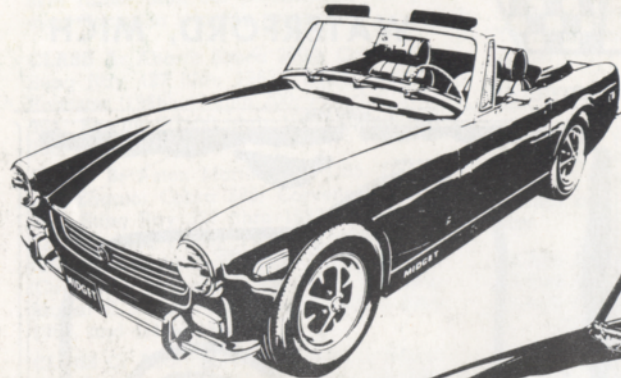
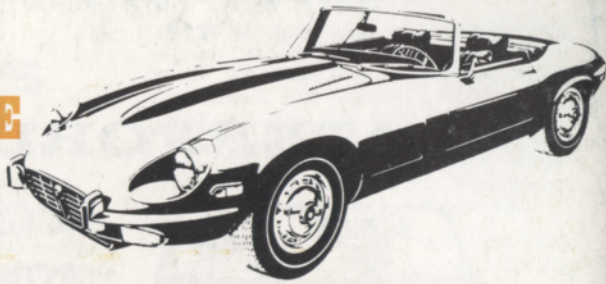


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# MG MIDGET



# MGB

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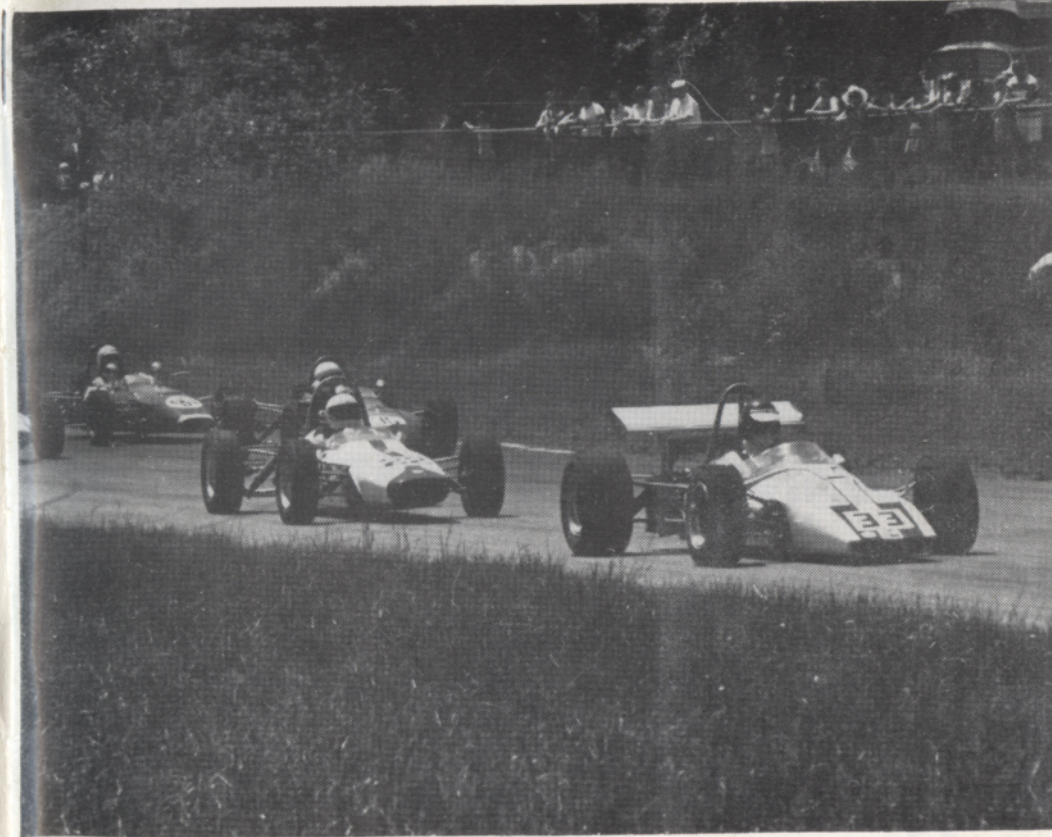


