



media challenge weekend

61 CLOSING

OUR FIRST 21 YEARS 1958-79

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 1979 we've assembled the largest field in our 21 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 1979 ROAD RACING CALENDAR

- May 12 - 13 • May 26 - 27
- June 23 - 24 • July 28 - 29
- August 25 - 26 • September 29 - 30

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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.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 79

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OUR FIRST 21 YEARS

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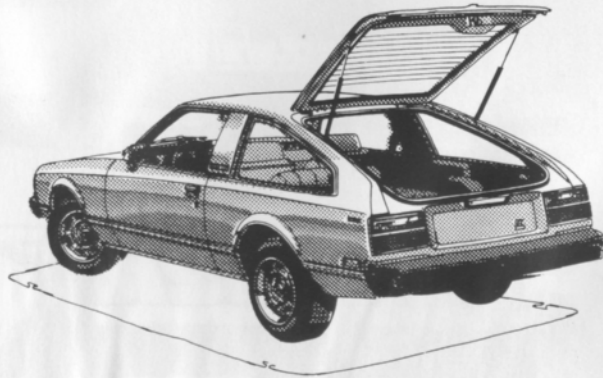
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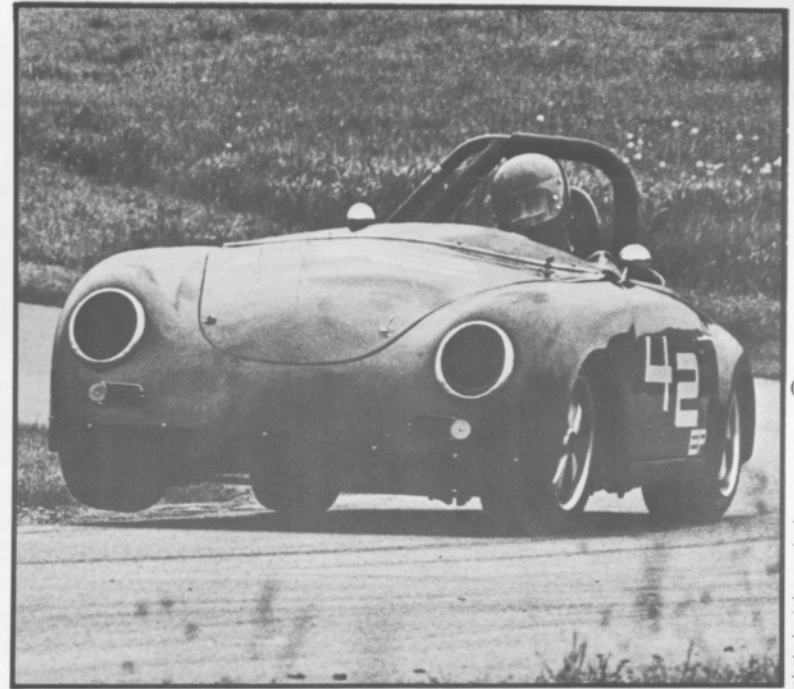


photo by john gacioch
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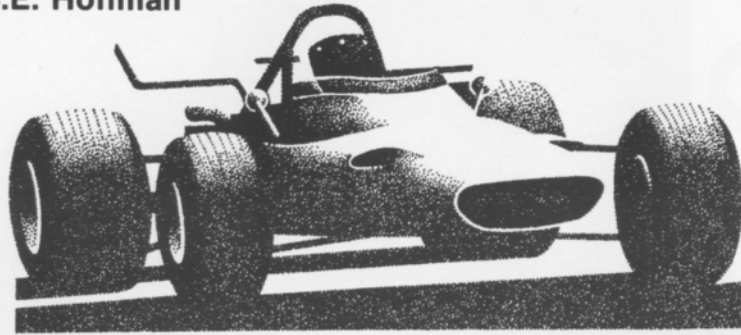
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the inside line

S.E. Hoffman



Welcome to Waterford Hills Road Racing!

We're at the halfway point of our 1979 racing season and absolutely nothing has been decided! The competition in all the classes is so great that we will probably go to the last races in September to find out who our WHRRI class champions are and who will comprise the exclusive 1979 Top Ten Drivers Club.

We broke another class record in June! J. Byron Walker's green and yellow Datsun actually lowered the BS record twice on his way to the final time of 1:16.3! That BS class is great watching. There are so many hot cars running this year that any one of a half dozen drivers could be the winner. And at their size, if they start trading paint, look out, Scout!

Showroom Stock is another group to keep an eye on as they squeal around the course on their street radials. Formula Vee is another group that's always fun, and their "train" of front runners has given us six different winners in nine races! The epic Minis vs. NSU's battle in CS got a new twist in June when John Morris returned "Herbie" the Beetle to the fray!

Actually, there's no group that takes to the track that doesn't have some super dicing going on! That makes for great race watching for all of us. Don't forget that the big numbers on the sides and deck indicate the driver's number of record for the race and the small letters (FV, BP, CS) show the class the car is running in. Using both you can find the driver on your entry list and be really knowledgeable about who is racing with whom!

