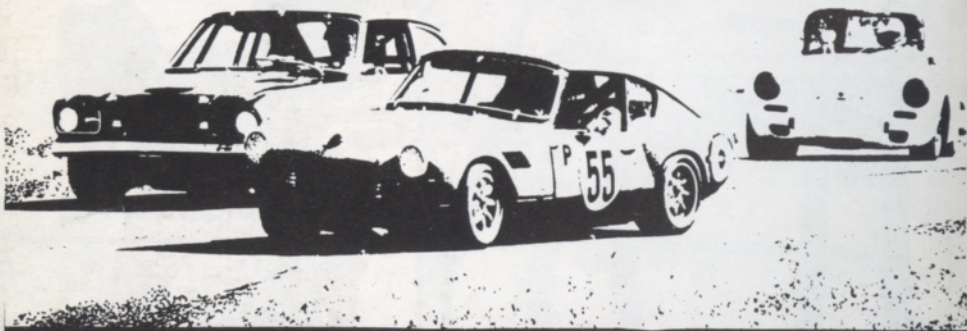


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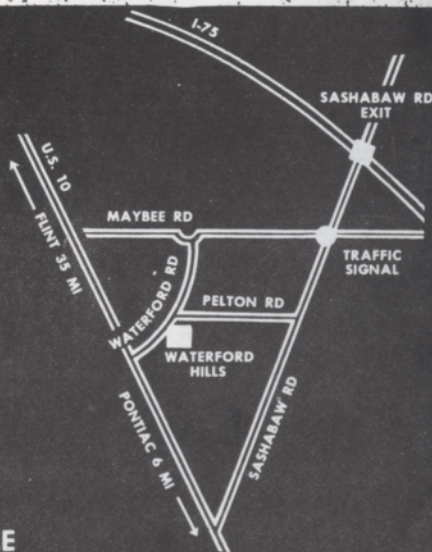
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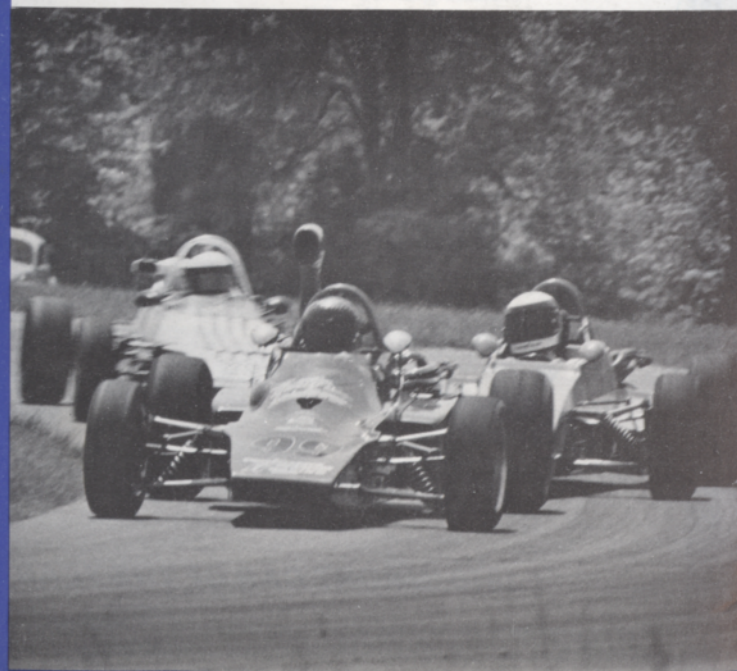
The track is an up and down hill, twisting mile-and-a-half of smooth blacktop with 13 right and left turns. Sterling Moss termed it the most challenging small road circuit in the world. This track is unique in that 90 percent of the road course can be seen from the spectator area. Bring your picnic basket to our grassy hillside and watch exciting Trans AM Sedans, Sports Cars, and Formula Cars. Beer, pop and food available at the concession stand.

