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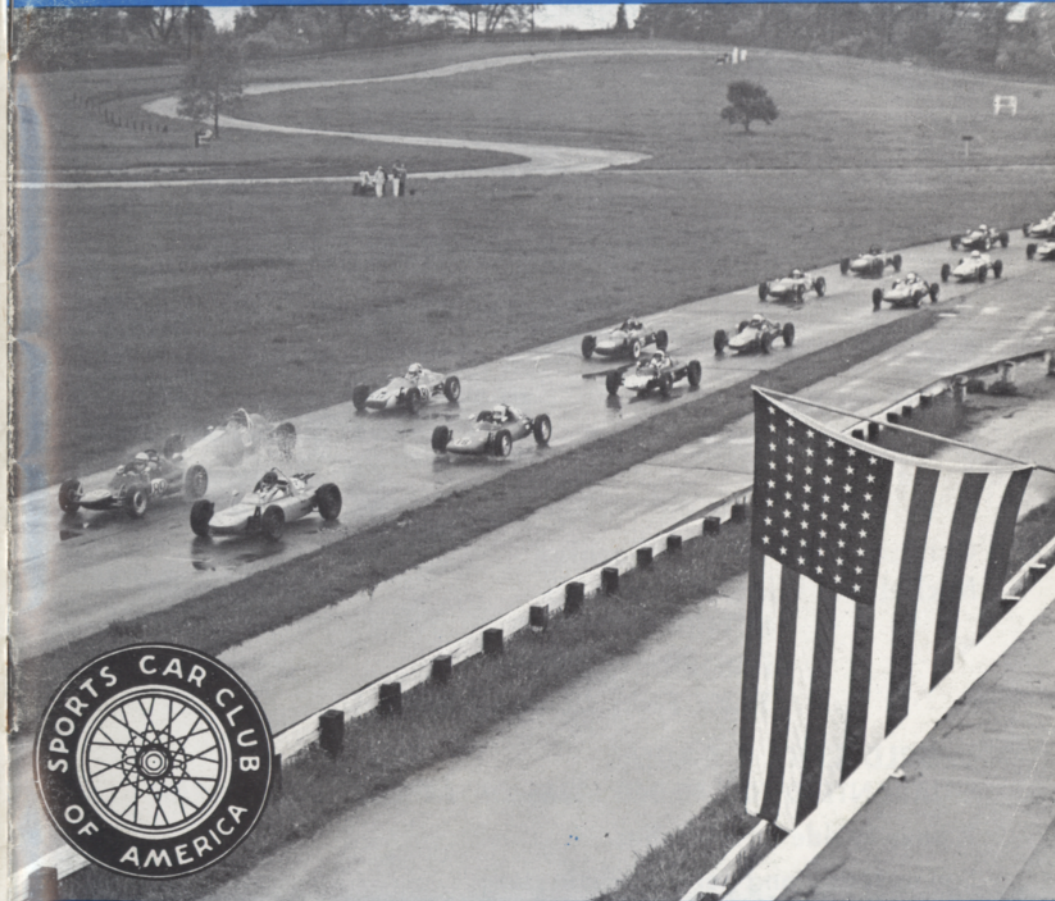
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WATERFORD HILLS digest

