

# WATERFORD HILLS



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ford motorsports weekend

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### WATERFORD HILLS ROAD RACING CALENDAR

July 26-27/August 30-31/September 27-28  
Admission is just \$2.50 for Saturday, \$4.00  
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Kids under 12 are free. Track opens at 10 a.m.  
Racing begins at 1:30 p.m. on Saturday (7  
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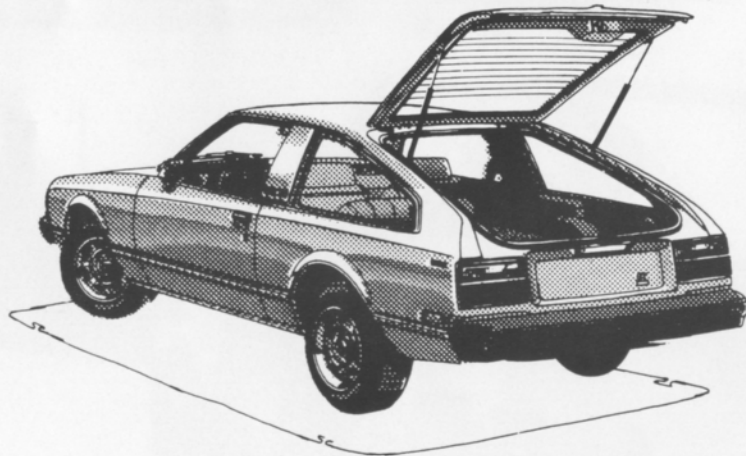
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# WATERFORD



photo by john gacioch © Published by Waterford Hills Road Racing, Inc.

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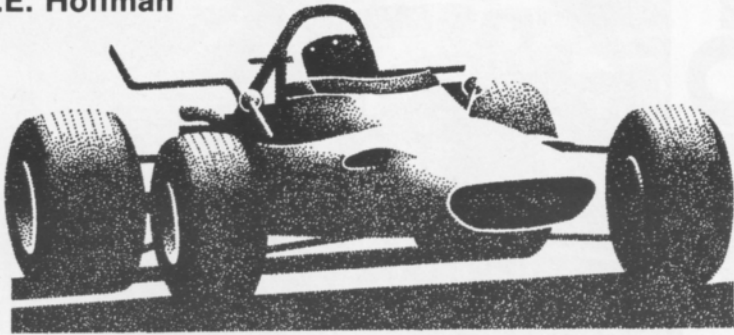
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## the inside line

S.E. Hoffman



True to their earlier form, our drivers broke more records last month as the competition stayed hot and heavy.

Lou Livengood drove his EP Porsche to a 1:16.3 and broke one of the oldest records on the books. Affectionately known as Lou "Drivengood", he will serve as one of our instructors during our WHRRI August competition driving school. See page 21 for more info on the school.

Rivalry in the new GT-2 class led to an unusual happening. Byron Walker broke the May record on Saturday and came back to break it again on Sunday. Previous record holder, Vann Wilber clocked an identical record-setting time, but Byron gets his name in the record book for breaking the seventeen-second time on an earlier lap. Talk about close running sedans!

Despite competition from the thunder-boats, a near record crowd showed up on Sunday for "W4 Day at the Races" to see disc jockeys Howard Stern and Doug Podell battle it out for the honor of "fastest man in rock"! We hear that a grudge match is being set for September! It was great to have both guys here and to hear their outrageous digs at each other's times!

Racing in the FV group stayed closed with 5 drivers running within 3/10ths to set up a classic "train" as well as swap leads throughout their races. In the GT-4 group, the Minis are all running so close that everybody broke on Saturday and "Herbie" the VW copped his first win in two years. All in all, the racing is gonna stay super right through the September Fall Classics!

We WHRRI regulars would like to extend a hearty invitation to our hill crowd to come out and meet us at our regular monthly meeting in the O.C.S.C. clubhouse. Meet us in the big, log building on the first Wednesday of the

month at 8:00 p.m. Beside meeting a lot of our great drivers, we can put you in touch with our Race Coordinator if you'd like to join one of our excellent work crews.

