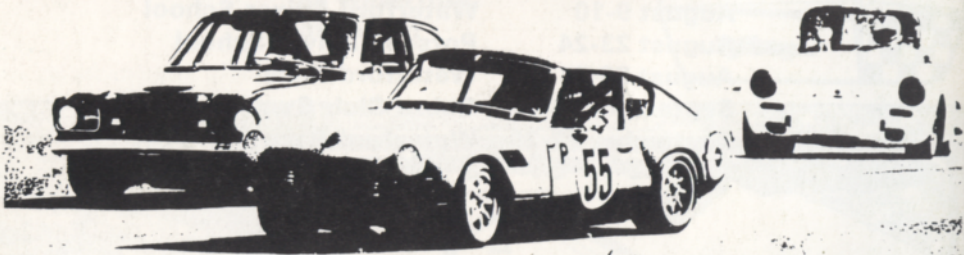


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**waterford
hills
digest**

june road races
june 1975 50¢





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1725 E MAPLE RD (15 MILE) TROY
1 BLOCK EAST OF I-75

vol. 15
no. 2
june 1975

w h d

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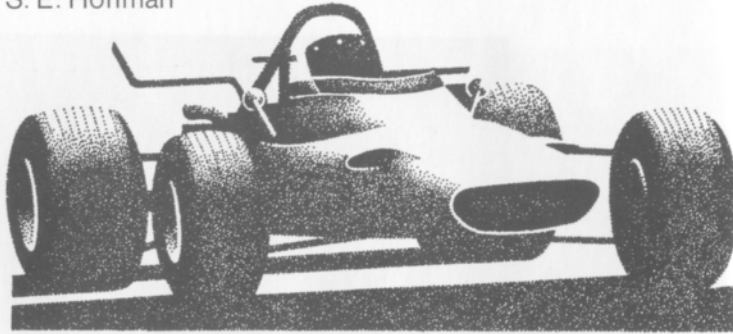
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the inside line

S. E. Hoffman



Welcome to Waterford Hills Road Racing!
Welcome to the Annual June Sprints!

May's racing saw the season off to a super start. Don Clining of Flint broke the D-Sports Racing Class Record four times in one weekend before turning a low time of 1:20.9 in his Meister Honda. Barry Hartzell of Southfield, fresh from the April Drivers School, lowered the B-Sports Racing Class Record to 1:12.9 in his Lotus Mallock and won the Sunday Over 2.5 Liter Production Feature by a margin of 20.8 seconds. Not bad for a rookie!

Veteran driver Vince Muzzin of Northville premiered his March in Formula Atlantic Class. In Sunday's Formula Feature he brought the existing *track* record down to a 1:06.7 or 80.9 miles per hour—really flying around this tight one and one-half mile course!

May's races set another record for number of spectators in attendance which goes to prove that our beloved audience enjoys watching this hot competition as much as our drivers like competing.

This weekend's racing promises to be just as great! Forty-one rookies from the April school are joining our veterans and they now have enough "track time" to be really seasoned. Also, all the "bugs" from the winter adjustments to the race cars should be ironed out and there will be less DNF's (did not finish) for mechanical reasons. All of this adds up to more cars on the track and hotter dicing for position. Translated, that makes for good viewing and good racing!

We've got to give a special mention to lady driver, Barb Kitch, from Flint. She's only racing in the Sunday Formula Vee Feature this season (hubby, Don, runs that bright orange Vee

in the class races) and she charged from the last spot in the grid to beat all the guys last weekend. Go it, girl!

If your curiosity bump ever twitched to find out who all those people in the paddock and marshaling the race turns really are, we have a guest article highlighting the workers in this issue. It'll make for some entertaining reading during the lunch break—and it may even satisfy that bump!

We want to extend a special invitation to all of our viewers to come to Pontiac on July 5 for the second annual City of Pontiac Wide Track Road Race. We at Waterford and the city are again jointly staging this "round the houses" street race. It promises to be even bigger and better the second time around.

