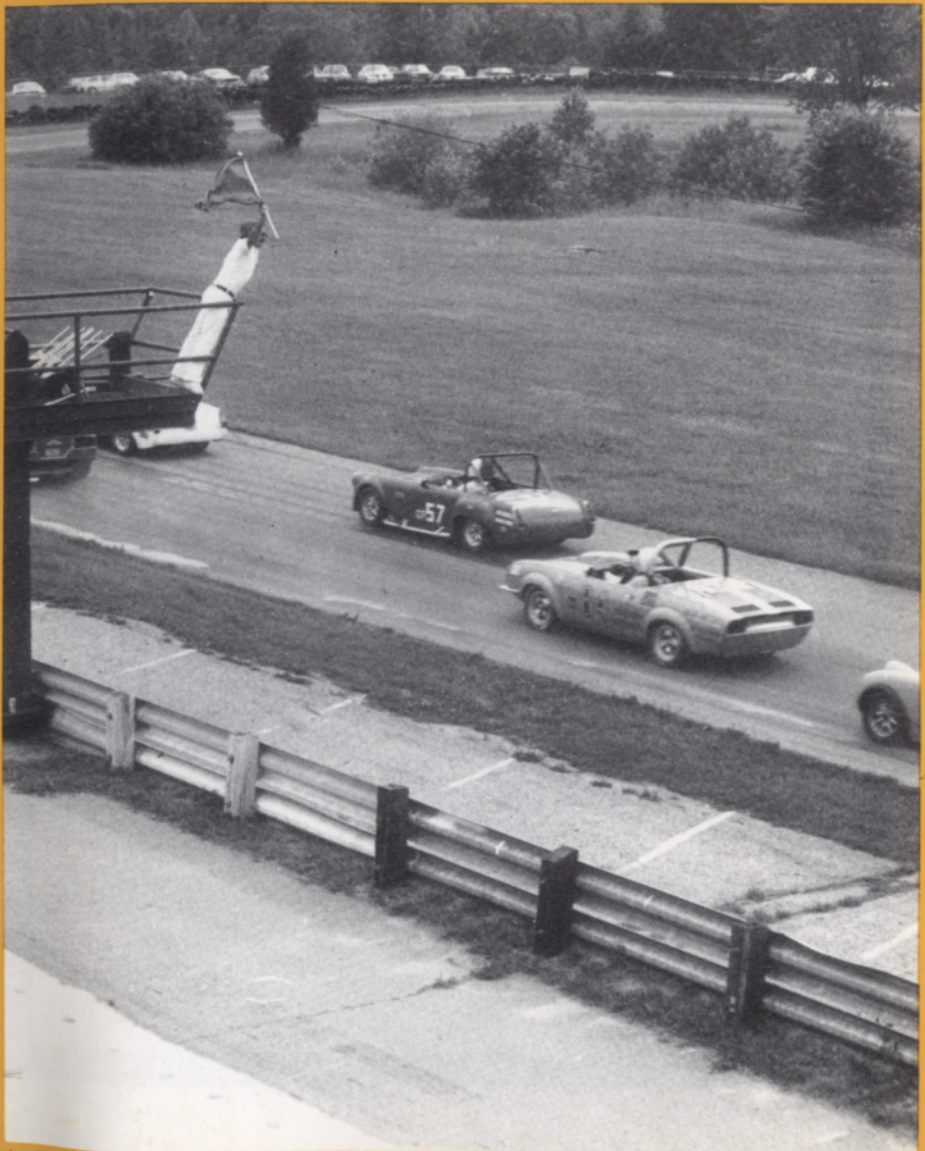


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### WATERFORD HILLS 1982 ROAD RACING CALENDAR