**Chief of flags, Joe Davis, can be found walking around the spectator areas between races, talking to fans who are interested in getting involved behind the scenes as a volunteer. Joe is the friendly-looking fellow dressed in white cover-alls and wearing a hundred or so racing patches. If you'd like to work as a timer or a turn marshall, Joe can get you started by the next race weekend!**

For our new spectators this month, may we remind you that the big numbers on the sides and decks of the race cars are the driver's number-of-record and you can find his name and hometown on the entry list with it. The small letters (EP, GT-2, FV) name the class the car is running in so you will know who is racing whom! This is a big help since we run several classes together, and that's why more than one car can be out on a victory lap after a race!

We will be racing the last full weekend from now through September, so plan right now to come back and join us for all the fun!

## officials

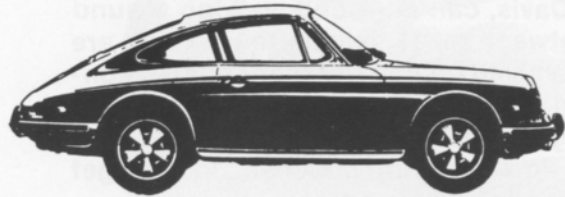
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## four wheel drift

Karl Nilsson



**Welcome to the Ford Motorsport Weekend at Waterford Hills! The Ford Motorsport group from Royal Oak, Michigan has brought out an exciting group of exotic concept cars including the McLaren Mustang, Cosworth Capri, Healey Fiesta, MotoCraft Mustang, and the "Handler" Mustang. These one-of-a-kind masterpieces are not only on display all weekend, but will be used as our pace-cars as well. We owe a special thanks to Bobby Fehan, Mickey Matus, Gary Kohs, George Kohs and Ron Fornier. These gentlemen design, prepare, and deliver Ford's fanciest vehicles to 115 shows a year. Their creations have appeared in every major auto magazine from Car & Driver to Hot Rod. We'd like to extend a warm welcome to the Ford executives and V.I.P.s who are visiting our track this month.**

Even if most Detroiters haven't discovered it yet, Waterford Hills already has a nationwide reputation as the spawning ground of champions. Last year, Waterford graduate Howdy Holmes was not only named Rookie-of-the-Year at the Indianapolis 500, but won the Formula Atlantic Championship as well. Tim Evans, another Waterford driver, won the 1979 National Can-Am title in his Cosworth-Lola. Checking the statistics, I found that Waterford Hills has produced 15 national champions in the last 12 years.

Founded 22 years ago, Waterford Hills began holding time trials on it's original single-lane dirt track back in August of 1958. Fourteen months later, Michigan's first official sportscar race on a paved track was held at Waterford Hills in October, 1959. Today, Waterford members enjoy some of the most advanced track facilities and modern safety equipment in America. That's quite an accomplishment for a non-profit club that's staffed entirely

by volunteers. In addition to being the only road racing track within 250 miles of the Motor City, Waterford is the only club-owned and operated racetrack in the country.

After viewing my first race at Waterford, I was surprised to learn that no cash prizes are awarded. Waterford president, Don Burry explains, "Amateur road racing is a lot like competing in the Olympics. Nobody wins any money, but the level of competition is the best in the world." And like the Olympians, if you expect to win, you've got to devote most of your time and a good chunk of your income to the sport. Why then, do racers invest thousands of dollars just to win a trophy? The fact is that for many drivers, road racing is simply the ultimate thrill. Except for bullfighting, there are few sports left where a man can literally take his life in his own hands. It's significant that movie stars like Paul Newman, James Garner, Steve McQueen and Clint Eastwood have all become addicted to road racing. For them, racing combines the physical thrills of a rollercoaster with the mental strategy of a chess game.

To insure fairness, all sportscars, sedans and formula cars are grouped into 23 racing classifications by the Sports Car Club of America, according to factors like engine size, weight and handling potential. However, due to the extremely tight corners and short straights at Waterford, it's not always the most powerful classes that dominate. Since several classes are often on the track at the same time, strange David and Goliath confrontations occur. Only at Waterford can you see a 1957 Porsche, with only 96 cubic inches, racing nose-to-nose with a 300-horsepower Camaro. The rivalry is so intense that no less than a dozen track records are broken each season.

Officials at Waterford expect rising gas prices to boost attendance this year, as Detroiters scale down their travel plans and turn to local amusements. Perhaps Jim McIntosh, Waterford's Director of Racing, summed it up best when he said, "It's only fitting that the automotive capital of the world should also be a center of auto racing. It's no secret that Detroiters have a passionate love affair with the automobile. Our job now is to let them know we've got a top quality racetrack right under their noses."