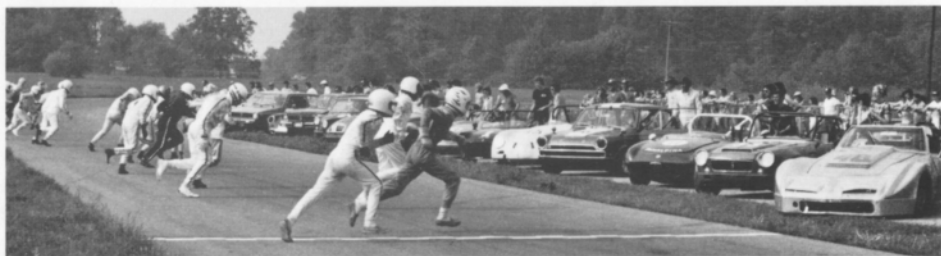
Plan to join us for the rest of this season's races at Waterford. There is a schedule later on in the "Digest" and our next race here is July 26 and 27. So, come on out, you all!

In the meantime get the blanket and cooler properly settled, sit back and relax and enjoy the June Sprints.

Happy viewing!

officials

oakland county sportsman club president	dan macdonald
waterford hills road racing club president	cliff dickenson
chief steward	tom abbott
assistants	doug antony
	art novac
	don clining
	tom francola
race coordinator	jerry shiloff
timing & scoring	debbie maloney
flags & communications	norm lash
	rich matus
paddock marshall	dave wallis
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starters	hal goff
	ed houlehan
course marshall	stan gorman
safety chairman	tom francola
doctors	fred johnson m.d.
	hank larabee d.o.
	charles kessler m.d.
registrar	connie vancea
digest editor	larry conely
public relations	bob gustafson



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	58.184	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	Carl Armstrong	Porsche 906	1:13.5	7/73
CSR	Warren Purdy	Lotus 23	1:16.1	8/73
DSR	Bill Mundus	Baker Mark II	1:24	N.D.
AP	John Greenwood	Corvette	1:16.3	9/72
BP	Tim Morgan	Corvette	1:15.4	8/74
CP	Don Clining	TR6	1:19.6	5/74
DP	Gary Bendik	GT6	1:18.7	7/73
EP	Doug Miller	Porsche	1:17.8	6/73
FP	Gary Riddell	MG Midget	1:20.4	6/73
GP	Hugo Carlson	MG Midget	1:20.0	7/73
HP	Mike Baldwin	Sprite	1:22.3	6/73
AS	Warren Tope	Mustang	1:18.6	5/71
BS	Larry Clingman	Datsun	1:19.0	5/74
CS	Geoff Foster	Honda Civic	1:21.7	8/74
DS	Dave Dunham	Mini Cooper	1:26.8	7/73
SSS	Dean Batterman	Pinto	1:33.4	9/73
SS/SC	Donald Gibboney	Porsche	1:32.0	8/74
FB	Lew Cooper	Lola	1:09.1	7/73
FC	Norm Kirnberger	Brabham	1:13.6	8/73
FF	Vince Muzzin	Crossle	1:11.1	8/74
FV	David Glenn	Lynx	1:16.9	8/74
F4	Gordon Green	P & G	1:16.8	6/74
FSV	Jim Purcell		1:12.4	6/73



Inside The Paddock

S. E. Hoffman

See that white tower in the infield.

That's the focal point in the race paddock. All the drivers are pitted behind it and a lot of race workers are in it. So while you are relaxing with your picnic cooler at hand, if that little building looks more like a beehive than a tower, you are right!

The amount of energy it takes to put on a successful race weekend at Waterford would keep great Aunt Mandy's spinning wheel on automatic for two years! Somewhere between 150 and 200 volunteer workers are here each race—and that's not counting the drivers, mechanics and crews.

On the second floor of the tower are 30 to 40 timers and scorers. These people are the trained specialists with the watches and they tell the drivers how fast they were *really* going! The scoring part is the select group with the continuity charts. They keep track of each car each time it crosses the start-finish line. You and I might think that the little green car was leading but the little yellow one got the checkered flag. That's because those guys *know* who came across the line first for all those laps.

