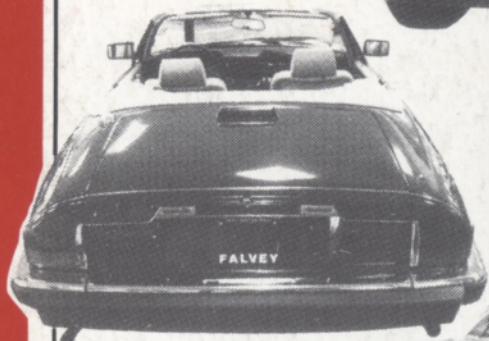
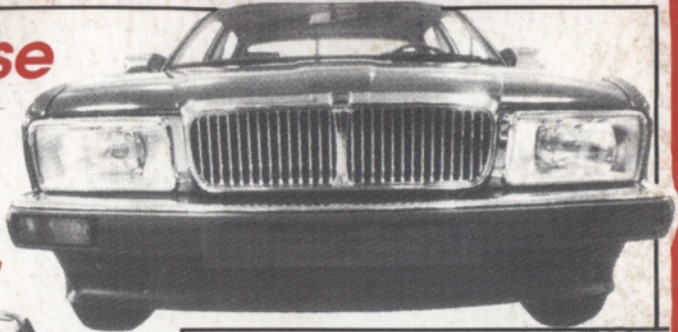
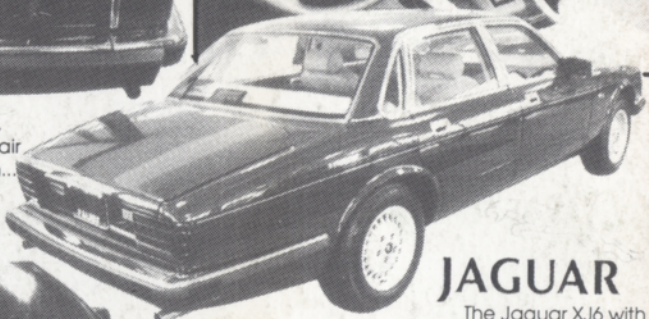
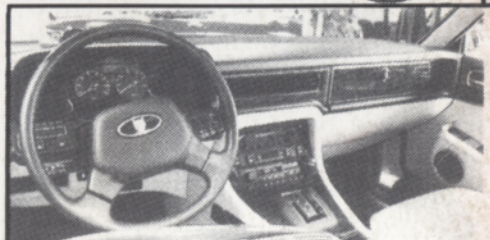


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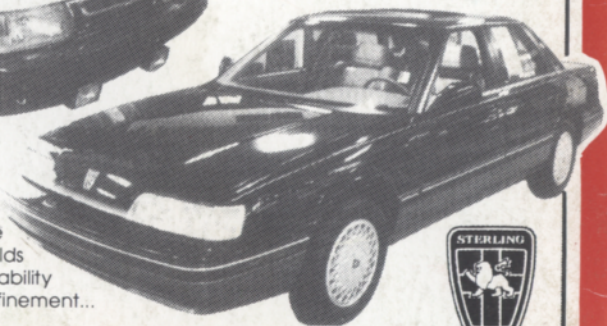


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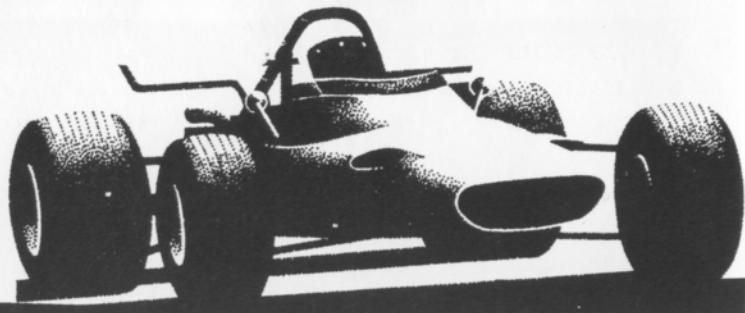
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## Staff

Editor: DAN HILL  
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 DON CASTLE

Cover Photo by AL BIZER

# WATERFORD DIGEST



## The Inside Line

July, 1988. Welcome to Waterford Hills Road Racing. Is it HOT yet? Well, after the June race weekend, it's hard to imagine road racing getting much hotter. EVERY lap was a HOT lap. Despite the heat, competition was close and generally clean -- our now- characteristic dust poofs becoming less voluminous and less frequent.

