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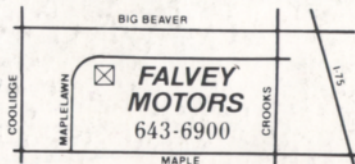
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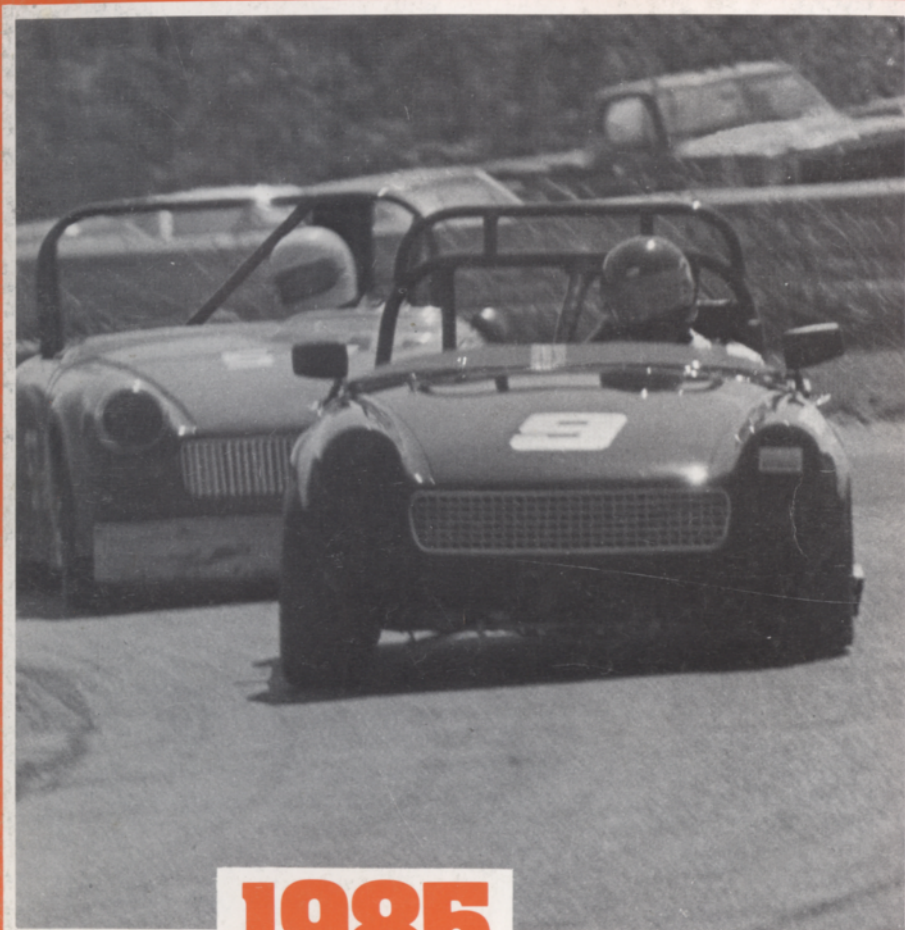


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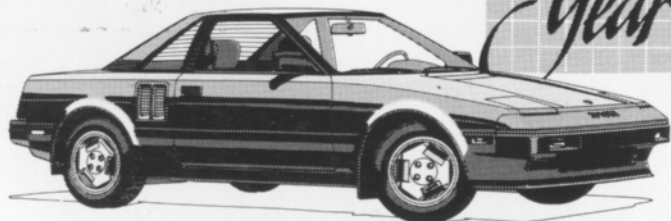
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DON CASTLE

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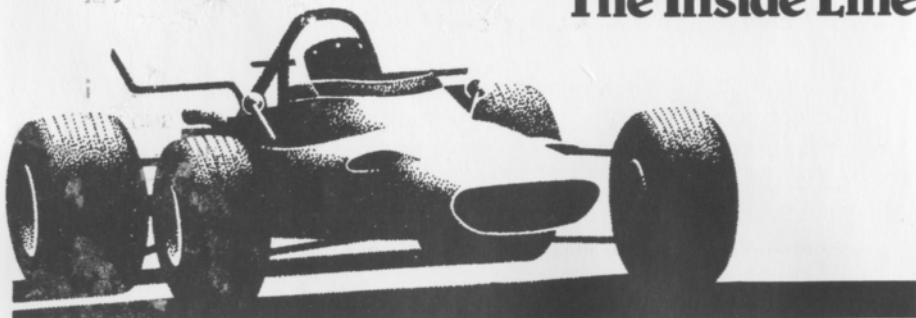
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DON CASTLE
KARL RACENIS

Cover Photo by AL BIZER

The Inside Line



During the month of June Oakland Mall featured a display of our cars. We hope you had a chance to see than up close.

