



81 CLOSURE

OUR FIRST 20 YEARS 1958-78

RACING RAIN OR SHINE

The peaceful hills of Waterford are being invaded... with a thundering army of sports cars, sedans and formula cars in fierce, wheel to wheel competition... and for 1978, we've assembled the largest field in our 20 year history! Watch over 150 top drivers battle it out in the finest racing machinery from America and Europe. Corvette, Porsche, Datsun. Everything from Capris to Camaros, McLarens to MGs. 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.

WATERFORD HILLS 1978

ROAD RACING CALENDAR

- May 13-14 • May 27-28
- June 24-25 • July 29-30
- August 26-27 • September 23-24

EASY ON THE WALLET

Admission is just \$2.50 for Saturday, \$4.00 for Sunday, or \$5.50 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.I. Race Track is located just 6 miles north of Pontiac on Waterford Road, ¼ mile east of Dixie Highway (U.S. 10) in Waterford, Michigan. The easiest route is to take 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 2½ miles.

WATERFORD 78

Published by Waterford Hills Road Racing, Inc. 1978



OUR FIRST 20 YEARS

TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA

PACE CAR FURNISHED BY

PAGE TOYOTA

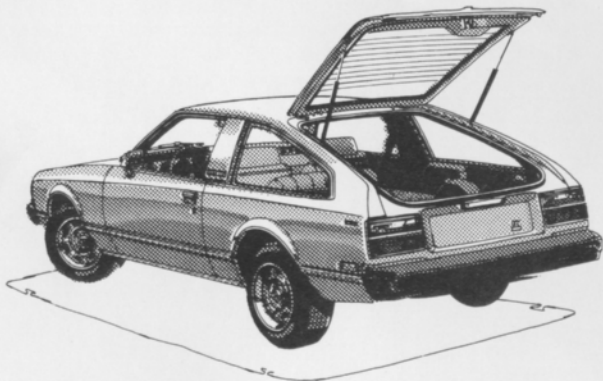


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WATERFORD

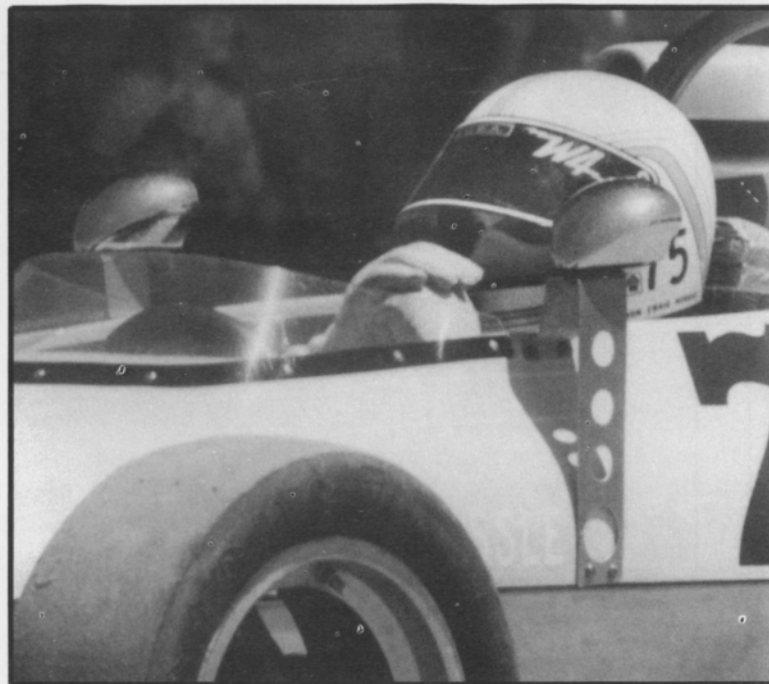


photo by jay olson

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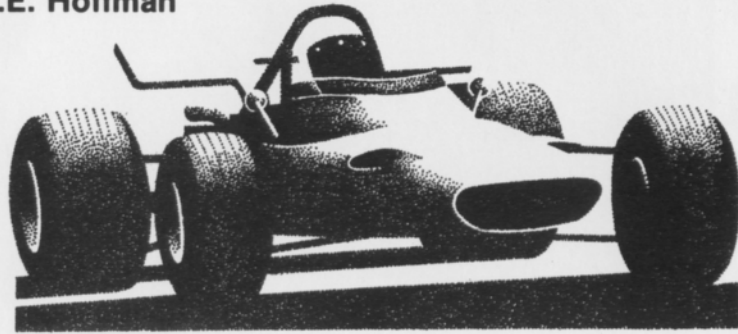
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the inside line

S.E. Hoffman



Welcome to Waterford Hills Road Racing!

We expected some hot competition and some new records this season — and we weren't wrong. Two more records fell in June! Bob Schneider got his new Bobsy Ford all together and lowered the C-Sports Racing class record to a 1:15.4. Vince Muzzin recaptured the Formula Ford record by turning a 1:09.4 in his fast, black Royale. Vince also holds the overall track record with his March Formula Atlantic car. Nice going, guys!

A rousing chorus of "Happy Birthday to us" is in order as July marks the official twentieth birthday of WHRRI road racing. Wonder how many of you loyal fans recall when we were known as the Oakland County Sportmen's Road Racing Club?

We have had some unusual events happen over the years. "Jaguar Joe" Mulholland drove over the old farmer-fence by the bleachers and it snapped into place behind him. Undaunted, he drove around to the pit gate to get back into his race, but the guard wouldn't let him in because no one goes into the paddock while the race is on!

