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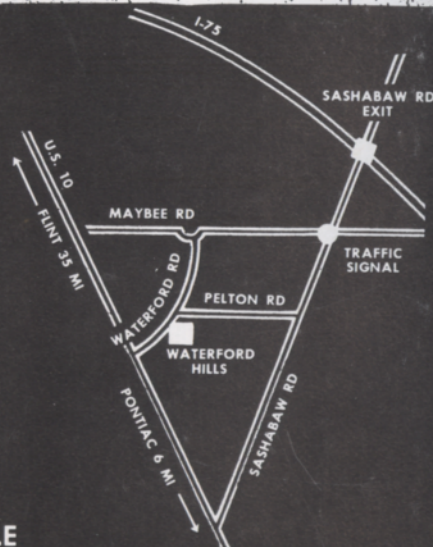
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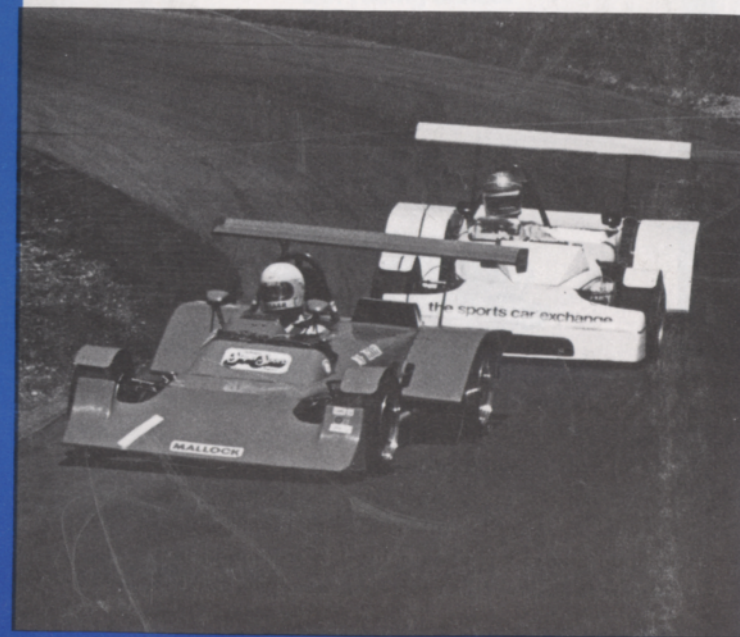
Track opens at 10:00 a.m. for practice and qualifying. Racing begins 1:30 p.m. Saturday (7 races)—11:30 a.m. Sunday (10 races).



**waterford
hills
digest**

**www - fm
radio weekend**

july, 1977 50¢



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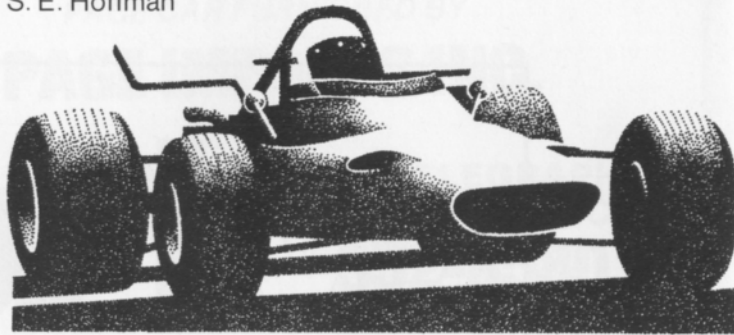
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the inside line

S. E. Hoffman



Welcome to Waterford Hills Road Racing!

We would like to extend a super welcome to the deejay and personnel from Radio Station WWWW. This Sunday is *W-4 Day At Waterford!* Besides the neat personnel from W-4, we have giveaways from the station, gate prizes will be drawn for between the class and feature races, and there will be live entertainment on the hill beginning at eleven. All of this is courtesy of Radio Station W-4, so welcome WWWW fans!

As per usual, we WHRRI racers will do our utmost to provide you with some great sports car racing to watch. All those Corvettes in B/P are still going at it hot and heavy! No one in his right mind is going to bet you who will win the FV races—too much competition! Last month, Ed Horgas took no time at all to serve notice that he's back in FF. The dicing between the bug-eyes and the Fiats in H/P is always fun to watch! There's a great points battle for SSB between B.J. Stewart and Jim Davis. Look out, E/P Porsches, Valt Melbardis is now driving a bathtub.

