

# WATERFORD HILLS digest

June 1969/50¢



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# WHI digest



|                                 |    |
|---------------------------------|----|
| The Inside Line . . . . .       | 3  |
| Lap Speed Chart . . . . .       | 10 |
| Class Records . . . . .         | 11 |
| What is SCCA . . . . .          | 18 |
| Photo Page . . . . .            | 20 |
| OCSRRC Racing Classes . . . . . | 26 |
| Course Map . . . . .            | 28 |

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# THE INSIDE LINE



Welcome to Waterford! We hope this weekend's races will provide as much entertainment and excitement as our Spring Sprints. Our first weekend saw four records broken. Ken Nielsen, one of our all-time favorite drivers, returned to Waterford with a new formula Merlyn (Formula—B class) —and promptly set a new course record, knocking one full second off the previous one. Also, Waterford's longest standing record fell. John Greenwood in his white Corvette broke Tom Payne's old A-Production record which had stood for five full seasons. This weekend the Detroit Region of the Sports Car Club of America is sponsoring its annual Regional Races here at Waterford, so the racing excitement will stay at top competition level.

We have two special features in this month's "digest". Les Rutledge of the Detroit Region, SCCA has a well written article about his region and its programs; informative as well as entertaining. When you have a

moment in your spectating, you might observe the turn marshals who man the eight safety stations along the road course. Their job is serious but not without its lighter moments. One of our bright young turn marshals, Gary Cox, (with a slight assist from Connie Vancea) takes a tongue-in-cheek trip down memory lane and recalls his first day on a turn as a "Rookie".

We should like to say a fond farewell and best wishes to Assistant Starter, Harry Goff who is beginning his Army service. Also, a pleased welcome to Charlie Pickett who, this weekend, becomes Lou Higgins new Assistant Starter. You can't miss Charlie—he's the guy with the out-size sense of humor and the sideburns to match!

We hope everyone enjoys our June race program and will be back with us on July 26-27 for the SCCA, NE Michigan and Saginaw Valley Regional Races. Happy watching!

# SPORTS CAR ACTIVITIES

|       |       |                     |                          |
|-------|-------|---------------------|--------------------------|
| July  | 2     | Club Meeting        | OCSRRRC                  |
|       | 26-27 | REGIONAL RACES      | SCCA-NE & Saginaw Valley |
| Aug.  | 6     | Club Meeting        | OCSRRRC                  |
|       | 30-31 | AUGUST ROAD RACES   | OCSRRRC                  |
| Sept. | 3     | Club Meeting        | OCSRRRC                  |
| Oct.  | 1     | Club Meeting        | OCSRRRC                  |
|       | 4-5   | FALL CLASSICS RACES | OCSRRRC                  |

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| Starter . . . . .                       | Lou Higgins            |
| Flags and Communications . . . . .      | Joe Niederst           |
|   | Michigan Turn Marshals |
| Registrar . . . . .                     | Sue Beadle (Mrs. John) |

|                                  |                  |
|----------------------------------|------------------|
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| Asst. Chief Timer . . . . .      | Gunar Liepins    |
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| Grid Marshal . . . . .           | Les Rutledge     |
| Paddock Marshal . . . . .        | Bill Stephenson  |
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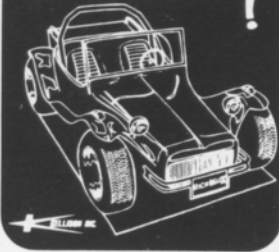
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ROOKIE

Gary Cox

I thought I'd try to set into words some of my thoughts and impressions of my first year as a turn marshal at Waterford. My hopes are that it might interest others to join those strange people in white.

I'll have to thank our starter, Harry Goff, for steering me out to Waterford for the Flag and Communications School way back in April, 1968. He insisted that rain or shine flagging was the only way to spend a weekend and it really didn't take much persuasion to get me out there. Now I too have been bitten by "the bug"—"Stationery yellow"—"Mayday"—"Go Green"—these have all become familiar phrases in my life and it all started so auspiciously...

