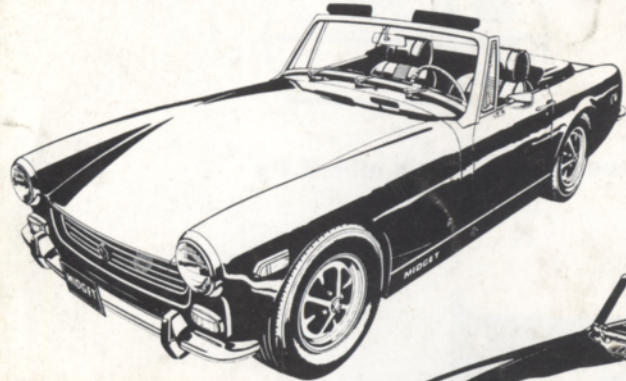
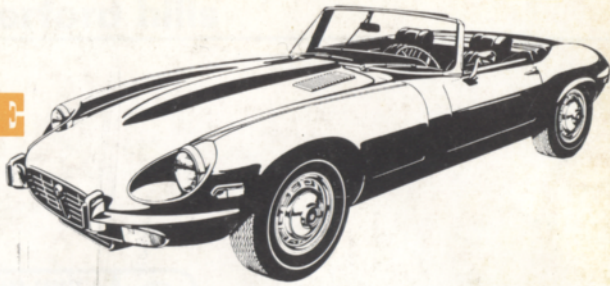


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## waterford hills digest

### june road races

june, 1973 50¢



ron reeves is still racing his original 1961 tr-3



vol. 13  
no. 3  
june 1973

# w h d

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- 20 waterford hills
- 21 sports car activities

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editor	larry conely
production mgr	
photography	bob gustafson

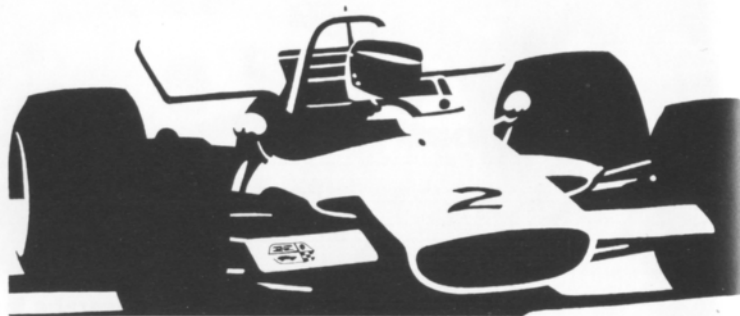
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## the inside line

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larry conely



The value of safety measures taken to protect drivers and spectators at competitive events is obvious. A race free of serious mishap or personal injury makes anticipation and enjoyment of a race more rewarding.

With all due respect to the racing mystique, there is one aspect of safety which has been long ignored. Only recently has this danger come to the public eye as an issue; that of stopping pollution, and where race tracks are concerned, noise pollution in particular. Safety not only concerns the driver, worker, and spectator, but the surrounding environmental and social localities as well. This is notably true of a track like Waterford, which has housing and quantitative natural environment in close proximity to its course. Yet, there are many tracks across the country lampooning this idea, much the same as behind-the-time skeptics attacked the reciprocating engine and the pneumatic tire.

Waterford Hills has accepted its responsibility in this area ahead of many, if not most, other tracks. A decibel limit has been established for entries, and it should be quickly pointed out that this is not a token gesture. It is strictly enforced. During practice and qualification laps, cars are checked out with a decibel meter. Those cars not meeting the limit must do

so before they race, or they don't race. Tom Abbott, Chief Steward at Waterford, makes believers out of the non-believers at his drivers' meeting before the races. And if he doesn't, the workers will.

This editor is the last person who would strip racing of any of its excitement. The sound alone of a finely tuned machine burning up the track is sheer joy. But pleasure and enthusiasm should also be tempered by responsibility.