Tony Franciosa lost the inside front wheel of his NSU coming out of swamp turn on the last lap. He poured on the gas and took the checkered flag on three wheels before flat-spinning into Turn One. Then he commandeered the second place car to drive him on his victory lap!

Last year Mike Secrest snapped an axle on his TR-6 and accomplished the impossible feat of rolling over twice *up* the hill! Doug MacKinder once rolled his "purple pickle" nine times down into the gulch; he sold the remains for a dollar and a half! A nameless Formula Vee novice grabbed

the handle of his fire extinguisher instead of the gear shift on his first practice start. He disappeared in a cloud of Purple-K; like Charlie and the MTA — he never returned!

On the serious side, we're proud of the competence of our drivers. We've averaged three-a-year who have become United States or Canadian champions or who have joined the ranks of pro racing. That's a tremendous record and speaks loudly for the quality of club racing here at Waterford Hills!

In keeping with our twentieth birthday Don Burry, WHRRI president, gives us some background about the founding of the club. Chief photographer, Al Bizer, continues his nostalgic picture history of the early days while "four wheel drift" writer, Karl Nilsson casts his humorous eyes on the past and future racing.

It's going to be a terrific weekend of racing as some past drivers join the current competitors for the celebration! Right now, just sit back, relax and enjoy the races. See you again in August!

Happy viewing!!

officials

oakland county sportsmen's club president	ronald l. soncrainte
waterford hills road racing club president	don burry
chief steward	earle clark
director of racing	jim mcintosh
race coordinator	bob pierson
timing and scoring	casey o'brien
	bill o'brien
chief of flags	joe davis
chief of communications	jim macdonald
chief starter	hal goff
assistants	gayle lash
	dick mccarthy
chief tech inspector	paul albertson
chief paddock marshal	peter dunn
chief pit lane marshal	gil bebeau
chief grid marshal	peggy mullins
assistant	lucia lang
chief course marshal	stan gorman
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photo by al bizer



photo by al bizer

four wheel drift

Karl Nilsson



Like television and indoor plumbing, there's *always* been a Waterford Hills for as long as I can remember. Now, I must admit, my own personal memories only go back about eleven years or so. But before then I could only ride my bicycle around anyway, and before *then* -- well, my prenatal racing experiences were kind of limited.