One of our front runners, Formula Vee driver Dennis Hamilton, tells us what it is really like to run in that "train" in a guest article later on in the "digest." Karl Nilsson gives us

a humorous view of the sport in his "Four Wheel Drift" column while Al Bizer takes us down memory lane again with his photo feature.

We want to welcome back the Radio Station WWWW fans who joined us for last month's fun Sunday at the races!

We want to give a hearty welcome to those of you who are joining us this weekend for our special **Detroit Media Challenge Time Trial this Sunday. During the Sunday lunch break several of our favorite famous people will compete for the title, fastest driver in Detroit! Among them are: Sande Drew, TV 4; Charlie Manos, the Detroit News; Larry Adderly, TV 7; Jim Forney, Radio Station WJR and voice of the Detroit Express Soccer Team; and John Gibson, Editor of "Corvette News" — and maybe a couple of surprise guests!** We are very appreciative of their interest in our club racing program! Special thanks to American Motors Corporation which provided the challenge cars! It will be great fun and it would take a super bookie to predict the winner!

Happy viewing!!

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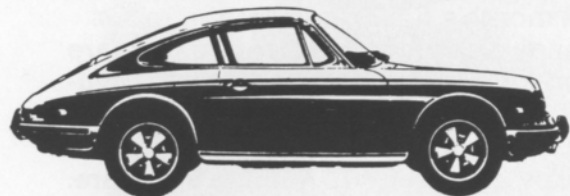
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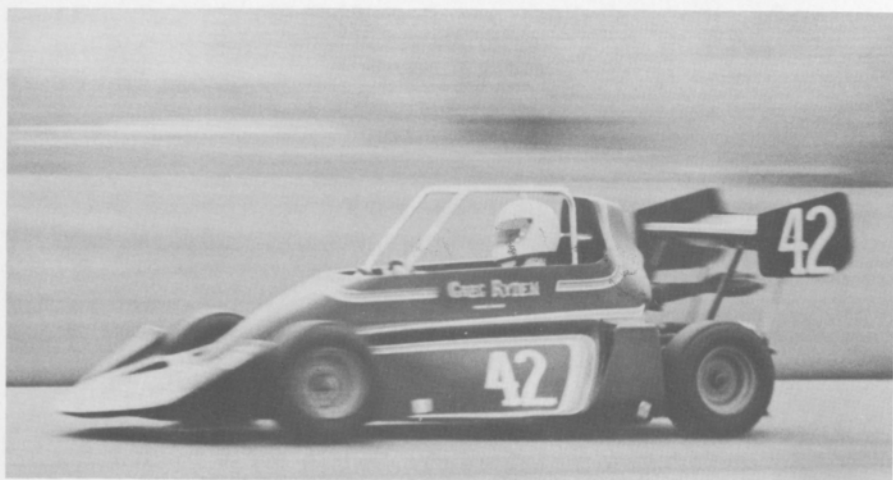


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four wheel drift

Karl Nilsson



Hundreds of feet beneath the desert floor, our government has buried a number of sophisticated bomb shelters. Stocked with enough air, food and water for six months, these shelters are designed to withstand the devastation of an all-out nuclear war. Seconds before the final button is pushed, a select group of citizens will be hustled down below to safety. If the choice of who lives and who fries were up to me, I'd pass up all the brilliant scientists, learned statesmen and great athletes for someone really useful like a racecar mechanic. After all, if you can rebuild a carburetor, you can probably rebuild a civilization.

Racecar mechanics are a special breed of wrenches that are never satisfied with the current level of performance. When they're not busy earning a living, they're constantly improving and refining their project car to the state of the art. These men would gladly work late every night for a month to lose five pounds of weight or gain five pounds of torque. This issue, we'll explore some of the distinguishing mental and physical characteristics that make a racecar mechanic unique.

A racecar mechanic must be able to improvise. The unwritten law of racing is that no matter how many milk crates of spares you bring, the part you really need is back at the shop. This inevitable truth has led to some incredible fabrications with coat hangers, pop rivets and Crazy Glue.

A racecar mechanic must be a child psychologist. It's hard to keep from shattering the driver's delicate ego when he stuffs your 500 hours of work into a tire wall. Likewise, when the bankrupt driver throws a tantrum because his engine blew, a good mechanic gently forces a stick between his teeth and tells him to bite down.

A racecar mechanic has to understand sign language. There's a weird ritual of driver's gestures that occurs in front of the tower. Pointing to a wheel could mean flat tire, no brakes or bad bearings. Drawing the fingers across the neck means the driver has either run out of gas or run out of money. A pistol held up to the temple means the driver has either lost oil pressure or the will to live.