One class that's getting a lot of competition is the B-Sedan class. J. Byron Walker, last year's WHRRI Champion, still has the points lead but there are some hot cars running this season, such as, Claude Beauregard's Pinto, Vann Wilber's Opel, Cliff McKillop's Pinto, Jerry Morlewski's Fiat, Jerry Shiloff's Pinto and (new this season in a Capri: he used to drive the "Spirit of Pontiac" Corvette) Larry Ross. There's a rumor going around as we go to press that there will be a B-Sedan Challenge during the class race on Sunday. Ho, boy!

We'd like to congratulate two record setters from our June races. Lowell James took another half-second off his own SSA record set in May. He piloted the green 914 to a 1:30.0 and did a very smooth driving job while at it! Canadian invader Alf Zellar set a new BSR record of 1:11.8 in his orange Lotus Mallock U-2 and knocked 4/10ths off the record Bob Schneider set last August. By the way, Bob bought his Lotus Mallock U-2 from, you guessed it, Alf Zellar!

The Lotus Mallock's are a special sports racing class in England and, while they're very popular there, you do not see many on the North American continent. Well folks, there were three, count them, three, here for the June races. The two Canadians promise to be back next month for the tenth annual renewal of the Waterford-Canadian Challenge.

So, plan to join us in August when all of our Canadian friends come back to play. It's always great racing and the team challenge tray is up for grabs. We'll see you for the "Water-Can Challenge"!!

Happy viewing!!

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IT'S A GRAND OLD FLAG

by Karl Nilsson

By now, you've probably noticed that only people wearing all-white outfits get to stand near the track. They don't seem to be selling ice cream. And now that the Bi-Centennial is over, how come they're still waving flags? The drivers seem to understand what they're doing, but maybe you're still in the dark. Watching today's races will be more interesting if you brush up on the meanings of the various flags. Start brushing:

The GREEN FLAG is waved at the start of a race. Notice that the starter remains safely in a tower, ten feet above the resulting chaos. According to the laws of physics, two objects cannot occupy the same space at the same time. Pay particular attention to Turn One as thirty drivers attempt to prove otherwise.

Although some drivers are bull-headed, they are instructed not to charge the person waving the RED FLAG. This is merely a signal that somewhere on the track, a Showroom Stocker has joined the Upside Down Club. Surviving drivers must stop immediately, clear the track and wait in their cars. If their crew is efficient, they should find a Playboy magazine under the seat.

The YELLOW CAUTION FLAG would make a great TV game show. As you slide into the next blind corner, you've got just five seconds to "Guess The Emergency." Is it a seven-car pileup? Or just a turtle walking across the track?

If you ignored that Yellow Flag, this could mean turtle soup, but a YELLOW and RED STRIPED FLAG usually means oil has been dumped on the track. Turn Marshalls used to throw sand on the oil and sweep it up. Not anymore. It's faster to squeeze out 200 tubes of Clearasil.

A BLUE FLAG WITH DIAGONAL STRIPE means that a faster car is overtaking you, let him pass. Due to a strange color blindness, the majority of racers cannot see the color blue.

A BLACK FLAG WITH AN ORANGE CIRCLE is known as the Meatball Flag. It tells you there is something wrong with your car, like a wheel has sheared off. Without it, some drivers would try to finish a race on their brake drums. Incidentally, the Meatball Flag goes great with spaghetti.

(continued)

The WHITE FLAG means that either the Turn Marshalls are surrendering to the Japanese, or there is an emergency vehicle on the track.

A BLACK FLAG might mean that pirates have taken over the turn station. But it usually means that a driver has made a tiny mistake, like crashing through the spectator area. He must then return to Pit Lane for a chat with the Chief Steward. The severity of his error determines the length of the conversation. You know you're really in trouble when Earl Clark pulls up a chair next to your car.

A solitary figure with the famous checkered fabric can mean just one thing-Hal Goff is shaking the crumbs off his table cloth. But seriously, the CHECKERED FLAG has an almost universal meaning: it's time to start rebuilding your engine.