June 29-30 saw some of the best racing so far this season. Over 100 cars were on hand and the racing was hot and heavy.

This weekend we would like to welcome our sponsor BF Goodrich. We hope you all enjoy yourselves.

We would like to welcome the folks from J. Walter Thompson and the members of the Roseville Rod and Social Club.

Saturday, August 3rd, we will be hosting historic car races. This is in conjunction with the Meadowbrook Concourse. This will be an excellent chance to see many older cars that have not raced in some time. There will also be 2 races featuring local celebrities in one and writers from national automotive magazines in another. Volkswagen of America will provide 5 GTIs for this event.

On August 24th and 25th you'll have a chance to see Danny Sullivan's Indy 500 winning car. Our sponsor for the weekend is Miller Beer.

The International Stars region of the Mercedes-Benz club of North America and the Southeastern region of the Porsche Club of America will also be on hand.

MAC Tool/Ford Motorsport will once again sponsor our season finale, September 28th and 29th.

Continuing a long standing tradition the British car clubs will be out on Sunday. Last year we had over 125 cars on the track.

During the break between the last class race and the first feature, I will come over to the turn 3 safety station. I usually have another driver or two with me. Come on down and say hello. If you have any questions about racing this is an excellent time to get an answer directly from the best source. And if you have any suggestions or complaints we would like to hear them also.

We hope you enjoy yourselves. Next time bring a friend.

Mike White

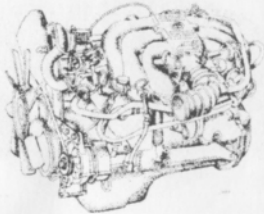
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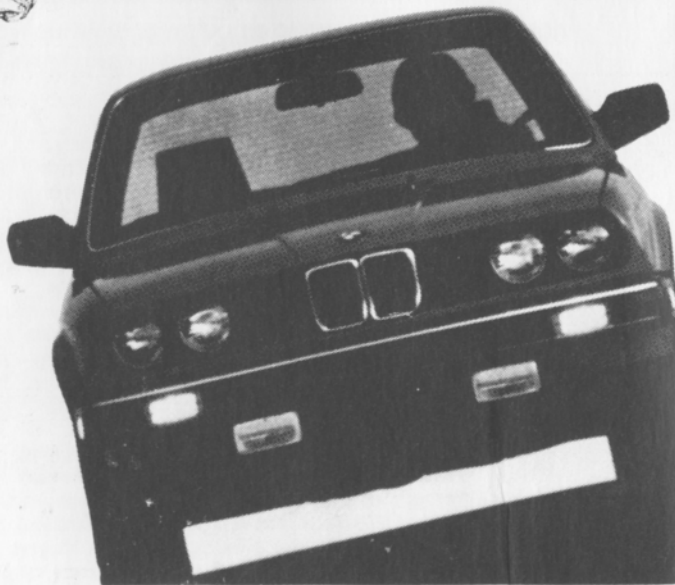
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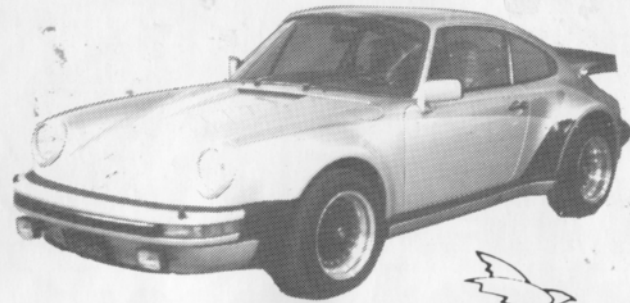