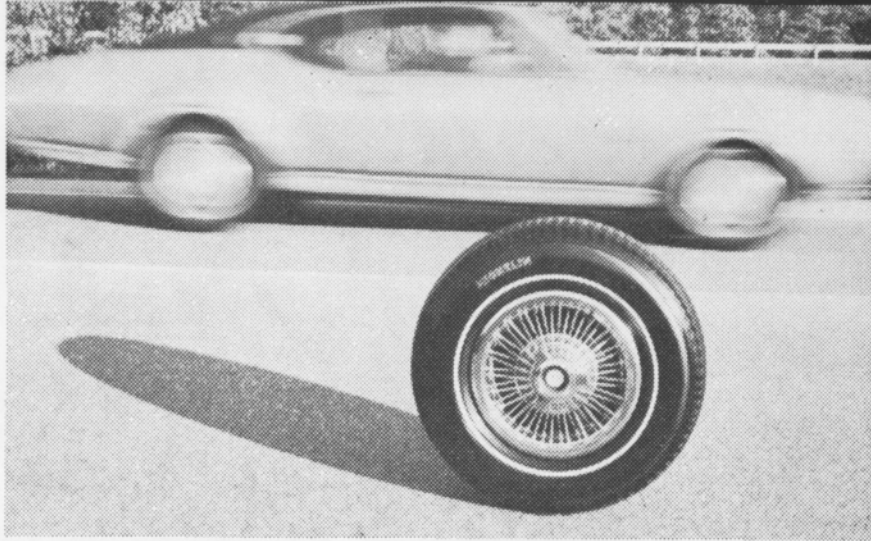
June 1970/50¢



JUNE SCCA REGIONAL

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THE INSIDE LINE



Welcome to Waterford! We are sure you are going to enjoy this weekend's races, sponsored by the Detroit Region of the Sports Car Club of America. Drivers from Michigan and several surrounding states will provide some good dicing as they vie for the winning positions.

With admitted prejudice aforethought we welcome you also to more-for-your-money-race-viewing. A club, regional or national road race has a lot going for it spectator-wise. The day is longer with many shorter races on the program. If after four laps, you can't recall who the leader is, you get a second wind, a second race and a second chance. You also get more opportunities to explain to your girlfriend why, although the little yellow car got the checkered flag first, the little red one won! The spectator sees more race classes—that's another word for kinds of machinery—both big and little, open and closed wheeled cars. Move over Walter Mitty; it's my turn to drive!

Amateur drivers are a special "people." They are avid, dedicated hobbyists. While they earn the money to support their racing efforts at a wide variety of jobs, at the track "where you work" is lost in "what you do" with your racer. They

all want to win but not by default. This leads to funny situations you wouldn't see, say on the Trans-Am circuit: like a driver and his mechanic frantically helping a competitor and crew repair the competitor's car before grid time. This spirit of "I want to beat you, but when we are both 'running'" has led to some very good friendly rivalries, and some exceptionally good race viewing, during the past seasons here.

Because these drivers aren't highly paid professionals who drive every other day (see Mario Andretti's schedule for this year) they can and do push each other into brain-fade. Brain-fade is synonymous with: four wheels wide on a turn, sudden spin-outs, and missing a shift—among other things. These quick dramatic changes in race positions mean that you can't predict the winner. But it's great fun watching whether your favorite wins or loses.

The longer race day, more classes featuring a variety of racing vehicles, and the special enthusiasm and friendly rivalry of the amateur drivers all add up to more exciting race viewing—for our money anyway. End of soapbox!!

Again, welcome to Waterford. Happy reading and happy watching!

SPORTS CAR ACTIVITIES

July	1 4-5	CLUB MEETING - at Waterford Corvette Club Gymkhana at Waterford
	18-19	NIGHT RACE AT HAREWOOD S.C.C.A. Race
August	5 29-30	CLUB MEETING - at Waterford S.C.C.A. Race
September	2	CLUB MEETING - at Waterford
October	7	CLUB MEETING - at Waterford
November	4	CLUB MEETING - at Waterford
December	2	CLUB MEETING - at Waterford

OFFICIALS

Chief Steward	Glenn Baldwin
Asst. Chief Steward	Faye Meerzo
Chairman, Stewards of Meeting	Charles Elmers
Steward	Harry Constant
Steward	Ray Kempton
Steward	Harry Orr
Chief of Safety	Dr. W. (Brad) Reid
Starter	Lou Higgins
Flags and Communications	Joe Niederst
Chief Timer and Scorer	Pete Lewandowski
Scrutineer	Frank Stoddard
Paddock Marshal	Bill Stephenson
Course Marshal	Ralph Yeckley
Awards Chairman	Pete Quenet

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*.