- MAY 8 - 9
- MAY 29 - 30
- JUNE 26 - 27
- JULY 24 - 25
- AUGUST 28 - 29
- SEPT. 25 - 26

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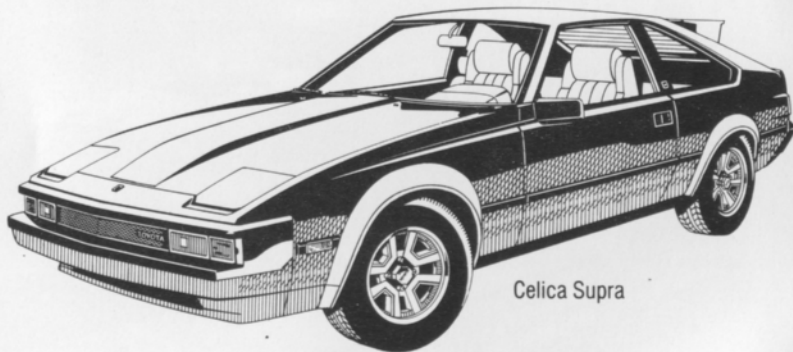
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# WATERFORD



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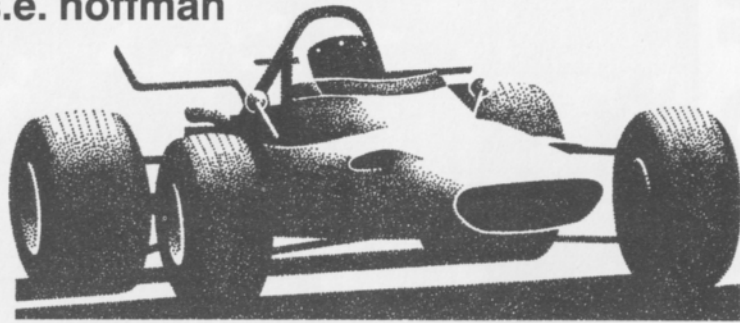
- 2. the inside line
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- 14. winners circle
- 23. looking back with bizer
- 25. average lap speed chart
- 25. class records
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## staff

publisher	s.e. hoffman
feature editor	peter quenet
advertising director	jerry morlewski
art director	dan hill
production staff	brenda riley
photographers	al bizer
	john gacioch
	john j. willyard
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cover photo	al bizer

## the inside line

s.e. hoffman



Welcome to the mid-summer sprints at Waterford Hills Race Course!

June's races were exciting as we saw the return of some old favorites from last season. Tim Clark brought his pretty yellow, red and black Corvette back after a couple of years on the national circuit. He proved that he hasn't lost a step with wins in both Saturday and Sunday class races. Another WHRRI veteran Tim Evans, 1979 U2 Can-Am champion, climbed into ailing Don Clining's Vette to grab the feature win in GT-1 from Mr. Clark. Tim Evans best Sunday time was 1:15.6 just 2/10ths off the record held by Dave Buist. You can see how the GT-1 class battle kept all the viewers on their toes!

The FV competition stayed hot and heavy with the return of both Dan Wyse and John Nolan to challenge this season's early points leader, Dennis Hamilton. Bill Bowman finally got some problems with his sleek new-style Noble Vee sorted out and took his best finish of the year in Sunday's FV feature.

Hugo Carlson and Tim Clagherty set a fine example of driving under pressure with their pass and re-pass throughout the GP races all weekend. In the GT-2 the competition remains terrific with any of the three top runners still in contention for the season trophy. Great driving from Ken Nelson, Doug Goad and Larry Ross! Bill Demeter copped a Saturday win in EP to challenge the dominance held by Paul Nawrocki most of last year.

Canadian Jim Cooke brought his sleek S2000 to the track to take on this year's front runner, Ramon Berguer. Both drivers put on a great show in Sunday's feature with some terrific racing and they lapped the field easily while seemingly passing other competitors at will.

Besides our super drivers, there are about 150 great volunteer workers who do all the behind-the-scenes jobs that it takes to make a race weekend run smoothly. If any of our fantastic race fans would like to join them, we invite you to come to our club meetings. They are held on the first Wednesday of every month in the clubhouse (the big log building by Waterford Road) at about 8:00 p.m. Come on out and meet all of us. We sure would like to meet all of you!

