



A.

B.

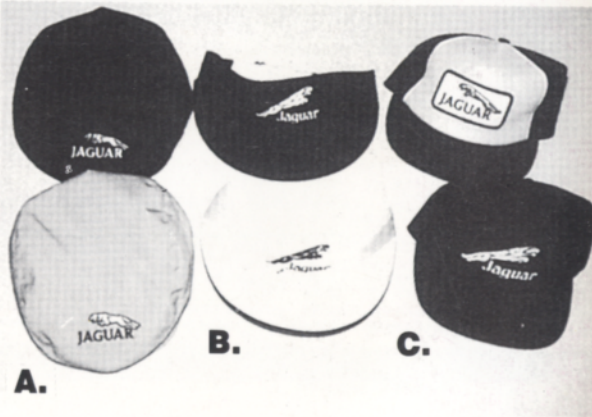
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Sizes: S, M, L, XL**

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Sizes: S, M, L, XL**

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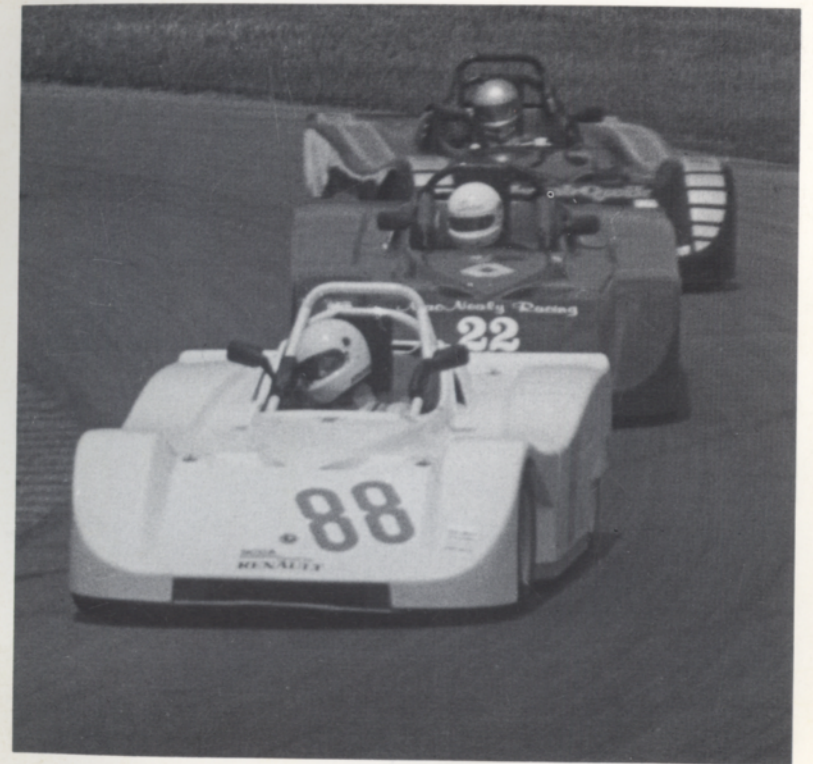
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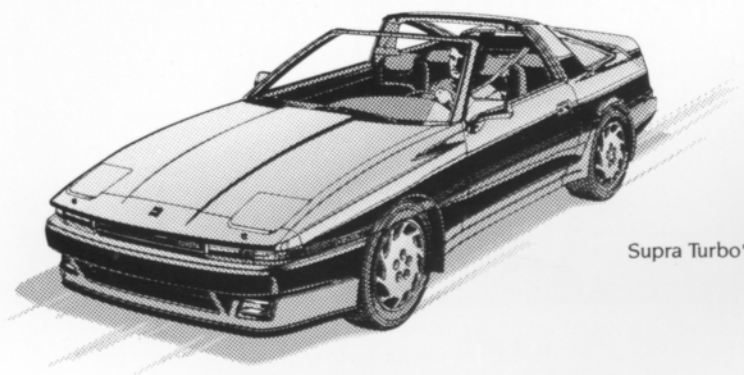
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Contents

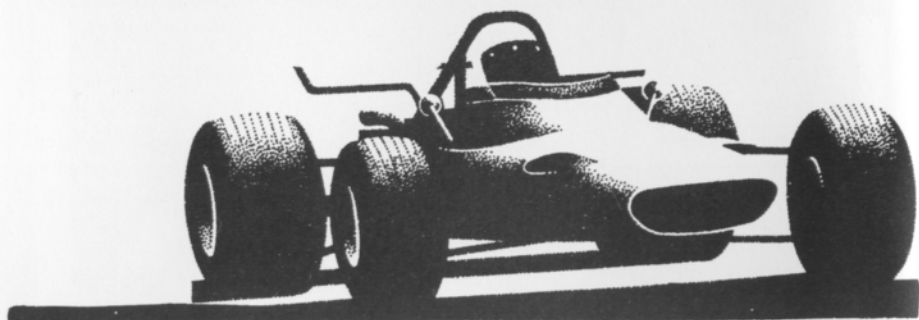


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 DON CASTLE

Above Photo by Don Castle
 Cover Photos by Al Bizer



The Inside Line

July 29 and 30, 1989. Welcome to Waterford Hills Road Racing and the beginning of the second half of this year's racing season. We sure hope you didn't miss any of the first half, 'cause if you did, you missed some real good racing. Check out the class records page near the back of your DIGEST. You'll see that several new marks have been chalked up so far in '89. Several drivers have established early leads in the various class championships. Consistent finishes near the top for others, however, mean it's still anybody's season in many instances. Like the man said, it ain't over 'til it's over!

