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Track opens at 10:00 a.m. for practice and qualifying. Racing begins 1:30 p.m. Saturday (7 races)—11:30 a.m. Sunday (10 races).



waterford
hills
digest

june road races

june 1976 50¢



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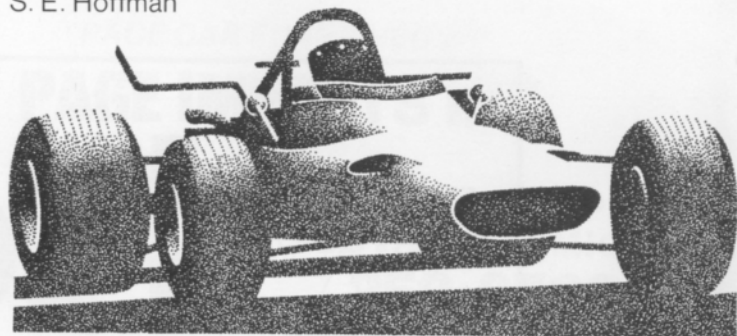
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publisher	s. e. hoffman
copy editor	john alexander
advertising staff	jerry morlewski
	pat mackinder
	debby maloney
production coordinators	chris derlon
	rich grizbowski
production staff	rich grizbowski
	chris derlon
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photographers	al bizer
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the inside line

S. E. Hoffman



Welcome to Waterford Hills Road Racing!

Welcome to the eighth annual "Can-Am Challenge" weekend! We are expecting upwards of 40 Canadian drivers to tow in from Ontario to challenge our WHRRI drivers.

This series of annual races is a cooperative venture between WHRRI and the Canadian Automobile Sport Club (CASC). It all started with a couple of night-time endurance races at Harewood race track near Hamilton, Ontario. The series shifted to night racing at Michigan International Speedway. When both tracks closed their road course, the series changed into the present full race weekend format.

The whole aspect of team challenge "for queen and country" versus "the flag and apple pie" adds a special spice to the races! You'll see some exciting dicing this weekend! Over the years the laurels are about even — but watch those Canadian "Minis" go!

May's road races got us off to a super start! Mark Sheffer set the class record for Showroom Stock/C at 1:35.2 in his Pinto. Paul Prill's Pacer-racer made its debut and took a second in SS/C. The phantom-flyer for the weekend, though, has got to be national SCCA driver, Ralph Ridge, who premiered his MG Midget to a new F-production class record of 1:19.0 — thereby knocking 3/10ths of a second off the old record. You'll remember Ralph as the driver of the super-fast blue and silver D-production TR GT+6. Before that, Ralph held the class record in Formula Vee. Speaking of formula drivers, Andy Falbo of Detroit continued his winning ways in his pretty red and

silver Formula Ford by taking first in class in all six races he entered in May.

We are really proud of our road racing at WHRRI. The quality of our drivers and the sportsmanship of the competition is unequaled. Another special aspect is that our spectators can see 90 per cent of the races themselves. This makes for better watching and for more cheers for the drivers. Let's face it — we're hams, too!

We race the last full weekend of the month from May through September (check the schedule later on in the *digest*). Do plan to join us for the rest of the season. In the meantime, sit back, relax, and enjoy the "Can-Am Challenge" weekend with us!

Happy viewing!

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The official time instruments used at Waterford Hills Road Racing Course are Siliconix electronic digital stop watches. These instruments are made available to W.H.R.R.I. through the courtesy of Siliconix Incorporated.

May I take you for a lap around the track from the driver's seat?

"It seems I've qualified sixth on the grid; that puts me on the outside of the third row into Turn 1; not the best position but better than tenth, I suppose."

The grid marshal signals to fire up the engines and head out the back gate for the pace lap. The cars circle the course slowly, weaving a bit to warm up tires so they'll stick and gently riding the brake to warm up linings so they will be ready for Turn 1. The first lap can be very confusing — worse than rush hour traffic!

At Turn 8 the marshals motion for everyone to close up the gaps. The pace car exits from the course at the pit lane entrance leaving the pole position driver to set the pace for those behind.

Amidst the all-engulfing noise, I wiggle a little deeper in my seat, get a good grip on the steering wheel, glance at the gauges and finally rivet all my attention on the starter as we enter the start-finish straight.

The starter is holding the yellow flag in the air with the green flag hidden behind his back. "What's he waiting for; we're almost there. Come on! Pop the green!" He waves the green and everybody is hard down on the loud pedal. Turn 1 flies up.

"Pretty good start. The fifth place car goofed some place so why don't I just *squeeze* in front of him here. It's always best to try for the correct line. Hope he doesn't have the guts to . . . damn! . . . oh, well, it's only sheet metal and I made it anyway."