We have a very special treat or two for our spectators this month. On Sunday the BMW Club will be here for a track parade during the 11:30 lunch break. Also, we will be holding our very popular track van rides on both Saturday and Sunday. Be sure to be "on the hill" in time. Track announcer, Ed Hannum, will give you all the particulars over the PA system.

Plan to join with us for our remaining race weekends. The schedule is on the back of this digest. Right now just sit back, relax and enjoy the July mid-summer sprints.

Happy viewing!!

## officials

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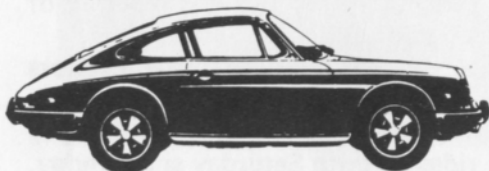
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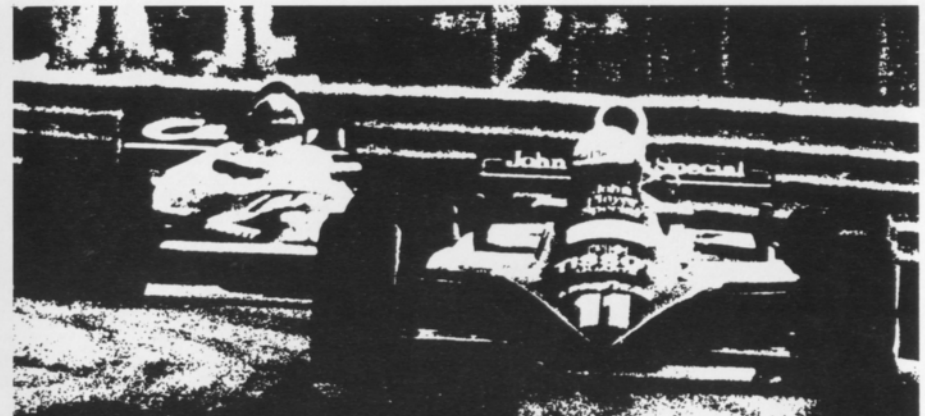
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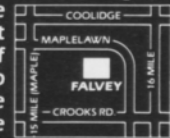
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winners circle



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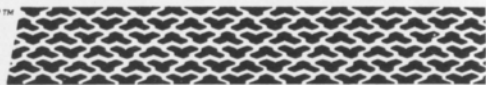
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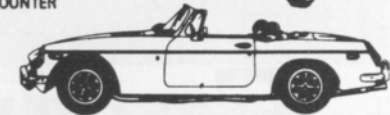
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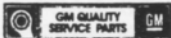
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## average lap speed chart