Before I discovered Waterford, the only speed freaks I knew drove in very straight lines in very American cars that were jacked up to shoulder height. No self-respecting hot rodder ever needed a hoist to work underneath his car. This kind of altitude didn't help the handling, but then turning a corner was something you only did *after* the parachute popped out at the end of a race.

Well, it just so happened that somebody's uncle raced something called a C-Sedan at someplace called Waterford Hills. It was love at first sight -- here were tiny cars that practically scraped the pavement! All four wheels were the same size and they had tons of European snob appeal. Driving fast around corners looked like so much fun that I plunked down three grand for a rear-engined, overhead cam NSU.

Now, high school Driver's Education was a little light on subjects like that trail braking and slip angles, but I had good instincts. So good in fact, that I rolled my car end over end at 90 m.p.h. on a dark country road. No Turn Workers, no cheering crowds -- just some horrified farmers and a reckless driving ticket. Crawling through the windshield of a smoking accordion wasn't exactly the high point of my driving career, but it did contribute to that weird feeling of invulnerability common to all race drivers.

It was only a matter of time until I wound up in Waterford's highly esteemed racing school. Like most students over the years, I was practically an expert before I even started. I thought 'understeer' meant keeping your

hands at the bottom of the steering wheel. . .and 'heel and toe' sounded like a folk dance to me. Amazingly, my teacher survived school to see me break a Class Record as a novice. A lot of credit for this track's incredible 20 year safety record must go to the dedicated driving instructors. Of course, some teachers have retired and gone on to safer, more relaxing work, like training lions or defusing bombs for the New York police.

What about the *next* 20 years? I guess a lot depends on the Arabs and the EPA, so let's check the crystal ball: I see Lou Livengood in a solar powered bathtub Porsche chasing Bob Schneider in a nuclear Sports Racer. . .and a whole army of Showroom Stocks connected to the Tower by long extension cords.



photo by e.t. foss

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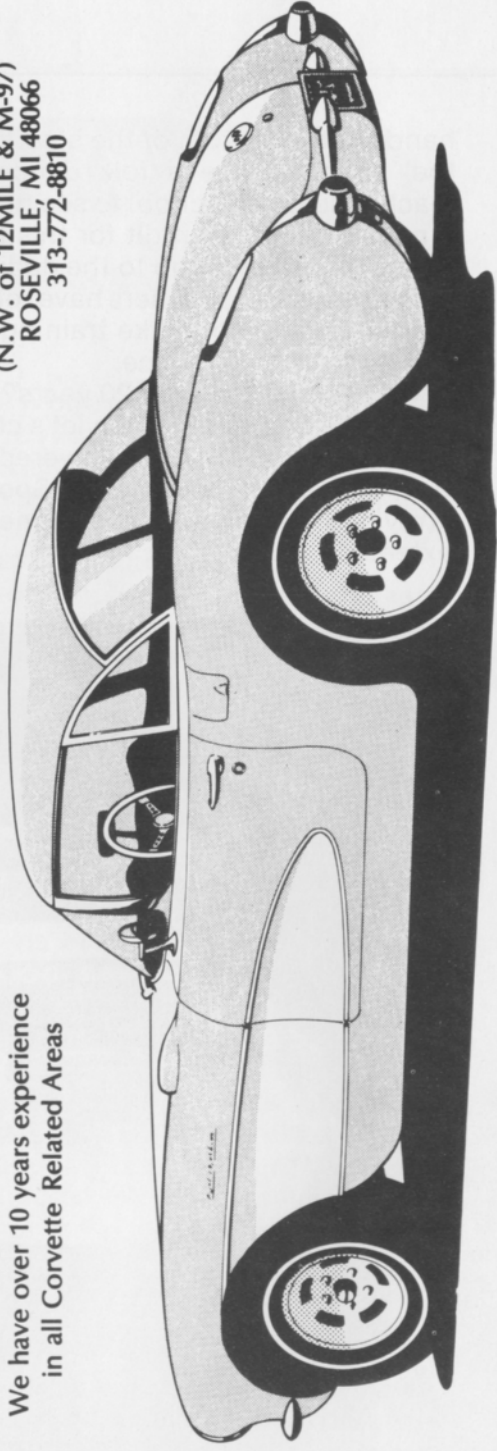


photo by john williard



photo by e.t. foss

Let's go back to June 8, 1958. A small group of people look at a scraped, clean area resembling a freshly graded country road. . .Doesn't seem like anything too exciting, right? Wrong!! They are about to launch a new activity at the Oakland Sportmen's Club — road racing, or at least the beginnings of it.