## officials

---

chief steward	tom abbott
assistant	doug anthony
race coordinator	jerry shiloff
timing & scoring	jerry morlewski
	jane morlewski
flags & communications	jack holth
	carl zahler
paddock marshal	dick grzybowski
tech inspection	jim velzy
course marshal	stan gorman
safety	doug mackinder
doctors	fred johnson m.d.
	hank larabee d.o.
registrar	connie vancea
chief starter	lou higgins
asst. starter	charlie pickett
asst. starter	hal goff
digest editor	larry conely

## waterford profiles



## don burry

Early in 1967 Don Burry asked his wife Peg if she would mind if he owned a race car. She allowed as how she would mind very much. Two days later, to the tune of "you're absolutely nuts !!!", Don began unloading the parts of his basket-case Mini. He paid \$100.00 for the car, less than the cost of his driving suit and helmet, and with the addition of a miscellaneous \$200.00—he went racing. Don won his first novice race and finished well the rest of the year.

Over the winter Don decided to paint the car, Peg cut out a lot of little stars, and in the spring of 1968, the world's first red-white- and blue-starred-and-stripped Mini was unveiled. The color combination has since proved very popular.

He raced a 1275 Mini in 1969 and finished in the top ten drivers championship. It was requested that Don stop racing in June of 1970 and he sold the Mini. In July, Don decided to begin racing again and he campaigned Gib Hufstader's Austin-Healey 3000 for the remainder of the year. Over the winter he repaired a wrecked Sprite, which he painted red, white and blue, naturally, and, in 1971, his children cried a lot because "Daddy's off to the track again". At the end of that year he sold the Sprite back to Pete Dupon and returned to the Healey in 1972. The Healey's engine had been built in 1965, which, incidentally, was the last time that the valves had been lashed, but Don describes the car as "a lot of fun and I scared a lot of E-Production cars on the straight".

Over the years, Don has done much more for the club than just race. Back in 1968, a kindly gentleman named Charette fast-talked him into becoming the Race Co-ordinator for the Harewood night race, and the next Harewood night race. And the M. I. S. night race. ET cetera ad infinitum.

What is a Race Co-ordinator? He organizes and controls every function within the paddock before the Chief Steward takes over on race day. He is responsible for the budgets,



phenomenally close budgets, which enabled us to race in the black for the first time. He has been on the WHRRI Board of Directors for the last four years and is now club secretary.

Peg describes Don as "a quiet guy with a mind of his own who plugs along and does the best he can". He plugs along quite well, thank you.

Don describes racing as "the most exhilarating thing I have ever done and probably ever will do".

Don and Peg have just bought a new house in Royal Oak and, as soon as the garage is finished, we expect to see him back on the track, probably in a B-Sedan. It can't happen too soon.



- 1 entering turn two
- 2 swamp turn



## average lap speed chart

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	58.178	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.

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.

## class records

ASR	John Greenwood	Lola	1:12.8	5-72
BSR	John Marcovsky	Elva	1:19	9-72
CSR	Don Odle	Lotus 23	1:21	9-72
DSR	Mill Mundus	Baker Mark II	1:24	N. D.
AP	John Greenwood	Corvette	1:16.3	9-72
BP	Mike Manner	Corvette	1:19.4	8-72
CP	Don Clining	TR-6	1:20.3	9-72
DP	Paul Prill	Lotus Super 7	1:19.9	9-72
EP	Doug Miller	Porsche	1:19.3	9-72
FP	Dan O'Conner	MG Midget	1:21.5	9-72
GP	Kent Carpenter	MG Midget	1:20.9	9-72
HP	Don Cameron	Sprite	1:23.2	9-72
AS	Warren Tope	Mustang	1:18.6	5-71
BS	Don Eichstadt	Pinto	1:20.7	9-72
CS	Ken Navarre	NSU	1:22.7	9-72
DS	Dave Hoffman	NSU	1:27.3	9-72
SSS	Fred Hafner	Pinto	1:34.7	7-72
FB	Bill Halandal	Lotus 41C	1:13	9-72
FC	Jim Schmid	Brahman	1:15	9-72
FF	Tim Evans	Lola T202	1:13.5	9-72
FV	Ralph Ridge	Ben Lynx	1:18	7-72
F4	Robert Long	Walker	1:21.3	8-72

remember when?  
1962



remember . . . 1962



## next month

---

Over the years, WHRRI has enjoyed a close fellowship with the members of the Canadian Automobile Sport Clubs of the Ontario Region.

