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WATERFORD HILLS 1983

ROAD RACING CALENDAR

- MAY 14-15
- MAY 28-29
- JUNE 25-26
- JULY 30-31
- AUGUST 27-28
- SEPT. 24-25

EASY ON THE WALLET

Admission is just \$3.00 for Saturday, \$5.00 for Sunday, or \$6.00 for the entire weekend. Children under 12 are always free and a Season Ticket is only \$25.00 The track opens at 10 A.M. for practice and qualifying. Racing begins at 1:30 p.m. on Saturday (seven races) and at 12:00 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, 1/4 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 2-1/2 miles.

THE WATERFORD DIGEST

Published by Waterford Hills Road Racing Inc., 1983



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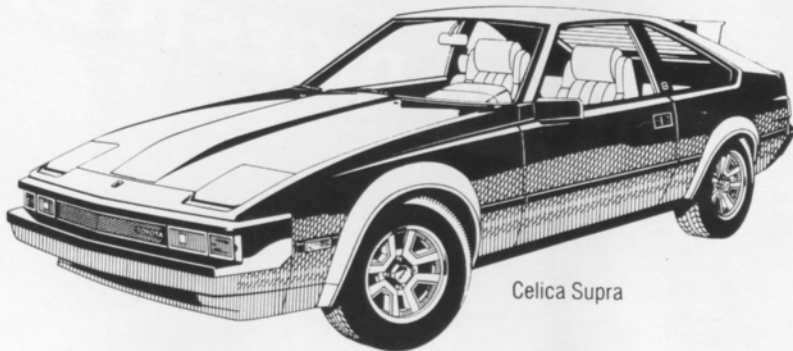
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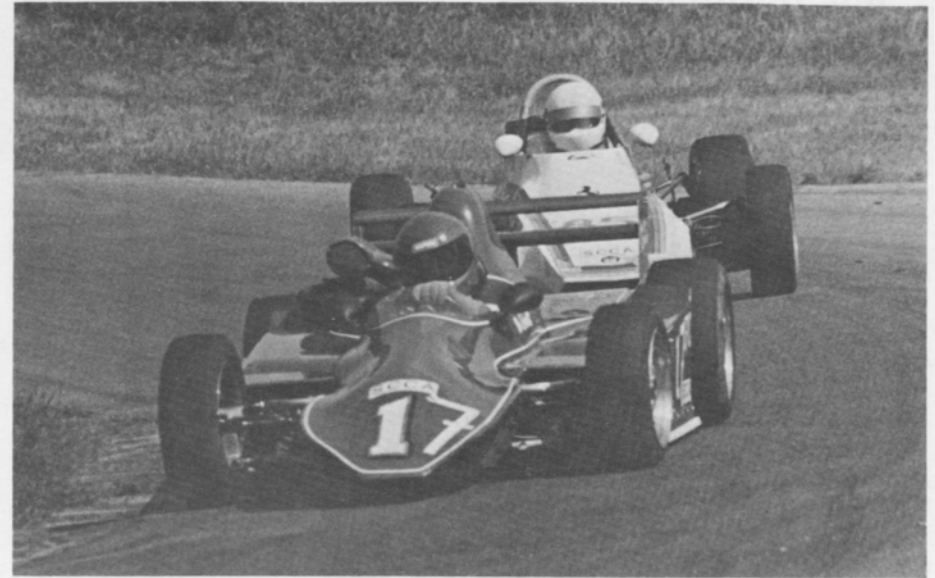


photo by al bizer

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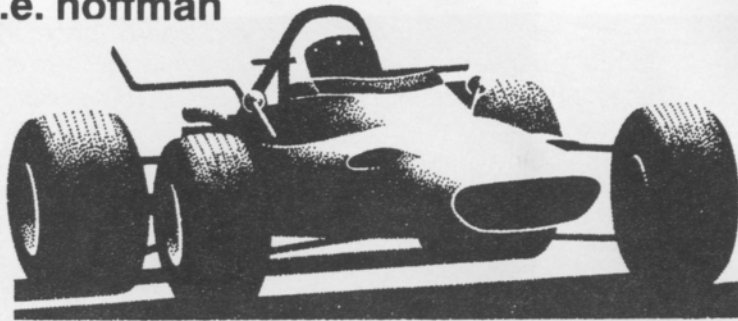
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25. class records
26. racing classes
27. flags
28. course map
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Welcome to the July races!