If you take a gander at the wall along the back straight you will notice signs of rebuilding in progress (yes, I know). Yes folks, a couple of post-race Saturday work bees have begun to produce results with drivers and workers pitching in to dig holes, set posts and bolt up guard rail. All of this following a full day of road racing. Some dedication, eh?

Speaking of dedication, this weekend we have the pleasure of the company of many members of the Detroit Grand Prix Association (DGPA). DGPA members are the dedicated volunteers who provide the myriad behind-the-scenes services needed to stage an event the magnitude of the Detroit Grand Prix. The change in format from Formula 1 to CART Indy cars, while controversial, didn't hamper this group's effectiveness one bit. Publicly acknowledged as world class by Formula 1 organizers, they turned in their usual top-drawer effort for the CART race (won, ironically, by a former Formula 1 champ). They're here today to relax and enjoy their passion for motorsports without having to take care of anything more complicated than getting lawn chairs and coolers out of and back into their cars. Welcome folks! You do GOOD WORK. We're glad you're here. Enjoy.

WATERFORD DIGEST

August 4, 5, and 6 our course will be the venue for the Meadow Brook Historic Races. Held in conjunction with the Meadow Brook Concours, The Historic Races constitute a rolling museum where you get to see the cars that they don't make 'em like anymore, running as they were designed to run... racing. This year's honored marque is Ferrari. Don't miss it!

Hope you enjoy today's racing. Don't forget to listen for the DIGEST lucky number announcements. You could be the winner of a prize from our boutique. Prize or not, have a safe trip home and DO come back next month. We'll be glad to see you.

Cal Cortright

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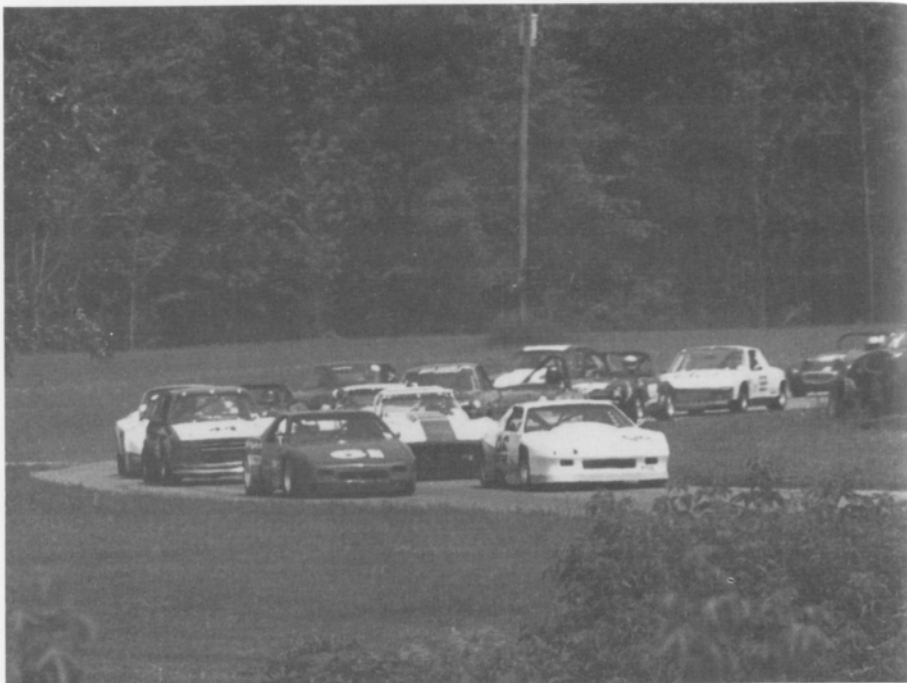
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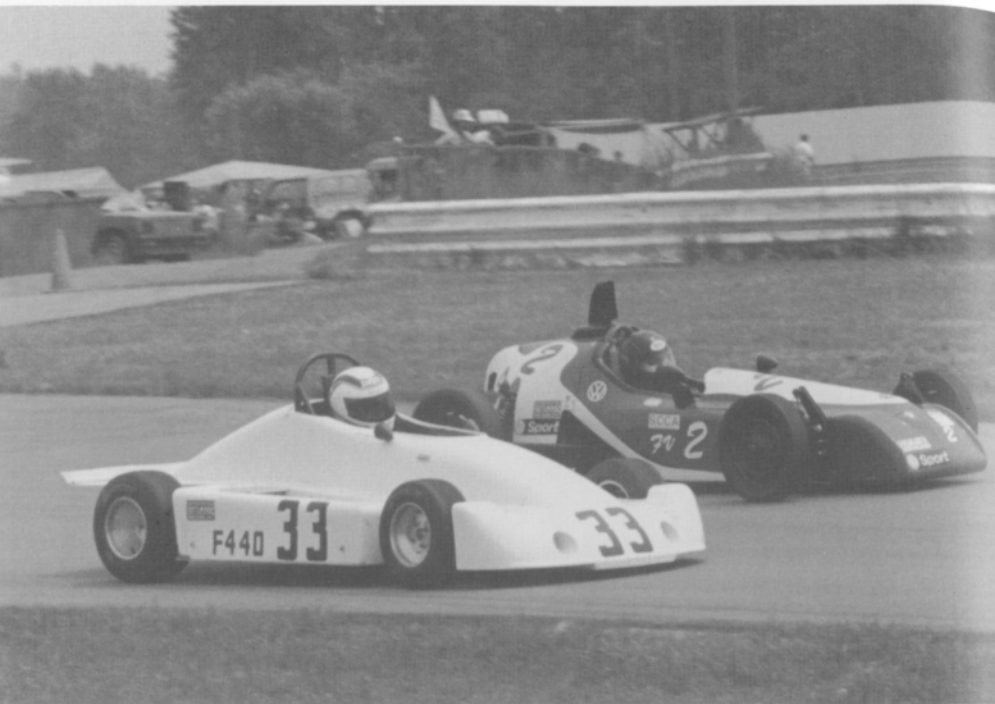
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WATERFORD'S SPORTS RACING CLASSES