In a small room at the back is the nerve center for timing and scoring. There the "chiefs of specialty" double check the timing cards and lap charts to certify the grid positions for the start of the race and stamp the final results as "official!"

Inside the cupola on top are the race announcers. There are four of them working alternate dates and making such earth shattering pronouncements as "please stay out of the potty on the workers break." But seriously folks, they do a fine job of calling the races and keeping everyone informed about what's happening.

On top of the roof are the Chief Steward and his committee. When you see a driver get a black flag and pull into the pit lane, it is a steward who comes down from the tower and reads the riot act for careless driving or informs the man he has a mechanical problem (like dropping oil) which is creating a hazard for himself and his competitors.



On top, also, are the chiefs of flagging and communication. They are in constant phone contact with the turn marshals manning the race course itself. There are over 100 registered turn marshals and 50 to 70 show up each race to man the course and work the phones. Although these "turn ferns" are fond of calling themselves "white-wrapped weekend wonders" and brag about being able to "leap small Formula Vees at a single bound," they are quite serious about being the first to the rescue of the drivers and providing the early-warning-system signal to oncoming traffic by way of the yellow caution flag.

Inside the paddock are the technical workers.

These include the Chief Tech. Inspector and crew. They have to certify that each car is within the legal modifications for its class and meets the safety requirements for racing. Sometimes they have the unpleasant chore of informing a driver that his car won't pass—so get your refund, correct the problem, and "good luck next race."

The paddock marshals are the policemen of the pits. It's their job to assign each entrant two parking spaces side-by-side (it does get frantic sometimes, like nobody told me there were *that many* entries!), warn the paddock when a driver is pulling off the course, and make sure no one enters or leaves the paddock while the race is in progress.

The grid marshal never gets to see a race, except maybe the last one of the day. He gets the official starting positions for each race from the timers in the tower and must be sure all race entrants, who start assembling "on call" or as soon as the previous race leaves the paddock area, are lined up in position. His prerequisites are a voice like a foghorn and the disposition of a drill instructor.

Another crew in the paddock is the track maintenance gang. When that Corvette dumps his ten quarts of oil on the track between turns 2 and 3 (don't chortle, it's happened!) they have to spend a lot of time, energy and "kitty litter" to clean up



the mess before the next race. They provide the tow vehicles to get a DNF (did not finish) racer back into the pits.

Outside the paddock are other volunteer groups who work hard to make the races happen.

Registration is a continuous job during the race season. The registrar sends out the entry forms prior to the race, compiles the drivers list for the "Digest" and processes the registration of drivers on Saturday and Sunday morning. The registration crew politely gets each driver to sign for his passes, register all his crew members, pay for those extra people, hand out the passes and deal with such delicate matters as "you sent me last year's entry fee but now you owe me a few dollars more." All of this with a smile and most of it between 8:00 and 10:00 a.m. on Saturday morning!

The trophy chairman orders the trophies before the race, sees to the engraving and makes sure she has an official list from timing and scoring before she hands out the victor's spoils on Sunday night. She has a built-in occupational hazard—she can get chapped lips from smooching the winners!

Another group is the promotional gang. They see to the printing of the "Digest" and forms. They do their best to get publicity for the races and must be sure that each media person has the necessary credentials to have an enjoyable experience while he or she is covering our races.

Many of our volunteers apply their work expertise to the weekend avocation. Such is the harried secretary, up to her elbows in purple dye from the ancient ditto machine while running off results, who was heard to mutter, "I could have been water skiing today!" The electrician who keeps our communication lines open and the loudspeakers working was caught exclaiming, "You couldn't pay me for this job!"