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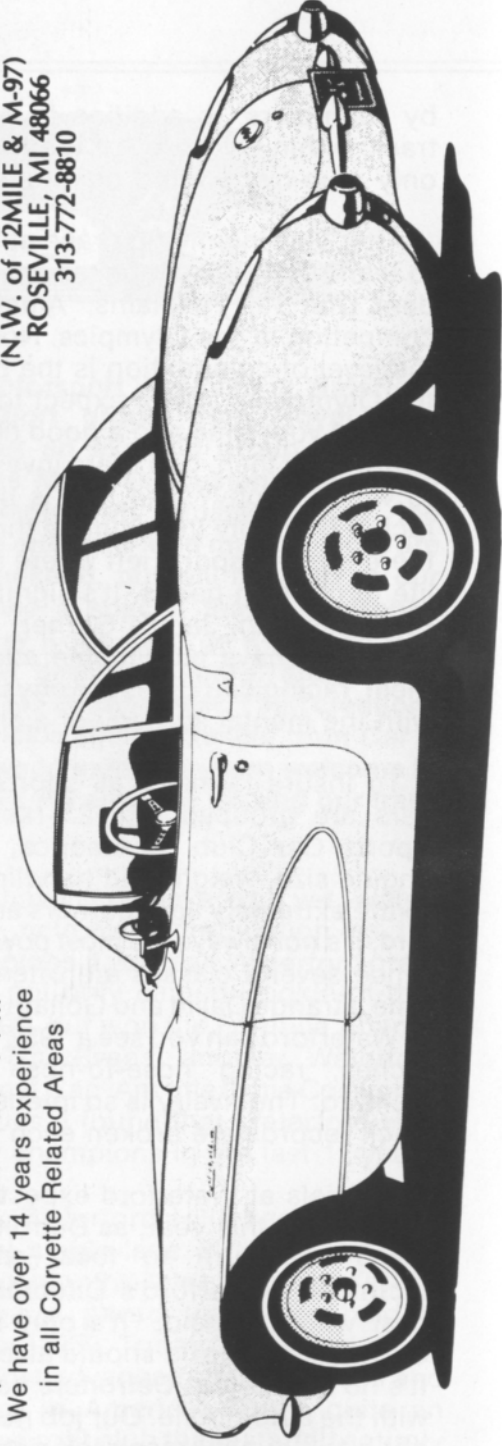


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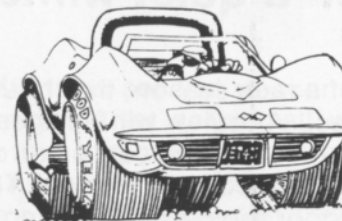


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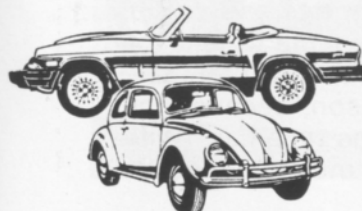
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## guest article: a quiet winter

by Jerry Shiloff

Toward the end of a race season, the thought of a quiet winter always arises. A quiet winter means cleaning, waxing, maybe a fresh engine (at least an oil change) and a new set of tires for the upcoming season. The wife starts making her list of indoor projects — painting, finishing the bathroom I started two years ago, etc.

The thought of a quiet winter with my race car was put to an abrupt end last August. Another driver's mistake removed the driver's side of my Pinto from the door back. The September race weekend my car was stripped for parts while I accepted a co-ride in another car.

In mid-October I started in earnest. The idea was to remove some weight. About 150 pounds to be exact. Off came every part that wasn't needed. The doors received one of the biggest chops. Everything but the outside skin and the door frame was removed. What was left of the interior was next to fill the trash barrel.

A problem with removing weight is that the vehicle still has to remain structurally safe and sound. A new roll cage was installed for added safety and strength. A new quarter panel and a lot of body work prepared the car from the firewall back for final paint.

A few of the items needed to be rebuilt. The rear suspension required new springs, a new sway bar, a few welds and a coat of paint. The fuel cell received a new attaching bracket, an interior cover and a new aeroquip fuel line.

During the Christmas holidays, Cliff McKillop, Wes Schultz and myself designed and built a full size clay model of the front end. Then it was off to the fiberglass shop with our model and a suitcase of money. Six weeks later we had our parts and a few for potential customers. After a little sanding, a few brackets and a coat of paint, it looked great.