A racecar mechanic must be a bump and paint man. However, instead of carrying a complete collision shop full of special tools, the mechanic travels light. A good crew chief can restore a devastated fender with a plunger, a 2x4 and a roll of silver tape.

A racecar mechanic must be impervious to pain. After years in the pits, they evolve a special nervous system that does not react to bashed knuckles and cut fingers. A well disciplined Buddhist monk might be able to set himself on fire, but only a mechanic can hold onto a red hot spark plug.

Drive by any service station late at night and chances are good that long after the pumps are closed, several mechanics will still be inside, tinkering on somebody's high performance machine. When the average businessman leaves his office on Friday, he wants to forget about his job completely. Why is it then, that the average mechanic is eager to spend his weekends working on more cars? What is it that makes a professional mechanic give up his spare-time to work for free? The answer is simple. These are not just cars. These are racecars. A racecar is a blank canvas for a mechanic to freely express his creativity on. And that's the difference between being a Picasso and being a house-painter. A racecar is a rolling laboratory to test out all the fresh, exciting theories he comes up with while he's doing dull, boring brake jobs on Volvos. That's why the corner gas station has a dirt-track bomber out front. That's why the local tire store has a drag racer parked inside. And that's why every foreign car repair shop in the United States sponsors a road racer.

It takes courage to work under a racecar that's teetering on a hydraulic jack. It takes dedication to live on hot dogs and Gator-Ade. And it takes loyalty to sleep on a piece of plywood in the back of a van. To Chip Theisen, Dave Decker and the hundreds of sunburned mechanics across raceland, I salute you!

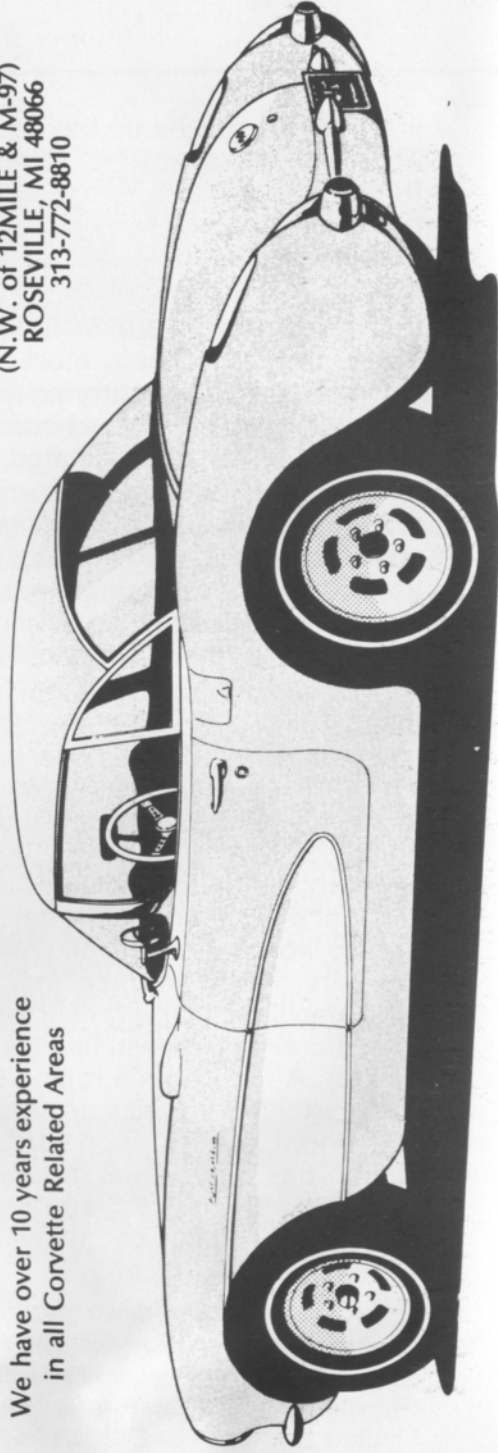
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FV, WHRRI AND ME

—Dennis Hamilton

Elsewhere in this magazine is a list of the various classes of sports cars which race here at Waterford. About Formula Vee, the blurb states that it is a "very competitive class." I noticed that fact myself at the first sports car race I ever attended. The Formula Vee race ended in a dead heat after forty minutes of the closest racing I had ever seen.

That experience induced me to seek out a local Formula Vee driver for whom I crewed for a couple of years. During that time my curiosity to see the race track from the driver's seat grew into one of the major goals in my life. When the opportunity to go to Driver's School presented itself, I took it.

After about four years of running SCCA Regional events and a few Nationals, we "discovered" Waterford Hills Road Racing, Inc. We ran the last two events in 1977 and were favorably impressed by the friendly atmosphere, the way the races were conducted, and the ferocious competition on the track. Running the full series of races last year resulted in the most enjoyable season my family and I have had so far.