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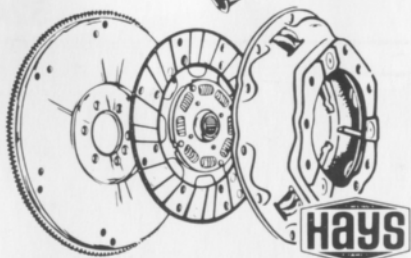
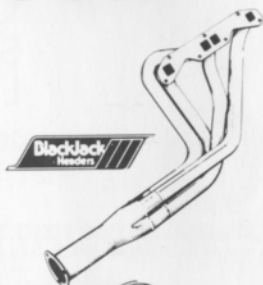
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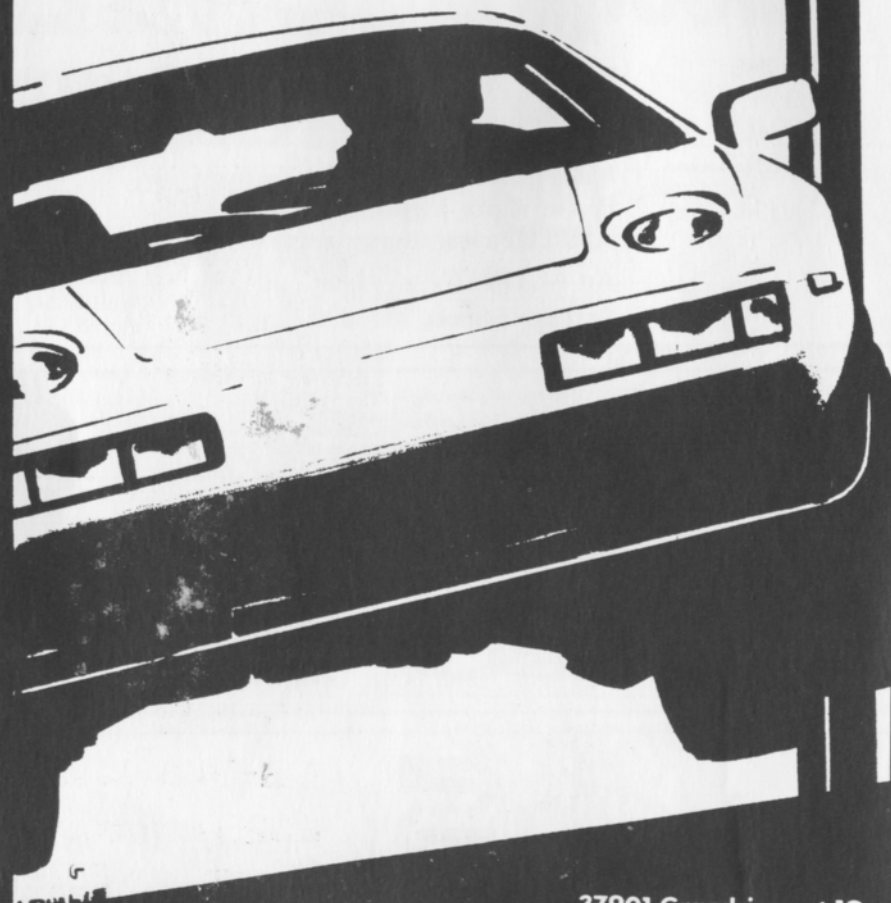
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JUNE 29-30 RACE WINNERS CLASS RACES

		Saturday	Sunday
Race 1	GT-4	Jerry Morlewski	Jerry Morlewski
	GT-5	Ross Becker	Ted Mollesen
	SSGT/SSA	Bill Bailey	Thomas Goad
	SSB/SSC	Ray Krom	Jack Broomall
	SSX	Ron Miller	Ron Miller
Race 2	FV	James Bowman	James Bowman
Race 3	S2	Robert Schneider	Robert Schneider
	FP/EP	A. Brakora	A. Brakora
	GP	Pat Kowak	Pat Kowak
	SREN	Steve Ives	Steve Ives
	CSR	Jim Cozzi	Jim Cozzi
Race 4	FF	James Termote	Don Fitz
	FFR	Jac Brown	Greg Wilkinson
Race 5	GT1	Terry Satchell	Terry Satchell
	GT3	Doug Goad	Doug Goad