Saturday, April 27th, dawned. It must have because the sun was already shining when Harry stopped by to pick me up at, get this bunkie, 7:45 A.M.!! Right away you know you gotta' be crazy about sports car racing 'cuz nobody gets up that early on a day off!! Lunatics both, we headed north to a little whistlestop north of Pontiac called Waterford. (Sounds like a misprint.) We parked in front of the clubhouse (awfully rustic ain't it?) and joined a bleary eyed group of fellow enthusiasts.

After several introductions I was introduced to Dave Mackinder. Dave lives in the top of the white tower at the start-finish line and runs a Waterford "Action Line" on race days. He assured me that all would be well with the world but I had to watch out for my own humble body when the 'Vettes started running.

Two hours of intensive drilling followed as each neophyte flagger was lectured on the intricacies of getting the message across. Dave

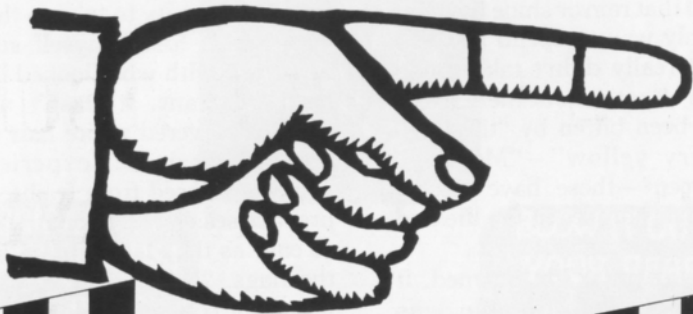
and his staff worked hard to insure that each of us knew what to expect and how to approach any situation. When we were through, we not only could tell a driver how to go, but in particular situations, where. (That's often of more benefit to the flagger than the driver, but nonetheless useful.)

It wasn't long before we had our first opportunity to take to the track ourselves. I found myself stationed at Turn 6 with what looked like two hardy veterans. It wasn't till later that I discovered white hair doesn't necessarily denote experience, it could be caused from fright. As the practice session wore on it all looked so easy as the Flag Captain handled the flags. "Nothing to it" say I (to myself of course). So looking rather smug, I volunteered to relieve him. That was my second mistake. O.K. so I put the yellow flag behind my back, like so—that means green, right? Fine. Then I start watching the cars go by. Man that's neat... "Say, uh, those cars are kinda close aren't they?... They're always that close!" (gulp) real neat. "Say isn't that little green one coming in a little too (CRASH!) fast?" "Mayday," screams the phone girl. "Wave it" hollers the Flag Captain. And ME a "rookie." My mind registers two things at one time. "Wave the flag stupid" and "What'd I do wrong?" After all here I am, flagging for the first time, maybe ten minutes of experience and guys are already flipping on my corner! Bunkie, it's gonna take a while to convince this kid that this is my bag. Well, to make a short story long, the driver is all right and after clearing the track of assorted wrecking trucks, sweepers, and turn

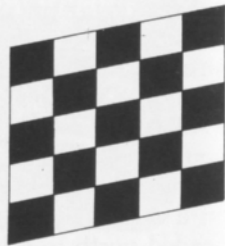
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## AVERAGE LAP SPEED CHART

| Min/Sec | MPH    | Min/Sec | MPH    | Min/Sec | MPH    | Min/Sec | MPH    |
|---------|--------|---------|--------|---------|--------|---------|--------|
| 1:10    | 73.137 | 1:20    | 63.995 | 1:30    | 56.884 | 1:40    | 51.196 |
| 1:11    | 72.106 | 1:21    | 63.204 | 1:31    | 56.259 | 1:41    | 50.689 |
| 1:12    | 71.105 | 1:22    | 62.434 | 1:32    | 55.647 | 1:42    | 50.192 |
| 1:13    | 70.131 | 1:23    | 61.681 | 1:33    | 55.041 | 1:43    | 49.704 |
| 1:14    | 69.183 | 1:24    | 60.947 | 1:34    | 54.463 | 1:44    | 49.227 |
| 1:15    | 68.261 | 1:25    | 60.230 | 1:35    | 53.890 | 1:45    | 48.758 |
| 1:16    | 67.363 | 1:26    | 59.530 | 1:36    | 53.329 | 1:46    | 48.298 |
| 1:17    | 66.488 | 1:27    | 58.846 | 1:37    | 52.779 | 1:47    | 47.846 |
| 1:18    | 65.635 | 1:28    | 58.177 | 1:38    | 52.240 | 1:48    | 47.403 |
| 1:19    | 64.805 | 1:29    | 57.523 | 1:39    | 51.713 | 1:49    | 46.968 |