Up out of gulch and into Turn 2. "This car sure gets a light rear end at the top of the turn. Careful now." As the track camber changes, cars begin sliding toward the outside. "Let me just move inside you here for Bluff Bend. Boy! I don't like this side by side stuff!"

"Just a little lift off the throttle through Bluff Bend and slide a bit. Come on, Baby! Leave this dude; he sure wants my door. Okay, wait for the last second and hard on the brakes NOW! Grab second gear — how about that, still *in* second! — flick the wheel to the left, stand on it and around Skeet House we go. That guy's *still* next door!"

Hilltop turn has only one safe line, all others seem to lead to the trees unless one is very careful. Over the crest

(continued)

of the hill the road falls away from the turn. "Okay, Bub, I'm on the inside; gotcha now." Through the right hander up the hill, shift to third and start crowding to the center of the track. Just before the crest of hilltop, everyone aims their car at the corner station.

"Oh, that's a nice drift, right on the money! Smart fellow; he's finally dropped back. Now for third place."

Down the hill, shift to top gear, nick the grass at the dogleg (Pelton Bend) picking up speed for Turn 5.

"Think I'll sit on this guy's bumper through Big Bend, see if he goes wide. Boy, I gotta get a new seat; my pelvis feels like it's getting hammered apart through here. There he goes — just wide enough, thank you! Care for a drag race on the back straight into Turn 6?"

Turn 6 is a 90 degree right hander that looks about as wide as a thread to the drivers as they approach their braking points.

"Sure hope I can shake this guy. Brake point! Down-shift to third! Turn right! Those two guys up there are both going off the track; sure makes a lot of dust. Ease the throttle coming out of the turn and pull the wheel slightly to the left to correct for the drift. Gotta keep her straight here. How about that! The number two driver made it out of that dust bin. I'll get you next, fella!"

Paddock Bend is a nearly constant radius curve. Very little passing goes on here until one reaches the short straight between paddock and the esses.

"I'll just scoot up here and get the inside line for the left hander. See if you can hang on, sport!"

The left turn of the esses is very sharp and it's hard for two cars to make it side by side. It is followed very closely by a gentle right turn that isn't gentle if the driver missed the line through the left preceding it.

"Just go a little deeper before braking . . . that's a lot of nerve, cutting me off like that. Let's see you try that around Swamp Turn."

Swamp curve (Turn 8) begins as a gentle curve to the left. "Aim for that clump of bushes next to the track and hang on. It sure is rough here. Slide, Baby!" This turn straightens out a bit by the corner station and then it gets tighter again as it becomes the curve into the start-finish straight. We exit the last of Swamp Turn and head into the front straight.

"We're gonna look like we're chained together here, my

friend."

Then I'm headed for the inside of Turn 1 and first place.

"Nuts! What a road block! But there are nine laps left. I'm going to get that #91, the leader. Bet I can get him at Skeet House!"

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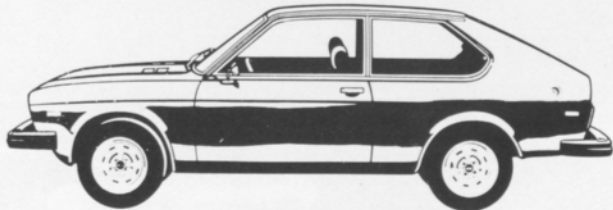
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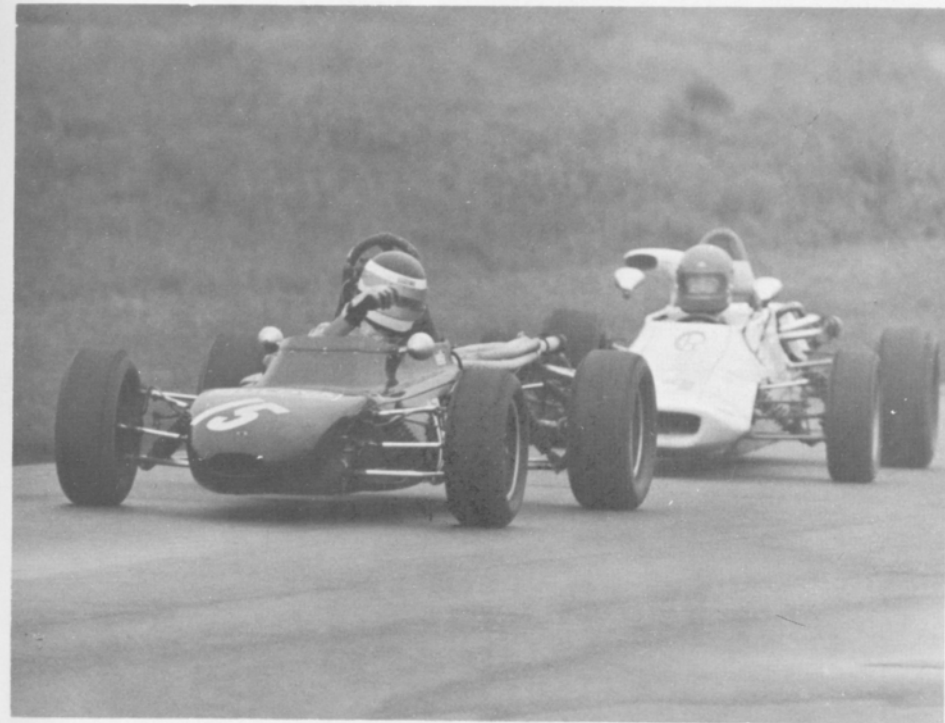
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waterford hills road racing schedule