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

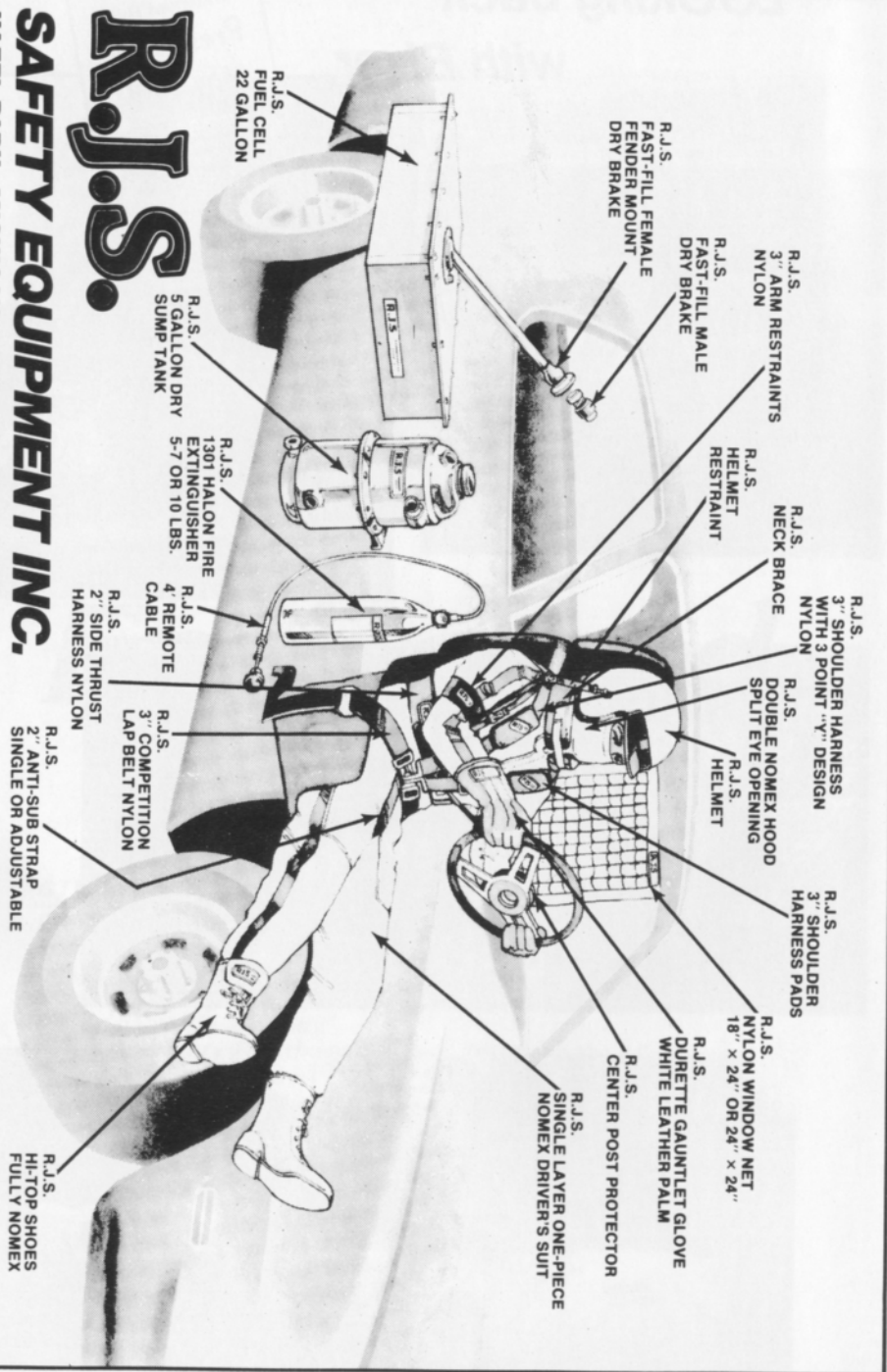
ASR	Ed Murray	Chevron	1:10.9	9/81
CSR	Evan MacDonald	M - 2	1:10.5	9/78
DSR	Don Clining	Meister Honda	1:20.8	5/75
S/2000	Larry Campbell	Lola	1:11.5	9/79
CP	Wayne Rogers	Datsun 240Z	1:19.4	8/78
DP	Karl Nilsson	Porsche 914	1:17.5	9/79
EP	Lou Livengood	Porsche 356	1:16.3	6/80
FP	Barry Hartzel	MG Midget	1:16.2	7/78
GP	Kirk Carlson	MG Midget	1:18.0	8/81
HP	Paul Cameron	Sprite	1:20.4	7/78
GT-1	Dave Buist	Corvette	1:15.4	6/81
GT-2	J. Byron Walker	Datsun 510	1:16.5	9/80
GT-3	Dave Huard	Toyota	1:18.9	7/80
GT-4	Ross Becker	Mini Cooper	1:19.0	5/82
SS/A	Bobby Fehan	Mustang II	1:27.4	7/80
SS/B	Thad Gutowski	Scirocco	1:29.6	9/76
SS/C	Marc Robling	Pinto	1:30.1	9/80
FF	Vince Muzzin	Royale	1:09.4	6/78
FV	Lee McLeod	Lynx	1:15.7	7/81
**F/ALTC	Vince Muzzin	March	1:06.7	5/75
F/CNTL	Charles Van Acker	Lola	1:09.8	8/79
F4	Robert Long	Xpita	1:13.2	9/79
F440	Greg Assenmacher	Stinger	1:19.0	7/80