# WATERFORD HILLS digest

JULY 29-30 1972

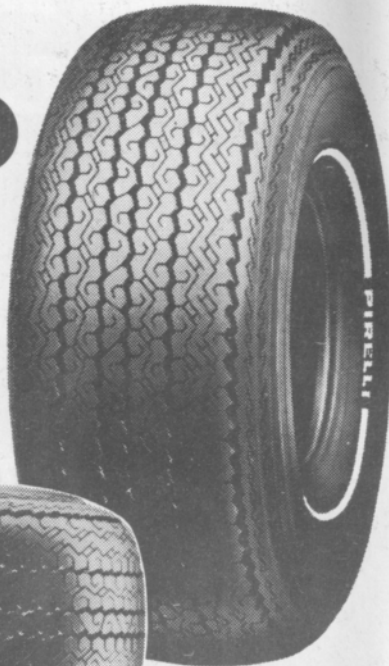
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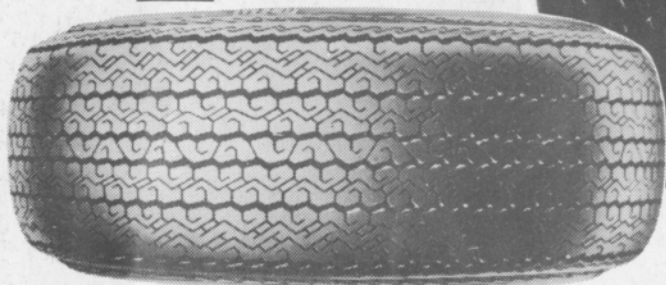


# JULY ROAD RACES

# PIRELLI CINTURATO CN 75



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## OFFICIALS

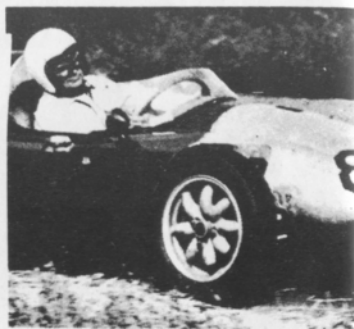
CHIEF STEWARD  
DIR. of RACING  
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# THE INSIDE LINE



Racing has been hailed as "The Sport of the 70's". And the growth of the sport in the last ten years seems to bear out this fact. It has indeed grown and has been discovered by large companies in the United States as a fertile ground for reaching a different kind of market.

In the midst of all this growth there still remains the 'grassroots' of racing - the type of racing that you see at Waterford Hills.

## A FAMILY SPORT

The nice part about racing at "The Hills" is that it is truly a family sport. It is one of the few tracks in the nation where younger children can

be a part of the action with the rest of the family. They can come in and join Mom and Dad in the pits and even work a stop watch or turn a wrench if they want to help in that area.

Unlike many groups, women are welcomed and encouraged to share the driver's seat with their husband or girlfriend. A typical example is Pat Brown, who shares the driving chores in a Formula Vee with her husband. While not usually a threat to the front-runners, Pat usually places well in the overall finish of the race.

While she's out on the track, the rest of her family keeps her up to date on her times and position from the pits.

## GREAT FOR SPECTATORS TOO.

Situated on the grounds of the Oakland County Sportsman Club, Waterford Hills provides a perfect location for a great weekend outing. Children are welcome as are picnic baskets, and from a spot on the hill, you get a great view of most of the track. Those of you who are new to our track and didn't bring along the rest of the family this time will know that they are welcome in the future.

## JOIN THE FUN

For those of you out in the spectator area that feel they might want to get involved in this madness, you need only come up to the Clubhouse following Sunday's races and I'm sure that you can find a willing person who will direct you to our membership chairman. If your initial interests lies

just doing some work, the only thing that we need from you is time. But if you should want to get involved as a driver - hold on.