In several classes, first place has gone to different drivers in each race, resulting in low individual point totals and densely packed standings.

Apparently not so densely packed is our new track surface. The heat, combined with a busy schedule of driver's schools, WHRRI races and SCCA races has aggravated a condition which is causing the pavement to break up where it is exposed to extreme lateral forces.

Virtually every turn except Pelton Bend and Big Bend is affected, as is the braking area at the end of the back straight leading into Archer's Corner. In the corners, a string of roughly oval- shaped holes in the top layer of pavement has appeared on that part of the racing line where the outside wheels of the wider cars normally travel.

The severity of the condition varies from mildly annoying in Gulch, Bluff and Waterford Bends to downright troublesome at Skeethouse, Archer's and the Esses. Drivers are adjusting their lines to miss the bumps and are driving a bit farther than usual each lap. That lap times have not deteriorated indicates the skill with which the drivers have adapted to these new and unexpected conditions.

# WATERFORD DIGEST

The source of the problem will be determined by technical analysis and should be at least temporarily repaired by the Meadow Brook Historic Races on the weekend of August 6-7. The featured marque at this year's Meadow Brook is Porsche. In addition to getting to see a fine level of vintage competition and some near-legendary Porsches, a special race of 356's prepared to current production car specifications is scheduled. Don't miss this one!

Meanwhile, grab a seat and pop open a cool one. Get ready for creative road racing at its best, 'cause bumps or no, we come to RACE!