Most of the time there are a half dozen Vees here which have starting positions determined from lap times which are within a one second band. A typical FV lap around this track takes approximately one minute and eighteen seconds, which converts to a little over 100 feet per second average speed. So if one car is 1/10th of a second slower per lap than another, it should lose only about 10 feet or one car length per lap to the faster car. But since some drivers qualify faster than they race, and others race faster than they qualify, it is not unusual to get six or more cars locked in a race-long, nose-to-tail battle. Not only is that entertaining to watch, it's really fun from the driver's seat!

Besides the fact that the class is very competitive, there are several other good reasons for competing in Formula Vee. First, most of the major suspension components, brakes, steering, engine and transaxle were mass produced and are available at relatively low cost. Second, the car has only a few simple systems, resulting in low maintenance and high reliability. And finally, because racing speeds are slow compared to the more powerful

formula cars, accidents do not usually inflict severe mechanical or biological damage.

I personally enjoy doing as much of the work on my car as possible. The learning process doesn't seem to end and the only limitation I have found is that a few things require expensive machinery and skills which I don't possess. Unless you've already discovered it, you would be surprised at what can be accomplished with typical hand tools and an ability to follow instructions.

The usual euphemism associated with the Waterford track is "challenging." I would call it difficult beyond comparison. My first driver's school was at this track and I think I came close to the record for spin-outs.

Since then I have raced on all of the road courses within a days drive from Detroit, and I will verify the often heard statement that, if you can drive Waterford, you can quickly adapt to any track.

A friend of mine once referred to Waterford as a "small bore" track and I was a little offended until I realized that he didn't mean to put the track down in any way. It's just that the numerous turns and absence of long straights leave little opportunity for big bore cars to unleash their power. This type of track layout rewards driver ability and, because there are so few places to pass another car, teaches patience and self discipline.

We are already well into another season at Waterford. Before the first race, I had delusions of winning the coveted Mazuro Motors Trophy for the Formula Vee Championship this year. The dream held up through the first weekend but reality struck with a vengeance at the end of May. A small mechanical problem, a couple of wrong decisions on my part, and some excellent drives by other drivers brought things back into focus. Formula Vee is a very competitive class. I guess if it was easy, it wouldn't be worth doing.

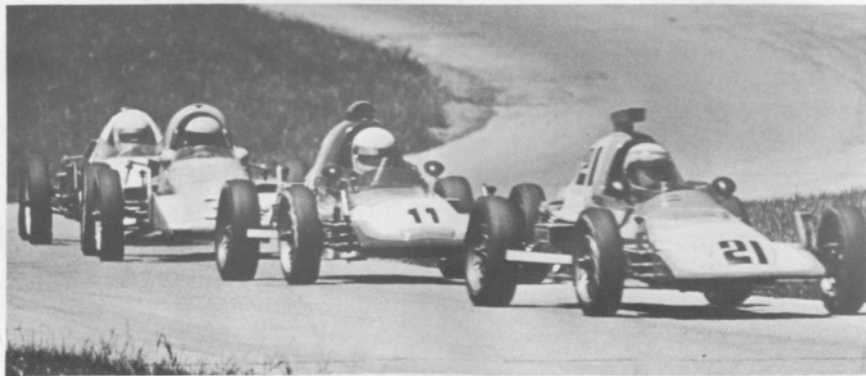


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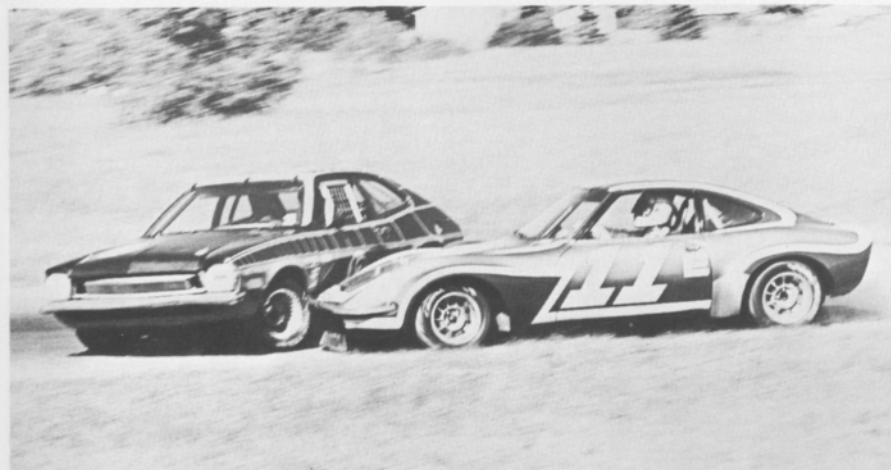


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Give me the hammer, I need some turtle whacks.



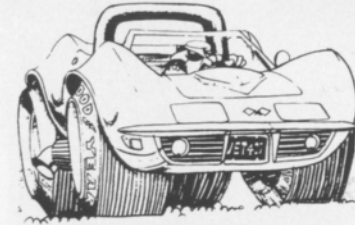
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We've practiced this spin together for 2 weeks.