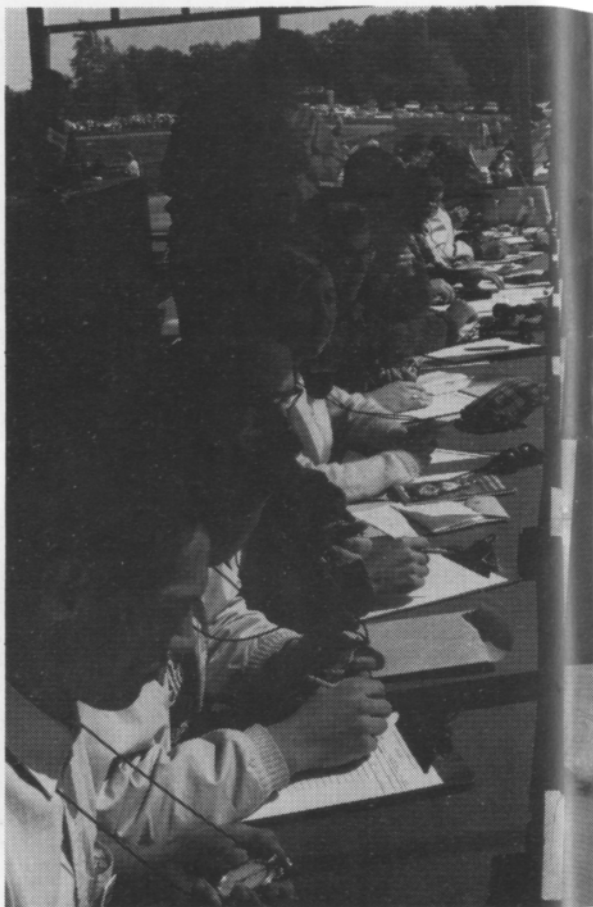
While it may appear that the cars running out on our road course are relatively simple beasts, the true fact is that there are many long and hard hours of work invested in each one of them.

I would suggest that you not consider starting from scratch on the car you might have right now, but instead, come to one of our meetings and look for the type of car that most interests you during "Sell and Swap". More often than not, someone has a car that will fit both your interests and your wallet.

The next step will be driver's school and hopefully, a competition license. In any event, come on out to a meeting look us over. We think it makes for great family fun.

## WHEN WORK IS FUN

It's really not that easy to explain. Why would anyone want to stand out on a corner watching people whiz by- and do this for two straight days in sweltering heat or pouring rain and sometimes freezing cold.



I had reason to appreciate ~~their being~~ there when a tie-rod end let go on my Formula Vee last month and hastened an unscheduled meeting between the front end of the car and the fence coming down off the top of the hill. The corner workers were there and fast.

Drivers know and appreciate the job that

various workers do over the course of the weekend, but about the only ones you as spectators see are the corner workers. Behind them are even more individuals who work for nothing, in their spare time, to see that the races are run smoothly and on time.

It all begins with registration on Satur-

day morning, when drivers and their crews register for the weekend. A competent crew headed by Connie Vancea sees that all passes are in order and drivers pass on to the track. Next comes Tech Inspection, where Chief Tech Inspector, Jim Velzy, and his crew go over each car carefully to be sure that it is race-worthy. If any problems are found they have to be corrected before the car is cleared to run on the track. Typical of the items checked are brakes, suspension, fuel lines and other safety related items.

By this time, you are ready to take the track for some practice. You strap yourself in the car and head for the pit lane where a cute young thing checks to see that your safety harness is tight and that you have a Tech Sticker on your rollbar.

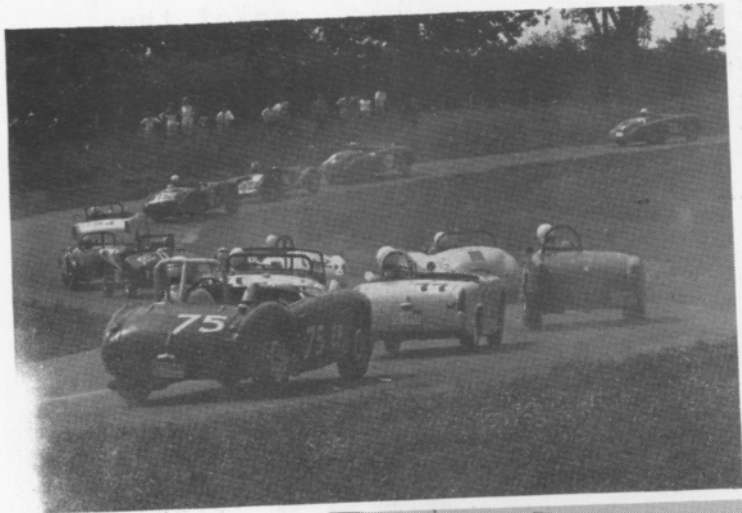
As you head down the lane, Lou Higgins, our Chief Starter or one of his assistants will flag you onto the course when it's clear.