Last year, one of our members, John Kubiak, won the Canadian G-Production National Championship. Vic Skirmants, (The mad Russian), was Ontario Regional Champion, Doug and Brad Miller and many other WHRRI drivers race regularly in Canada.

Next month, in celebration of their Dominion Day and our Independence Day, several of their drivers will be racing at WHRRI.

We expect to have a barbeque at the clubhouse Saturday night and perhaps we might drink some beer.

Why not join us??



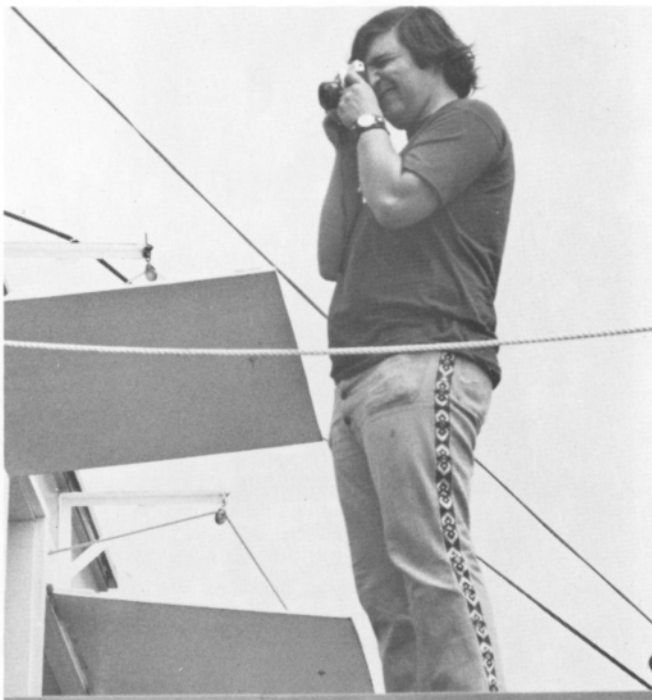
1 if you see this man walking around, tell him you like the digest. he's the editor\*.