June's races gave us plenty of action, especially in the sports racer groups. Bob Schneider in the #14 white and Jerry Tobin in the #3 yellow S2000's traded wins, but both proved unable to catch Canadian champion, Jim Cooke, in the #92 blue until he snapped an axle in Big Bend. Jim, who entered on Sunday only, showed us all how fast his old car really is! Veteran Waterford driver J. Byron Walker made his debut with his new March in ASR class. Byron looks like he is enjoying this Can-Am car as much as his Datsun sedan! Family honors for the weekend went to the racing Kroms from Plymouth. Peggy copped all three wins in SSB with her red Scirocco and Ray took two of three GT-1 wins in his brown Corvette. With all those trophies, someone should point them in the direction of a feather duster factory!

Racing has come a long way in the last twenty-five years here. In the beginning was a short dirt track with the cars running alone against the clock. Fastest car in class was the winner. That kind of competition is now called a solo. Wheel-to-wheel competition on a paved track actually began in the fall of 1959. Lots of changes in the racing classes have occurred over the years. If you have ever seen a vintage car race, you have seen many cars which used to be the state of the art in real race cars here!

Other changes have happened. The facilities and grounds are much better. The early timers worked on their own card tables in the infield between Turn 2 and the start-finish line. Even the start-finish line wandered about before it settled where it is now. Rolling starts came in the early seventies. Can you imagine the races without the safety factors of guard rails and tire walls? Tire walls don't look pretty, but they sure save drivers' jolts and machinery breakage. The turn marshals had no stations, as such; they planted their foot next to

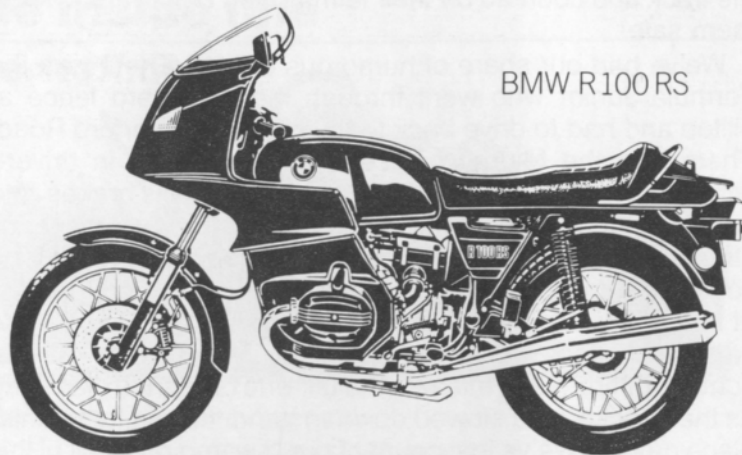
the track and counted on their faithful Red Ball flyers to keep them safe!

We've had our share of humorous events. There was the Formula Junior who went through the old board fence at hilltop and had to drive back to the gate on Waterford Road. There was the Midget novice who got excited in driver's school with the practice red flag and jammed his brakes and flipped for real. One Mini driver sailed through the back straight turn and over the fence. He dodged trailers until he could flat spin by the lake. A new tire wall was promptly added at that point! We tried inverting the grid only to have several cars catch each other in the esses. Two drivers in a hot contest for first place misread the tail-end of a furling black flag as the checker and slowed down to hand the win to the third place runner! We've lost count of our "swamp rats"! All of this and more will be chronicled in our anniversary yearbook. Plan to come in August and get your copy of our history in words and lots of pictures!