The event was not exactly a rousing success, as the dust it raised nearly put an end to it in the same day. The enthusiasm of racing won out and the group devised a plan to fund the paving of one 12 foot lane. In June of 1960 the track was ready for paved time trials. The fastest opening day lap run was a 1:47.7 as opposed to today's track record of 1:06.7. We've come a long way, baby!

This racing facility you see today has been created almost entirely by the volunteer labor of our members enthusiastically wielding everything from pick axes to paint brushes! Today, there is still no payroll — all help is strictly volunteer. Any proceeds received are put back into the track for maintenance and improvements.

No respectable sports car track could exist with just one 12 foot lane, so another paved lane was added. Corners were expanded to 30 feet to make power-sliding more feasible — and more fun! At last we were ready for real wheel-to-wheel racing!

Our new track needed lots of new volunteers: turn marshals, timers and scorers, starters, registrars, tech inspectors, course marshals, grid marshals and race officials. It takes about 150 volunteers to put on a smoothly run race weekend. Most of our early workers were family members, fans and members of nearby sports car clubs. As a matter of fact, they still are!

During the first decade at Waterford we were hardpressed to stay one jump ahead of the wolf at the door! In 1967 the club voted in a new constitution and total financial reorganization. Club membership spurted upward and the enthusiasm has been growing ever since.

The race organization here at Waterford probably has more experience than any other individual group in the country. We have not only run our races here, but also have organized and operated races at Put-in-Bay (in Lake Erie), Harewood Acres (Ontario, Canada), Michigan International Speedway and the City of Pontiac Wide Track races. We are proud of our record.

As far as we can determine, Waterford Hills is the only club owned race track in the world. When famous Grand Prix driver, *Stirling Moss*, was our guest, he took some fast laps and *termed Waterford the finest small track he had driven.*

Our long time fans can appreciate the many improvements we've made over the years: complete track resurfacing, total fencing, guardrail, tire barriers, storage addition to the tower, new turn stations, paddock expansion, the starters' tower and so on. A great majority of these improvements were made possible by the drivers and workers who volunteer their time at work bees and other related activities. Without our volunteers and enthusiasts we couldn't continue to hold excellent club racing within our members' budgets.

A little about our racing. We are an independent race sanctioning group; we run our own competition schools and issue competition licenses. Twice a year we hold a training school for new race drivers. No one is permitted to race without training. Our school is comprehensive and complete. Individual instruction by experienced drivers adds to the rookie's education.

The skill of our Waterford-trained drivers is highly respected by their fellow racers in other areas of the U.S. and Canada. Just last season, we accepted *three team challenges* (the Waterford-Canadian, the Michigan-Ohio, and the WOR Games in Indianapolis) and *won all three!*

Again this season, Waterford is running its own championship series called the "Top Ten Drivers Club". Drivers accumulate points based on their performance during the year. The Top Ten are honored at our annual post-season Awards Banquet with the overall winner receiving the handsome championship ring. This is an incentive for high individual performance as there is no reimbursement for crumpled fenders, scattered engines or worn out tires. . .just that great feeling of having competed in a race. That, I cannot describe!