2 coming out of swamp turn

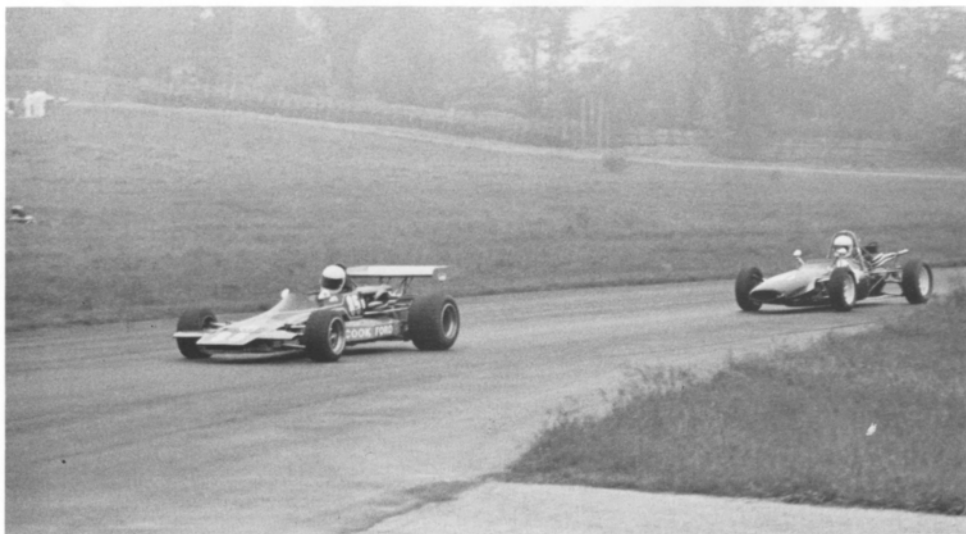
3 turn one—the gulch

4 bluff bend

\*pub. note



3



14



4

15

1 skeet-house and up the hill

4 pelton bend

2 big-bend coming up

5 heading for skeet-house

3 top of the hill

6 the esses



# racing classes

# flags

## PRODUCTION

- A** Abarth Simca 2000; Cobra 427; Corvette Sting Ray Roadster & Coupe 350, 1970, 1971; Corvette Sting Ray Roadster & Coupe 396, 427, 454 thru 1973; DeTomaso Pantera 351, 1972-73; Griffith 200; Porsche GTS/904.
- B** Alfa Romeo Montreal; AMX Sports Coupe 290 thru 1969; AMX Sports Coupe 343 thru 1969; Cobra 289; Corvette 283, 327 (1962); Corvette Sting Ray Roadster 327, 350, 1963 thru 1973; Ferrari 365 GTB 4 Daytona; Jaguar Series 3 (V-12); Porsche 911E Coupe/Targa, Cabriolet, 1969; Porsche 911S Coupe/Targa, Cabriolet, 1969; Porsche 911E Coupe/Targa, Cabriolet, 1970-1971; Porsche 911S Coupe/Targa, Cabriolet, 1970-1971; Shelby GT 350 thru 1966; Shelby GT 350 1-4V, 1967; Shelby Cobra GT 350 Coupe, 1969.
- C** Alfa Romeo TZ; Datsun SRL 311U (Mikuni); Datsun 240Z Sports (Hitachi & Mikuni) thru 1973; Ferrari Dino 246 GT; Jaguar E 3.8 & 4.2; Lotus Elan thru S-4 (Roadster, Coupe & Drophead); Lotus Europa Twin Cam; Lotus Elan Plus Two; Lotus Seven Series Four; MGC, MGC GT; Porsche Carrera 1500, 1600; Porsche 911, 911S, 911i, (Coupes) thru 1968; Porsche 911T, Coupe/Targa, Cabriolet, 1969; Porsche 911T, Coupe/Targa, Cabriolet, 1970, 1971; Porsche 911T, E, S Coupe/Targa, Cabriolet, 1972; Porsche 914/6 thru 1972; Sunbeam Tiger 260; Triumph T-250; Triumph TR-5; Triumph TR-6 thru 1972.
- D** Alfa Romeo Duetto 1750 thru 1971; Alfa Romeo 2000 Spider; Austin Healey 3000; Daimler SP-250; Datsun SRL 311U (Hitachi); Elva Mk III 1800 & Mk IV 1800; Elva Mk IV T 1800; Jaguar XK 120, 140, 150; Jensen Healey; Lotus Super Seven; Lotus Europa Mk 46, 54 (65); Porsche 9145; Triumph GT-6 & GT-6 Plus; Triumph GT-6 Mark III (2 carb.) thru 1972; Triumph GT-6 Mark III (1973 Swing Axle); Triumph TR-4; Triumph TR-4A IRS; TVR Mk III 1800; Yenko Stinger.
- E** Alfa Romeo Duetto 1600; Alfa Romeo Giulia Spider Veloce 1600; Alfa Romeo Giulia GT & GTZ; Austin Healey 100-6; Elva Mark I, II, III, 1662; Elva Mark IV 1622; Fiat 124 Sport Spider 1600 (2 carb); MGB MGB GT; Morgan +4; Opel GT 1900; Porsche 912 Coupe/Targa, Cabriolet thru 1968; Porsche 912 Coupe/Targa, Cabriolet, 1969; Porsche 914/4 thru 1973; Porsche 356C/1600SC & 356B Super 90; Porsche 356 1500/1600 A, B, C; Saab Sonnet V-4, thru III; Triumph TR-2, 3; 3A, 3B; Turner 1500; TVR Mk III 1622; TVR Vixen 1600 Ford; Volvo 1800 (1990 cc) 1969, 1800E, 1800ES thru 1973.
- F** Alfa Romeo Guilietta Super 1300; Alfa Romeo Sprint Speciale; Alfa Romeo Giulia Sprint & Super 1600; Alfa Romeo Spider 1300 Junior; Alfa Romeo Junior Z; Alpine A100 1100; Austin Healey 100-4, 100M; Austin Healey Sprite 1275; Datsun SPL 311 & SPL 311U; Fiat 124 Sport Spider thru 1970, 1600—1971-1973 (one carb); Fiat Abarth OT 1300/124 Coupe; Lotus 7 & 7 America; MGA 1500, 1600, 1622; MGA Twin Cam; MG Midget 1275 thru 1973; Morgan 4/4 Mk V; Sunbeam Alpine; Triumph Spitfire Mk III thru 1970; Triumph Spitfire Mk IV thru 1972; Triumph Spitfire 1500; Volvo P 1800 S (1780 cc).
- G** Alfa Romeo Sprint & Spider 1300; Austin Healey Sprite 1100, AN 8 (1100); Datsun SPL 310U; Fiat Abarth OTS 1000 Coupe; Fiat Abarth 1000 Pushrod; Fiat Abarth OT 1000 Spider; Honda S800; Matra; MG Midget AN2, AN3; Porsche 1300; Rene Bonnet CRB; Triumph Spitfire Mk I & II; Turner 950S.
- H** Austin Healey Sprite Sprite 948 Mk. I & II; Fiat 850 Spider, Racer thru 1973; Fiat Abarth 850S, 750 GT, 750MM; Honda S600; Mg Midget 948 MGTC, TD, TF 1250; MG TF — 1500; Morgan 4/4 Mk. IV; Opel GT 1100 thru 1971.