The body painting and striping took two weeks. Light blue one Saturday and dark blue the following Saturday. Both days it rained just to make things harder. After a four day wait, I rubbed it out and started striping. Two days later I was nearly blind, but the exterior of the car was finished.

The motor got the usual, new rings, bearings, a valve job, new gaskets and a clutch. It seemed a shame to tear the motor apart; last year's August weekend was its first race.

We missed the first weekend this season, because the motor home required more work than the race car. (With my wife, Mary, being track registrar, the motor home gets

finished first.) With the second weekend coming up, we worked day and night. After working all winter long, we still found ourselves in a panic situation. The last minute rush worked out OK. Although we had a few minor problems, it turned out to be a good weekend of racing.

My idea of a quiet winter turned into a major rebuild. Every piece of the car was worked on. It took an average of 25 hours per week and lot of patience from my wife. This year I won't start thinking about a "quiet winter" until the first tab-top is pulled on the last Sunday of the last race weekend.

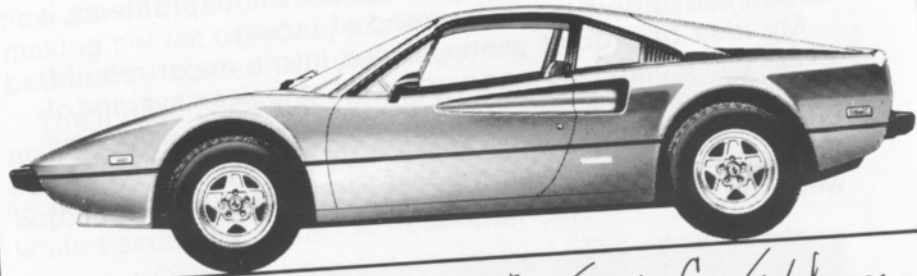


photo by al bizer



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*Only those who dare... truly live*



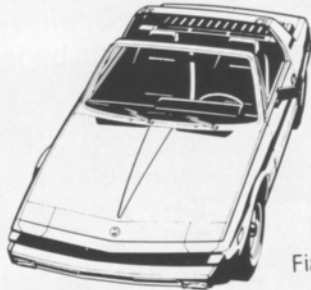
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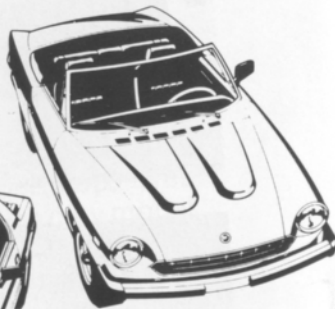
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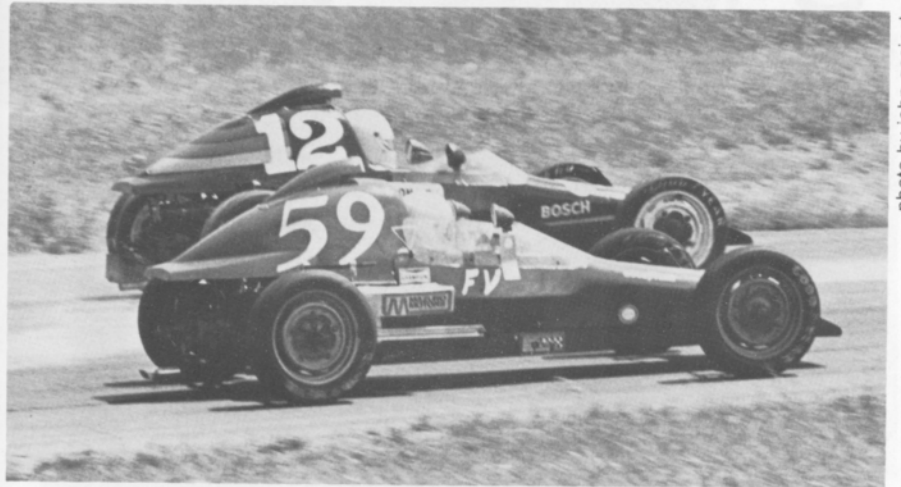