I bored you, I stroked you...and still you let me down.

mich. midget racing club 1977

June 14-21-28

July 1-2-3-4-5 Central State Championship

July 12-19-26

Aug. 2-9-16-23-30

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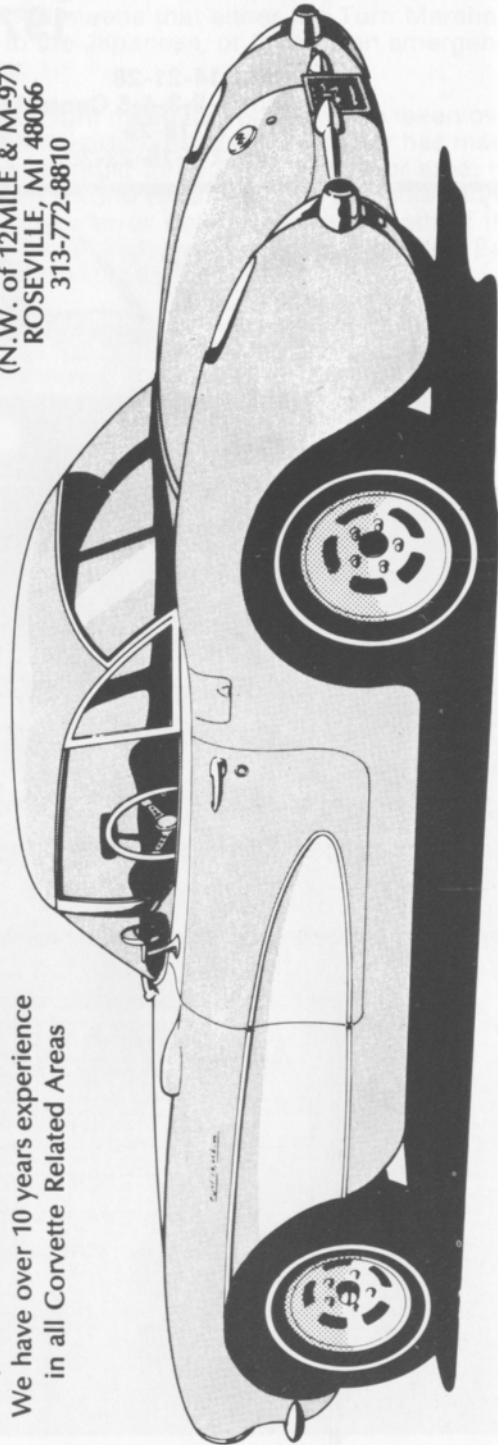
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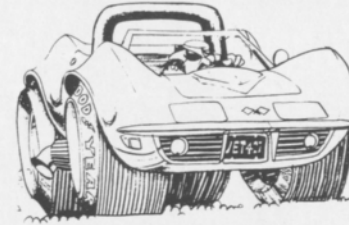
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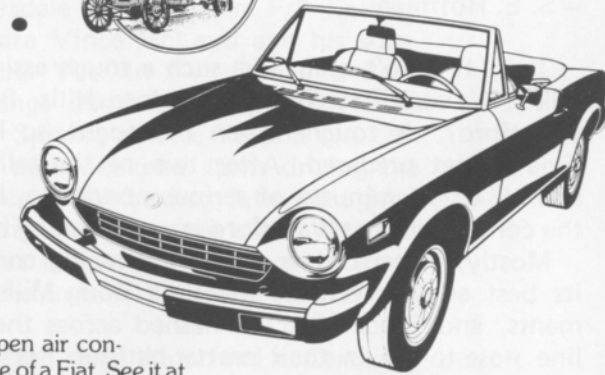


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WHAT IS WATERFORD??

— S. E. Hoffman

Jeez! It didn't seem like such a tough assignment, just talk a bit about racing at Waterford Hills. But "What is Waterford?" is tougher than I thought, so I took some time to get prepared. After two of the tall and foamy and all of 15 minutes of serious pondering, I've come to the conclusion that Waterford is — something else!