Track opens at 10:00 a.m. for practice and qualifying. Racing begins 1:30 p.m.
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waterford
hills
digest

july road races
july 1976 50¢



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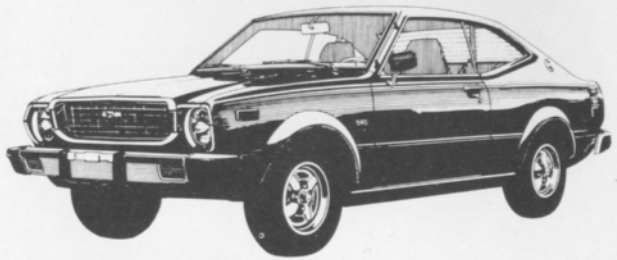


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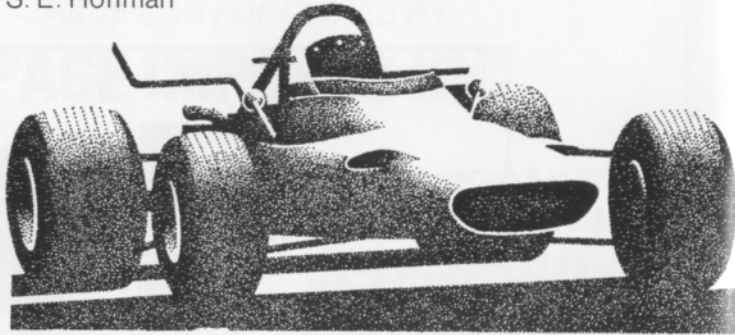
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the inside line

S. E. Hoffman



Welcome to Waterford Hills Road Racing!

This weekend is our annual July Midsummer Sprints and, if any of the previous weekends are an indication, we are in for some really super racing.

June's "Can-Am Challenge" races saw a grand total of 160 entries and the competition was terrific. There were five class records broken. Vic Skirmants got his new, white Porsche all sorted out and literally ran away to a new E/P record of 1:16.5. Vic took 1.3 seconds off Doug Miller's 1973 time. Thad Gutowski broke the SS/B record twice before lowering it to a 1:30.2. That's 1.4 seconds off the time Bruce Foss had set just the month before. Thad's three class wins plus the points for breaking the record earned WHRRI the right to keep the "Can-Am Challenge" rotating trophy until next summer's contest. Nice going, Thad!

Gary Allott of Windsor broke the C/S record. His 1:21.0 is 0.7 better than fellow Canadian Goeff Foster's 1974 time. J. Byron Walker wheeled his Datsun to a new B/S record of 1:18.1 and knocked 0.9 off old rival Larry Clingman's time.

Harold MacDonald, former SCCA national champion in Formula Vee, showed off his new Formula Super Vee and won the unofficial "honker of the weekend" title. Harold also broke the FSV record twice during the weekend. His time of 1:09.7 whacked a whopping 2.7 off Jim Purcell's 1973 record. Harold is not the least bit superstitious — his flying red machine carries the number 13.

If you are curious about the points system we mentioned earlier, you will enjoy reading the special feature

article this month. It's by Debby Maloney, co-chief of timing and scoring, and explains the points system used to determine the season-long class championships as well as the Top Ten drivers. While our competitors race for trophies each weekend, they also have their eyes on their finishing positions overall for the season. Debby tells us more than that, of course, like why that white tower in the infield is more like a bee hive than a building!

We're glad that you came this weekend and we extend a most cordial invitation for you to join us for the rest of the racing season. We run the last full weekend of the month (see the schedule later on in the **digest**). Your cheers and applause mean a lot to us hams! So sit back, relax and enjoy our Midsummer Sprints.