This month is the Canadian Invitational and we are looking for a number of entries from our Canadian friends coming to help us celebrate our twenty-fifth anniversary! Happy viewing!!

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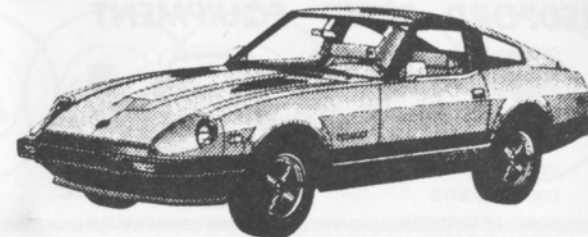


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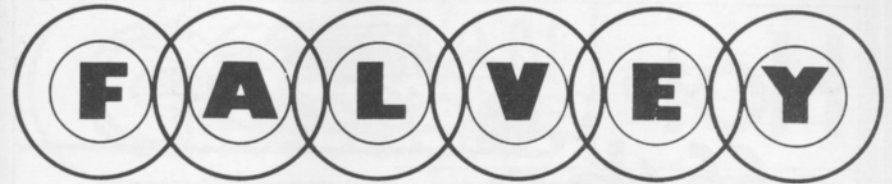
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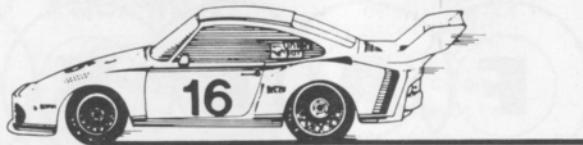
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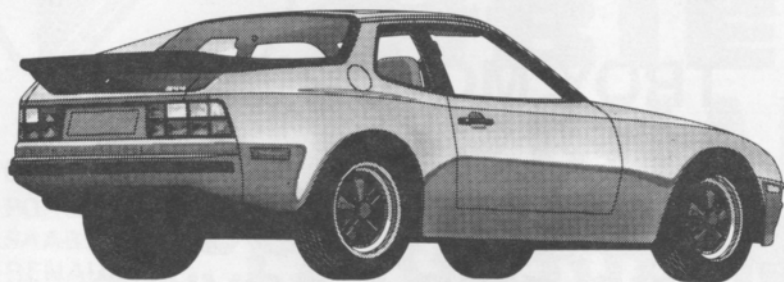
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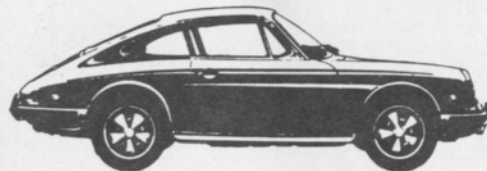
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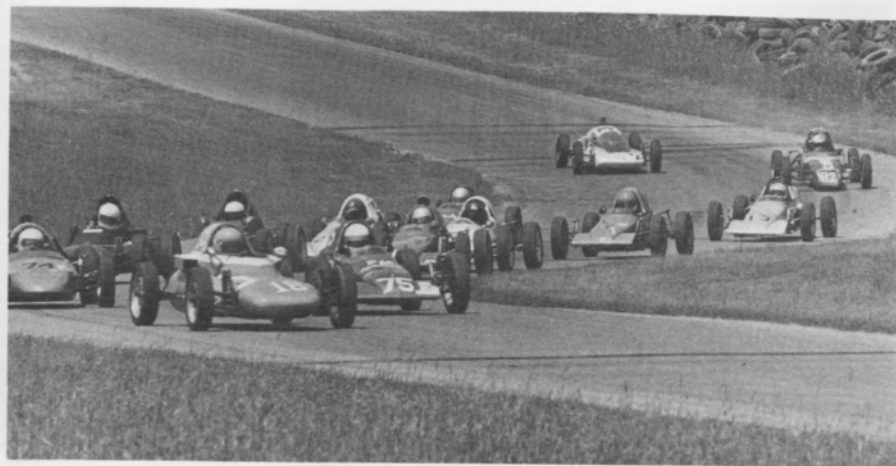
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JUNE 25/26 RACE WINNERS CLASS RACES