As you enter the

course, one of the timers in the white tower picks up your car and times it. These times will be used to determine your grid position in the races.

All this time, on top of the white tower, the head of Flags and Communications, Jack Holth, is relaying messages to Tom Abbott, Chief Steward, on various happenings out on the course. This is the "Command Center" of the track with the corner workers serving as the outer perimeter. In the event of a spin, or metal-to-metal contact on the part of any of the race cars, a decision is made as to what to do, perhaps a black flag for the driver or whatever is necessary.

This is only a small look at the people who keep Waterford going - there are many more, but you can be sure of one thing - for every driver out on the track on a given weekend, there is at least one person behind the scenes getting his or her pleasure seeing that a driver has fun.



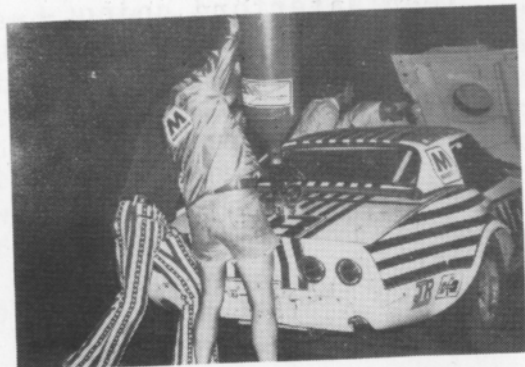
NOT TOO  
LONG AGO  
YOU COULD  
STILL  
DRIVE TO  
THE TRACK  
IN THE CAR  
YOU RACED..

..BUT NOW THE  
ACTION REQUIRES  
BIGGER CARS AND  
BETTER EQUIPMENT  
LIKE...



ED HOULEHAN WAVES THE CHECKERED OVER  
THE FORMULAS.

A "LARGE-MOUTH  
BASS"  
AND "SMALL-MOUTH"  
BASS SWIM AROUND  
THE "BATHTUB"



..JOHN GREENWOOD'S  
CORVETTE AS SEEN  
IN LAST YEAR'S  
ENDURANCE RACE.



DOUG PLETCHER AND  
TOM PHIMISTER  
ENGAGE IN ONE OF  
THEIR FAMOUS  
BATTLES OF A  
FEW YEARS BACK.

## COURSE RECORDS

CLASS	DRIVER	CAR	TIME
Production			
AP	J. Greenwood	Corv.	1:18.6
BP	Larry Ross	Corv.	1:21.0
CP	Jeff Lance	Lotus S-7	1:22.5
DP	Evan Walters	Lotus S-7	1:21.8
EP	Larry Clingman	MGB	1:21.0
FP	Dan O'Connor	Sprite	1:22.2
GP	Wm. Holcomb	Spitfire	1:23.8
HP	Bob Gustafson	Sprite	1:26.0
Sports Racing			
ASR	John Greenwood	Lola	1:12.8*
BSR	Dr. Carl Armstrong	Por. 906	1:20.0
CSR	Bill Barber	Lotus 11	1:21.2
DSR	Bill Mundus	Berga Mk. III	1:24.8
Formula			
F/B	Ken Nielsen	Merlyn	1:15.2
F/C	Bob Clemens	Rasey	1:18.1
F/F	Bill Hollandahl	Lotus 51	1:15.9
F/V	Larry Wilhelm	Londergan	1:20.8
Sedans			
AS	Warren Tope	Mustang	1:18.6
BS	Dan Walters	Pinto	1:23.4
CS	Ken Navarre	NSU	1:26.1
DS	Dave Mackinder	NSU	1:28.5

\*Overall course record.

All times recorded on BULOVA WATCHES courtesy of KINCAID JEWELERS, 205 E. Maple, Birmingham.

## Flags



**Yellow with Red Stripes:** Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look down 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.