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.

The Official Time Pieces used at the Waterford Hills Road Course are **CERTIFIED BULOVA MASTER WATCHES**. These instruments are made available to OCSRRC through the courtesy of **THE BULOVA WATCH COMPANY**.

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## CLASS RECORDS

| CLASS                            | CAR           | DRIVER           | TIME   | SPEED  | DATE   |
|----------------------------------|---------------|------------------|--------|--------|--------|
| <u>Production Sports:</u>        |               |                  |        |        |        |
| A-P                              | Corvette      | John Greenwood   | 1:21.0 | 63.204 | 5/69   |
| B-P                              | Corvette      | Bill Petree      | 1:21.6 | 62.748 | 5/67   |
| C-P                              | Lotus Super 7 | Jeff Lance       | 1:22.5 | 62.055 | 8/67   |
| D-P                              | Lotus Super 7 | Evan Walters     | 1:21.8 | 62.587 | 5/69   |
| E-P                              | Porsche       | Garrett Van Camp | 1:22.6 | 61.982 | 8/68   |
| F-P                              | Lotus 7       | Chris Gahman     | 1:25.1 | 60.159 | 9/67   |
| G-P                              | MG Midget     | Bill Koch        | 1:24.5 | 60.587 | 8/67   |
| H-P                              | Sprite        | Dwight Knupp     | 1:26.7 | 59.049 | 9/66   |
| <u>Sports Racing (Modified):</u> |               |                  |        |        |        |
| A-S/R                            | McLaren Ford  | Richard Brown    | 1:16.2 | 67.188 | 9/67   |
| B-S/R                            | Alfa Bobsy    | Len Pickering    | 1:20.8 | 63.362 | 9/68   |
| C-S/R                            | Lotus X1      | Bill Barber      | 1:21.2 | 63.110 | 9/68   |
| D-S/R                            | M.F. Special  | Bob Clift        | 1:25.1 | 60.159 | 5/69   |
| <u>Formula:</u>                  |               |                  |        |        |        |
| B                                | Merlyn        | Ken Nielsen      | 1:15.2 | 68.079 | 5/69** |
| C                                | Rassey        | Bob Clemens      | 1:18.1 | 65.552 | 9/68   |
| Ford                             | Lotus 61      | Jimmy Clark      | 1:16.3 | 67.098 | 5/69   |
| Vee                              | Lynx          | Jim Purcell      | 1:22.3 | 62.105 |        |
| <u>Sedans:</u>                   |               |                  |        |        |        |
| S-1                              | NSU-Prinz     | Paul Susalla     | 1:30.4 | 56.632 | 8/67   |
| S-2                              | Anglia        | Peter Quenet     | 1:27.0 | 58.846 | 8/67   |
| S-3                              | Cortina       | Bob Transou      | 1:26.3 | 59.325 | 8/68   |
| S-4                              | Lotus Cortina | Allan Moffat     | 1:24.2 | 60.802 | 9/66   |
| V-W                              | Volkswagen    | Roger Roeske     | 1:33.9 | 54.521 | 8/68   |

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### Michigan Sports Car Club

MSCC membership is made up of motor sports enthusiasts; enthusiasm being the only prerequisite. Candidates are expected to work or run two events before qualifying as members. Club activities include a full yearly calendar of gymkhanas, rallies and ice runs. Annual dues are \$10.00 and \$1.00 for wives. Monthly meetings are held on the second Wednesday of each month at 8:00 p.m. at Botsford Inn, Grand River and Eight Mile Road. For information call John Sabina, 576-2670.