Cal Cortright

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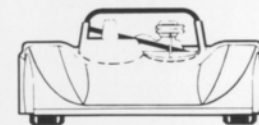
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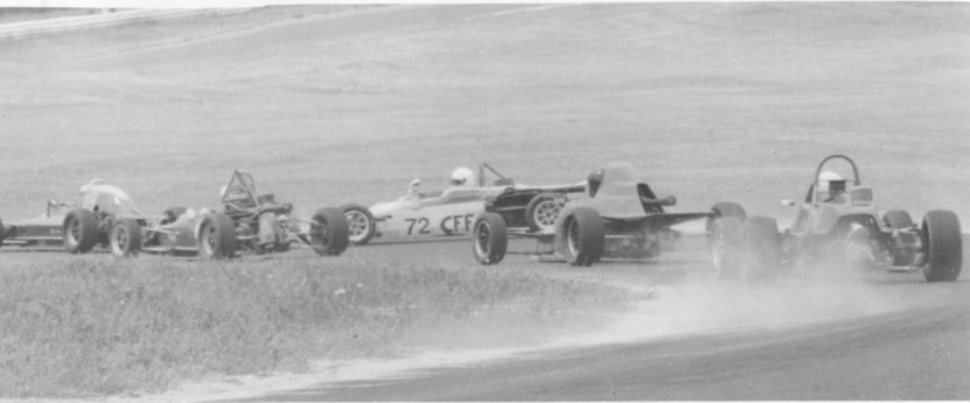
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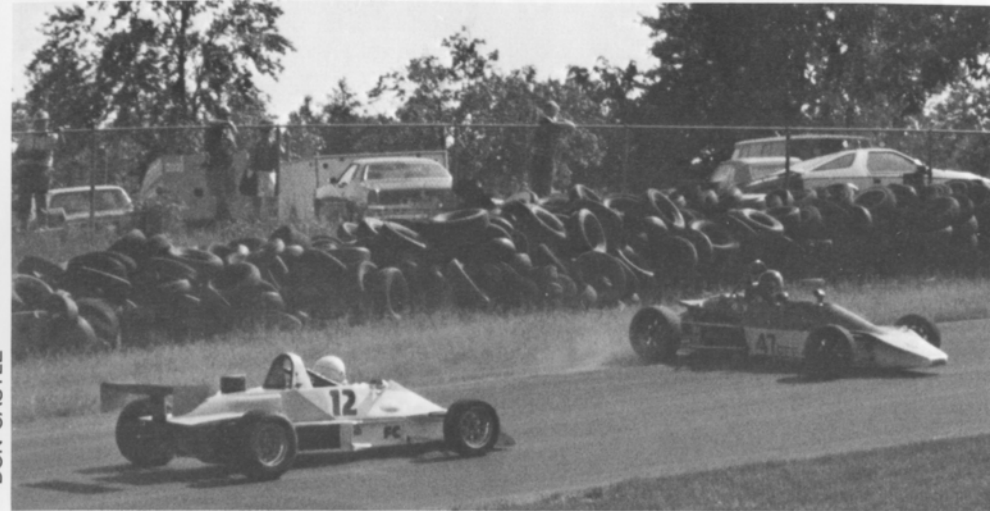
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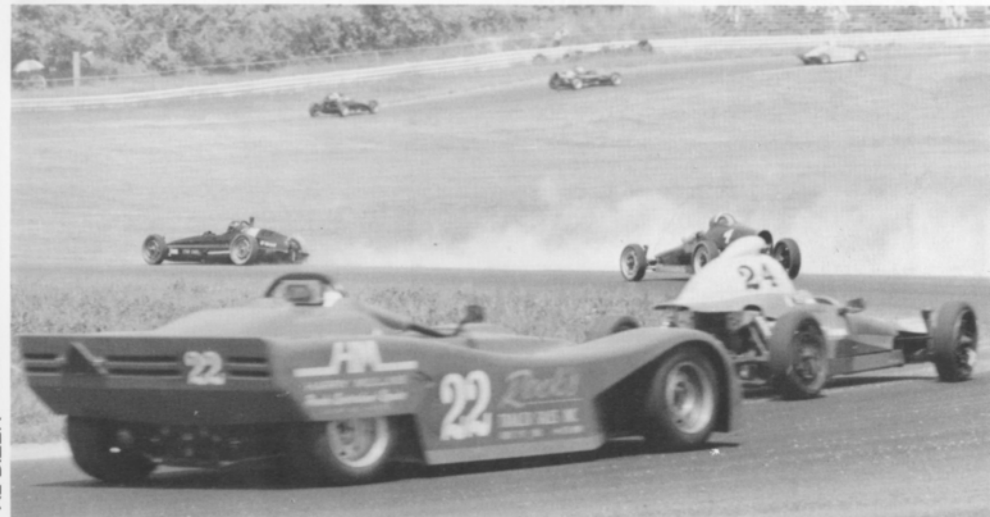
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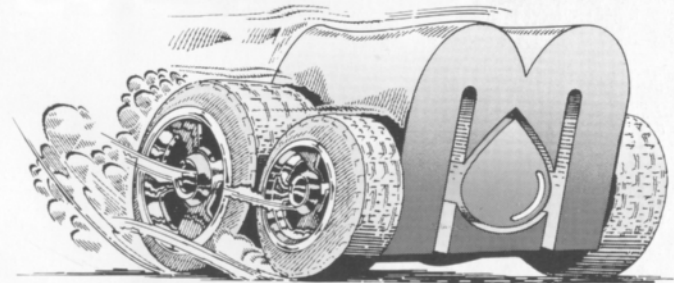
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# WATERFORD DIGEST

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## *See you in the winner's circle!*