To me, our club racing here at Waterford Hills is the greatest! I'm happy to know the people I race with, the workers, the officials and the countless friends I have made because of racing and it's influence in my life. I would like to thank them all as we look forward to the next 20 years. I'll be racing! See you around then!



photo by john williard

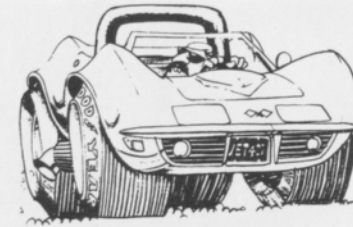


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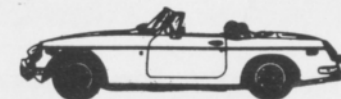




photo by al bizer

Instead of a pace car, Jack Holth leads



photo by al bizer

. the Formula Vees through Turn One.



photo by jay olson

Here's the map, now where's my compass?

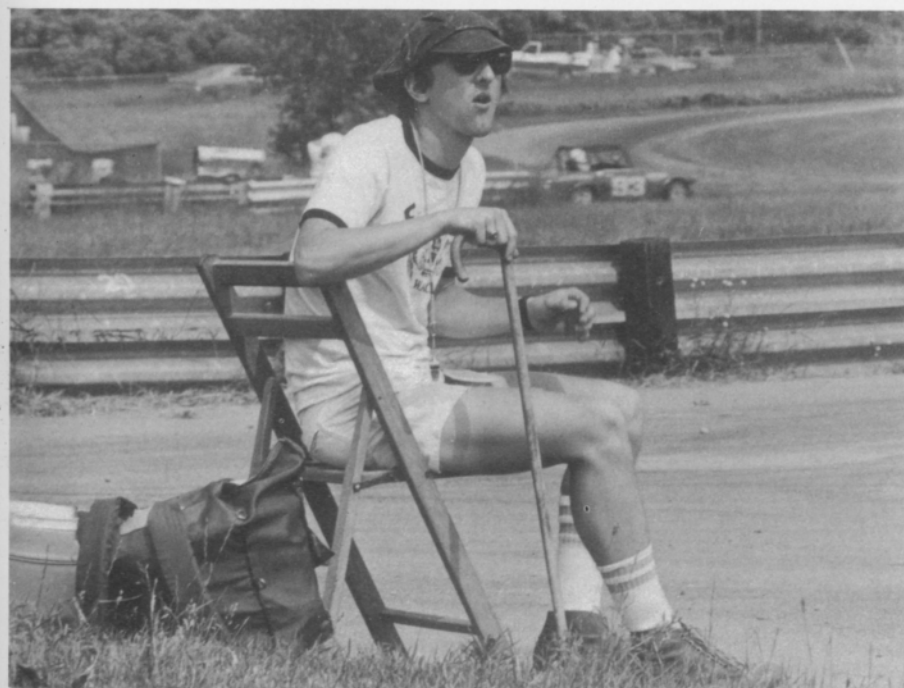


photo by john willyard

Before I got this job I used to sell pencils.



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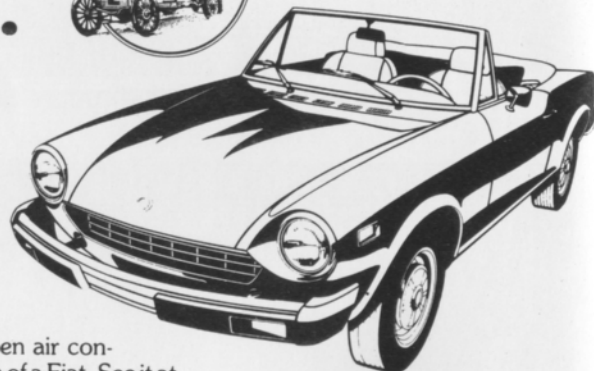


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Hugo Carlson
"British Leyland Driver of the Month"