**Yellow** (waving): Great danger, be prepared to stop, no passing.



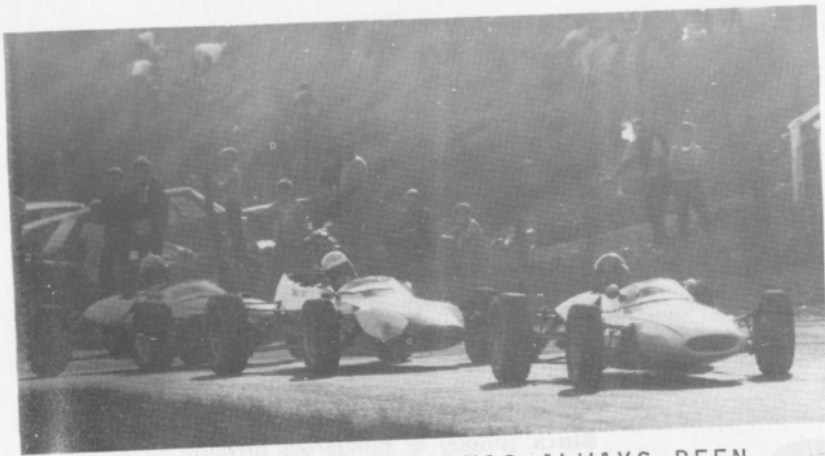
**Red:** Stop immediately, clear the course as well as circumstances permit; the race has been stopped.



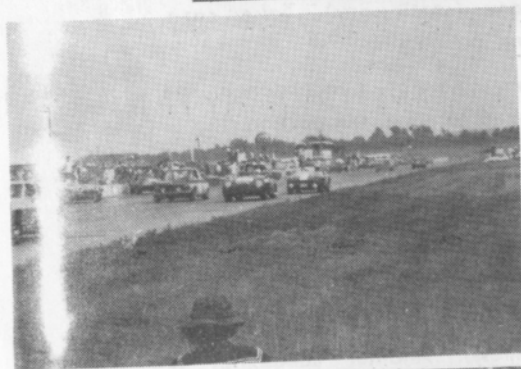
**Blue with Diagonal Yellow Stripe** (motionless): Another competitor is following you closely.



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



ACTION FOR SPECTATORS HAS ALWAYS BEEN GREAT WHETHER FORMULA OR PRODUCTION CARS.



LAST YEAR'S MIS ENDURANCE RACE SAW A LeMANS START.

SWAMP TURN ALSO PROVIDES SOME ACTION



THE OLDER "HOMEMADE" MODIFIEDS GAVE FANS LOTS OF THRILLS.....

..AS DID DON EICHSTADT'S A/SR McLAREN.....



..AS WELL AS THE SMALLER SEDANS AND PRODUCTION CARS.

# RACING CLASSES

## PRODUCTION SPORTS CARS

"Production" Sports Cars (i.e., cars not designed primarily for racing) are grouped in classes according to their racing performance. This system of classing makes driver skill rather than car performance the primary factor in winning races.

**CLASS A:** Abarth Simca 2000; Cobra 427; Sting Ray 427 (thru 1967); Sting Ray 427 Roadster (1966); Griffith 200; Porsche GTS/904; Shelby GT500 (thru 1967); Sting Ray 396.

**CLASS B:** Aston Martin DB4, DB5, DB4GT and Zagato; Cobra 289; Corvette 327 and 283; Sting Ray 327 (thru 1967); Sting Ray 327 Roadster (1968); Ferrari 250GTO, 275-GTB, Berlinetta Lusso, 250GT (SWB), GT (California, coupe and cabriolet), 2-plus-2; Jaguar E 3.8 and 4.2; Shelby GT350 (thru 1966, and 1-4V 1967).

**CLASS C:** Abarth Simca 1300; Alfa Romeo TZ; Datsun SRL311U; Ginetta G4-1500; Lotus Elan (roadster, coupe and drophead); Mercedes Benz 300SL; MGC; MGC-GT; Morgan SS; Osca 1600 GT; Porsche Carrera 1500 and 1600; Porsche 356B, C2000 GS, 911, 911 S, (11L; Sunbeam Tiger 260; Toyota 2000GT; Triumph TR250 and TR5.

**CLASS D:** AC Bristol; Aceca Bristol; Alfa 2600 Sprint and Spider; Arnolt Bristol; Austin-Healey 3000; Daimler SP250; Elva Mk. 3 and 4 (1800); Elva Mk. 4 (T1800); Fairthorpe Electron; Fiat Abarth 1000 DOHC; Ginetta G4-1000; Jaguar XK120, 140, 150; Lotus Super 7; Marcos GT1000; Speedwell GT2A and 2B; Triumph TR4, TR4A (IRS); Turner Climax; TVR Mk. 3 1800; TVR Climax; Yenke Stinger.