BY MISS SHIFT
LAYOUT AND PHOTOS BY AL BIZER



JOE O'CONNOR LOLA 598 SPORTS 2000

JULY, 1988

".....3000RPM, 180 degrees, 60 lbs. of pressure, yep, its alright, stomach fluttering, you look up to watch the pace car make a last minute entrance into pit row. Eyes straining on the flagman, you watch for the slightest movement of his hand. Before you can even make out the actual image of the flag your foot is on the floor. With the tachometer winding up, you wonder just how fast you can make it through turn one." These are the perceptions of racing by Sports 2000, Driver Joe O'Connor.

This may not be normal highway driving, but if you're interested in becoming a race car driver, you better get used to it. There are many important factors to consider before your first green flag drops. The major factor being what type of car to purchase, prep, and drive.

If the thought of an open wheel car scares you, consider racing a Sports Renault or Sports 2000. Race fans and drivers generally agree that Sports Renault and Sports 2000 command the greatest interest.



SPORTS RENAULT ACTION

MAY, 1987

Sports Renaults provide an excellent beginning class for sports racing. Because of the controls placed on these cars, the cost of having a competitive one is reasonable. Money expenditure is kept to a minimum by using Goodyear street tires which are shaved for race purposes. The full surrounding fiberglass body yields to quick interchangeable body pieces which also provides for an extra measure of driver protection. This makes Sports Renaults very safe cars to race.



MICHAEL NEAL AND WAYNE POWELL
LEAD SPORTS RENAULT RACE

MAY, 1988

Sports Renault is by far one of the most popular race classes at Waterford Hills and is definitely the most popular class in SCCA racing. "A properly driven Sports Renault will beat a Corvette every time," remarked Gary Riddell. Close competition is constantly provided by the likes of Steve Ives, Michael Neal, Remo Antonioli, John Lambrecht and Gary (missed your apex) Riddell.

Sports Renaults were originally manufactured by Renault-Jeep- Sport as a "spec" car in the early 1980's. The basic premise for its inception was equality and affordability for the amateur racer. For example, Sports Renault drivers and mechanics are closely regulated by SCCA as to what they can and cannot do. Engines are factory sealed and only authorized dealers may work on them, thus eliminating one's attempt at creative engineering in hopes of obtaining "illusive" horsepower. A broken seal means a disqualified car and dejected driver.



LOLA SPORTS 2000'S OF JOE O'CONNOR,
RON GRIFFEN AND JERILYN REAMES

SEPT. 1988

"If higher speeds or more mechanical involvement are what interest you then Sports 2000 is the way to go," commented Sports 2000 driver Gerald Shohan. The Sports 2000 is an up-grade in the sports racing class. the cars are reliable, easy to maintain, and relatively inexpensive for full-fledged racing cars. The results are very fast, competitive racing cars with speeds capable of over 140 miles per hour at long race courses.



GERALD SHOHAN IN HIS LOLA 596

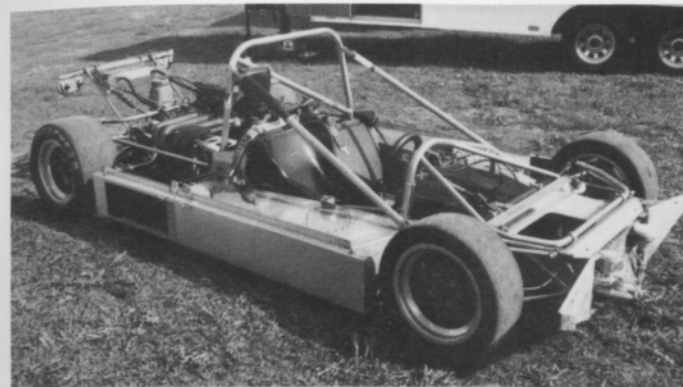
JUNE, 1988

Sports 2000s are often described as miniature Can-Am or IMSA GT Prototype cars. The Sports 2000 was developed in England in the late 1970's and introduced into the American racing scene in 1978. They are pure racing cars with an aluminum monocoque chassis, fiberglass and/or Kevlar bodywork, racing slicks, four speed racing gear boxes and powerful Ford two-liter overhead cam engines.



