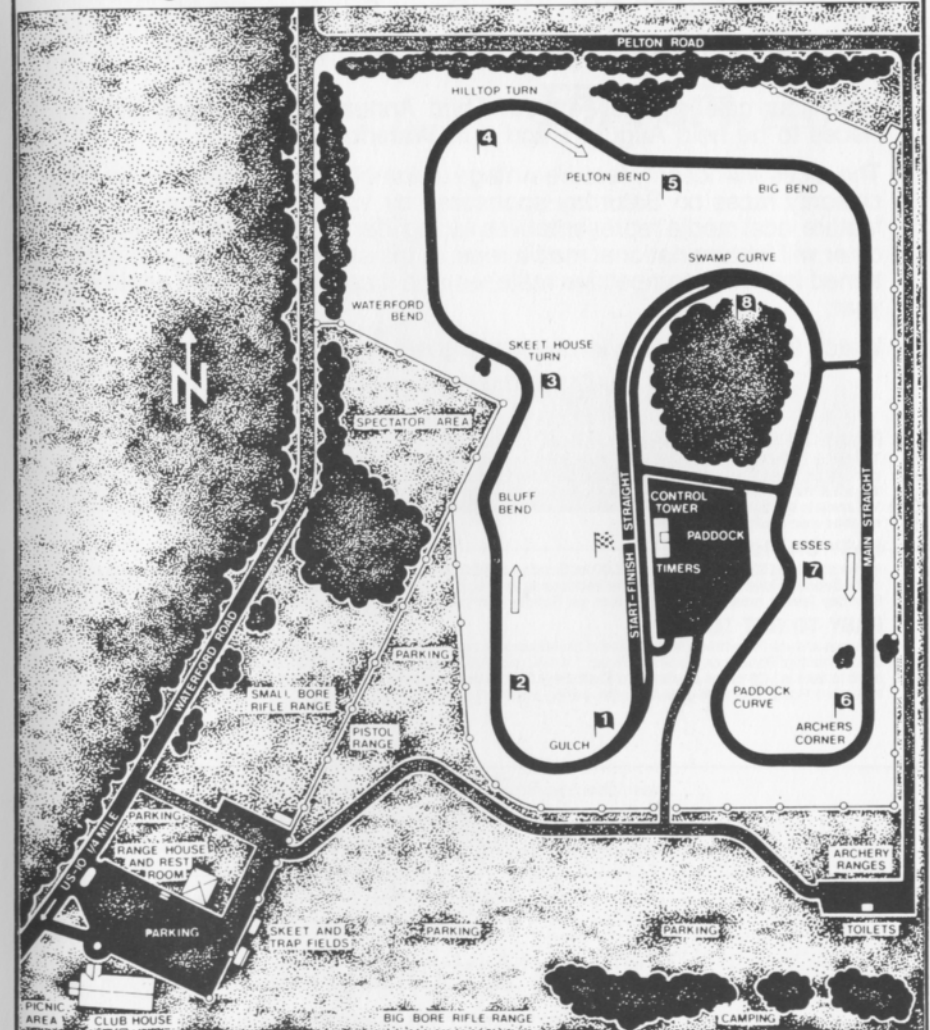
**checkered**

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



## Waterford Hills Course Map

a 1.5 mile asphalt road course at waterford, michigan



# WATERFORD DIGEST

## Waterford Hills 1987 Road Racing Calendar Schedule

Race 1	May 16-17	Race 4	July 25-26
Race 2	May 30-31	Race 5	Aug. 29-30
Race 3	June 27-28	Race 6	Sept. 26-27

Mark your calendar now for the Third Annual Meadowbrook Historic Races to be held August 1 and 2 at Waterford Hills.

The races will not only feature vintage automobiles, there will also be two celebrity races on Saturday sponsored by Volkswagen. One race will feature local media representatives racing identically equipped VWs, the other will feature national media reps. in the same cars. Last year these turned into very competitive matches and it appears they will again this year.

Watch for more details in coming Digests and plan to be there.

### Vintage Race Aug. 1-2

#### 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 1987 we've assembled the largest field in our 29 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 each 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.

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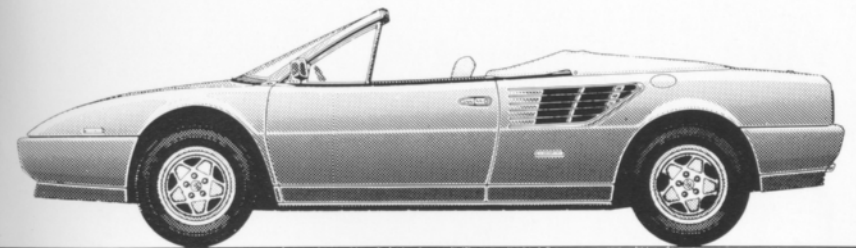
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### THE WATERFORD DIGEST

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