### Ford Motorsports Club

A keen interest in automotive vehicles and motorsports is the prime prerequisite of the Ford Motorsports Club which is made up of 85 percent Ford employees and 15 percent non-employees. Both a competitive and social atmosphere exist, as activities range from gymkhanas, time trials, slaloms, rallies, club trips, and social gatherings.

General Membership meetings are held the second Thursday of each month at 8:00 p.m. at Ford Central Office Building on Michigan Avenue.

Additional information: Walt Paliga, 561-2536 or Write: Ford Motorsports Club, Director of Membership, Box 296, Main Office, Dearborn, Michigan.

### Volkswagen Club of Detroit

This group plans rallies, gymkhanas, and a trip to Europe every year in the fall. Membership is open to anyone interested; dues at \$8.00 (initiation), (associate members may join for \$4.50). Meeting night is the last Friday of the month at the Warren Valley Golf Club, Warren and Beech-Daly Road, at 8:30 p.m. Information is available from Hans Brodersen, 836-7080.

### KSCC

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### Corvette Club of Michigan

The Corvette Club of Michigan is devoted to the Corvette sports car enthusiast. Activities range from social functions for the family and single individuals to rallyes, drags, and slalom events for the competition minded. The National Council of Corvette Clubs and the Detroit Council of Sports Car Clubs are a part of CCM's activities. For additional information, visit the Corvette Club of Michigan at Wink Chevrolet, 10700 Ford Road, the fourth Wednesday of each month or call CCM's Membership Chairman B. Gibson, 422-2147.



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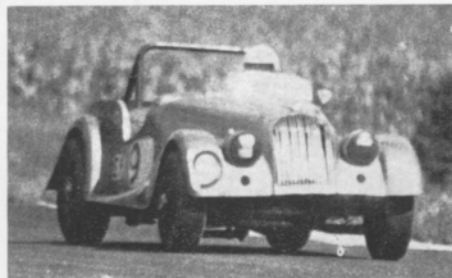
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### WHAT IS S.C.C.A.?

In sports car circles the frequently heard, "SCCA," is jargon for Sports Car Club of America, Inc., the largest (18,000) organized body of sports car enthusiasts in the country. It's no youngster either, having been in active existence for twenty years!

For the enthusiast especially, SCCA actively encourages the preservation, ownership and operation of sports cars. For all drivers, SCCA encourages careful and skillful driving on public highways.

SCCA is an active club, so active nationally that it is safe to say that SCCA sponsors sports car events so varied they are likely to satisfy nearly every type of sports car enthusiast. The list of activities is long. There are, among other things, gymkhanas, time trials, hill climbs, ice runs, concours, rallies, drivers schools, amateur racing and professional racing (road racing, that is).

Have you heard of the American Road Race of Champions (A.R.R.C.)? Well, if not, then you have missed reading about some of the most exciting amateur racing in the country. The A.R.R.C. is the grand finale (the "world series," if you will!) of the year's national road racing series. Here the national winners are

crowned in separate classes of "production sports cars," "formula cars," "sports racing cars," and "sedans." The regional races this weekend are not a part of the "national series." "Regionals" are club events with a heavy lacing of drivers who hope to move into the "national races."

Then there are the "professional road races." Keep your eyes and ears open for news about the Trans-Ams, Can-Ams, and Grand Prix Series. These are the events that bring together the biggest purses, the best prepared and sponsored teams and many of the top professional drivers in world road racing.

If you've bothered to read this far you too must have been bitten by the "sports car bug." Funny thing about the infection brought on by this bug, once contracted there's no escape, and probably no cure! If you are not an SCCA member and you want to find out more about your "ailment," come to a monthly meeting of the Detroit Region, S.C.C.A. They are held at 8 PM, third Tuesday of the month at the Bonnie Brook Country Club, on Telegraph near Eight Mile. Join us there in toasting, "Here's to good driving for the fun of it!"