A SWIFT SPORTS 2000 SANDWICHED BY 2 LOLAS

MAY, 1987



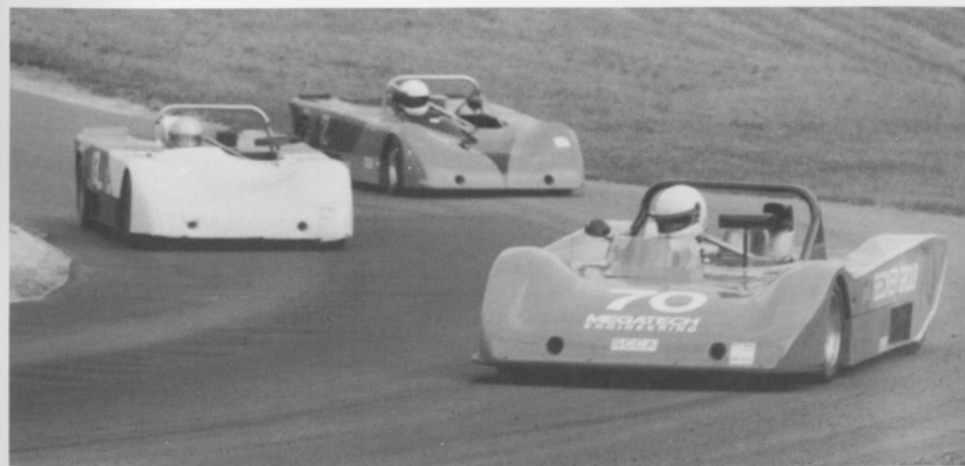
A LOOK AT A SPORTS 2000 MONOCOQUE CHASSIS WITHOUT IT'S BODYWORK

PHOTO BY DON CASTLE

The state of the art nature of these cars is the result of close regulations so that no one chassis or design type may have an "unfair advantage" over the rest of the field. Rules are virtually identical in the United States and overseas, making Sports 2000 a truly international racing class. The growth of this racing class has been spectacular making it one of the largest categories in both amateur and professional racing.

At Waterford Hills, Sports 2000 racing has been highly competitive. Joe O'Connor set the track record with a spectacular (SAY WHAT???) drive which produced a lap time of 1:10.80 in only his first race season. Other faithful S2 contenders include Ron Griffin, Gerald Shohan, and Grady Ellis. Each maintain a friendly rivalry and the ability to help one another out in order to keep the competition fierce. So if you're interested in having your stomach flutter and hearing engines roar, keep a sharp eye on the Sports 2000 and Renault cars and drivers.

EDITORS NOTE: The sports Renault class has been renamed spec racing for 1989 and the Sports 2000 lap record was broken by Ken Winters in a Lola with a 1:09.5 on 6/89.



MORE LOLAS

JUNE, 1989



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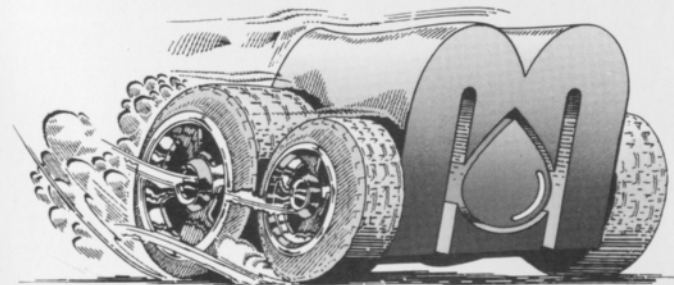
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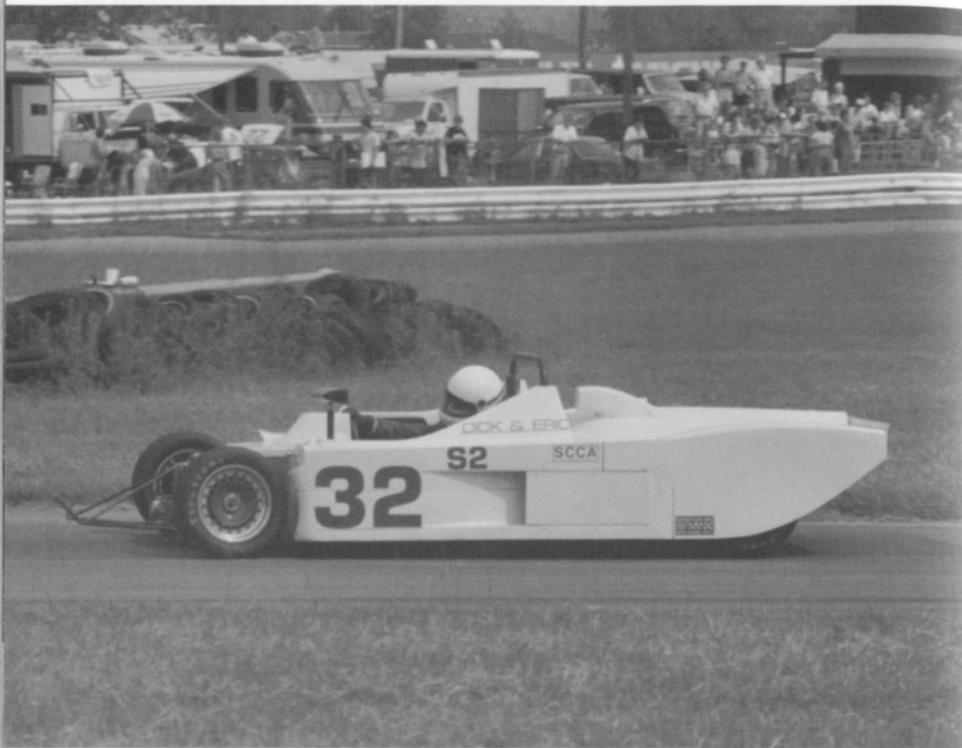