FEATURE RACES

	Race 1	Race 2	Race 3	Race 4
1st	Scott Kiefer	Ted Wollesen	Lewis Cooper, Jr.	Dave Hall
2nd	Greg Assenmacher	Dave Dobry	Don Fitz	Jim Cozzi
3rd	T.J. Shaver	Ross Becker	James Termote	Ed Murray
4th	Ken Winters	Hugo Carlson	Bill Shamick	Terry Satchell
5th	Larry Bradley	Pat Nowak	Pete Selva	Pete Morgan

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FEATURE STORY

ERNEST JOHNSMEIER

When I was asked to write for the Waterford Digest, I was really excited because I love cars. What could be better than seeing the cars race, and being able to talk to the racers themselves? So on Saturday morning I got up and went to the races. I got my press pass and my pit pass (paddock pass) and walked up the dirt road to the paddock area.

Cars were entering the track for their practice runs and time trials. So I thought this would be the best time for me to get better acquainted with Waterford Hills. I was having a great time and I was seeing some beautiful cars. I saw MGs, Trans Ams, Corvettes, Fieros, Rabbits, Minis, Austin Healys and, my favorite, Porsches, just to name a few. Also the racers are really nice and like to talk about their cars, so it's easy to get into a great conversation with them.

By now the racers were getting ready for the first race. They lined up behind the pace car and entered the track. This is where the confusion set in. Why were all of these different cars going out to race at the same time? Surely they were not racing against each other, it wouldn't be fair. The pace car exited the track and the race was on. I couldn't believe the speed at which these cars took the corners. And the drivers must really be skilled to be able to sneak by the others for a successful pass. At the end of the race, one of the cars pulled in to take the



OD, S-RENAULT

checked flag for a lap around the track, and then another car gulled in to do the same thing, and then another. After seeing this, I realized that the cars were not racing against each other, but in different classes. As it turned out, there are not enough cars in some of the classes to race alone, so they race at the same time.

There are many different classes, and it sometimes can get confusing. The cars are divided into 5 major classes: Production, Showroom Stock, Sports Racing, GT Classes, and Formula. At first, I could only see two major different classes. One in which the cars would be seen on the street and another in which they would never be seen on the street. But after a while in the paddock, I began to see other differences in that the cars that would be seen on the street were modified differently and thus put into different classes. As you can see it even gets more complicated.

It depends on the Driver and his tastes to determine what class he would race in. If he likes street cars, like MG's he might race an MG. But others might like the all-out-racing-only cars. It's a matter of preference; "What ever turns you on!"

My first time at Waterford Hills road racing was really fun, but it was exhausting also. Even though I was tired and a little sunburned, it was worth it! See you next month at Waterford Hills Road Racing.



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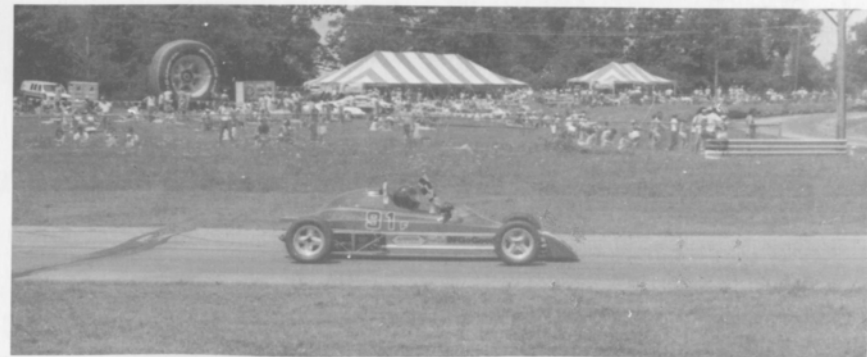