Happy viewing!!

officials

oakland county sportsman club president	carl marsh
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race coordinator	jerry shiloff
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The official time instruments used at Waterford Hills Road Racing Course are Siliconix electronic digital stop watches. These instruments are made available to W.H.R.R.I. through the courtesy of Siliconix Incorporated.

behind the power

— Debby Maloney, Co-Chief of Timing and Scoring

Whether you are on the spectator hill or in the paddock, you probably wonder from time to time just what goes on inside Waterford's Tower, that white building in the infield.

The middle level with all the windows is the special Bee Hive of the Timers and Scorers where we "workers" do our thing. Our Timers are the real people "behind the power". They operate the official watches, provided to us through the courtesy of the Silaconix Company, and they tell the drivers how fast they were *really* going! Our Scorers use the lap charts and they must write in each number of each car each time it goes across the start-finish line. This is no mean feat when you start 30 Formula Vees — they have such a small body shell to put their official numbers on!

Our race weekend really starts on Friday night. This is when we write up the drivers' cards and the time cards. We also finalize the weekend's race schedule. The schedule changes depending on the number of cars entered in each class so that every driver has the maximum time for practice and qualifying and is assured a grid position for his races. Our General Competition Rules (GCR's) limit the number of cars which may be gridded for a race because of the safety factor. We also must see that enough copies of the weekend schedule are duplicated so they may be included in the "digest", the race program.

On a typical Saturday we begin by making sure every car is there and has been through the technical inspection line. This tech inspection is another GCR required safety procedure. When the drivers finish opening practice, they begin their qualifying sessions. During qualifying our Timers time each car and record the lap times. The fastest recorded lap time from the qualifying session is used to grid the cars for Saturday's races. Gridding establishes which original position any given car will have at the start of the race.

As the drivers complete a full lap behind the pace car, they come into the start-finish straight for the green flag. Our Timers are to start their watches when the green is thrown. Each Timer is responsible for one or more cars and must maintain an accurate timed record for each lap on each car they are assigned. After the race, the driver's

(continued)

time card goes to the "back room" for audit. The times are noted on the driver's card and from this compiled information the grid for Sunday's class races are prepared.

This same timing and scoring plus auditing procedure is followed for Sunday's races. The combined Saturday and Sunday times are used to set up the grids for the Sunday special Feature Races. All eligible drivers may not choose to run in the features, so they are asked to "sign the feature list" if they wish to be gridded to run.

When the last checkered flag is thrown at the end of another glorious race weekend, the drivers and spectators go their merry way while the Chiefs of Timing and Scoring go home to compile the statistics on each driver for the season long awards.

Credit points are recorded on the driver's card for each entrant in each race during the season. The points per race are based on the following scoring method in which each of the first six finishing cars *per class* are awarded points (depending upon the number of cars in each class.)

1	2	3	4	5	6	Cars per Class	
1	2	9	9	9	9	P	P
	1	4	5	6	6	o	l
		1	2	4	4	i	per a
			1	2	3	n	c
				1	2	t	e
					1	s	

To complicate the scoring, there are two different annual awards given and each has its own special requirements!!

The Perpetual Trophies are awarded on the last race Sunday of the season. The above scoring method is used and all of the driver's races in 1976 are counted, including the Sunday special Feature Races. With some exceptions for combined classes, these big rotating trophies are awarded to the race class champion for the year. Competition for these trophies is open to any entrant, regardless of the origin of the Competition Driver's License held.

Waterford Hills Road Racing, Inc. is in itself a Competition License sanctioning body and conducts it's own season-long competition for the club championship. Actually the ten drivers, regardless of race class, who have accumulated the most points over the year are recipients of the Top Ten Drivers Awards with the driver who earned the most points becoming the 1976 Champion of the Year.

These credit points are awarded on the previously outlined scoring method, but only the class races are counted — Sunday Feature Races are not included. Also, in compiling these points only the best nine of a possible twelve finishing positions are counted.

You can appreciate that the Timers and Scorers really put in those volunteer overtime hours!

I hope this will give you some insight into part of the Waterford Tower and the people who work so closely with the drivers, but "behind the power".