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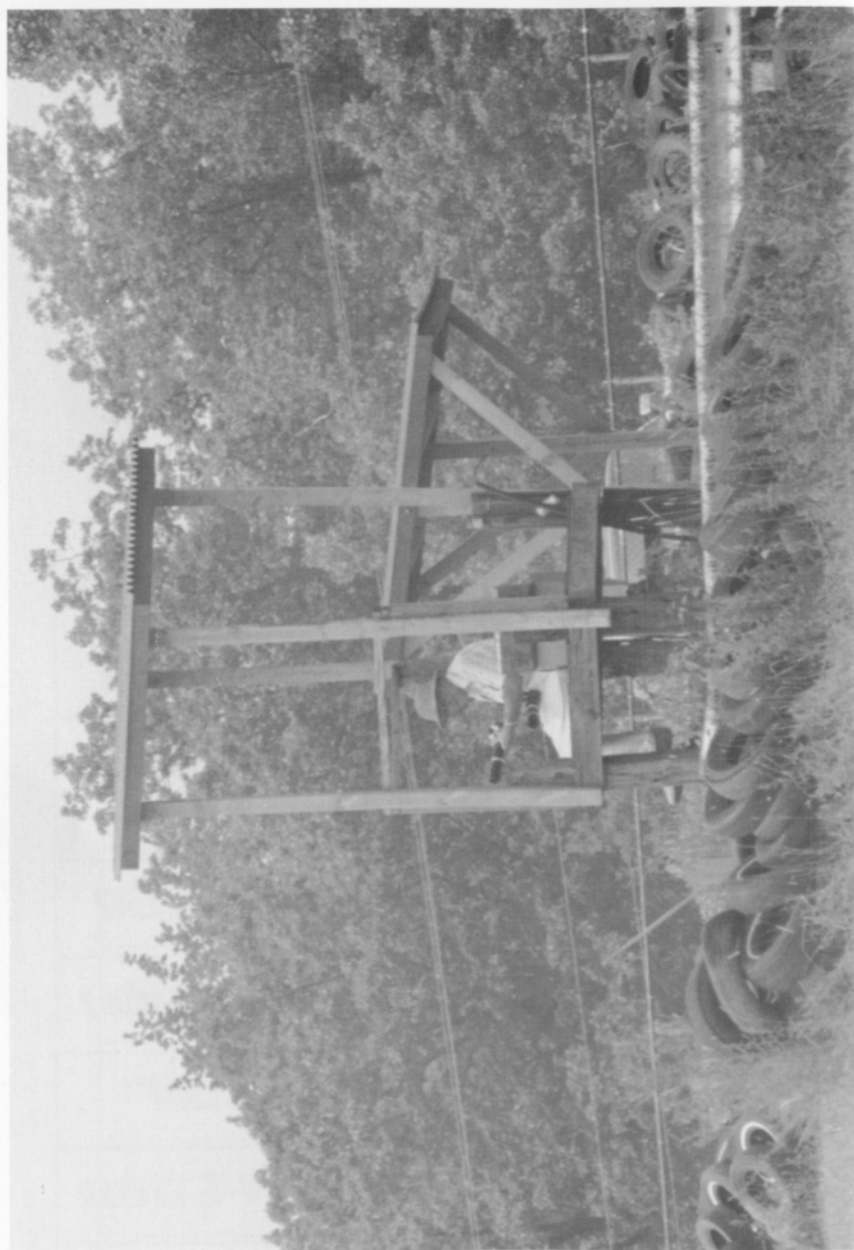
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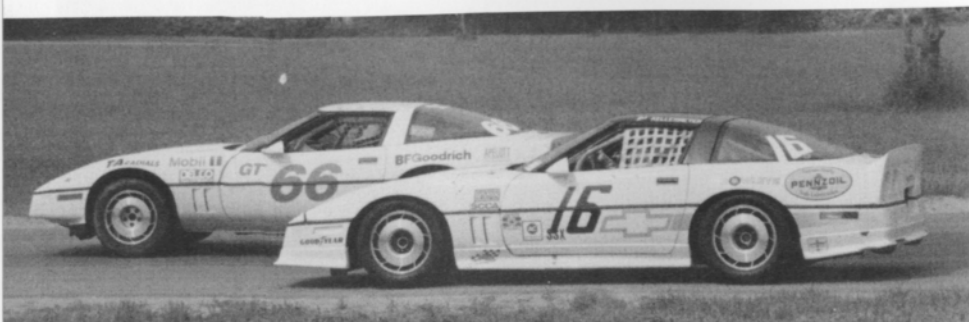
SATURDAY CLASS RACES JUNE 24 & 25 1989 CLASS WINNERS