Mostly, Waterford is sports car racing competition at its best anywhere. Like the time Doug Miller, Vic Skirmants, and Brad Miller all flashed across the start-finish line nose-to-tail in their pretty bathtub Porsches and all three broke the existing Waterford E/P record, but Doug got there first! Like this end of May Formula Vee Feature race, the fastest feature ever. F. William Holler, who had won the earlier class race, complained that he drove consistently a half-second a lap faster in the feature and could only garner sixth place! Like this Sunday's B/Sed. special challenge; it could produce a whole lot of action. Even the guys racing for sixth and seventh position, dicing lap after lap are having a helluva ball competing with each other. In short, the racing is first and great!

Waterford is club racing, with all that means in friendliness, like no place else in the country. When you go to other tracks, you don't hear loud speaker announcements that so-and-so pitted such-and-such needs a part for his racing machine. Waterford drivers share their car parts with competitors as well as their knowledge of how to race the corners on the track. Once the green flag falls they are all going hell-bent-for-election to win, but after the day is over, those hot competitors will be found having a brew and swapping brags about the races. The name of the game is, "I want to beat you, dude, but it means more to me when I do and we're both full bore and flat out".

Waterford is dedication and enthusiasm, both on the part of the drivers and their crews and on the part of the volunteer workers. When the driver breaks his motor and the family and crew spend Saturday night re-building so he can race on Sunday, that's dedication. When the workers show up to shiver in April and swelter in August, that's enthusiasm. And when everyone shows up in March and April for the spring work bees, that's a miracle!

Because Waterford is club racing, and since we've been racing for 18 years, we are now *bona fide* family racers. Larry and Mark Van Orsdale in the green F/P Spitfire are father and son; so are Vince McLeod and his sons, Bob and Lee, in Formula Vee. In FV, Don and Barb Kitch both race the orange bomb and Jim and Nancy Grams run the blue G/P Spitfire as No. 75 and No. 78. Lynn and Stan Aldrich take weekend turns driving the bronze Porsch "rent-a-racer"! We've had father-daughter racers, brother and brother (in the same class, yet, talk about sibling rivalry!) but I have the tendency to loose track when we get to the in-laws — maybe its the two brews!

It really is hard to say just what Waterford is. Certainly it is all of the things I mentioned already, but there is something else — a special friendliness, a genuine interest in the different members and what they do for the racing program and for the club, a unique *esprit de corps* that you find no where else. God knows that I should know; I've been camp following road racing at tracks all over the midwest, and I have never found just quite the spirit that the Waterford racers and club members have.

If we could only bottle it, there would be joy forever!





Here's the W4 Porsche in action. Welcome to W4's "Day at the Races" and thanks for coming!



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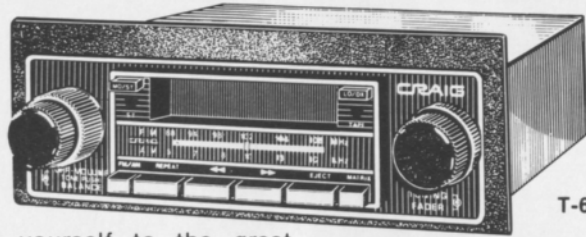
Guess who's going to the masquerade party as a Formula Vee.



Keep pushing, only four more laps to go!

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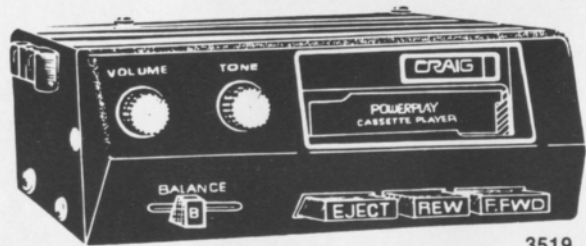
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Lowell James gets dusted . . . film at eleven.