# To anyone who bought a second car in the last month:

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marshals things proceed back to normalcy. The Flag Captain assures me not every seventh car flips on turn six and I meekly return to the flagging chores.

Four hours and two frostbitten fingers later the phone girl jubilantly shouted "That's it. Let's go home." Ahh, how sweet it is. Let's head home and hopefully thaw out enough for Sunday's happening.

Somehow I managed to roll out again Sunday and I've been rolling out fairly regularly ever since. I'm some kind of a nut I guess and I've enjoyed every minute of it. The

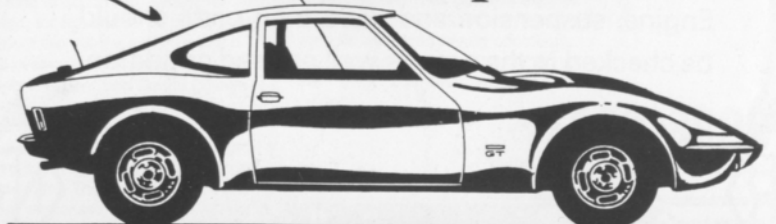
memories are precious and in just a few short months the wonderful people at Waterford have added a new exciting facet to my life.

Well, my "rookie" season is over now and as you are looking around the track at the Turn Marshalls look at the fellow instructing the new "rookie." There I stand—well-worn whites, silly hat, and a nonchalant air, no longer a "rookie" but a full-fledged "veteran" saying, "Now, kid, don't worry—all the cars don't flip on this corner. I remember back in '68 when we really had a time."



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# OCSRRC RACING CLASSES

## PRODUCTION SPORTS CARS

"Production" Sports Cars (i.e., cars not designed primarily for racing) are grouped in classes according to their racing performance. This system of classing makes driver skill rather than car performance the primary factor in winning races.

**CLASS A:** Abarth Simca 2000; Cobra 427; Sting Ray 427 (thru 1967); Sting Ray 427 Roadster (1966); Griffith 200; Porsche GTS/904; Shelby GT500 (thru 1967); Sting Ray 396.

**CLASS B:** Aston Martin DB4, DB5, DB4GT and Zagato; Cobra 289; Corvette 327 and 283; Sting Ray 327 (thru 1967); Sting Ray 327 Roadster (1968); Ferrari 250GTO, 275-GTB, Berlinetta Lusso, 250GT (SWB), GT (California, coupe and cabriolet), 2-plus-2; Jaguar E 3.8 and 4.2; Shelby GT350 (thru 1966, and 1-4V 1967).

**CLASS C:** Abarth Simca 1300; Alfa Romeo TZ; Datsun SRL311U; Ginetta G4-1500; Lotus Elan (roadster, coupe and drophead); Mercedes Benz 300SL; MGC; MGC-GT; Morgan SS; Osca 1600 GT; Porsche Carrera 1500 and 1600; Porsche 356B, C2000 GS, 911, 911 S, (11L; Sunbeam Tiger 260; Toyota 2000GT; Triumph TR250 and TR5.

**CLASS D:** AC Bristol; Aceca Bristol; Alfa 2600 Sprint and Spider; Arnolt Bristol; Austin-Healey 3000; Daimler SP250; Elva Mk. 3 and 4 (1800); Elva Mk. 4 (T1800); Fairthorpe Electron; Fiat Abarth 1000 DOHC; Ginetta G4-1000; Jaguar XK120, 140, 150; Lotus Super 7; Marcos GT1000; Speedwell GT2A and 2B; Triumph TR4, TR4A (IRS); Turner Climax; TVR Mk. 3 1800; TVR Climax; Yenko Stinger.

**CLASS E:** Alfa Duetto, Giulia Spider Veloce 1600, Giulia Sprint GT and GTC, Sprint Speciale; Austin-Healey 100-6; Elva Mk. 4 T Ford, Mk. 1, 2, 3, 4 1622; Fairthorpe Electron Minor; Lotus Elite; Mercedes 250 SL; MGB; MGT-GT; Morgan plus-4; Porsche 912, 356C/1600SC and 265B, S90, 356 1500/1600 A, B, C; Triumph TR2, 3, 3A, 3B, GT6; Turner 1500; TVR Mk. 3 1622; TVR Vixen 1600 Ford (provisional); WSM GT; GSM Delta.