CLASS	DRIVER	CAR	BEST LAP
RACE 1			
F4	GREG LAMB	XPIT — RED	1:22.80
FV	JIM LAWSON	NOVI/SP — BLUE	1:17.39
SREN	SEAN MACNEALY	SPEC RACER — RED	1:21.54
RACE 2			
ITS	MIKE PINEGAR	MAZDA RX7 — WHT	1:24.97
ITA	JAMES MORRIS	BMW 2002 — SILVER	1:27.53
ITB	LEE JOHNSTON	OPEL — BRONZE	1:29.28
ITC	JERRY MORLEWSKI	COLT — GREEN	1:27.37
SSX	DANNY KELLERMEYER	CORVETTE — WHITE	1:20.62
SSGT	MICHEAL ST. LOUIS	CORVETTE — WHITE	1:21.32
SSA	GARY RAY	MAZDA RX7 — RED	1:28.50
SSB	MICHAEL HALL	TOYOTA MR2 — RED	1:26.65
SSC	RAY KROM	VW GTI — SILVER	1:27.31
RACE 3			
EP	JIM DUNHAM	PORSCHE 914 — WHITE	1:25.05
FP	CHRIS PIKU	ALFA GIULIA — RED	1:21.41
GP	TONY MESSINA	FIAT — RED	1:20.62
HP	STEVE STEEB	SPRITE — DK BLUE	1:26.00
GTX	ALAN BENSTEAD	ESCORT TURBO-RED/WHT	1:17.11
GT1	DOUG BUIST	FIERO — RED/YEL	1:13.86
GT2	DAVID BOWER	DATSUN 280Z — BLACK	1:21.03
GT3	GARY HUMPHREYS	PORSCHE 911 — BLUE	1:20.06
GT4	JERRY MORLEWSKI	FIAT 124 — RED	1:20.10
GT5	PETER QUENET	ANGLIA — WH/RED/BLUE	1:26.25
RACE 4			
FA	ARMEN MEGREGIAN	LOLA — WHITE	1:10.78
FC	TERRY ABBOT	SWIFT — RED	1:08.67
CSR	GARY BENNET	LOLA T328 — BLUE	1:17.63
S2	RON GRIFFIN	LOLA — YELLOW	1:11.49
RACE 5			
FF	MARK JAMES	REYNARD — WHITE	1:11.02
CFF	DON KITCH	CROSSLE 32F — RED/YEL	1:11.75

WATERFORD DIGEST

SUNDAY CLASS RACES JUNE 24 & 25 1989 CLASS WINNERS

CLASS	DRIVER	CAR	BEST LAP
RACE 1			
F4	DENNIS WHITEHEAD	VIXON — RED	1:18.64
FV	DAVID KLOCKOWSKI	KAMIKAZI — PURPLE	1:17.20
F440	JIM GIBBONEY	NOVAKAR — WHITE	1:13.82
SREN	SEAN MACNEALY	SPEC RACER — RED	1:21.54
RACE 2			
ITS	MIKE PINEGAR	MAZDA RX7 — WHT	1:24.89
ITA	JAMES MORRIS	BMW 2002 — SILVER	1:26.55
ITB	LEE JOHNSTON	OPEL — BRONZE	1:29.03
ITC	JERRY MORLEWSKI	COLT — GREEN	1:26.75
SSX	DANNY KELLERMEYER	CORVETTE — WHITE	1:21.34
SSGT	MICHEAL ST. LOUIS	CORVETTE — WHITE	1:21.13
SSA	GARY RAY	MAZDA RX7 — RED	1:27.14
SSB	MICHAEL MEIMAR	SHELBY — SILVER/BLUE	1:25.77
SSC	RAY KROM	VW GTI — SILVER	1:26.97
RACE 3			
EP	JIM ARTHURS	ALFA — RED	1:20.45
FP	CHRIS PIKU	ALFA GIULIA — RED	1:21.29
GP	ROBERT OHNECK II	SPITFIRE — RD/SIL/BLK	1:22.33
HP	STEVE STEEB	SPRITE — DK BLUE	1:25.80
GTX	ALAN BENSTEAD	ESCORT TURBO-RED/WHT	1:16.37
GT1	HAL PRINGLE	CAMARO — YEL/WHT	1:15.42
GT2	DAVID BOWER	DATSUN 280Z — BLACK	1:22.42
GT3	GARY HUMPHREYS	PORSCHE 911 — BLUE	1:21.98
GT4	JERRY MORLEWSKI	FIAT 124 — RED	1:19.83
RACE 4			
FA	ARMEN MEGREGIAN	LOLA — WHITE	1:11.59
FC	TERRY ABBOT	SWIFT — RED	1:08.22
CSR	GARY BENNET	LOLA T328 — BLUE	1:15.44
S2	KEN WINTERS	LOLA	1:09.52
RACE 5			
FF	MARK DAIVSON	SWIFT — RED	1:11.65
CFF	DON KITCH	CROSSLE 32F — RED/YEL	1:12.69



DON CASTLE



DON CASTLE

WATERFORD DIGEST

FEATURE RACES
JUNE 24 & 25 1989
TOP FIVE FINISHERS

CLASS	DRIVER	CAR	BEST LAP
FEATURE 1			
F440	LARRY DUPUIS	NOVAKAR — RED	1:17.17
FV	DAVID KLOCKOWSKI	KAMIKAZI — PURPLE	1:18.76
FV	SCOTT KIEFER	PREDATOR	1:18.37
FV	LAWRENCE WING	AERO — RED	1:19.49
FV	MIKE WACHMENKO	STAR — BLACK	1:20.78
FEATURE 2			
SSX	DANNY KELLERMEYER	CORVETTE — WHITE	1:21.92
SSGT	MICHEAL ST. LOUIS	CORVETTE — WHITE	1:22.12
SSGT	ROGER MIKULAS	TRANS AM — WHITE	1:24.61
ITS	MIKE PINEGAR	MAZDA RX7 — WHT	1:26.07
SSB	MICHAEL MEIMAR	SHELBY — SILVER/BLUE	1:26.43
FEATURE 3			
GT1	DAVID BUIST	FIERO — RED/YEL	1:15.96
GTX	PETE MORGAN	CORVETTE — ORANGE	1:19.07
GT1	LOWELL JAMES	CORVETTE — WHITE	1:19.47
GT4	JERRY MORLEWSKI	FIAT 124 — RED	1:18.80
GT1	JACK PRINGLE	CAMERO — YEL/WH	1:20.32
FEATURE 4			
FC	TERRY ABBOT	SWIFT — RED	1:09.71
S2	KEN WINTERS	LOLA	1:10.10
FC	JOE O'CONNOR	SWIFT DB-3 — RED	1:10.56
FC	RON COBURN	SWIFT — RED	1:12.41
FA	ARMEN MEGREGIAN	LOLA — WHITE	1:12.24
FEATURE 5			
FF	MARK DAVISON	SWIFT — RED	1:12.71
FF	MARK JAMES	REYNARD — WHITE	1:12.71
CFF	DON KITCH	CROSSLE 32F — RED/YEL	1:13.71
FF	LEW COOPER III	VAN DIEMAN — WHITE	1:14.50
FF	STEVE CLOUGH	VAN DIEMAN — BLU/SILV	1:15.17
DON CASTLE			