Remember, too, that while each driver is racing for a trophy in every race he enters, he's also got his competitive eye on those season long special awards!!



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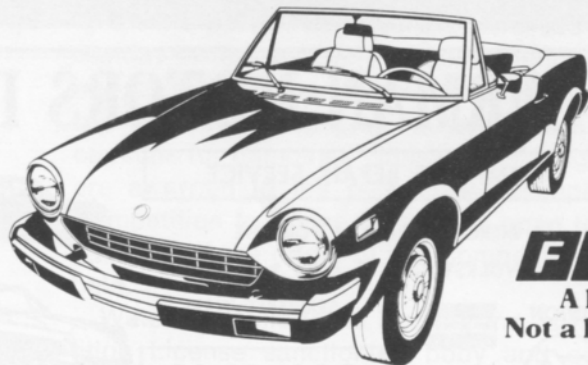


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waterford hills road racing schedule

**May 15 & 16
May 29, 30 & 31
June 26 & 27**

**July 24 & 25
August 28 & 29
September 25 & 26**

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	John Greenwood	Lola	1:12.8	5/72
BSR	Barry Hartzel	Mallock U2	1:13.3	5/75
CSR	Warren Purdy	Lotus 23	1:16.1	8/73
DSR	Don Clining	Meister Honda	1:20.8	5/75
AP	John Greenwood	Corvette	1:16.3	9/72
BP	Tim Morgan	Corvette	1:15.4	8/74
CP	Don Clining	TR6	1:19.6	5/74
DP	Gary Bendik	GT6	1:18.7	7/73
EP	Vic Skirmants	Porsche	1:16.5	6/76
FP	Ralph Ridge	MG Midget	1:19.0	5/76
GP	Hugo Carlson	MG Midget	1:20.0	7/73
HP	Mike Baldwin	Sprite	1:22.3	6/73
AS	Warren Tope	Mustang	1:18.6	5/71
BS	J. Byron Walker	Datsun	1:18.1	6/76
CS	Gary Allott	Mini Cooper	1:21.0	6/76
DS	Dave Dunham	Mini Cooper	1:26.8	7/73
SS/A	Donald Gibboney	Porsche	1:32.0	8/74
SS/B	Thad Gutowski	VW Scirocco	1:30.2	6/76
SS/C	Joe Nonnamaker	Pinto	1:35.3	5/76
FB	Lew Cooper	Lola	1:09.1	7/73
FC	Norm Kirnberger	Brabham	1:13.6	8/73
FF	Andy Falbo	Crossle	1:10.9	7/75
FV	David Glenn	Lynx	1:16.9	8/74
F4	Gordon Green	P & G	1:16.8	6/74
FSV	Harold MacDonald	Lola T 324	1:09.7	6/76
** F/ALTC	Vince Muzzin	March	1:06.7	5/75