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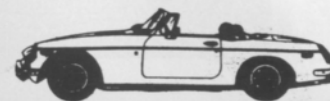
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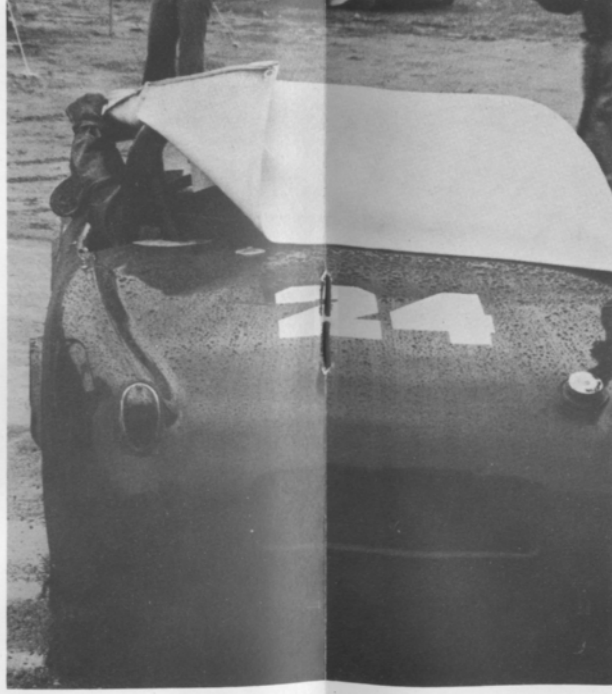


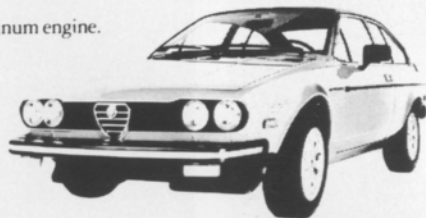
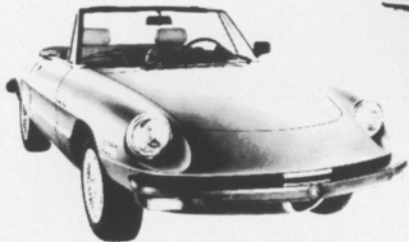
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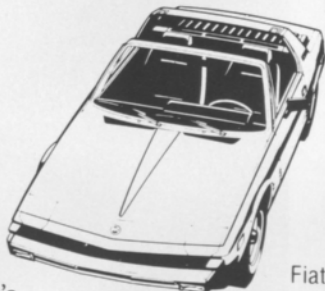
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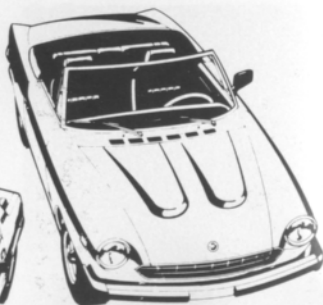
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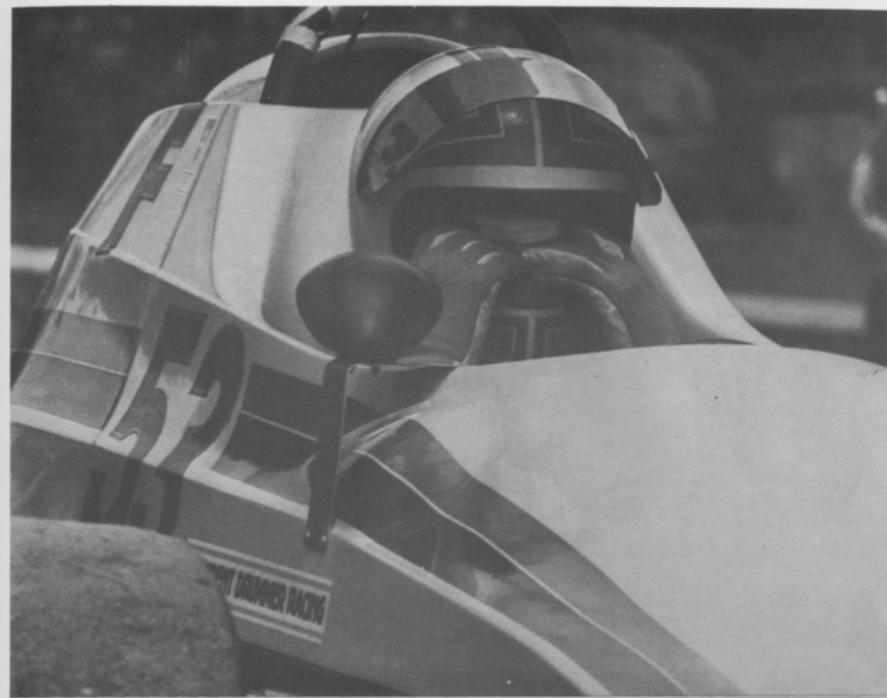


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Maybe if I poke my eyes out I'll get blinding speed.