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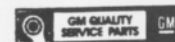
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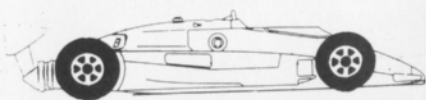
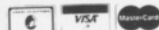
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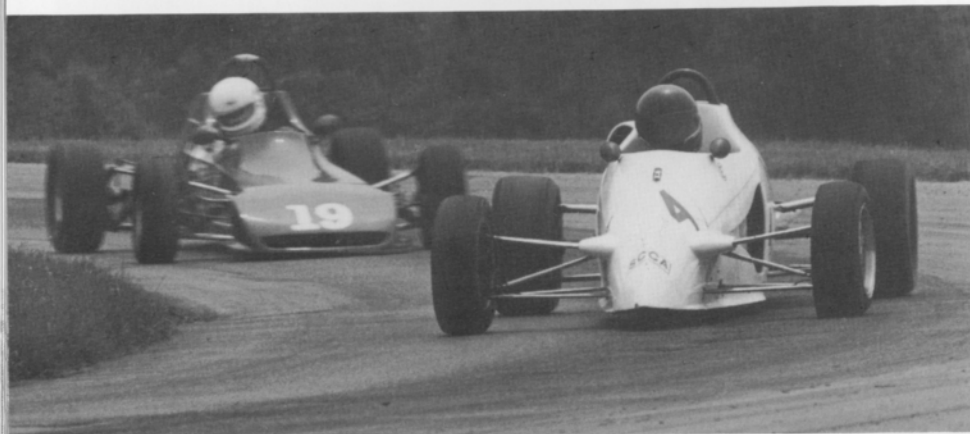
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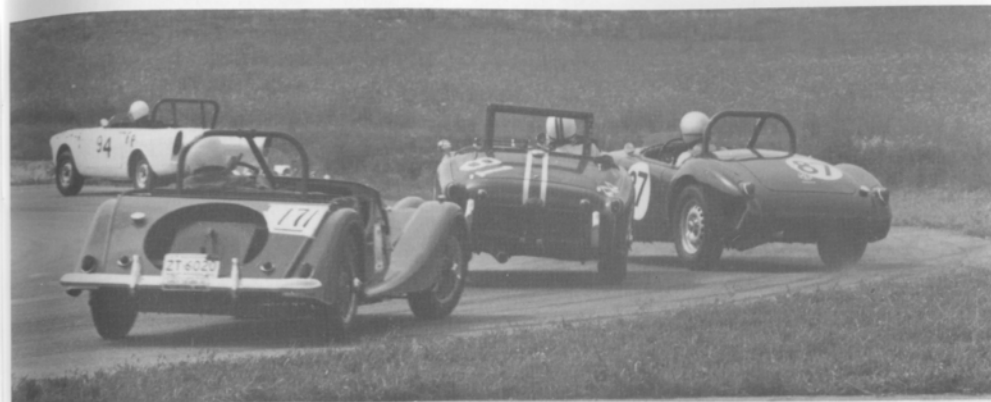


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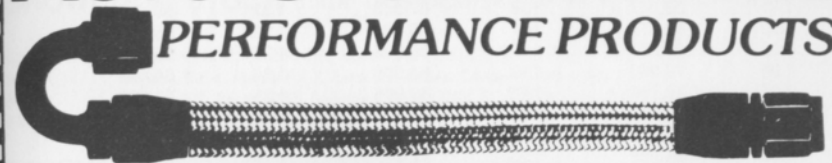
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Average Lap Speed

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	58.178	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