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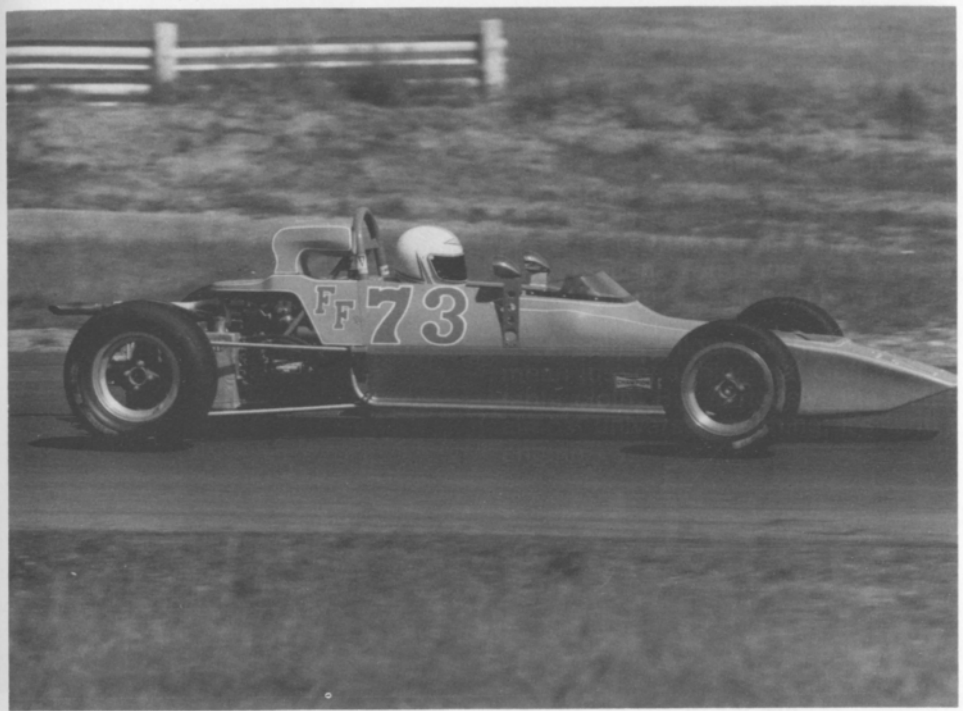
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Just think, they all ran out of gas at the same time!

waterford hills road racing schedule

May 14 & 15
May 28 & 29
June 25 & 26

July 30 & 31
August 27 & 28
September 24 & 25

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	Alf Zellar	Mallock U2	1:11.8	6/77
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	Paul Prill	Lotus Super 7	1:18.5	9/76
EP	Vic Skirmants	Porsche	1:16.5	6/76
FP	Barry Hartzel	MG Midget	1:18.0	8/76
GP	Hugo Carlson	MG Midget	1:20.0	7/73
HP	Paul Cameron	Sprite	1:21.7	5/77
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	John Llewellyn	Austin Cooper	1:26.2	6/76
SS/A	Lowell James	Porsche	1:30.0	6/77
SS/B	Thad Gutowski, Jr.	Scirocco	1:29.6	9/76
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	Brabham	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