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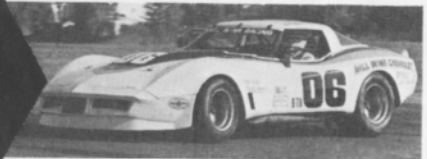
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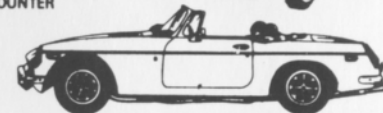
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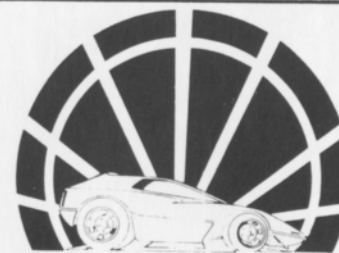
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WAY FOR JOE GARDELLA'S LOTUS S-7 1500.
NO MATTER, JOE WON OVERALL ANYWAY.*

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Average Lap Speed

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	58.186	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	Jedi	1:12.5	4/85
S/2000	Larry Campbell	Lola	1:11.5	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	1:13.7	9/83
GT-2	J. Byron Walker	Datsun	1:16.5	9/80
GT-3	Craig Allen	Lotus Elan	1:16.4	9/83
GT-4	Jerry Morlewski	Fiat 124	1:19.0	9/83
GT-5	Ted Wollesen	Mini Cooper	1:19.9	5/84
SS-GT	Bill Bailey	Firebird	1:24.5	5/84
SSA	Bill Bailey	Mustang	1:26.2	6/85
SSB	Jack Broomall	Shelby	1:27.4	6/85
SSC	Ron Lindensmith	Fiat X1/9	1:29.6	9/82
FF	Vince Muzzin	Royale	1:09.4	6/78
FV	Lee McLeod	Lynx	1:15.7	7/81
**F/A	Andy Falbo	March	1:06.1	8/83
F/C	Jay Novak		1:09.3	9/84
F440	Jay Novak	EPEE	1:16.0	8/84
F4	Stuart Lamont	Xpit	1:12.5	7/83
FFR	Mark Davison	Crossle 32	1:17.0	5/84

**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 single cockpit). Racing 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

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, Renault LeCar, Datsun 510 1600, Ford Escort/Lynx, VW Rabbit & Scirocco
GT-5	Datsun 200SX, Austin/Morris Mini Cooper, VW 1300, NSU TT, Honda Civic, 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
FFR	Formula Ford Radial — the cars are the same as the above class except they must use BF goodrich T/A radial tires.
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

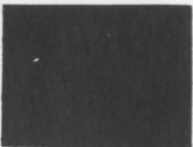
Flags

yellow with red stripes



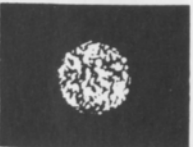
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

black



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



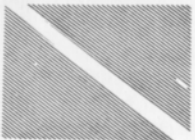
(Stationary) Take care, danger, no passing. (Waving) Great danger, be prepared to stop, no passing.

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.

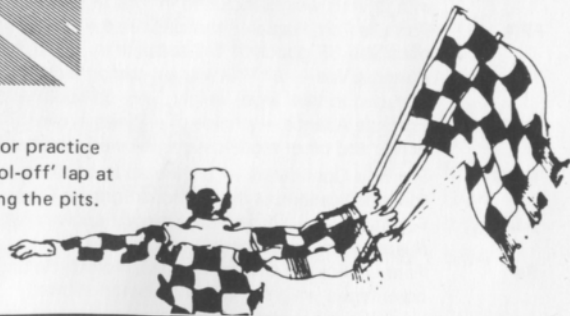
blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