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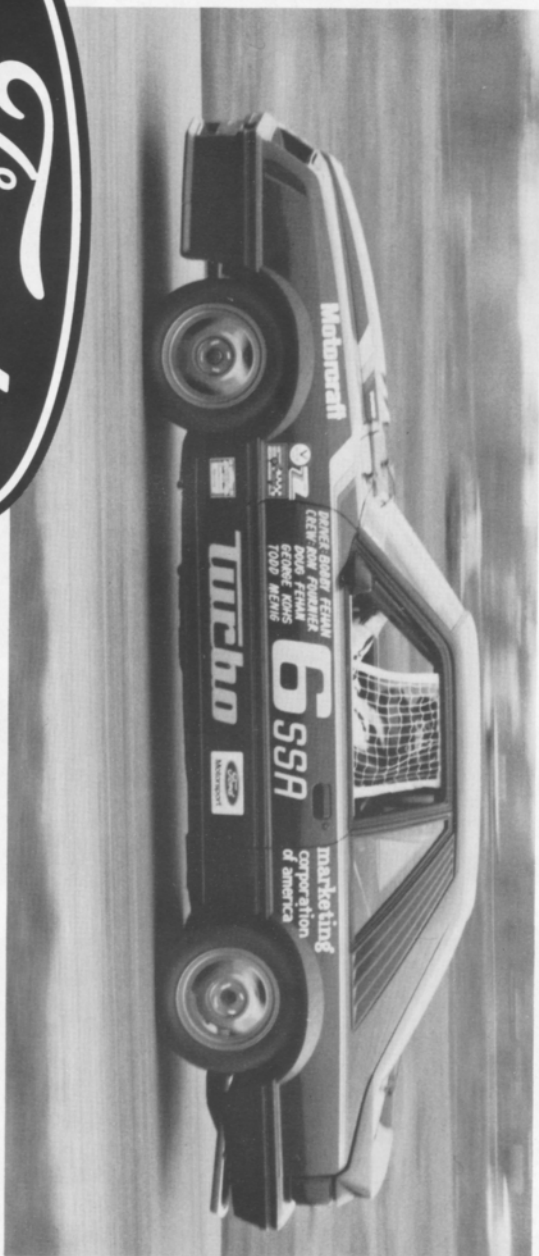
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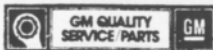
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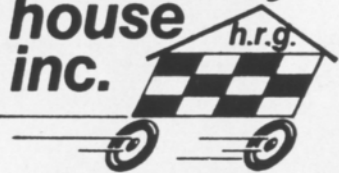
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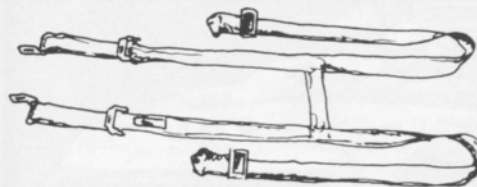
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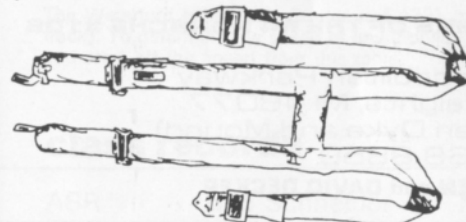
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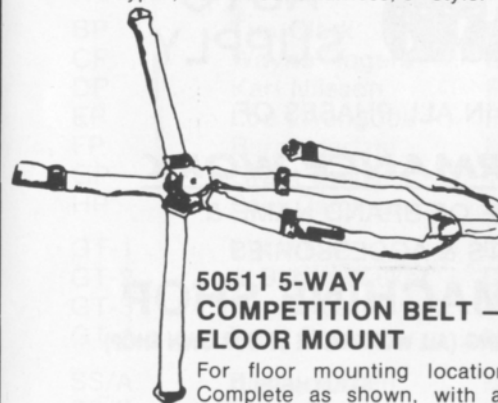
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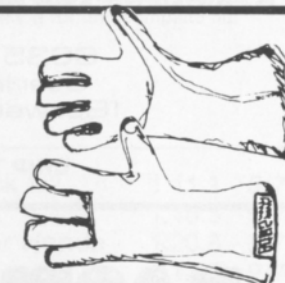
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**average lap speed chart**

Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
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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
CSR	Evan MacDonald	M - 2	1:10.5	9/78
DSR	Don Clining	Meister Honda	1:20.8	5/75
S/2000	Larry Campbell	Lola	1:11.5	9/79
BP	Tim Clark	Corvette	1:14.7	9/78
CP	Wayne Rogers	Datsun 240Z	1:19.4	8/78
DP	Karl Nilsson	Porsche 914	1:17.5	9/79
EP	Lou Livengood	Porsche 356	1:16.3	6/80
FP	Barry Hartzel	MG Midget	1:16.2	7/78
GP	Grant Brady	Triumph Spitfire	1:18.9	9/78
HP	Paul Cameron	Sprite	1:20.4	7/78
GT-1	Bill Wink	Camaro	1:17.4	5/80
GT-2	J. Byron Walker	Datsun 510	1:16.9	6/80
GT-3	Dave Huard	Toyota	1:19.5	5/80
GT-4	Ross Becker	Mini	1:20.8	5/80
SS/A	Bobby Fehan	Mustang II	1:28.4	5/80
SS/B	Thad Gutowski	Scirocco	1:29.6	9/76
SS/C	Marc Robling	Pinto	1:30.6	9/79
FF	Vince Muzzin	Royale	1:09.4	6/78
FV	Vince McLeod	Lynx	1:16.5	7/79
**F/ALTC	Vince Muzzin	March	1:06.7	5/75
F/CNTL	Charles Van Acker	Lola	1:09.8	8/79
F4	Robert Long	Xpit	1:13.2	9/79
F440	Greg Assenmacher	Stinger	1:20.2	5/80

\*\*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 (GT cars and sports cars with minimal modification), Sports Racing (highly modified engine and body over wheels), GT Class (enclosed cockpit passenger cars, formerly sedan class), 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

- BP** Corvette (small block), Shelby Mustang, Porsche 911 series
- CP** Datsun "Z" series, Lotus Elan, Porsche 914/6, Sunbeam Tiger
- DP** Porsche 914, Lotus Super 7, Datsun 2000, Yenko Stinger Corvaire, Triumph GT-6, TR-6 and TR-7.
- EP** Porsche 356, MGB, Opel GT, Porsche 914, Triumph TR-3 and TR-4, Elva Courier
- FP** Saab Sonnet, MG Midget Mk III and IV, Lotus 7, 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-19, 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-19, MG Midget, Honda Civic, Pontiac Astre, Renault R5

### SPORTS RACING

- ASR** over 1300 cc but less than 6000 cc
- CSR** over 850 cc up to 1600 (with restrictions)
- DSR** below or equal to 850 cc
- S/2000** uses Ford 2000 cc overhead cam engines only

### GT CLASS (Formerly A, B and C Sedans)

- GT-1** Camaro, Mustang V-8, Capri V-8, Pontiac Sunbird and Firebird
- GT-2** Pinto 2000 and 2300, Datsun 510 1800, Mustang 2300, Opel 1900,
- GT-3** Datsun 200 SX, Mazda RX 2, Toyota Celica.  
Pinto 1600, Fiat 124/Sports Coupe, Datsun 510 1600, Dodge Colt, Toyota Corolla 1600.
- GT-4** Austin/Morris Mini Cooper, VW 1300, NSU TT, Renault LeCar, Fiat 124 1200, Toyota Corolla 1200.

### 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
- F/ALTC** Formula Atlantic - choice of engines in the over 1100 cc up to 1600 cc range, wings and other modifications allowed, not meant to be an inexpensive race car.
- F/CNTL** Formula Continental - engines up to 1100 cc, rear wings allowed, combines the modifications of the previous Formula C and Formula Super Vee classes
- F 440** Formula 440 - utilizes Fuji two-cycle snowmobile engines and drive train, rigid suspension, wings permitted
- F 4** Formula Four - Canadian class, motorcycle engine power plant, engine size determines weight and transmission allowed

## flags

### yellow with red stripes



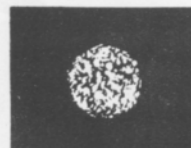
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

### 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



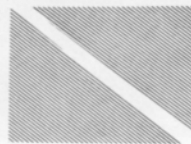
(Stationary) Take care, danger, no passing.  
(Waving) Great danger, be prepared to stop, no passing.