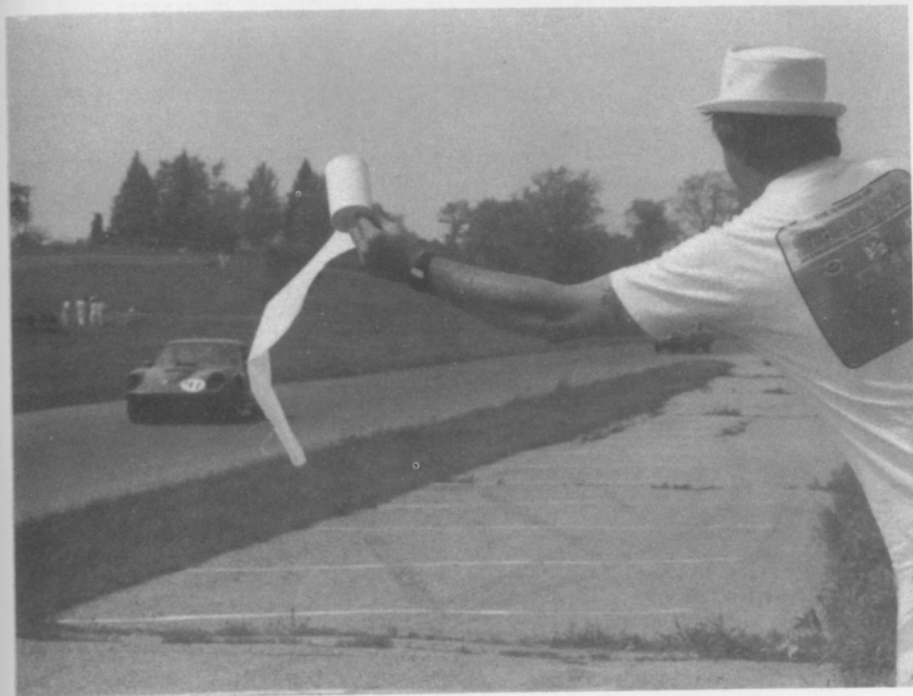


photo by al bizer

The appropriate pit signal after a harrowing incident.

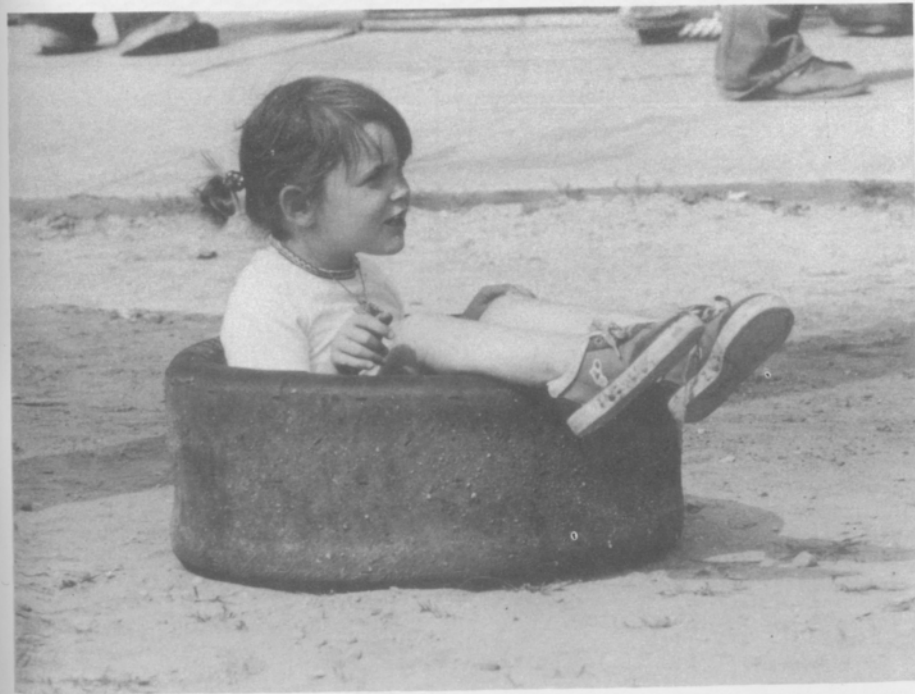
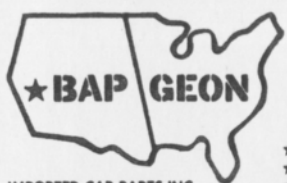


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But Dad, most kids get inner tubes to take to the beach.