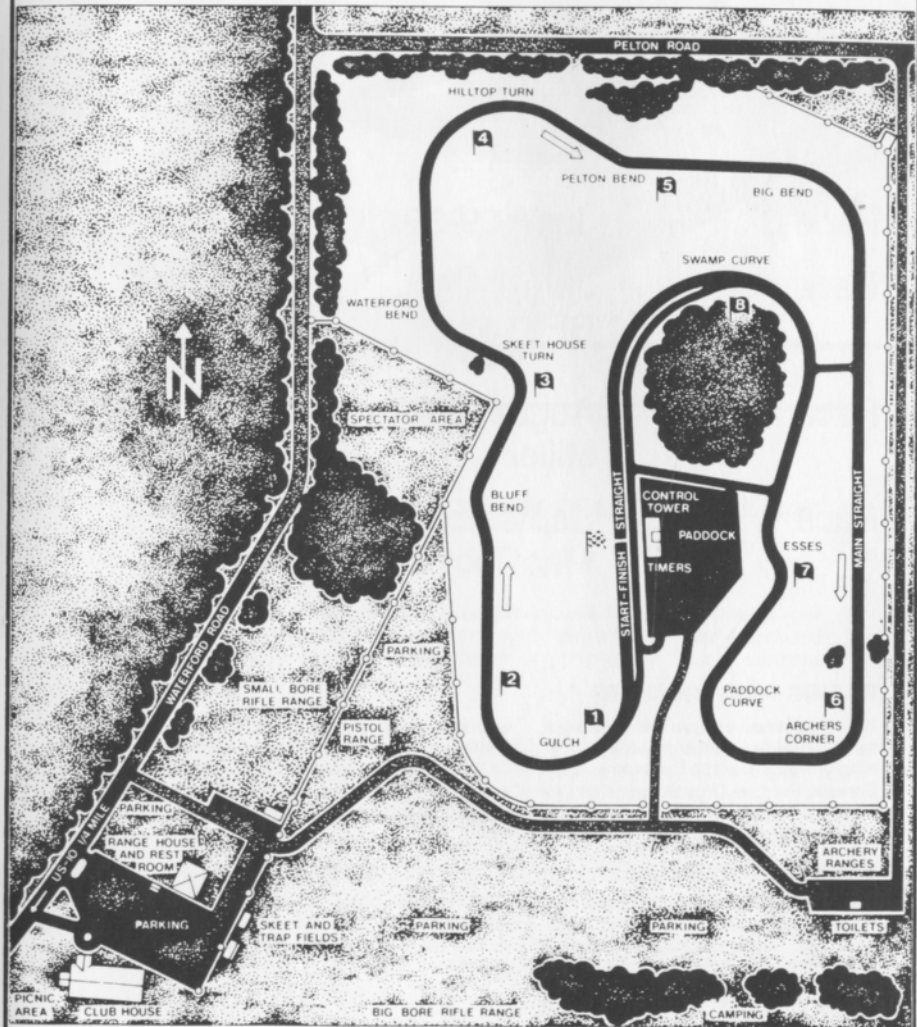
checkered

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



1985 Waterford Digest

Waterford Hills 1985 Road Racing Calendar Schedule

Race 1	May 4-5
Race 2	June 1-2
Race 3	June 29-30
Race 4	July 27-28 BF Goodrich
Race 5	August 24-25 Miller
Race 6	September 28-29 Mac Tool/Ford Motor Sport

RACING RAIN OR SHINE

The hills of Waterford are being invaded . . . with an army of sports cars, sedans and formula cars in fierce, wheel to wheel competition . . . and for 1985 we've assembled the largest field in our 27 year history! Watch over 130 top drivers battle it out in the finest racing machinery from America and Europe. Corvette, Porsche, Datsun. Everything from Capris to Camaros, McLarens to MG's. 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.

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 \$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.

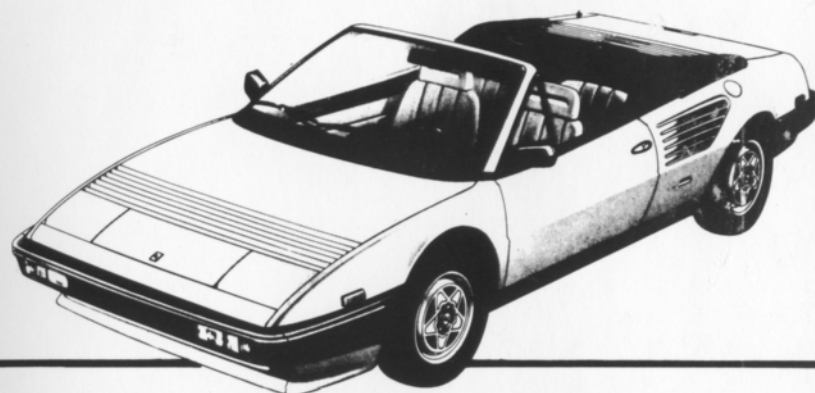
EASY TO GET TO

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, 1/4 mile east of Dixie Highway (U.S. 10) in Waterford, Michigan. The easiest route to take is 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., 1985

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