**CLASS E:** Alfa Duetto, Giulia Spider Veloce 1600, Giulia Sprint GT and GTC, Sprint Speciale; Austin-Healey 100-6; Elva Mk. 4 T Ford, Mk. 1, 2, 3, 4 1622; Fairthorpe Electron Minor; Lotus Elite; Mercedes 250 SL; MGB; MGT-GT; Morgan plus-4; Porsche 912, 356C/1600SC and 265B, S90, 356 1500/1600 A, B, C; Triumph TR2, 3, 3A, 3B, GT6; Turner 1500; TVR Mk. 3 1622; TVR Vixen 1600 Ford (provisional); WSM GT; GSM Delta.

**CLASS F:** Alfa Giulietta Super 1300, Sprint Speciale, Giulia Sprint and Spider 1600; Alpine A110-1100; Austin Healey 100-4, Sprint 1275; Datsun SPL311 and SPL 311U; Fiat Abarth OT 1300/124 coupe; Glas GT1700; Lotus 7 and 7A; Mercedes 230SL; MGa 1500, 1600, 1622, twin cam; MG Midget 1275; Morgan 4/4 Mk. 5; Sabra Sport; Sunbeam Alpine; Spitfire Mk. 3 1300; Volvo P1800; GMS Delta (Ford 105E).

**CLASS G:** Alfa Sprint and Spider 1300; Abarth OTS 1000 coupe; Alpine A108-1000; Sprite 1100 and AN8; Datsun SPL 310U; Fiat Abarth 700, 750DOHC, 1000 pushrod, OT1000 Spider; Fiat 1500 Spider DOHC, 1500 Spider and cabriolet, 124 Sport Spider; Glas 1300GT; Honda S800; Matra; Midget 1100 and AN3; Porsche 1300; Rene Bonnet CRB; Spitfire Mk. 1 and 2; Turner 950S.

**CLASS H:** Sprite 948 Mk. 1 and 2; DB HBR5 851-954; Fiat 850 Spider; Fiat Abarth 850S, 750GT, 750MM; Fiat 1200 Spider; Honda S600; Midget 948; MG TC, TD, TF 1250, TF 1500; Morgan 4/4 Mk. 4; NSU Wankel Spider.

## MODIFIED OR SPORTS RACING CARS

"Modified" Sports Cars (i.e., sports cars designed specifically for racing, and "Production" cars that have been modified for racing) are grouped according to engine size.

**CLASS A:** Over 2000 cc (over 122 cu. in.);  
**CLASS B:** 1300 to 2000 cc (111½ cu. in.);  
**CLASS C:** 850 to 1300 cc (46 to 111½ cu. in.);  
**CLASS D:** Under 850 cc (under 46 cu. in.).

## SEDANS

**CLASS I:** Renault; Simca 994 & 1290; BMW 700; Mini-Minor 850; Saab Standard 750, 850 and 750 Sport; Ford Anglia 997; Fiat 600, 750, 850, 1100 and 1300; Opel Kadette 1078; Hillman Imp 875; MG 1100; NSU 1000 L, S, C, 996 cc; Volkswagen 1500; Honda 750.

**CLASS II:** Alfa Giulia 1300; Ford Anglia 1198; Mini Cooper S 970 and 1071; Renault Gordini R8 1108; Saab 850 Sports; Hino Contessa 1251; Datsun 1595; Saab 1498; NSU TT-1085; NSU TTS-996; NSU 1200 TT-1117; Fiat Abarth 1000, Volkswagen 1600; Mini Cooper 997.

**CLASS III:** Alfa TI 1600; BMW 1600 and 1800 TI; Corvair Monza; Ford Cortina 1498; Isuzu Bellet 1991; Sunbeam and Hillman 1725; Toyota Carona 1899; Volvo 1600 and 1800; Valiant 2786; Mini Cooper S 1275; Renault Gordini 1300; NSU 1200 TTS and TTC 1177; Fiat 1200.

**CLASS IV:** Alfa TI Super 1600 and GTA; BMW TISA, Lotus Cortina; Corvair Corsa, Porsche 911; Fiat Abarth 1200; Sedans over 180 cu. in. to 5 liters, 112" wheelbase, and 3500 lbs. maximum.

**CLASS V:** Sedans exceeding Group II Specifications (i.e., Canadian & FIA Group 5).

# WATERFORD HILLS

A 1.5 MILE ASPHALT ROAD COURSE AT WATERFORD, MICH