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Turn workers have a lot of pull at this track.

356
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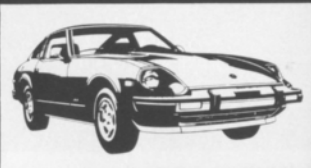
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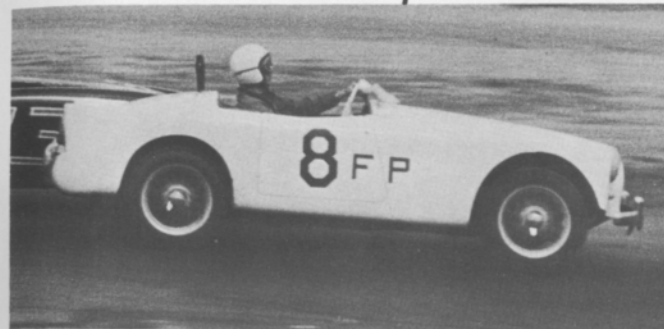
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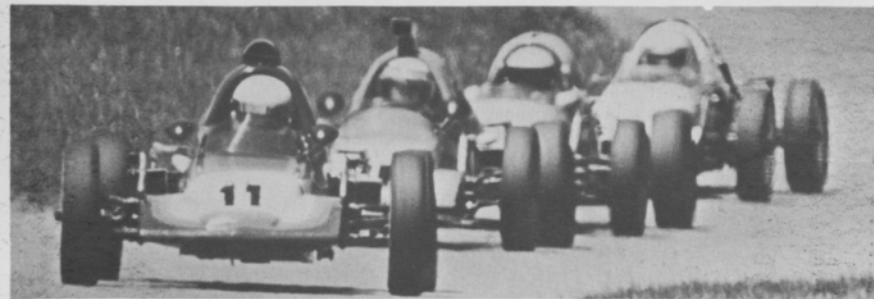


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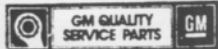
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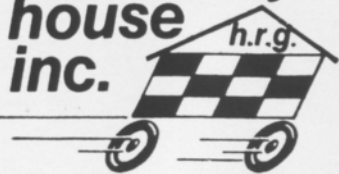
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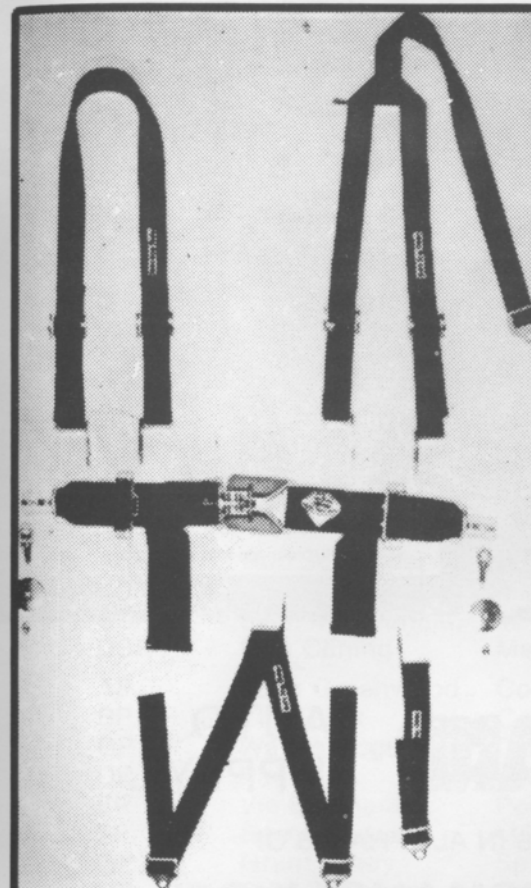
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average lap speed chart

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	Bob Schneider	Mallock U2	1:11.1	5/79
BSR	Bob Schneider	Mallock U2	1:11.5	9/78
CSR	Evan MacDonald	M - 2	1:10.5	9/78
DSR	Don Clining	Meister Honda	1:20.8	5/75
AP	John Greenwood	Corvette	1:16.3	9/72
BP	Tim Clark	Corvette	1:14.7	9/78
CP	Wayne Rogers	Datsun 240Z	1:19.4	8/78
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	1:16.2	7/78
GP	Grant Brady	Spitfire	1:18.9	9/78
HP	Paul Cameron	Sprite	1:20.4	7/78
AS	Bill Wink III	Camaro	1:16.9	9/78
BS	J. Byron Walker	Datsun	1:16.3	6/79
CS	Gary Allott	Mini Cooper	1:21.0	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	Vega	1:31.9	5/79
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
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

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 classes are: Production (sports cars), Showroom Stock (sedans and sports cars with minimal modification), Sports Racing (highly modified engine and body over wheels), Sedan (enclosed cockpit passenger cars), and Formula (open wheels and single cockpit).