\*\*track record

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## 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 groups are: Production (sports cars), Showroom Stock (GT cars and sports cars with minimal modification), Sports Racing (highly modified engine and body over wheels), GT (enclosed cockpit passenger cars and former big production cars), and Formula (open wheels and single cockpit). Race groups are subdivided into classes of equally competitive cars based upon engine size and handling characteristics.

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

### PRODUCTION

- CP** Datsun "Z" series, Mazda RX7, Porsche 914/6 & 924 Turbo, Sunbeam Tiger, Triumph TR-6 & TR-8  
**DP** Lotus Super 7, Datsun 2000, Triumph GT-6, Yenko Stinger, Porsche 914-S  
**EP** Porsche 356 series, MGB, Opel GT, Porsche 914/4, Triumph TR-4  
**FP** Saab Sonnet, MG Midget Mk III & IV, Lotus 7, Triumph Spitfire Mk III & IV & 1500  
**GP** MG Midget Mk I & II, Triumph Spitfire Mk I & II, MGA, Porsche Coupe, Austin Healy Sprit 1100, Fiat X1/9, Fiat 124 Spider  
**HP** Austin Healy Sprite Mk I & II, Fiat 850, MG Midget 948, Fiat Abarth

### SHOWROOM STOCK

- SSA** Porsche 924, Datsun 280Z, Capri V-6, Mustang Cobra, Mazda RX-4 & RX-7  
**SSB** Datsun 200 SX, Fiat 124, Scirocco, Dodge Colt  
**SSC** Pinto, VW Rabbit, Renault LeCar, Mustang 2.3, Fiesta, MGB Pontiac Astre, Honda Civic, Toyota Corolla

### SPORTS RACING

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

### GT CLASSES

- GT-1** Camaro, Dodge Aspen, Ford Cobra II, Corvette, Shelby GT-350, Porsche 911 SC  
**GT-2** Opel 1900, Datsun 510 1800, Mustang 2300, Pinto 2000 & 2300, Cosworth Vega,  
**GT-3** Ford Escort/Lynx, VW Scirocco, VW Rabbit, Datsun 200 SX, Mazda RX 2, Toyota Celica, Pinto 1600, Fiat 124 Sports Coupe, Datsun 510 1600, Dodge Colt, Toyota Corolla 1600  
**GT-4** Honda Civic, 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 with driver's weight included in total legal weight, very equal class  
**FV** Formula Vee - all Volkswagen components, 1200 cc engine, driver's weight included in total legal weight, very competitive class  
**F/AKTC** Formula Atlantic - choice of engines in 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 - engine up to 1100 cc, rear wings allowed, combines the modifications of the previous Formula C and Formula Super Vee classes  
**F440** Formula 440 - utilizes Fuji two-cycle snowmobile engines and drive train, rigid suspension, wings permitted  
**F4** 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.

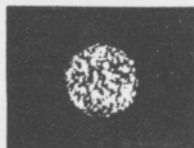
### black



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

Waving black flag (displayed on all corner stations) means the race is stopped. Slow down immediately and proceed around the track with extreme caution to the pit lane for a re-start.

### black with orange ball



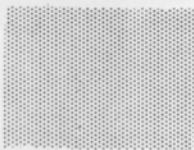
(Meatball black flag) There is something mechanically wrong with your car. Proceed to your pits at reduced speed.

### green



(Or no flag) Course is clear.

### yellow



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

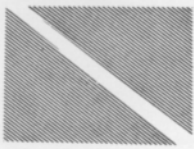
### red



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

Waving red (displayed by the Starter only) means the race is stopped, slow down immediately and proceed around the track with extreme caution to the pit lane.