You know, he's right, we couldn't pay him. We couldn't pay any of those beautiful volunteers—but we are damn proud to have them!

racing classes

- PRODUCTION**
- A** Abarth Simca 2000; Cobra 427; AMX Sports Coupe (390) 1969 & 1970 ; Corvette Sting Ray Roadster & Coupe 396, 427, 454; DeTomaso Pantera 351; Ford Boss 429 Mustang 1969, 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 & Coupe 327, 350, 1963 thru 1975; Ferrari 365 GTB 4 Daytona; Jaguar Series 3 (V-12); Porsche 911 SC Coupe/ Targa Cabriolet 1973-75 ; 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 911T, 911E, 911SCoupe/Targa Cabriolet1969 thru 1975; Porsche 914/6 thru 1972; Sunbeam Tiger 260; Triumph T-250; Triumph TR-5; Triumph TR-6 (SU); Triumph TR-6 (F.I.); Jensen Healey.
- D** Alfa Romeo 2000 Spider Veloce '75-'75 : Alfa Romeo 2000 Spider; Austin Healey 3000; Daimler SP-250; Datsun SRL 311U (SU); Elva Mk III 1800 & Mk IV 1800; Elva Mk IV T 1800; Jaguar XK 120, 140, 150; Lotus Super Seven; Lotus Europa Mk 46, 54 (65); Porsche 914S Porsche 911, 911L, 911T, 911S (coupes) thru 1968; Triumph GT-6 & GT-6 Plus; Triumph GT-6 Mark III(2 carb.)thru 1972;TriumphGT-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; Triumph TR-2, 3, 3A, 3B; Turner 1500; TVR Mk III 1622; TVR Vixen 1600 Ford.
- F** Alfa Romeo Spider 1300 Junior; Alfa Romeo Junior Z; Alfa Romeo Giulietta Sprint Speciale & Zagato; Alfa Romeo Giulietta Super Sprint & Spider; Alfa Romeo Giulia Sprint & Spider ; Alpine A100 1100; Austin Healey100-4, 100M; Datsun SPL 311 & SPL 311U; Fiat124 Sport Spider thru 1975; Fiat Abarth OT 1300/124 Coupe; Lotus 7 & 7 America; MG Midget Mk III, IV & 1500 MGA 1500, 1600, 1622; MGA Twin Cam; Morgan 4/4 Mk V; Saab Sonnet V4, 97 Sonnet III; Sunbeam Alpine; Triumph Spitfire Mk III thru 1970; Triumph Spitfire MkIV thru 1972; Triumph Spitfire 1500; Volvo P 1800 S (1780 cc); Volvo 1800, 1800E, 1800ESports Coupe.
- G** Alfa Romeo Sprint & Spider 1300; Austin Healey Sprite 1100, AN 8 (1100); Datsun SPL 310U; Matra; MG Midget AN2, AN3; Porsche 1300; Rene Bonnet CRB; Triumph Spitfire;Mk II; Turner 950S; Fiat X 1/9
- H** Austin Healey Sprite 948 Mk. I & II; Fiat 850 Spider, Racer thru 1973; Fiat Abarth 850S, 750 GT, 750MM; Mg Midget 948; Morgan 4/4 Mk. IV; Opel GT 1100

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 CARS

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

flags

yellow with red stripes



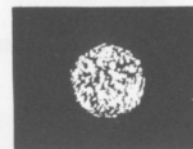
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

black



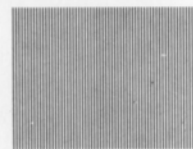
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

black with orange ball



(Meatball black flag) There is something mechanically wrong with your car. Proceed to your pits at reduced speed.

green



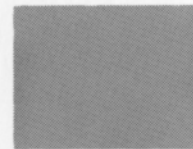
(Or no flag) Course is clear.

yellow



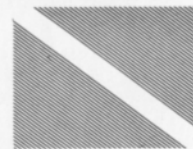
(Stationary) Take care, danger, no passing.
(Waving) Great danger, be prepared to stop, no passing.

red



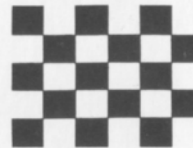
Stop immediately, clear the course as well as circumstances permit; the race has been stopped.

blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

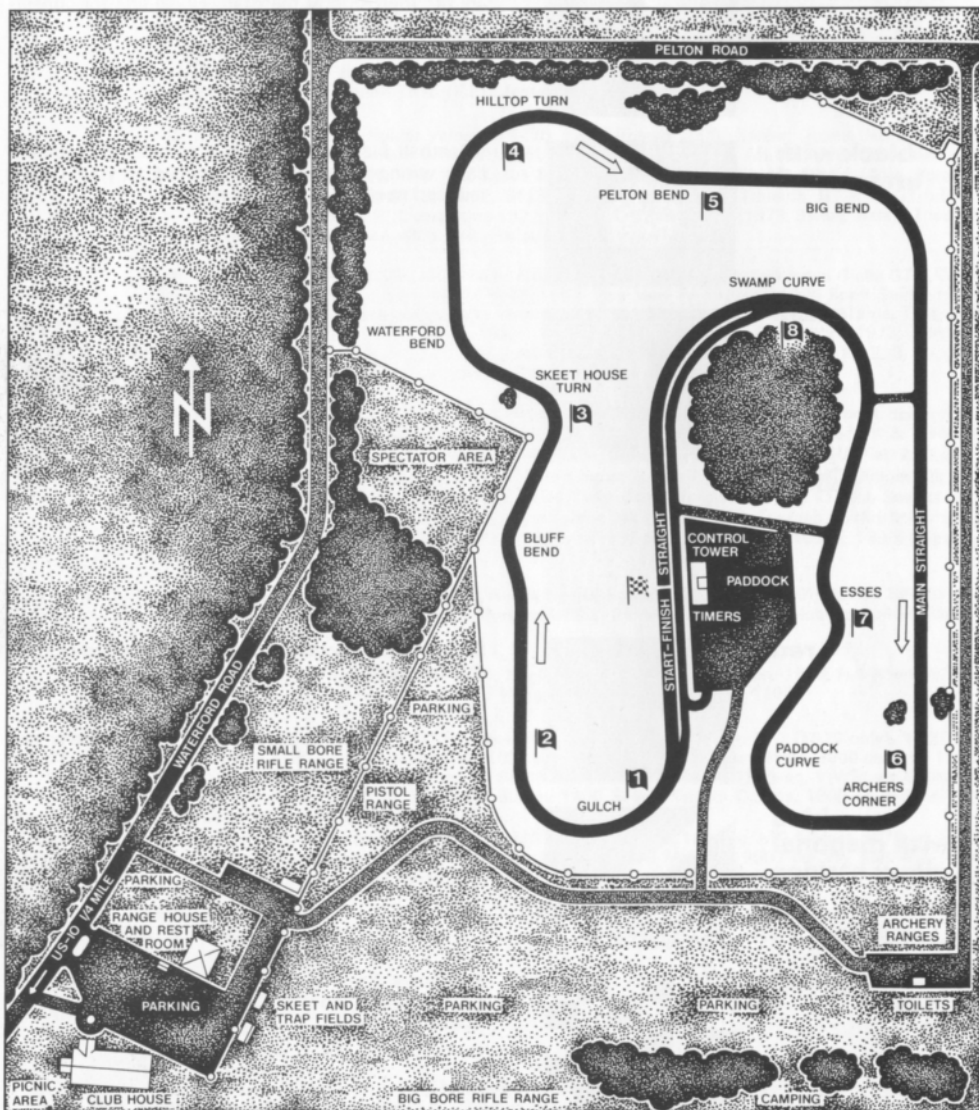
checkered



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

waterford hills course map

a 1.5 mile
asphalt road course
at waterford,
michigan



sports car activities

July 12-13	Blue Water SCCA Race
July 26-27	Waterford Race
August 9-10	Waterford Driver School
August 23-24	Porsche Driver School
August 30-31	Waterford Race
September 1	Cobra Club Gymkhana
September 27-28	Waterford Race