<u>saturday</u>		<u>sunday</u>	
race 1	FV don kitch	race 1	GT-4 jerry morlewski
race 2	GP hugo carlson		GT-5 ted wollesen
	HP conrad miesiak		SSB peggy krom
	GT-5 john morris		SSC dennis staley
race 3	FF doug plzak	race 2	FV mike hunt
	FFR david shook	race 3	S2000 jerry tobin
race 4	S2000 bob schneider		ASR j. byron walker
	ASR j. byron walker		EP grady ellis
	DP tim pott		FP steve ives
	EP grady ellis		GP kevin good
	FP steve ives		HP conrad miesiak
	GT-1 don sak	race 4	FF doug plzak
race 5	GT-3 doug goad		FFR jim vollmers
	GT-4 jerry morlewski		FC william schmitt
	SSB peggy krom	race 5	GT-1 ray krom
	SSC dennis staley		GT-3 doug goad
			DP tim pott

FEATURE RACES

	<u>race 1</u>	<u>race 2</u>	<u>race 3</u>	<u>race 4</u>
1st	michael hunt	ted wollesen	william schmitt	bob schneider
2nd	don kitch	steve ives	doug plzak	grady ellis
3rd	stuart delaney	randy black	jerry bell	jerry tobin
4th	jim bowman	john morris	james termote	ray krom
5th	dave peacy	hugo carlson	doug chenoweth	wayne rogers

photo by al bizer

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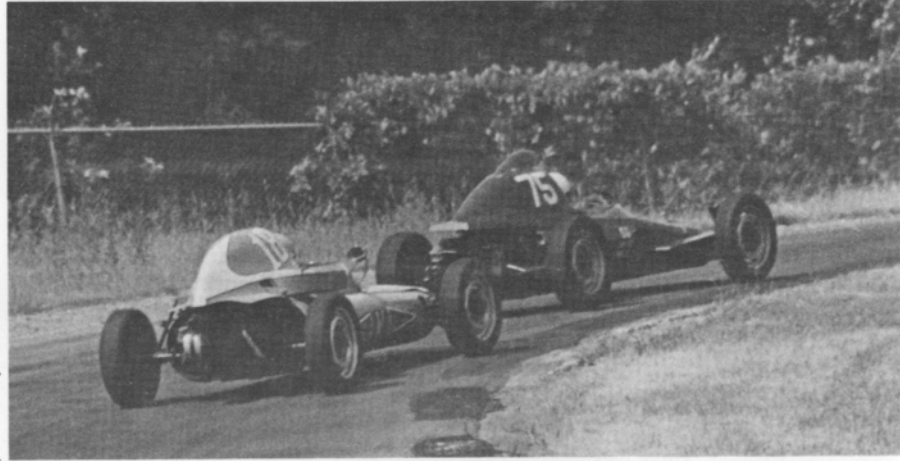


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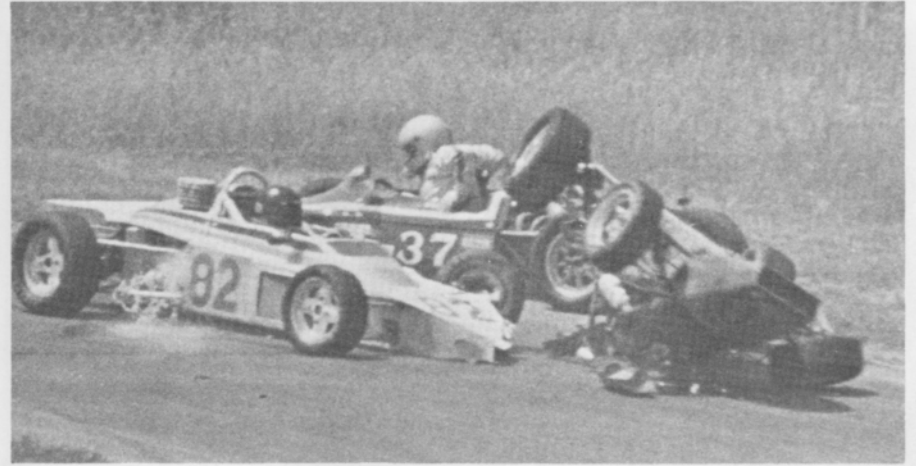