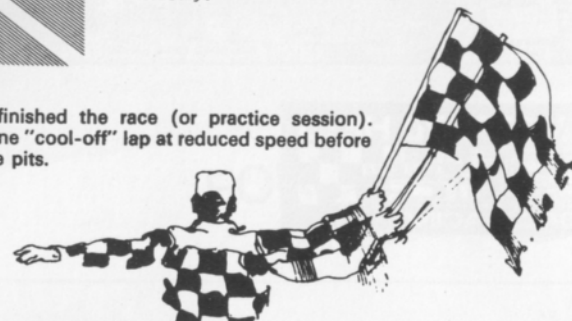
### blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

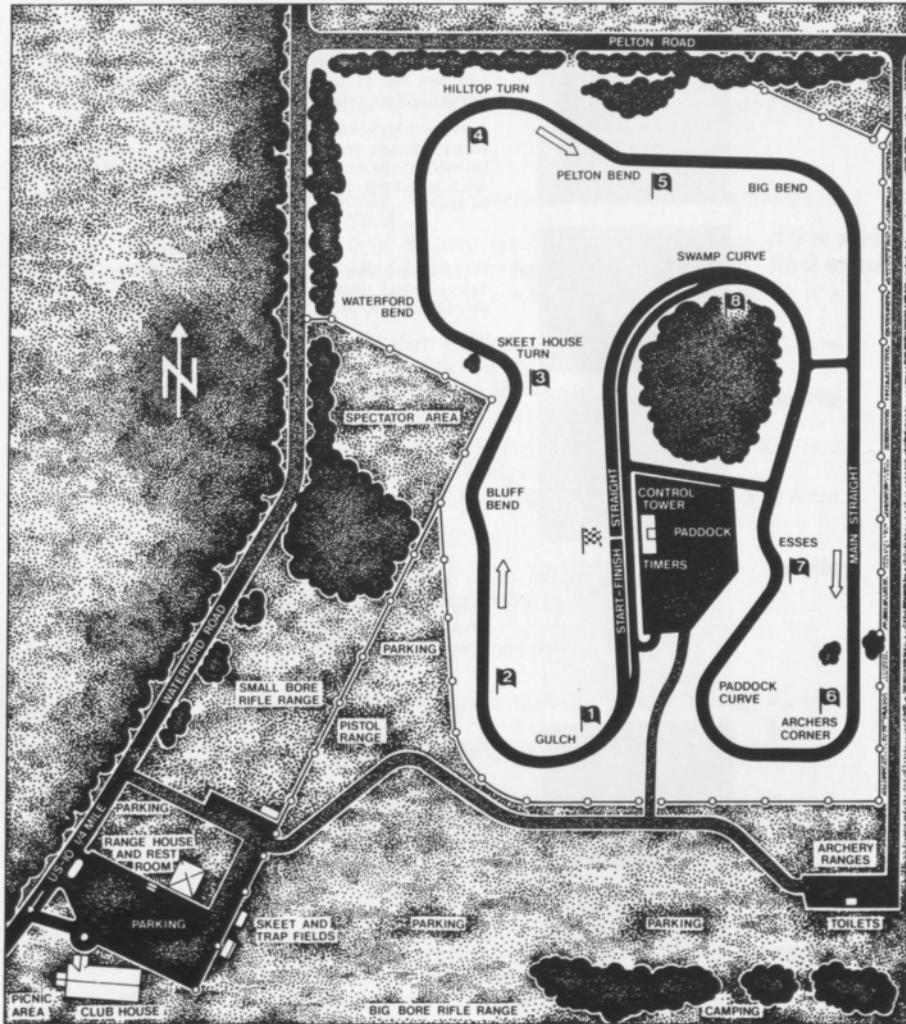
### checkered

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



# FROM STOCK... TO SEBRING



## FORD MUSTANG

FORD DIVISION 