** track record

racing classes

PRODUCTION	A	Abarth Simca 2000; AMX Sports Coupe 390 — 1969 & 1970; Corvette Sting Ray Roadster & Coupe 327, 350 — 1963 thru 1975; De Tomaso Pantera; Ferrari 275 GTB & 365 GTB 4 Daytona; Jaguar Series 3E (V-12); Jaguar XJ-S, Porsche 904; Porsche 911 SC Coupe/Targa Cabriolet — 1973 thru 1976; Shelby Cobra 289; Shelby GT 350 — 1965 thru 1967, 1969.
PRODUCTION	B	Alfa Romeo Giulia TZ; Alfa Romeo Montreal; Datsun 240Z, 260Z, 280Z; Datsun 280Z 2+2; Ferrari Dino 246 GT; Jaguar 3.8, 4.2; Lotus Elan 1600, S-2, S-4 Roadster, Coupe & Drop-head; Lotus Elan +2; Lotus Europa Twin Cam; Porsche 911T, 911E, 911S Coupe/Targa — 1969 thru 1976; Porsche 914/6; Sunbeam Tiger 260; Triumph TR-5, TR-6.
PRODUCTION	C	Alfa Romeo Spider 2000, Veloce thru 1976; Austin-Healey 3000, MkI, MkII, MkIII; Daimler SP-250; Datsun SRL 311U (SU), 311 U (Solex); Elva Courier Mk III 1800, Mk IV 1800; Elva Courier Mk IV, Roadster & Coupe; Jaguar XK 120, XK 140, XK 150, 3.4 & 3.8; Jensen-Healey Courier Mk IV, Roadster & Coupe; Lotus Super 7; Lotus Mark 46, 54 65 Europa; MGC, MGC-GT; & GT; Lotus Seven Series Four; Lotus Super 7; Lotus Mark 46, 54 65 Europa; MGC, MGC-GT; Porsche Carrera 1500, 1600; Porsche 911, 911L, 911T, 911S Coupe/Targa — thru 1968; Porsche 914S; Triumph GT-6, GT-6plus; Triumph GT-6 MkIII — thru 1972; Triumph GT-6 MkIV — 1973 & 1974; Triumph TR-250; Triumph TR-6, TR-7; TVR Mk III 1800; Yenko Stinger Coupe.
PRODUCTION	D	Alfa Romeo Giulia Spider Veloce, Giulia Sprint GT, GTC; Alfa Romeo Spider Duetto — thru 1971; Alfa Romeo Spider Veloce 1750 — thru 1971; Austin-Healey BN4, BN6 (100-6); Elva Courier Mk I, Mk II, Mk III, Mk IV (1622); Fiat 124 Spider 1600 (2 carb); MGB, MGB-GT; Morgan plus-4; Opel GT 1900 Model 77; Porsche 356, 356A, 356B, 356C (1500, 1600); Porsche 356C/1600 SC, 356B Super 90, Cabriolet; Porsche 912E, 912 Coupe/Targa Cabriolet — thru 1969; Porsche 914/4; Triumph TR-2, TR-3, TR-3A, TR-3B, TR-4, TR-4A, IRS; TVR Mk III 1622.
PRODUCTION	E	Alfa Romeo Giulietta Super Sprint, Spider; Alfa Romeo Giulietta Sprint Speciale, Zagato; Alfa Romeo Giulia Sprint, Spider; Alpine A-110 1100; Austin-Healey Sprite Mk IV 1275; Austin-Healey BN, BN2 (100-4, 100M); Fiat 124 Sport Spider — thru 1976 (except 1438); Fiat Abarth OT 1300/124 Coupe; Lotus 7 plus 7 America; MG Midget Mk III, Mk IV 1275; MG Midget 1500; Morgan 4/4 Mk V; Saab Sonnet V-4, 97 Sonett III; Sunbeam Alpine; Triumph Spitfire Mk III, IV (1300); Triumph Spitfire 1500; TVR Vixen; Volvo P1800, 1800 E.