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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	John Greenwood	Lola	1:12.8	5/72
BSR	Alf Zellar	Mallock U2	1:11.8	6/77
CSR	Bob Schneider	Bobsy Ford	1:15.4	6/78
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	1:17.5	8/77
GP	Hugo Carlson	MG Midget	1:20.0	7/73
HP	Paul Cameron	Sprite	1:20.9	5/78
AS	Peter Rosewig	Camaro	1:17.7	8/77
BS	J. Byron Walker	Datsun	1:17.9	7/77
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	Jim Davis	Astre	1:33.8	5/78
FB	Lew Cooper	Lola	1:09.1	7/73
FC	Norm Kirnberger	Brabham	1:13.6	8/73
FF	Vince Muzzin	Royale	1:09.4	6/78
FV	David Glenn	Lynx	1:16.9	8/74
F4	Gordon Green	P & G	1:16.8	6/74
F5V	Harold MacDonald	Lola T 324	1:09.7	6/76
**F/ALTC	Vince Muzzin	March	1:06.7	5/75

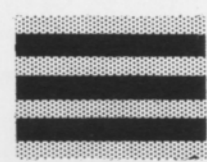
**track record

racetrack 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.
- PRODUCTION** 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.
- PRODUCTION** 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.
- PRODUCTION** 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

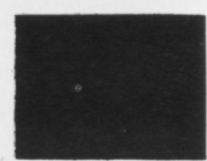
flags

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



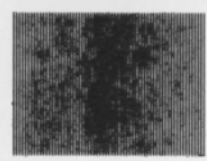
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

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



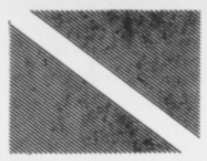
(Stationary) Take care, danger, no passing.
(Waving) Great danger, be prepared to stop, no passing.

red



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

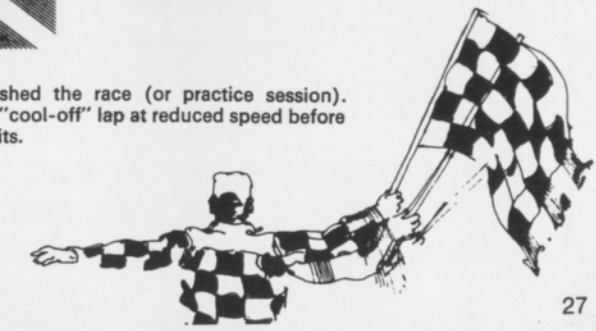
blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