The cars listed below are representative of their racing classes and include most of those you will see at Waterford Hills.

PRODUCTION

- AP** Corvette (large block), Boss Mustang, Shelby Cobra 427
- BP** Corvette (small block), Shelby Mustang, Porsche 911 series
- CP** Datsun "Z" series, Lotus Elan, Porsche 914/6, Sunbeam Tiger
- DP** Triumph GT 6, Triumph TR-6 and TR-7, Datsun 2000, Lotus Super 7, Yenko Stinger Corvair
- EP** Porsche 356, Porsche 914, MGB, Opel GT, Triumph TR-3 and TR-4, Elva Courier
- FP** Saab Sonnet, MG Midget Mk III and IV, Lotus Seven, Triumph Spitfire Mk III and IV and 1500
- GP** MG Midget Mk I and II, Triumph Spitfire Mk I and II, MGA, Porsche Coupe, Austin Healey Sprite 1100, Fiat X-1/9, Fiat 124 Spider
- HP** Austin Healey Sprite Mk I and II, Fiat 850, MG Midget 948, Fiat Abarth

SHOWROOM STOCK

- SSA** Datsun 260Z and 280Z, Capri V-6, Mustang Cobra, Porsche 914, Cosworth Vega, BMW 2002
- SSB** Dodge Colt, Mustang V-6, Opel Sedan, Volkswagen Scirocco and Rabbit, Capri 2300, Toyota Celica, Saab 99, Fiat 124 and 131
- SSC** Pinto Stallion, AMC Pacer, Vega GT, Datsun 210, Fiat X-1/9, MG Midget, Honda Civic, Pontiac Astre, Renault R5

SPORTS RACING

- ASR** Over 2000 cc
- BSR** Over 1300 cc to 2000 cc
- CSR** Over 850 cc to 1300 cc
- DSR** Below 850 cc

SEDAN

- AS** Camaro, Mustang, Pontiac Firebird, AMC Javelin
- BS** Datsun 510, 610 and 710, Capri, Pinto, Fiat 124, Toyota, Opel Manta, Dodge Colt, Mazda R-X
- CS** Austin Cooper S, Volkswagen Beetle, NSU TT, Datsun B-210

FORMULA

- FF** Formula Ford - Cortina or Pinto 1600 cc engine, strict weight to engine ratio, very equal cars
- FV** Formula Vee — all Volkswagen components, 1200 cc engine, only formula class where total legal weight includes driver's weight, very competitive class
- FSV** Formula Super Vee — Volkswagen 1600 cc engine, air-cooled (water-cooled with restrictions), rear wing allowed, popular with amateur drivers going professional in Mini-Indy Series
- FB** Formula B — 1100 cc to 1600 cc engines, more modifications allowed, rear wing allowed, not meant to be an inexpensive race car
- FC** Formula C — below 1100 cc engines, more modifications than FSV with less weight, rear wing optional, can be competitive with FSV
- F4** Formula Four — Canadian class, motorcycle engine power plant, engine size determines weight and transmission allowed, competitive with FV

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



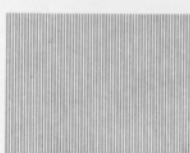
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

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



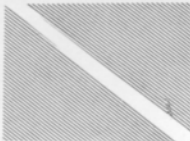
(Stationary) Take care, danger, no passing.
(Waving) Great danger, be prepared to stop, no passing.

red



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

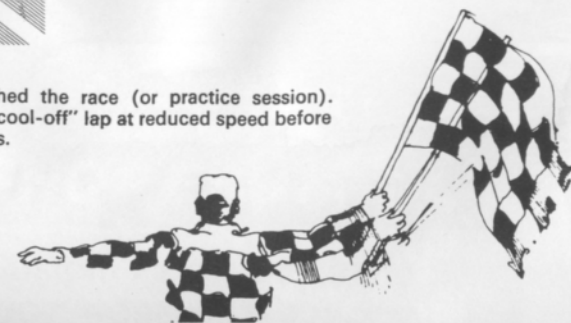
blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