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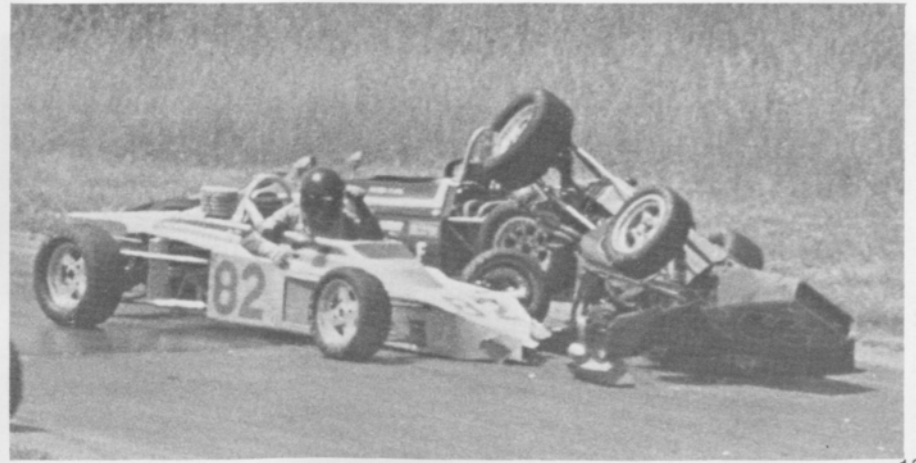


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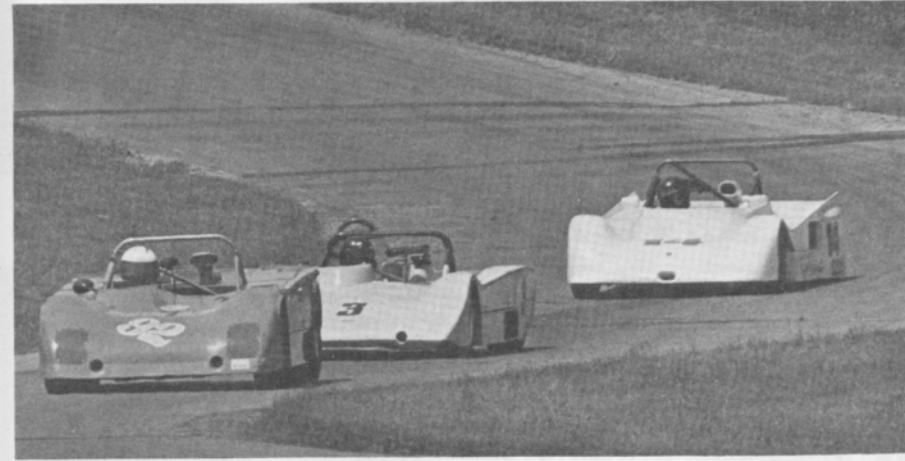