**May 15 & 16
May 29, 30 & 31
June 26 & 27**

**July 24 & 25
August 28 & 29
September 25 & 26**

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	58.176	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.

class records

ASR	John Greenwood	Lola	1:12.8	5/72
BSR	Barry Hartzel	Mallock U2	1:13.3	5/75
CSR	Warren Purdy	Lotus 23	1:16.1	8/73
DSR	Don Clining	Meister Honda	1:20.8	5/75
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	Ralph Ridge	MG Midget	1:19.0	5/76
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
SS/A	Donald Gibboney	Porsche	1:32.0	8/74
SS/B	Bruce Foss	Opel	1:31.6	5/76
SS/C	Joe Nonnamaker	Pinto	1:35.3	5/76
FB	Lew Cooper	Lola	1:09.1	7/73
FC	Norm Kirnberger	Brabham	1:13.6	8/73
FF	Andy Falbo	Crossle	1:10.9	7/75
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
** F/ALTC	Vince Muzzin	March	1:06.7	5/75

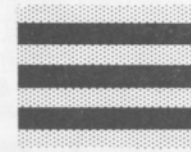
** track record

racing classes

PRODUCTION	A	Abarth Simca 2000; AMX Sports Coupe 390 — 1969 & 1970; Corvette Sting Ray Roadster & Coupe 396, 427, 454; Ford Boss 429 Mustang — 1969 & 1970; Griffith 200; Shelby Cobra 427; Porsche Turbo Carrera.
PRODUCTION	B	AMX Sports Coupe 290, 343 — thru 1969; Corvette 283, 327; Corvette Sting Ray Roadster & Coupe 327, 350 — 1963 thru 1975; De Tomaso Pantera; Ferrari 275 GTB & 365 GTB 4 Daytona; Jaguar Series 3E (V-12); Jaguar XJ-S, Porsche 904; Porsche 911 SC Coupe/Targa Cabriolet — 1973 thru 1976; Shelby Cobra 289; Shelby GT 350 — 1965 thru 1967, 1969.
PRODUCTION	C	Alfa Romeo Giulia TZ; Alfa Romeo Montreal; Datsun 240Z, 260Z, 280Z; Datsun 280Z 2+2; Ferrari Dino 246 GT; Jaguar 3.8, 4.2; Lotus Elan 1600, S-2, S-4 Roadster, Coupe & Drop-head; Lotus Elan +2; Lotus Europa Twin Cam; Porsche 911T, 911E, 911S Coupe/Targa — 1969 thru 1976; Porsche 914/6; Sunbeam Tiger 260; Triumph TR-5, TR-6.
PRODUCTION	D	Alfa Romeo Spider 2000, Veloce thru 1976; Austin-Healey 3000, MkI, MkII, MkIII; Daimler SP-250; Datsun SRL 311U (SU), 311 U (Solex); Elva Courier Mk III 1800, Mk IV 1800; Elva Courier Mk IV, Roadster & Coupe; Jaguar XK 120, XK 140, XK 150, 3.4 & 3.8; Jensen-Healey & GT; Lotus Seven Series Four; Lotus Super 7; Lotus Mark 46, 54 65 Europa; MGC, MGC-GT; Porsche Carrera 1500, 1600; Porsche 911, 911L, 911T, 911S Coupe/Targa — thru 1968; Porsche 914S; Triumph GT-6, GT-6plus; Triumph GT-6 MkIII — thru 1972; Triumph GT-6 MkIV — 1973 & 1974; Triumph TR-250; Triumph TR-6, TR-7; TVR Mk III 1800; Yenko Stinger Coupe.
PRODUCTION	E	Alfa Romeo Giulia Spider Veloce, Giulia Sprint GT, GTC; Alfa Romeo Spider Duetto — thru 1971; Alfa Romeo Spider Veloce 1750 — thru 1971; Austin-Healey BN4, BN6 (100-6); Elva Courier Mk I, Mk II, Mk III, Mk IV (1622); Fiat 124 Spider 1600 (2 carb); MGB, MGB-GT; Morgan plus-4; Opel GT 1900 Model 77; Porsche 356, 356A, 356B, 356C (1500, 1600); Porsche 356C/1600 SC, 356B Super 90, Cabriolet; Porsche 912E, 912 Coupe/Targa Cabriolet — thru 1969; Porsche 914/4; Triumph TR-2, TR-3, TR-3A, TR-3B, TR-4, TR-4A, IRS; TVR Mk III 1622.