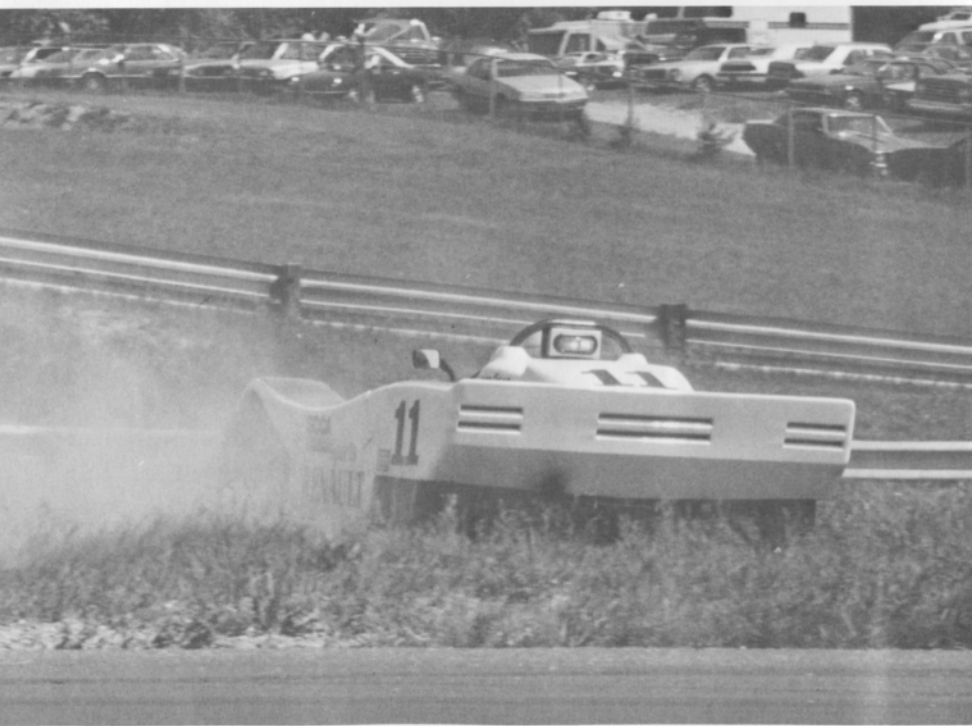
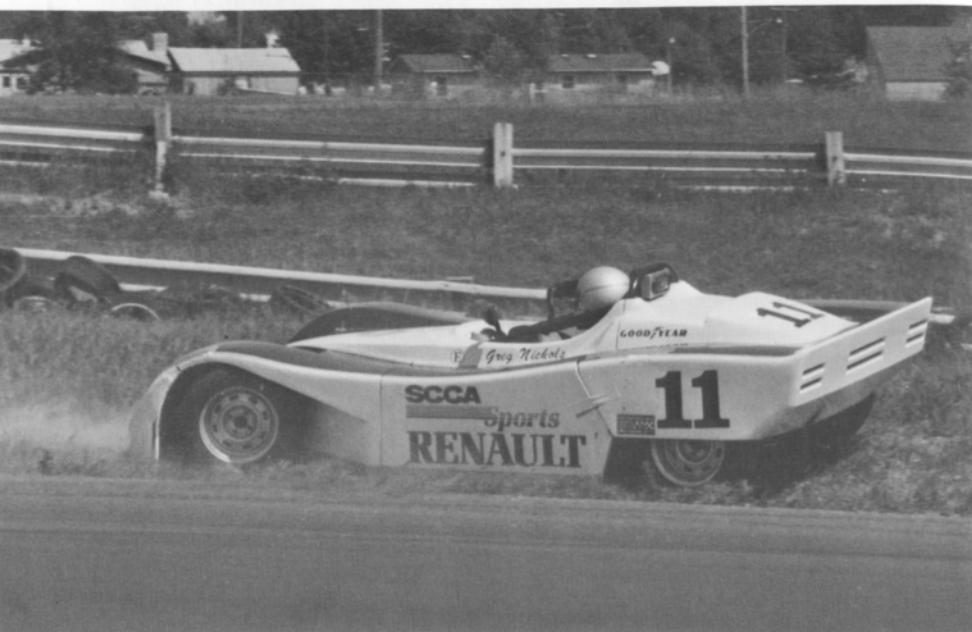
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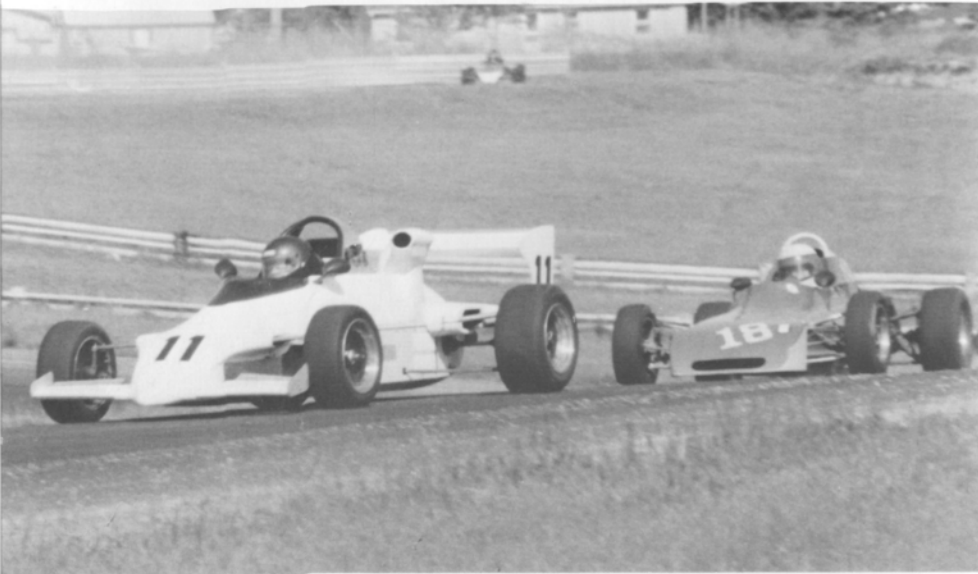