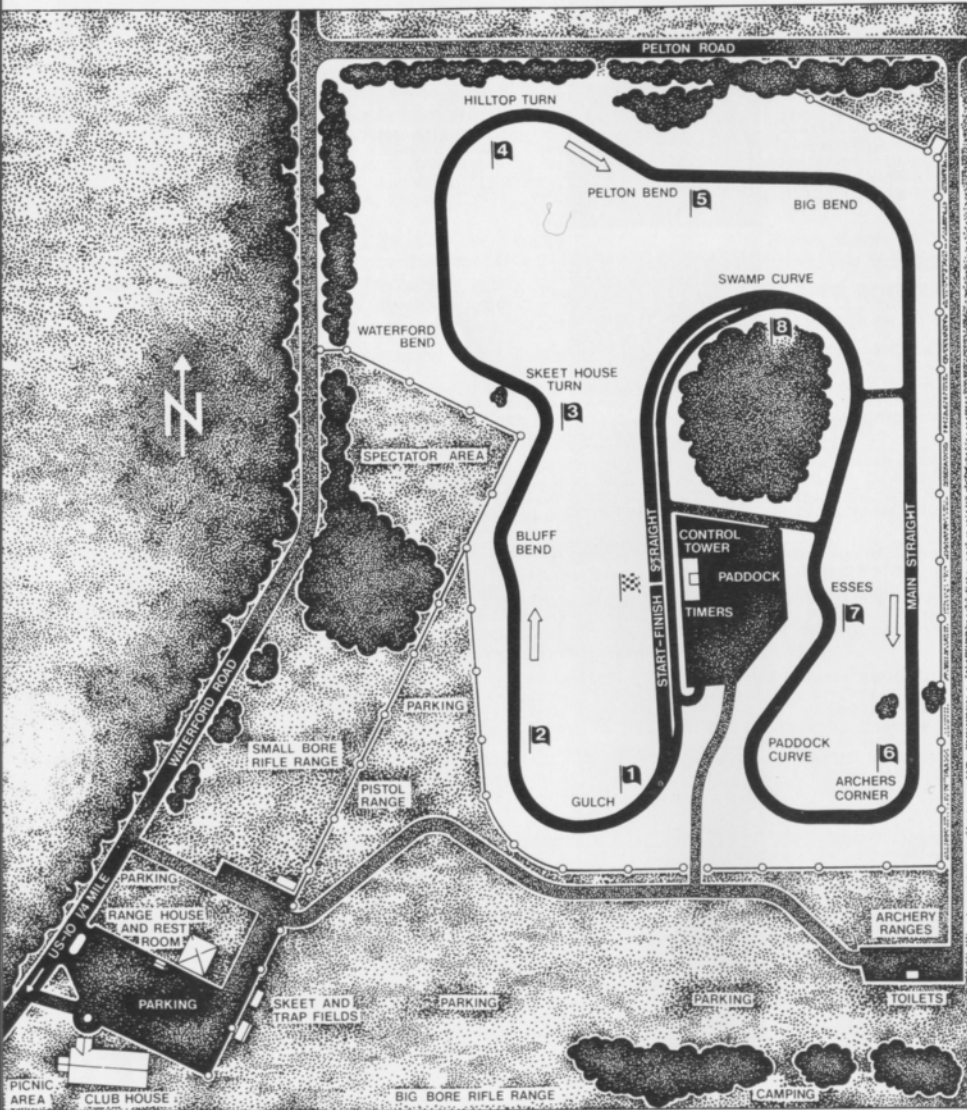
checkered

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



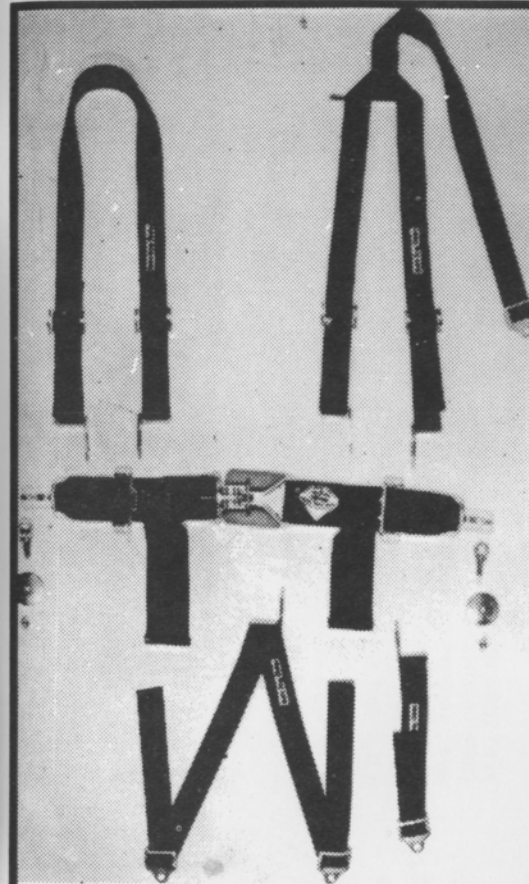
waterford hills course map

a 1.5 mile
asphalt road course
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michigan



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