## SHOWROOM STOCK SEDAN

Austin Morris Marina, 1800 cc; Chevrolet Vega, 2300 cc; Datsun 510 (1972 only), 1600 cc; Datsun 610 (4 door); Dodge Colt, 1600 cc; Fiat 124S, 1437 cc; Ford Pinto, 2000 cc; Opel 1900 Sedan (2 dr or 4 dr), 1900 cc; Plymouth Cricket; Renault R12, 1565 cc; VW Super Beetle & Beetle, 1600 cc; SAAB 96 Sedan; Subaru 1400 Sedan; Toyota Corona, 1900 cc or 2000 cc.

## SHOWROOM STOCK SPORTS CAR

Fiat 124 Spider, 1592 cc or 1608 cc; MGB and MGB-GT, 1800 cc; MG Midget, 1275 cc; Opel GT, 1900 cc; Porsche 914/4, 1679 cc; Triumph GT-6 Mark III, 2000 cc; VW Karmann Ghia Coupe or Convertible, 1679 cc.

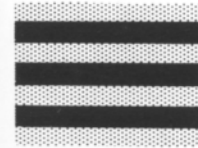
## SPORTS RACING

- ASR** Over 2000 cc
- BSR** Over 1300 cc to 2000 cc
- CSR** Over 850 cc to 1300 cc
- DSR** Below to 850 cc

- FORMULA**
- FF** FORD
  - FSV** SUPER-VEE
  - FV** VEE
  - FA** 1100 cc to 3000 cc
  - FB** 1100 cc to 1600 cc
  - FC** Up to 1100 cc