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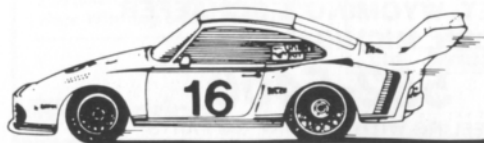
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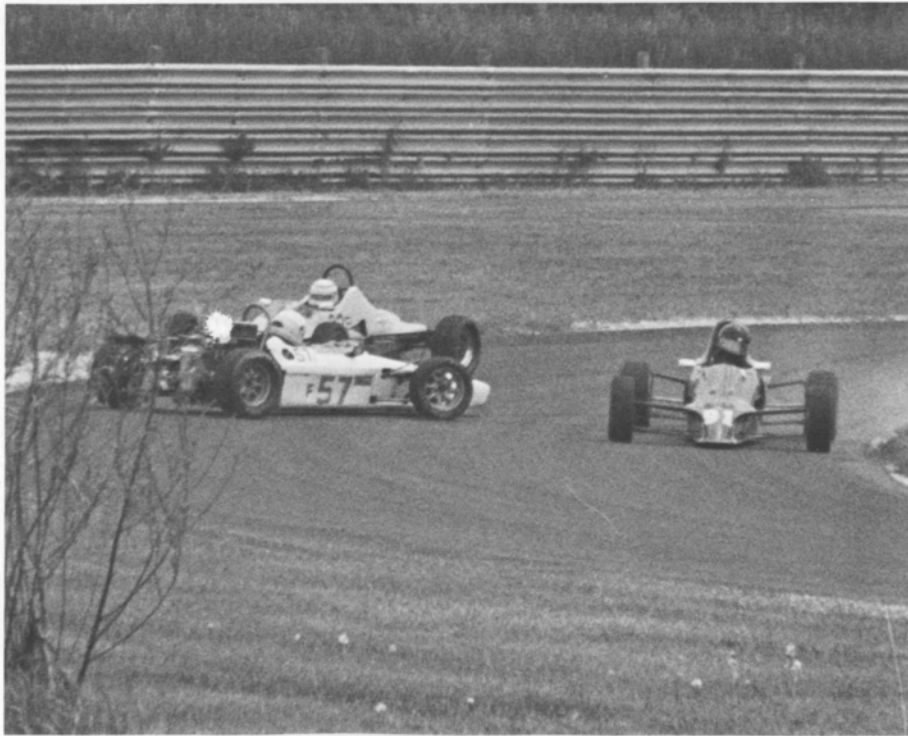
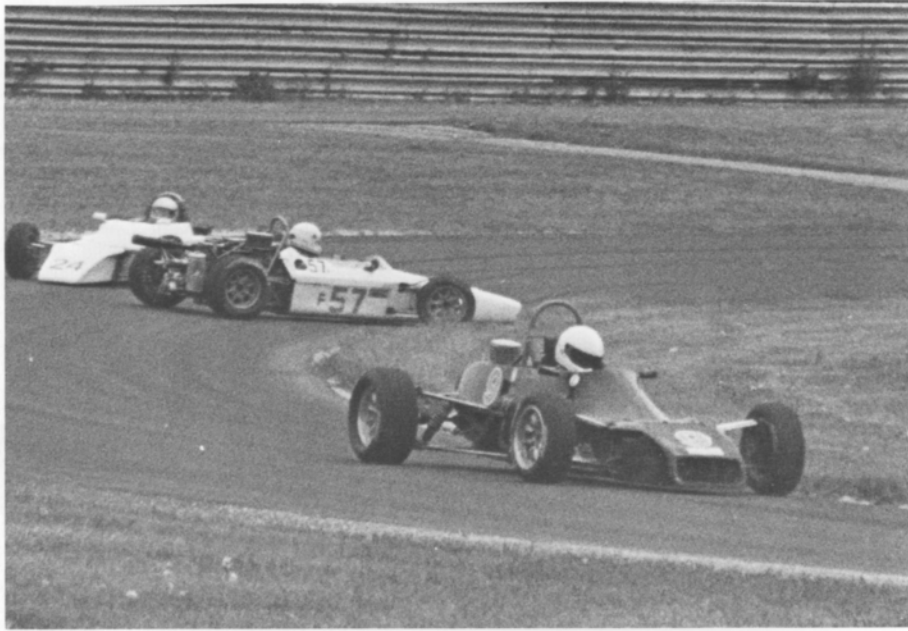
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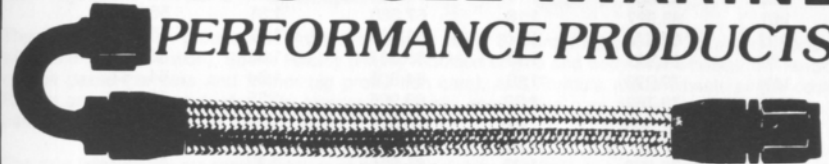
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## Average Lap Speed

Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:00	85.326	1:15	68.261	1:30	56.884
1:01	83.927	1:16	67.363	1:31	56.259
1:02	82.574	1:17	66.488	1:32	55.647
1:03	81.263	1:18	65.635	1:33	55.041
1:04	79.993	1:19	64.805	1:34	54.463
1:05	78.762	1:20	63.995	1:35	53.890
1:06	77.569	1:21	63.204	1:36	53.329
1:07	76.411	1:22	62.434	1:37	52.779
1:08	75.288	1:23	61.681	1:38	52.240
1:09	74.197	1:24	60.947	1:39	51.713
1:10	73.137	1:25	60.230	1:40	51.196
1:11	72.106	1:26	59.530	1:41	50.689
1:12	71.105	1:27	58.846	1:42	50.192
1:13	70.131	1:28	58.184	1:43	49.704
1:14	69.183	1:29	57.523	1:44	49.227

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

CLASS	DRIVER	CAR	DATE	LAP TIME
FA	ANDY FALBO	MARCH	8/83	1:06.10
FC	JAY NOVAK		9/84	1:09.30
FF	VINCE MUZZIN	ROYALE	6/78	1:09.40
CFF	DON KITCH	CROSSLE	7/87	1:12.30
FFR	MARK DAVIDSON	CROSSLE 32	5/84	1:17.00
F4	STUART LAMONT	XPIT	7/83	1:12.50
FV	LEE MCLEOD	LYNX	7/81	1:15.70
F440	LARRY DUPUIS	NOVAKAR	9/87	1:14.60
ASR	ED MURRAY	CHEVRON	9/81	1:10.90
CSR	EVAN MACDONALD	M-2	9/78	1:10.50
DSR	ED MURRAY	JEDDI	9/85	1:12.80
S2	LARRY CAMPBELL	LOLA	9/79	1:11.50
SREN	TOM VANCAMP	SPT RENAULT	5/87	1:20.30
EP	LOU LIVENGOOD	PORSCHE 356	6/80	1:16.30
FP	BARRY HARTZEL	MG MIDGET	7/78	1:16.20
GP	KIRK CARLSON	MG MIDGET	8/81	1:17.00
HP	PAUL CAMERON	SPRITE	7/78	1:20.40
GT1	DON SAK	CORVETTE	5/86	1:13.20
GT2	R. A. ALBO	FIERO	7/87	1:40.10
GT3	CRAIG ALLEN	LOTUS ELAN	9/83	1:16.40
GT4	JERRY MORLEWSKI	FIAT 124	9/85	1:18.70
GT5	TED WOLLESEN	MINI COOPER	9/85	1:19.20
ITS	GARY RAY	MAZDA RX-7	6/87	1:25.40
ITA	GREG MANKIN	MAZDA RX2	6/87	1:28.30
ITB	MIKE JONES	MUSTANG	7/87	1:27.60
ITC	CAL CORTRIGHT	FIESTA	8/87	1:28.40
SSGT	BOBBY FEHAN	CORVETTE	8/86	1:21.60
SSA	SCOTT MCNEIL	DODGE SHELBY	7/87	1:26.00
SSB	RON MILLER	HONDA CRX Si	5/86	1:27.00
SSC	BILL ARTZBERGER	VW GOLF GTI	7/87	1:27.60