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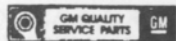
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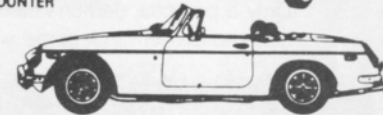
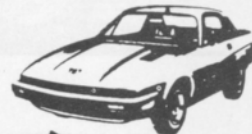
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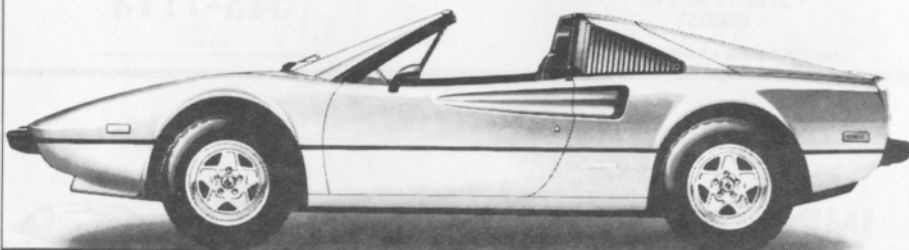
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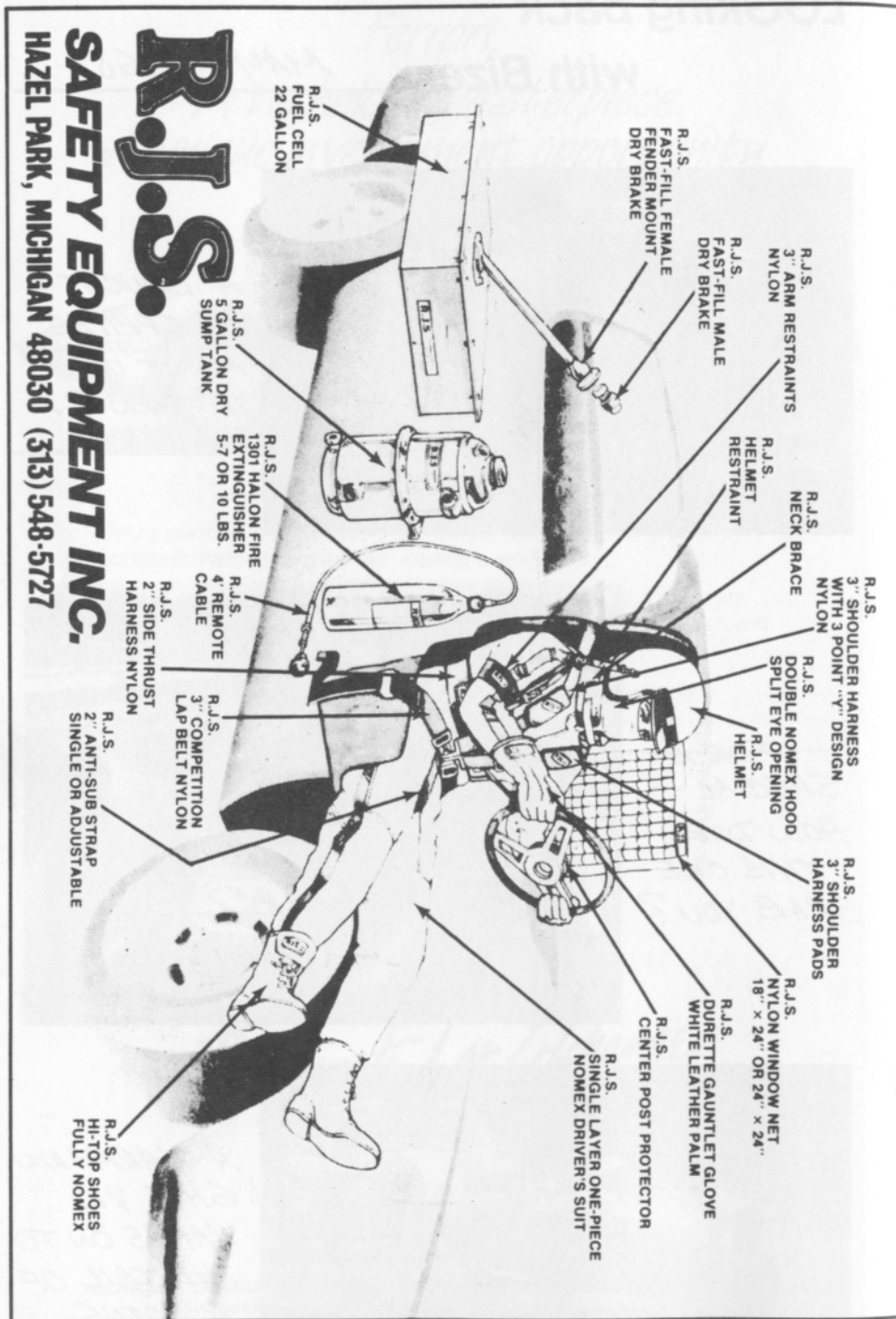
Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:00	85.326	1:17	66.488	1:34	54.463
1:01	83.927	1:18	65.635	1:35	53.890
1:02	82.574	1:19	64.805	1:36	53.329
1:03	81.263	1:20	63.995	1:37	52.779
1:04	79.993	1:21	63.204	1:38	52.240
1:05	78.762	1:22	62.434	1:39	51.713
1:06	77.569	1:23	61.681	1:40	51.196
1:07	76.411	1:24	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	Ed Murray	Defender	1:18.9	9/82
S/2000	Larry Campbell	Lola	1:11.5	9/79
DP	Karl Nilsson	Porche 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	1:17.0	8/81
HP	Paul Cameron	Sprite	1:20.4	7/78
GT-1	Tim Taylor	Corvette	1:14.9	8/82
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
GT-5	New Class	No Record		
SSA	Bobby Fehan	Mustang II	1:27.4	7/80
SSB	Charlie Henry	Dodge Challenger	1:28.4	9/82
SSC	Mark 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/C	Charles Van Acker	Lola	1:09.8	8/79
F440	Greg Assenmacher	Stinger	1:19.0	7/80
F4	Robert Long	Xpit	1:13.2	9/79