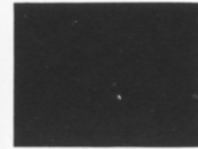
## SEDAN

- AS** Over 2500 cc with proper homologation forms.
- BS** Over 1300 cc to 2500 cc with proper homologation forms.
- CS** Up to 1300 cc with proper homologation forms.
- DS** Separate Waterford Class



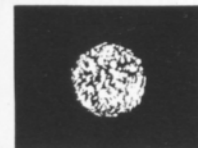
**yellow with red stripes**

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



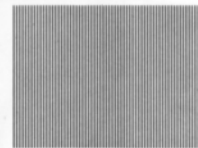
**black**

Sloppy or dangerous driving. Complete the lap you are on, 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.



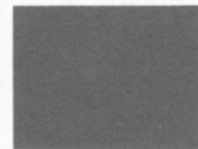
**green**

(Or no flag) Course is clear.



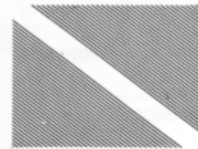
**yellow**

(Stationary) Take care, danger, no passing.  
(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 stripes**

(Motionless) Another competitor is following you closely.



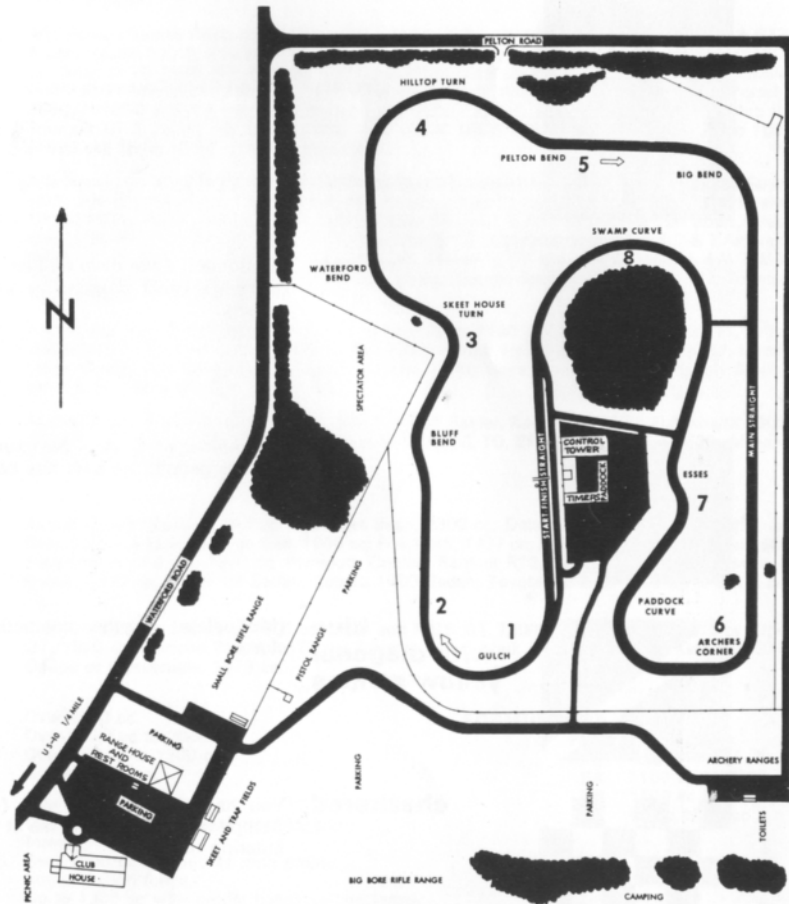
**checkered**

You have finished the race (or practice session). Complete one "cool-off" lap at reduced speed before entering the pits.

# waterford hills



a 1.5 mile asphalt road course at waterford, michigan



## sports car activities

July 1	Corvette Club Gymkhana
July 28-29	Waterford Race
August 11-12	Waterford Drivers School
August 25-26	Waterford Race
September 1-2	Porche Club Gymkhana
September 9	Corvette Club Gymkhana
September 29-30	Waterford Race