BULOVA TIMERS

Record the Action

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CLASS	CAR	DRIVER	TIME	DATE
<u>Production</u>				
A-P	Corvette	John Greenwood	1:20.7	9/69
B-P	Corvette	Bill Petree	1:21.6	5/67
C-P	Lotus Super 7	Jeff Lance	1:22.5	8/67
D-P	Lotus Super 7	Evan Walters	1:21.8	5/69
E-P	Porsche	Garrett VanCamp	1:22.6	8/68
F-P	Lotus 7	Chris Gahman	1:25.1	9/67
G-P	Spitfire	Bob Clemens	1:24.3	9/69
H-P	Sprite	Dwight Knupp	1:26.7	9/66
<u>SPORTS RACING</u>				
A-SR	McLaren Ford	Don Eichstaedt	** 1:14.6	8/69
B-SR	Bobsy Alpha	Len Pickering	1:20.8	9/68
C-SR	Lotus 11	Bill Barber	1:21.2	9/68
D-SR	Special	Bob Clift	1:25.1	5/69
<u>FORMULA</u>				
B	Merlyn	Ken Nielsen	1:15.2	5/69
C	Rassey	Bob Clemens	1:18.1	9/68
Ford	Lotus 61	Jim Clarke	1:16.3	5/69
Vee	Londergan	Larry Wilhelm	1:20.8	9/69
<u>SEDANS</u>				
S-1	NSU-Prinz	Paul Susalla	1:30.4	8/67
S-2	Anglia	Peter Quenet	1:27.0	8/67
S-3	Cortina	Bob Transou	1:26.3	8/68
S-4	Camaro	Bill Petree	1:23.5	9/69
VW	Volkswagen 1200	Roger Roeske	1:33.9	8/68

** Waterford Course Record





They didn't tell me I had to race when I got in free!



Wheelie



The glamor of a Starter.



Surf's Up!



Big bore on the move



Which way did they go?



Which way? ? ? ?



"Tete-a-tete"



How do I shift?



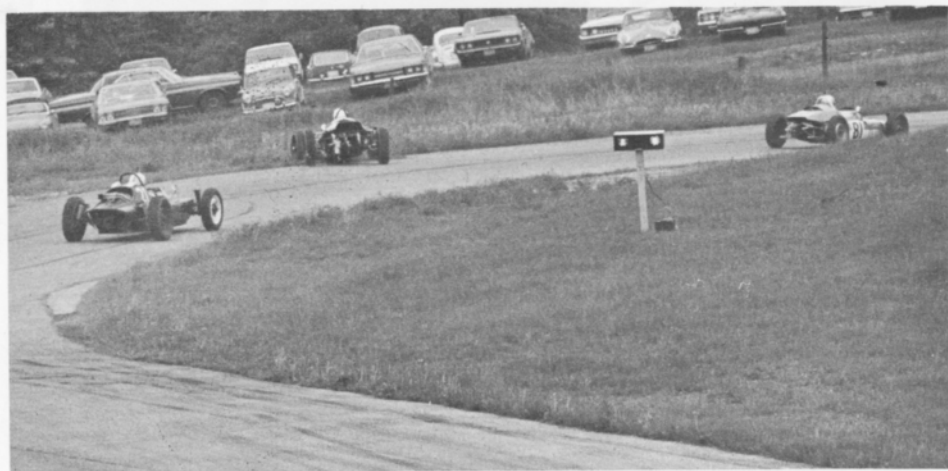
Racing at Waterford Hills



GOING,



GOING,



GONE

Flags



Yellow with Red Stripes: Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look down 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.



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.

Yellow (waving): Great danger, be prepared to stop, no passing.



Red: Stop immediately, clear the course as well as circumstances permit; the race has been stopped.



Blue with Diagonal Yellow Stripe (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.



Tail-gating?



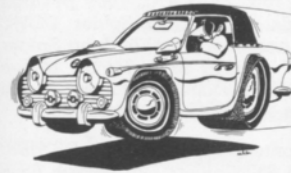
Tug-o-war



Drafting??



Squeeze Play



So what's new?



"Horse" Power



I came back



But I found it!



7 - Up



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).

WATERFORD HILLS

A 1.5 MILE ASPHALT ROAD COURSE AT WATERFORD, MICH