### red



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

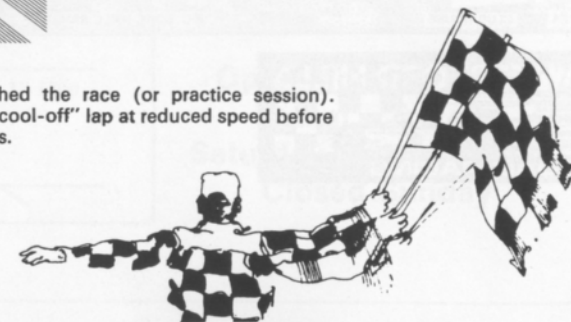
### blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

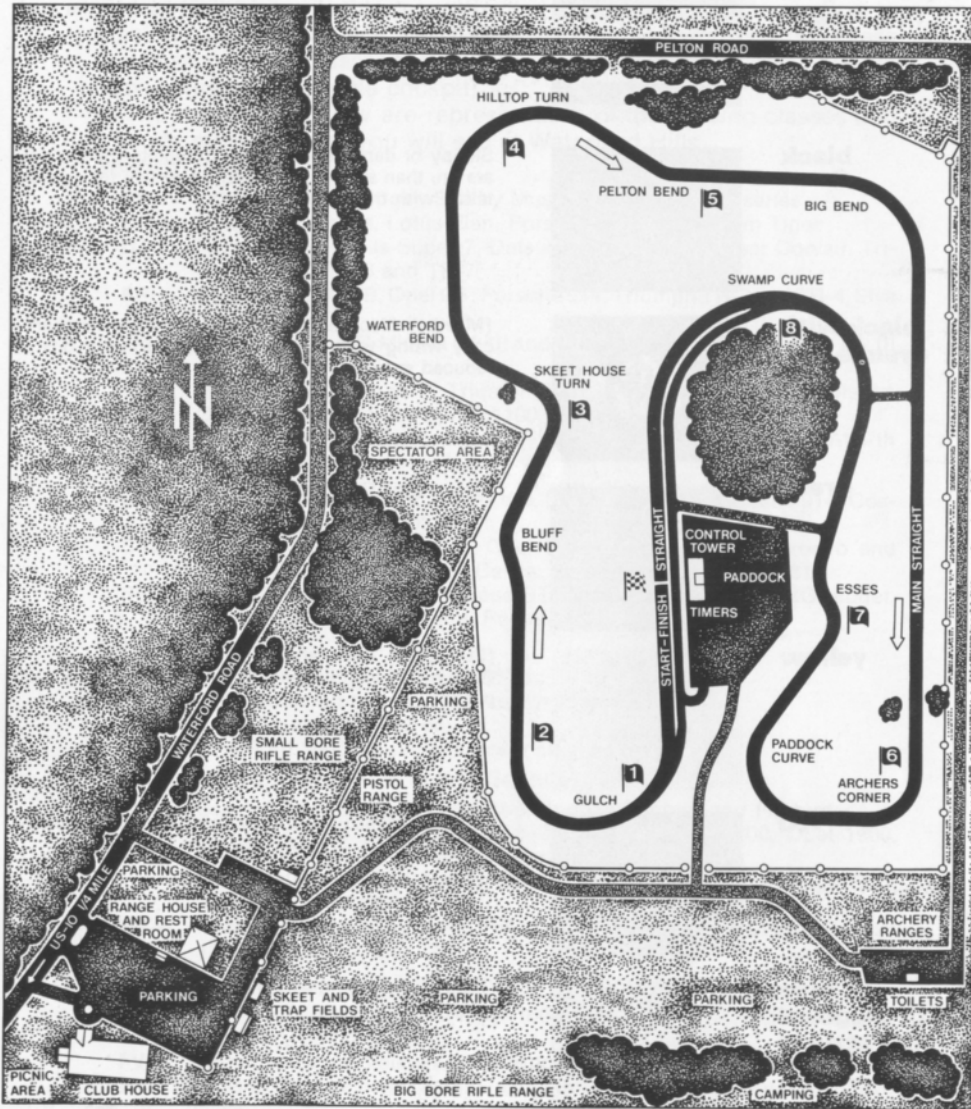
### checkered

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



# Foreign Car Parts Center



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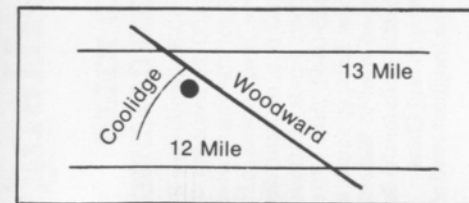
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