## 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 (sport 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

<b>EP</b>	Porsche 356 series, MGB, Opel GT, Porsche 914/4, Triumph TR-4
<b>FP</b>	Saab Sonnet, MG Midget Mk III & IV, Lotus 7, Triumph Spitfire Mk III & IV & 1500
<b>GP</b>	MG Midget Mk I & II, Triumph Spitfire Mk I & II, MGA, Austin Healy Sprite, Fiat X1/9, Fiat 124 Spider, Alfa Romeo, Porsche Coupe
<b>HP</b>	Austin Healy Sprite Mk I & II, Fiat 850, MG Midget 948, Fiat Abarth

### SHOWROOM STOCK

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

### SPORTS RACING

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

### GT CLASSES

<b>GT-1</b>	Corvette, Camaro, Ford Cobra II, Shelby GT-350, Porsche 911 SC, Dodge Aspen
<b>GT-2</b>	Datsun Z series, Mazda RX7, Porsche 914/6 & 924 Turbo, Sunbeam Tiger, Triumph TR-6 & TR-8
<b>GT-3</b>	Opel 1900, Datsun 510 1800, Mustang 2300, Pinto 2000 & 2300, Cosworth Vega
<b>GT-4</b>	Fiat 124 Sports Coupe, Pinto 1600, Toyota Celica, Dodge Colt, Toyota Corolla 1600, Renault LeCar, Datsun 510 1600, Ford Escort/Lynx, VW Rabbit & Scirocco
<b>GT-5</b>	Datsun 200SX, Austin/Morris Mini Cooper, VW 1300, NSU TT, Honda Civic, Fiat 124 1200, Toyota Corolla 1200

### FORMULA

<b>FF</b>	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
<b>FFR</b>	Formula Ford Radial — the cars are the same as the above class except they must use BF goodrich T/A radial tires
<b>FV</b>	Formula Vee — all Volkswagen components, 1200 cc engine, driver's weight included in total legal weight, very competitive class
<b>F/ATLC</b>	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
<b>F/CNTL</b>	Formula Continental — engine up to 1100 cc, rear wings allowed, combines the modifications of the previous Formula C and Formula Super Vee classes
<b>F440</b>	Formula 440 — utilizes Fuji two-cycle snowmobile engines and drive train, rigid suspension, wings permitted
<b>F4</b>	Formula Four — Canadian class, motorcycle engine power plant, engine size determines weight and transmission allowed



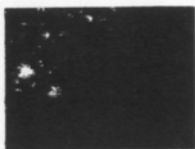
## Flags

**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**



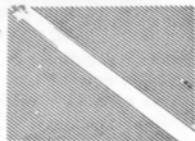
(Stationary) Take care, danger, no passing. (Waving) Great danger, be prepared to stop, no passing.