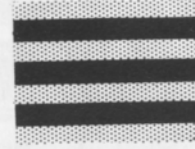
** track record

racing classes

PRODUCTION	A Abarth Simca 2000; AMX Sports Coupe 390 — 1969 & 1970; Corvette Sting Ray Roadster & Coupe 396, 427, 454; Ford Boss 429 Mustang — 1969 & 1970; Griffith 200; Shelby Cobra 427; Porsche Turbo Carrera.
PRODUCTION	B AMX Sports Coupe 290, 343 — thru 1969; Corvette 283, 327; 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	C 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	D 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 & 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	E 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	F 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	G 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.
	H 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 American Motors Gremlin X 305; BMW 2002, T1, T11; Capri V-6, II V-6; Chevrolet Cosworth Vega, 4-speed; Datsun 260Z, 280Z; Fiat 124 Spider; Ford 302 Mustang II, Mach I, Cobra II; Mazda Cosmo; Mazda RX-3, RX-4, 2 & 4-door; Porsche 914 2.0; Porsche 912E; Porsche 924; Saab 99 EMS; Triumph TR-6, TR-7.
	B Alfa Romeo Alfetta, Alfetta GT; Alfa Romeo Berlina; Alfa Romeo 2000 Spider; Audi Fox 1471, 1588, fuel injection, 2 & 4-door; Dodge Colt, Colt GT 2000, 5-speed; Ford V-6 Mustang II, Mach I, Cobra II, Fiat 128 TC Sedan; Fiat 131 2 & 4-door; Opel 1900 Sedan, Manta, Manta Rallye; Oldsmobile Starfire V-6; Plymouth Arrow, Arrow GT 2000, 5-speed; Saab 99 Le, G1, 2 & 4-door; Saab Sonnet III; Toyota Celica ST, GT, GT Liftback; Triumph GT-6 Mk III; Volkswagen Dasher, 1471, 1588, fuel injection, 2 & 4-door; Volkswagen Rabbit, all models 1471, 1588 carburetor only; Volkswagen Scirocco 1471, 1588, carburetor & fuel injection.
	C AMC 258 Gremlin, Gremlin X, 2-barrel, 3-speed; AMC 258 Pacer, Pacer X, 2-barrel, 3-speed; Austin Marina, Marina GT; Capri 2000, II 2300; Chevrolet Chevette 1.4, 1.6; Chevrolet 2300 Monza 2+2, Town coupe, 4-speed; Chevrolet Vega, Vega GT, 4-speed; Datsun B-210, all models; Datsun F-10 2-door Sedan; Datsun 610, all models except station wagon; Datsun 710, all models except station wagon; Dodge Colt 1600 2-door & 2-door hardtop; Fiat 124S Sedan; Fiat 128 Sedan, SL, 3P; Fiat X-1/9; Ford 2300 Mustang II, Mach I, Cobra II; Ford 2300 Pinto, Pinto Stallion, Sedan, Hatchback; Honda Civic, all models & engines, 4 & 5 speed; Honda Accord; Mazda 808 2-door 1600; MG Midget; Opel Isuzu, standard & deluxe models; Plymouth Arrow 1600; Pontiac 2300 Astre, Astre GT, 4-speed; Pontiac 2300 Sunbird 4-speed; Renault 5, TL, GTL; Renault 12, TL, GTL; Subaru, all models except station wagon, 4 & 5-speed; Toyota Corolla and Toyota Corona, all models except station wagon, 4 & 5-speed; Triumph Spitfire; Volkswagen Beetle, Super Beetle.
SPORTS RACING	ASR Over 2000 cc BSR Over 1300 cc to 2000 cc CSR Over 850 cc to 1300 cc DSR Below to 850 cc
SEDAN	AS Over 2500 cc with proper homologation forms. BS Over 1300 cc to 2500 cc with proper homologation forms. CS Up to 1300 cc with proper homologation forms.
FORMULA	FF FORD FSV SUPER-VEE FV VEE FA 1100 cc to 3000 cc FB 1100 cc to 1600 cc FC up to 1100 cc

flags

yellow with red stripes



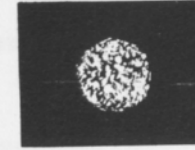
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

black



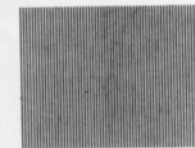
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

black with orange ball



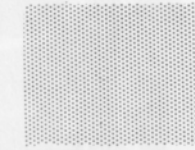
(Meatball black flag) There is something mechanically wrong with your car. Proceed to your pits at reduced speed.

green



(Or no flag) Course is clear.

yellow



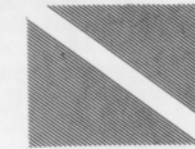
(Stationary) Take care, danger, no passing.
(Waving) Great danger, be prepared to stop, no passing.

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.