PRODUCTION	F	Alfa Romeo Giulietta Sprint, Spider; Alfa Romeo Spider 1300 Junior; Alfa Romeo Junior Z; Austin-Healey Sprite 1100, AN8 (1100); Datsun SPL 310 U, SPL 311, SPL 311 U; Fiat XI/9; Fiat 124 Spider 1438; MGA 1500, 1600, 1622; MGA Twin Cam; MG Midget AN2, AN3; Matra MB8, DJET 5 & MB8S, DJET 5S; Porsche 1300; Rene Bonnet CRB/1; Triumph Spitfire, Spitfire Mk II; Turner 950 S.
PRODUCTION	G	Austin-Healey Sprite Mk I, Mk II (948); Fiat 850 Spider, Racer — thru 1973; Fiat 850 S Record Monza, 750 GT, 750 Millie Miglia; MG Midget 948; Morgan 4/4 Mk IV; Opel GT 1100.
SHOWROOM STOCK	A	Alfa Romeo Alfetta, Berlina, GT, GTV & 2000 Spider; BMW 2002, T1 & T11; Datsun 260Z, 280Z; Capri V-6; Jensen-Healey; Mazda RX 3, RX 4; Porsche 912E; Porsche 914 2.0; Triumph TR-6, TR-7.
	B	Audi Fox, Dodge Colt 1600; Dodge Colt 5-speed 2000; Fiat 131 2-door/4-door; Fiat 124 Spider; MGB, MGB-GT; MG Midget 1275, 1500; Opel 1900 Sedan 2-door/4-door; Opel Manta 57, Rallye; Opel GT; Porsche 914/4 1.7, 1.8; Saab 99 2-door/4-door; Saab Sonnet, Toyota Celica ST, GT; Triumph GT-6 Mk III; Triumph Spitfire 1500; VW Dasher, Rabbit, Scirocco.
	C	Alfa Romeo Alfasud 2-door/4-door; Austin Marina; Chevrolet Monza 2+2 2300; Chevrolet Vega, Vega GT 4-speed; Datsun B210, 610, 710; Fiat 128 Sedan, SL Coupe, 3P; Fiat 124 S, 124 TC Sedan; Fiat XI/9; Ford Mustang II 2-door/3-door 2300; Ford Pinto 2000 & Pinto 2-door/3-door 2300; Honda Civic, CVCC (including 5-speed) 2-door/3-door; Mazda 808 2-door/3-door 2300; Plymouth Cricket; Pontiac Astre 4, GT 4-speed; Renault 5 & 12; Saab 96 Coupe 2-door; Sabaru 1400 Sedan, GL Coupe; Toyota Corolla 1600 2-door Sedan, Coupe 4-speed; Toyota Corolla SR-5, Toyota Corona SR-5; VW Super Beetle, Beetle; VW Karmann Ghia Coupe, Convertible.
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	CSR	Over 850 cc to 1300 cc
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	CS	Up to 1300 cc with proper homologation forms.
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	FV	VEE
	FA	1100 cc to 3000 cc
	FB	1100 cc to 1600 cc
	FC	up to 1100 cc