**CLASS F:** Alfa Giulietta Super 1300, Sprint Speciale, Giulia Sprint and Spider 1600; Alpine A110-1100; Austin Healey 100-4, Sprint 1275; Datsun SPL311 and SPL 311U; Fiat Abarth OT 1300/124 coupe; Glas GT1700; Lotus 7 and 7A; Mercedes 230SL; MGa 1500, 1600, 1622, twin cam; MG Midget 1275; Morgan 4/4 Mk. 5; Sabra Sport; Sunbeam Alpine; Spitfire Mk. 3 1300; Volvo P1800; GMS Delta (Ford 105E).

**CLASS G:** Alfa Sprint and Spider 1300; Abarth OTS 1000 coupe; Alpine A108-1000; Sprite 1100 and AN8; Datsun SPL 310U; Fiat Abarth 700, 750DOHC, 1000 pushrod, OT1000 Spider; Fiat 1500 Spider DOHC, 1500 Spider and cabriolet, 124 Sport Spider; Glas 1300GT; Honda S800; Matra; Midget 1100 and AN3; Porsche 1300; Rene Bonnet CRB; Spitfire Mk. 1 and 2; Turner 950S.

**CLASS H:** Sprite 948 Mk. 1 and 2; DB HBR5 851-954; Fiat 850 Spider; Fiat Abarth 850S, 750GT, 750MM; Fiat 1200 Spider; Honda S600; Midget 948; MG TC, TD, TF 1250, TF 1500; Morgan 4/4 Mk. 4; NSU Wankel Spider.

## MODIFIED OR SPORTS RACING CARS

"Modified" Sports Cars (i.e., sports cars designed specifically for racing, and "Production" cars that have been modified for racing) are grouped according to engine size.

**CLASS A:** Over 2000 cc (over 122 cu. in.);  
**CLASS B:** 1300 to 2000 cc (111½ cu. in.);  
**CLASS C:** 850 to 1300 cc (46 to 111½ cu. in.); **CLASS D:** Under 850 cc (under 46 cu. in.).

## SEDANS

Six classes of Sedans are run, the cars being grouped by performance potential.

**CLASS VW:** Volkswagen 1200 and 1300.

**CLASS I:** Renault; Simca 994 & 1290; BMW 700; Mini-Minor 850; Saab Standard 750, 850 and 750 Sport; Ford Anglia 997; Fiat 600, 750, 850, 1100 and 1300; Opel Kadette 1078; Hillman Imp 875; MG 1100; NSU 1000 L, S, C, 996 cc; Volkswagen 1500; Honda 750.

**CLASS II:** Alfa Giulia 1300; Ford Anglia 1198; Mini Cooper S 970 and 1071; Renault Gordini R8 1108; Saab 850 Sports; Hino Contessa 1251; Datsun 1595; Saab 1498; NSU TT-1085; NSU TTS-996; NSU 1200 TT-1117; Fiat Abarth 1000, Volkswagen 1600; Mini Cooper 997.

**CLASS III:** Alfa TI 1600; BMW 1600 and 1800 TI; Corvair Monza; Ford Cortina 1498; Isuzu Bellet 1991; Sunbeam and Hillman 1725; Toyota Carona 1899; Volvo 1600 and 1800; Valiant 2786; Mini Cooper S 1275; Renault Gordini 1300; NSU 1200 TTS and TTC 1177; Fiat 1200.

**CLASS IV:** Alfa TI Super 1600 and GTA; BMW TISA, Lotus Cortina; Corvair Corsa, Porsche 911; Fiat Abarth 1200; Sedans over 180 cu. in. to 5 liters, 112" wheelbase, and 3500 lbs. maximum.

**CLASS V:** Sedans exceeding Group II Specifications (i.e., Canadian & FIA Group 5).

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