**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 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 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

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, Austin Healy Sprite, Fiat X1/9, Fiat 124 Spider, Alfa Romeo, Porsche Coupe
HP	Austin Healy Sprite Mk I & II, Fiat 850, MG Midget 948, Fiat Abarth

SHOWROOM STOCK

SS-GT	new class with current model cars of SSA plus additional modifications allowed.
SSA	Mustang Cobra, Mazda RX series, Porsche 924, Capri V-6, Datsun 280Z
SSB	Triumph TR-8, Scirocco, Dodge Colt, Datsun 200SX, Fiat 124
SSC	Fiat X1/9, Pinto, VW Rabbit, Renault LeCar, Mustang 2.3, MGB, Honda Civic, Toyota Carolla, Pontiac Astre

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	Corvette, Camaro, Ford Cobra II, Shelby GT-350, Porsche 911 SC, Dodge Aspen
GT-2	Datsun Z series, Mazda RX7, Porsche 914/6 & 924 Turbo, Sunbeam Tiger, Triumph TR-6 & TR-8
GT-3	Opel 1900, Datsun 510 1800, Mustang 2300, Pinto 2000 & 2300, Cosworth Vega
GT-4	Fiat 124 Sports Coupe, Pinto 1600, Toyota Celica, Dodge Colt, Toyota Carolla 1600, Datsun 510 1600, Ford Escort/Lynx, VW Rabbit & Scirocco
GT-5	Datsun 200SX, Austin/Morris Mini Cooper, VW 1300, NSU TT, Honda Civic, Renault LeCar, Fiat 124 1200, Toyota Carolla 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/ATLC	Formula Atlantic — choice of engines in over 1100 cc up to 16000 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.

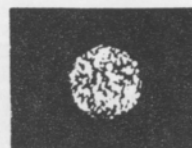
black



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

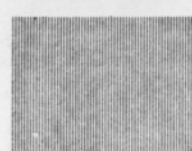
Waving black flag (displayed on all corner stations) means the race is stopped. Slow down immediately and proceed around the track with extreme caution to the pit lane for a re-start.

black with orange ball



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

green



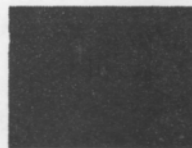
(Or no flag) Course is clear.

yellow



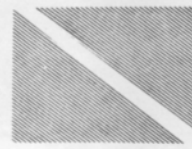
(Stationary) Take care, danger, no passing.
(Waving) Great danger, be prepared to stop, no passing.

red



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.