**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.

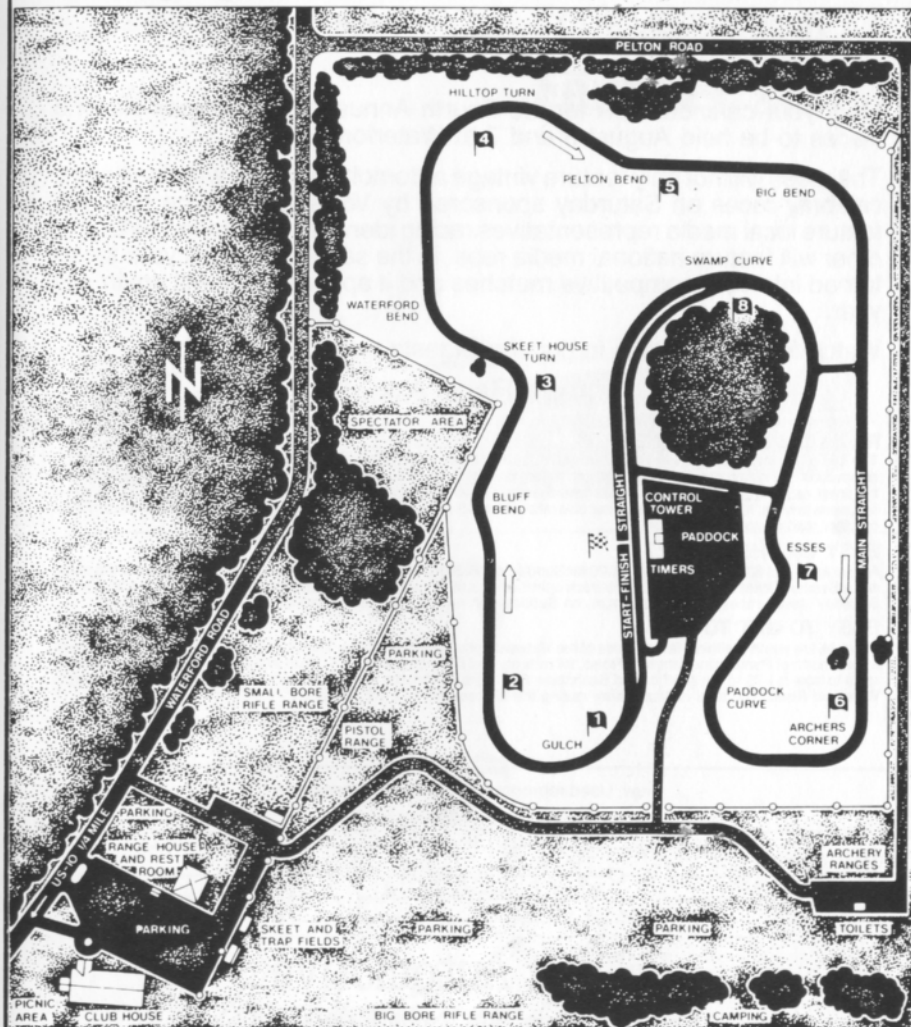
**checkered**

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



# WATERFORD DIGEST

## Waterford Hills 1988 Road Racing Calendar Schedule

Race 1	May 28-29	Race 4	July 30-31
Race 2	June 25-26	Race 5	Aug. 27-28
Race 3	July 9-10	Race 6	Sept. 24-25

Mark your calendar now for the Fourth Annual Meadowbrook Historic Races to be held August 6 and 7 at Waterford Hills.

The races will not only feature vintage automobiles, there will also be two celebrity races on Saturday sponsored by Volkswagen. One race will feature local media representatives racing identically equipped VWs, the other will feature national media reps. in the same cars. Last year these turned into very competitive matches and it appears they will again this year.

Watch for more details in coming Digests and plan to be there.

### Vintage Race Aug. 6-7

#### 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 1988 we've assembled the largest field in our 30 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 each 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.

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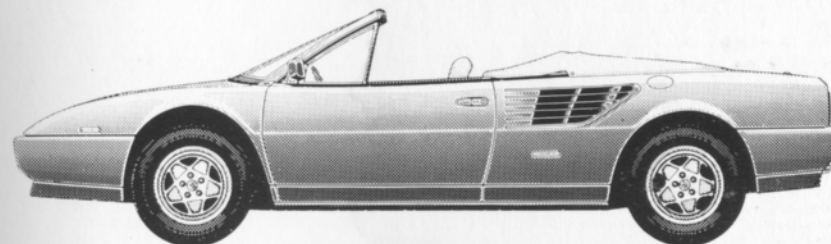
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**THE WATERFORD DIGEST**

Published by Waterford Hills Racing Inc., 1988