flags

yellow with red stripes



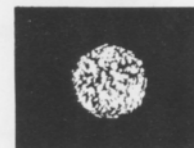
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

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



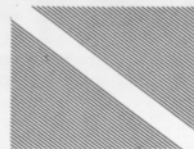
(Stationary) Take care, danger, no passing.
(Waving) Great danger, be prepared to stop, no passing.

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.

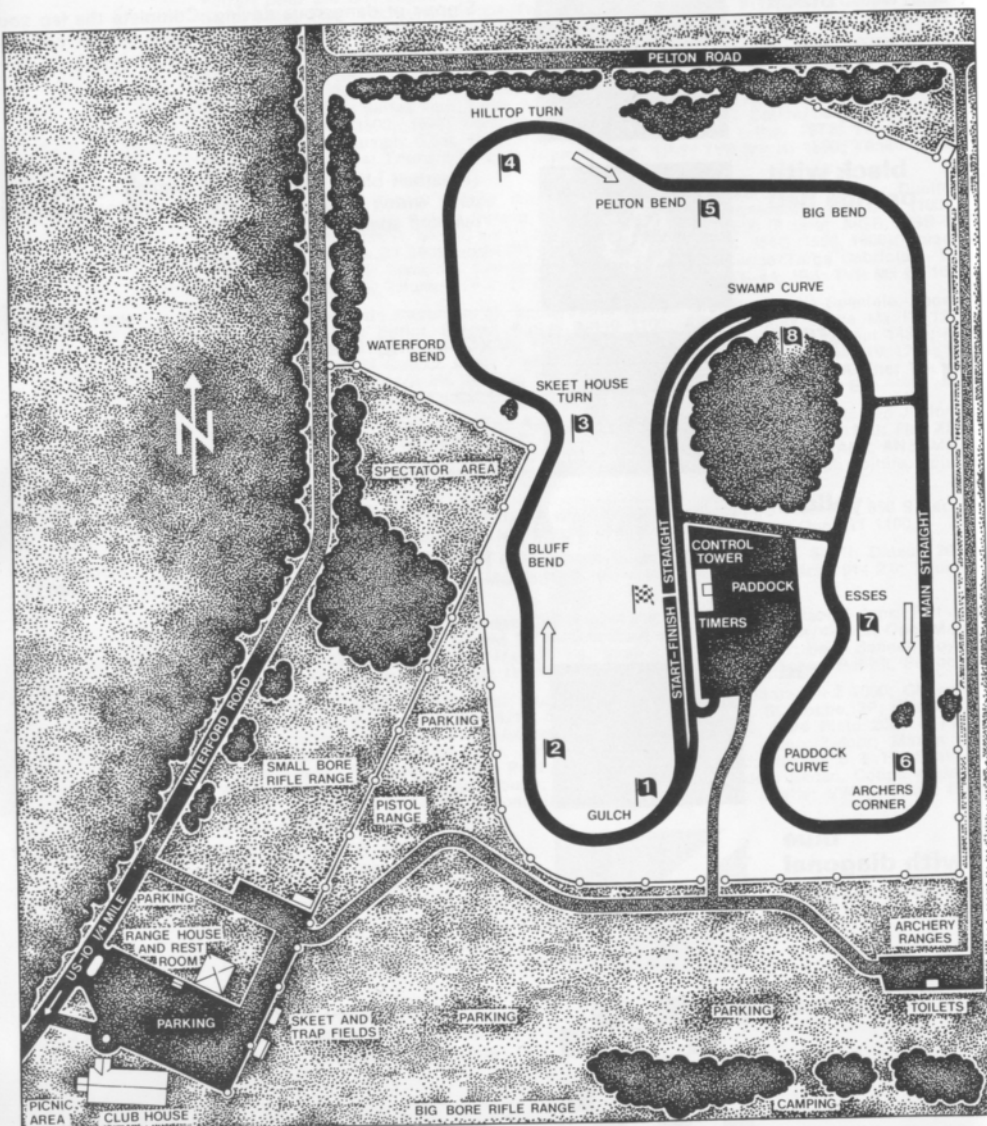
checkered



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

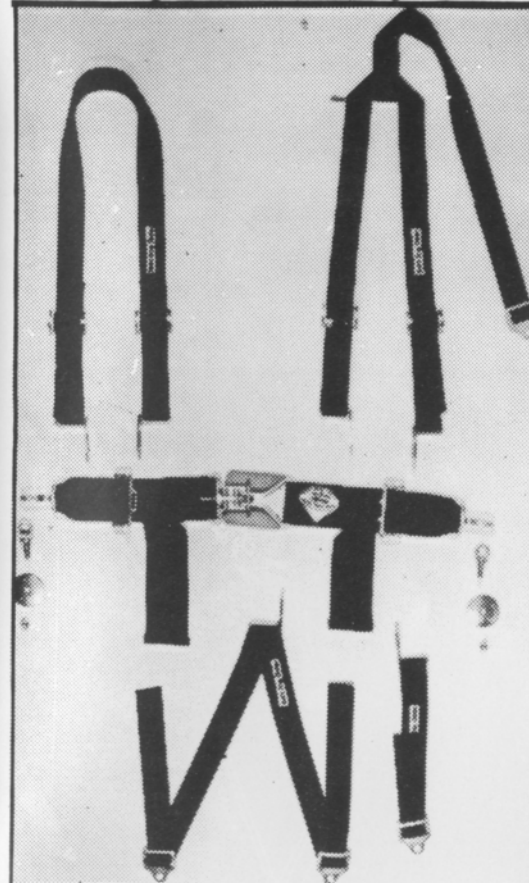
waterford hills course map

a 1.5 mile
asphalt road course
at waterford,
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