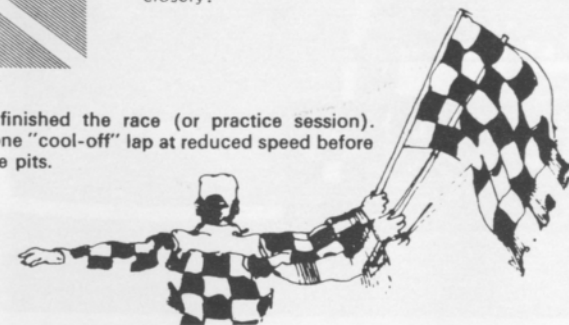
blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

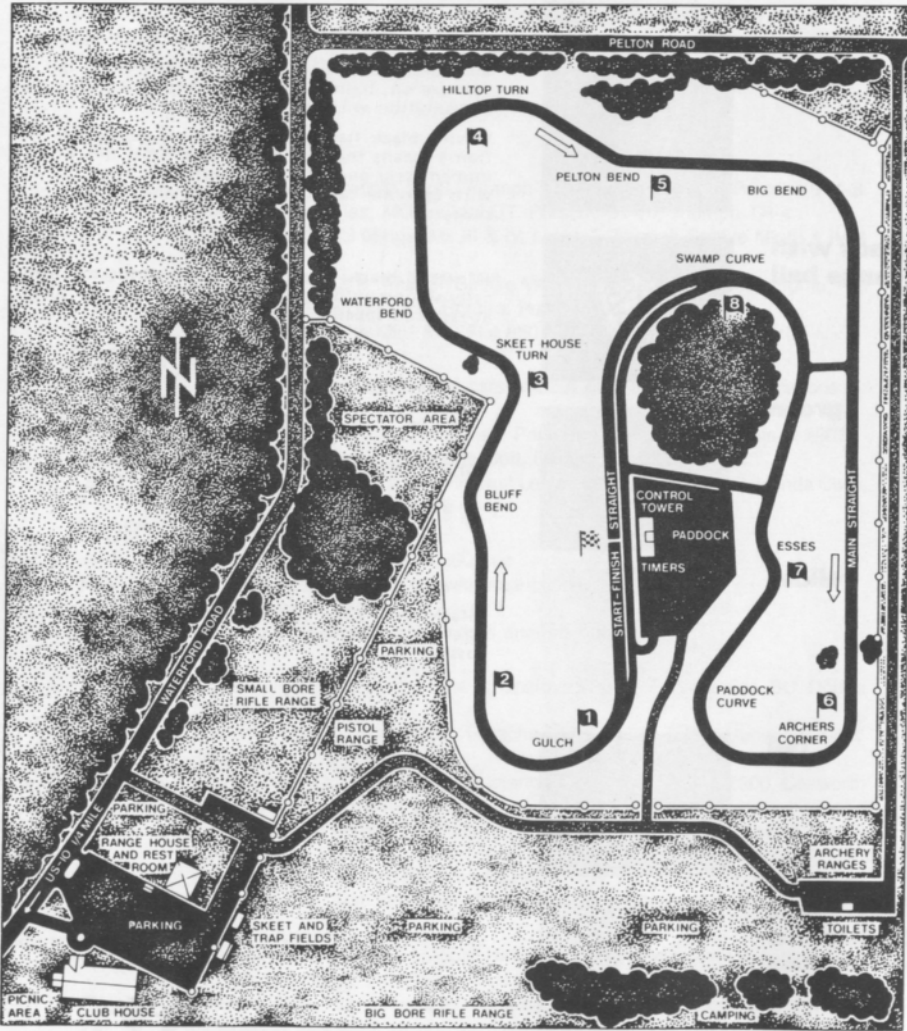
checkered

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



THE BOSS 1983

FORD MUSTANG

FORD DIVISION 