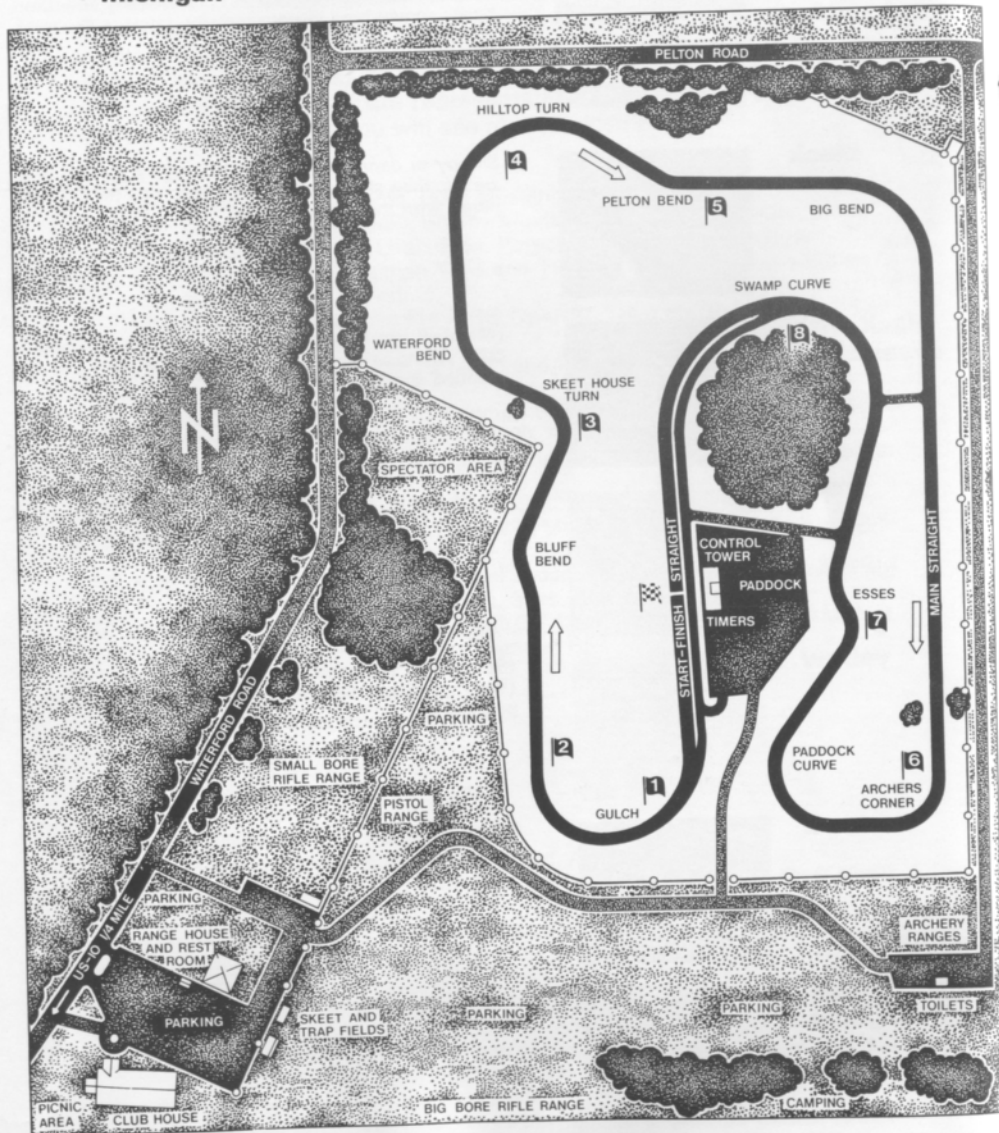
checkered

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

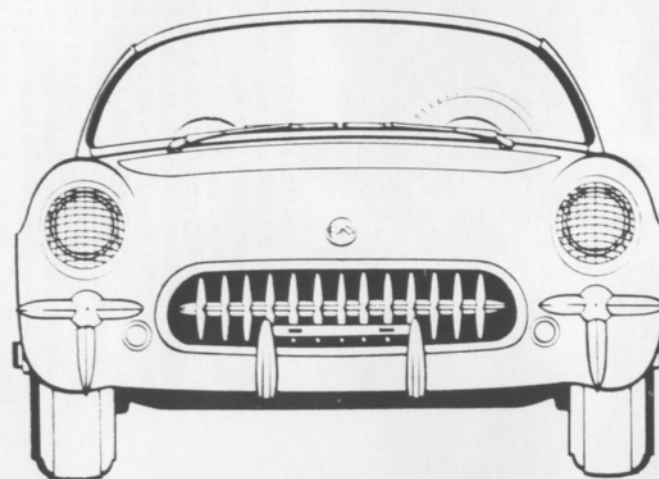


waterford hills course map

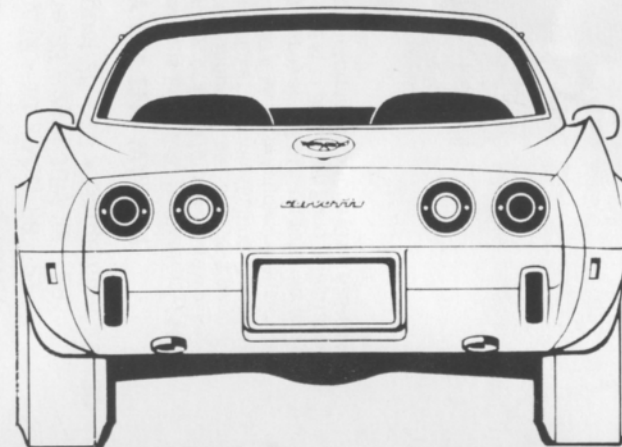
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