JUNE 24 & 25 1989

CLASS	DRIVER	CAR	DATE	LAP TIME
FA	ANDY FALBO	MARCH	8/83	1:06.10
FC	DAVID BARNETT	REYNARD	9/88	1:06.80
FF	LEW COOPER III	VAN DIEMEN	9/88	1:09.30
CFF	MARK JAMES	LOLA	9/88	1:09.60
FFR	MARK DAVIDSON	CROSSLE 32	5/84	1:17.00
F4	STUART LAMONT	XPIT	7/83	1:12.50
FV	TERRY ABBOTT	ZINK	9/88	1:15.00
F440	DON GIBBONEY	NOVAKAR	9/88	1:13.20
ASR	ED MURRAY	CHEVRON	9/81	1:10.90
CSR	CRAIG BENNETT	RALT	7/88	1:09.90
DSR	ED MURRAY	JEDDI	9/85	1:12.80
S2	KEN WINTERS	LOLA	6/89	1:09.50
SREN	MIKE NEAL	SP RENAULT	9/88	1:19.60
EP	LOU LIVENGOD	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	DOUG BUIST	FIERO	9/88	1:12.10
GT2	DAVID BOWER	DATSUN 280Z	6/89	1:20.90
GT3	CRAIG ALLEN	LOTUS ELAN	9/83	1:16.40
GT4	JERRY MORLEWSKI	FIAT 124	9/88	1:18.40
GT5	DICK NOONAN	TOYOTA	8/88	1:18.50
ITS	DION JOHNSTON	DATSUN	9/88	1:23.70
ITA	JAMES MORRIS	BMW 2002 TII	6/89	1:26.60
ITB	MIKE JONES	MUSTANG	8/88	1:24.70
ITC	ROBIN BURNETTE	FIESTA	5/89	1:25.90
RCUP	CHUCK LITTLE	RENAULT ENCORE	7/85	1:29.20
SSGT	MICHAEL ST. LOUIS	CORVETTE	9/88	1:20.40
SSA	BILL BAYLEY	FIREBIRD	8/88	1:25.10
SSB	MIKE MEIMAR	CHARGER	9/88	1:25.50
SSC	BILL ARTZBERGER	HONDA CIVIC SI	9/88	1:25.20

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

SHOWROOM STOCK STREET CARS RACED AS SOLD WITH ONLY SAFETY MODIFICATIONS ALLOWED.

SSGT	Camaro IROC-Z, Firebird T/A, Mustang GT, 300 ZX, Turbo, Porsce 944, Supra,
SSA	Daytona Turbo, Mazda RX-7, Fiero 2.8, Starion/Conquest Turbo, 300 ZX,
SSB	Charger 2.2, Toyota MRZ, Spectrum, Honda CRX SL, GTI/Scirocco 16V Cavalier Z24
SSC	Civic, VW GTI, Chevy Sprint Turbo, Alliance GTA, Fiero

IMPROVED TOURING STREET CARS RACED AS SOLD EXCEPT WITH SUSPENSION AND OTHER MINOR MODIFICATIONS ALLOWED.

ITS	Datsun Z, Mazda RX-7, Porshe 914/924, Triumph TR8
ITA	Mustang/Capri V6, Mazda RX-2/RX-3, Corvaire, Monza/Skyhawk V6, VW GTI
ITB	Mustang/Capri 2.3, Vega, Charger 2.2, Opel 1.9, Scirocco/Rabbit/Jetta
ITC	Alliance, Colt 1.6, Fiesta, Chevette, Arrow, Corolla, Datsun 510

PRODUCTION SPORTS CARS, MODIFIED FOR RACING.

EP	Porsche 356 1.6L, 914 1.8L, Datsun 2000, Alfa 1750, Triumph TR-4, Lotus Super 7
FP	Midget 1275/1500, Spitfire 1500, Sprite 1275, Fiat X1/9 1.5L, Lotus 7
GP	Midget/Sprite 1100, Fiat X1/9 1.3L, Datsun 1600, Spitfire, Alfa 1.3L, Porsche 356 1.3L
HP	Austin Healy Sprite Mk I and II, Fiat 850, MG Midget 948, Fiat Abarth

GT CLASSES CLOSED PRODUCTION CARS, MODIFIED FOR RACING.

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 Cellica, Dodge Colt, Toyota Corolla 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 Corolla 1200

SPORTS RACING OPEN COCKPIT, CLOSED WHEEL (BODY OVER TIRES) RACE CARS.

ASR	over 1300 cc but less than 6000cc
CSR	over 850 cc up to 1600 cc (with restrictions)
DSR	below or equal to 850cc
S/2000	uses Ford 2000 cc overhead cam engines only
S/R	spec racing - identical, restricted cars with 1.5L Renault engines

FORMULA SINGLE SEAT, OPEN WHEELED RACE CARS

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 in an inexpensive race car
F/CNTL	Formula Continental - combines old Formula C (similar to Atlantic but engines less than 1100), Super Vee (VW 1600) and F2000 (Ford 2000 cc)
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
CFF	Club Formula Ford - the cars are the same as the above class but with restricted suspension geometry and tires
FV	Formula Vee - all Volkswagon components, 1200 cc engine, driver's weight included in total legal weight, very competitive class
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



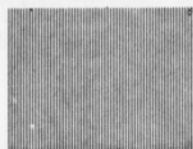
Sloppy or dangerous driving. Complete the lap you are on, stop at the Start/Finish line for consultation with Chief Steward. Waving Black Flag (displayed on all corner stations) means the race is stopped. Slow down immediately and proceed around the track with extreme caution to the pit lane for a re-start.

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



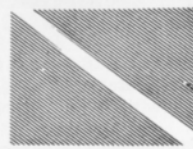
(Stationary) Take care, danger, no passing. (Waving) Great danger, be prepared to stop, no passing.

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.

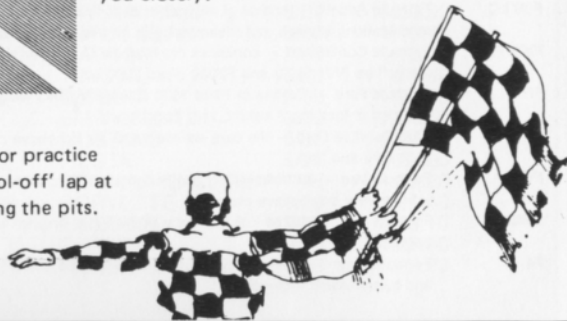
blue with diagonal yellow stripes



(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