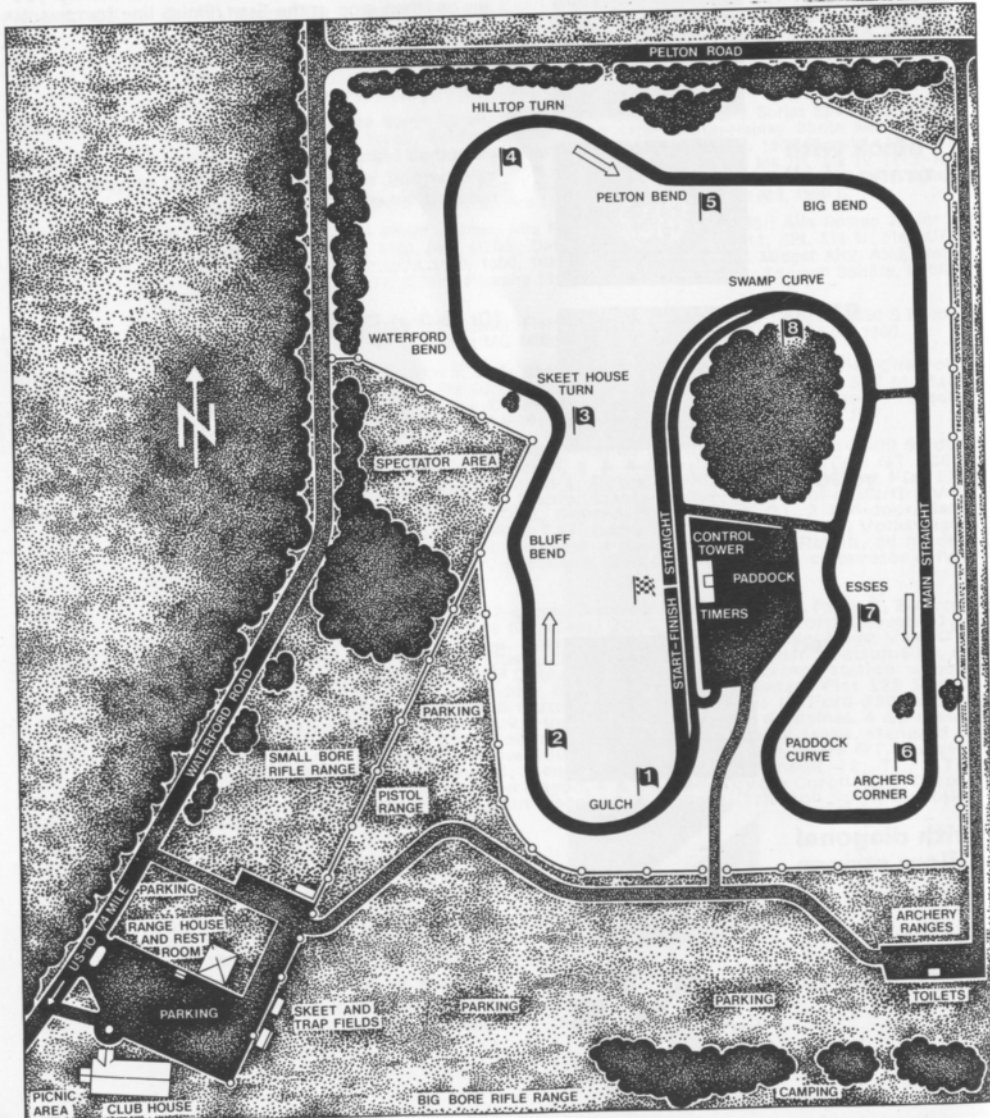
checkered



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

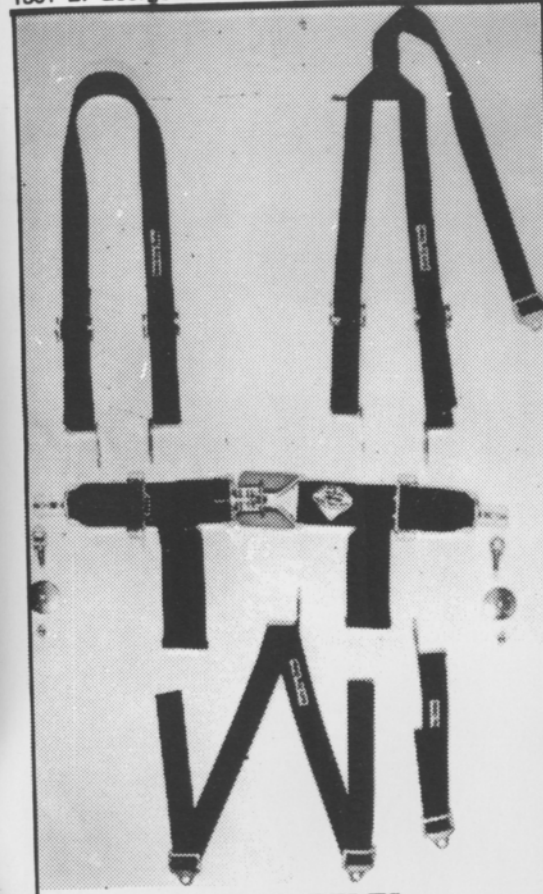
waterford hills course map

a 1.5 mile
asphalt road course
at waterford,
michigan



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