PRODUCTION	F	Alfa Romeo Giulietta Super Sprint, Spider; Alfa Romeo Giulietta Sprint Speciale, Zagato; Alfa Romeo Giulietta Sprint, Spider; Alpine A-110 1100; Austin-Healey Sprite Mk IV 1275; Austin-Healey BN, BN2 (100-4, 100M); Fiat 124 Sport Spider — thru 1976 (except 1438); Fiat Abarth OT 1300/124 Coupe; Lotus 7 plus 7 America; MG Midget Mk III, Mk IV 1275; MG Midget 1500; Morgan 4/4 Mk V; Saab Sonnet V-4, 97 Sonett III; Sunbeam Alpine; Triumph Spitfire Mk III, IV (1300); Triumph Spitfire 1500; TVR Vixen; Volvo P1800, 1800 E.
PRODUCTION	G	Alfa Romeo Giulietta Sprint, Spider; Alfa Romeo Spider 1300 Junior; Alfa Romeo Junior Z; Austin-Healey Sprite 1100, AN8 (1100); Datsun SPL 310 U, SPL 311, SPL 311 U; Fiat XI/9; Fiat 124 Spider 1438; MGA 1500, 1600, 1622; MGA Twin Cam; MG Midget AN2, AN3; Matra MB8, DJET 5 & MB8S, DJET 5S; Porsche 1300; Rene Bonnet CRB/1; Triumph Spitfire, Spitfire Mk II; Turner 950 S.
	H	Austin-Healey Sprite Mk I, Mk II (948); Fiat 850 Spider, Racer — thru 1973; Fiat 850 S Record Monza, 750 GT, 750 Millie Miglia; MG Midget 948; Morgan 4/4 Mk IV; Opel GT 1100.
SHOWROOM STOCK	A	Alfa Romeo Alfetta, Berlina, GT, GTV & 2000 Spider; BMW 2002, TI & TII; Datsun 260Z, 280Z; Capri V-6; Jensen-Healey; Mazda RX 3, RX 4; Porsche 912E; Porsche 914 2.0; Triumph TR-6, TR-7.
	B	Audi Fox, Dodge Colt 1600; Dodge Colt 5-speed 2000; Fiat 131 2-door/4-door; Fiat 124 Spider; MGB, MGB-GT; MG Midget 1275, 1500; Opel 1900 Sedan 2-door/4-door; Opel Manta 57, Rallye; Opel GT; Porsche 914/4 1.7, 1.8; Saab 99 2-door/4-door; Saab Sonnet, Toyota Celica ST. GT; Triumph GT-6 Mk III; Triumph Spitfire 1500; VW Dasher, Rabbit, Scirocco.
	C	Alfa Romeo Alfasud 2-door/4-door; Austin Marina; Chevrolet Monza 2+2 2300; Chevrolet Vega, Vega GT 4-speed; Datsun B210, 610, 710; Fiat 128 Sedan, SL Coupe, 3P; Fiat 124 S, 124 TC Sedan; Fiat XI/9; Ford Mustang II 2-door/3-door 2300; Ford Pinto 2000 & Pinto 2-door/3-door 2300; Honda Civic, CVCC (including 5-speed) 2-door/3-door; Mazda 808 Coupe 2-door; Plymouth Cricket; Pontiac Astre 4, GT 4-speed; Renault 5 & 12; Saab 96 Sedan; Subaru 1400 Sedan, GL Coupe; Toyota Corolla 1600 2-door Sedan, Coupe 4-speed; Toyota Corolla SR-5, Toyota Corona SR-5; VW Super Beetle, Beetle; VW Karmann Ghia Coupe, Convertible.
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
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.
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

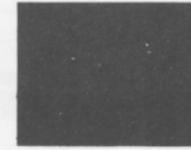
flags

yellow with red stripes



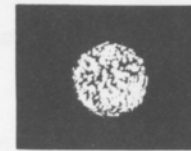
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

black



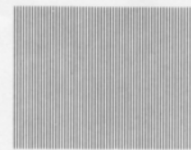
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

black with orange ball



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

green



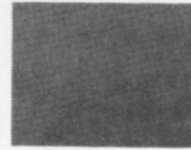
(Or no flag) Course is clear.

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.

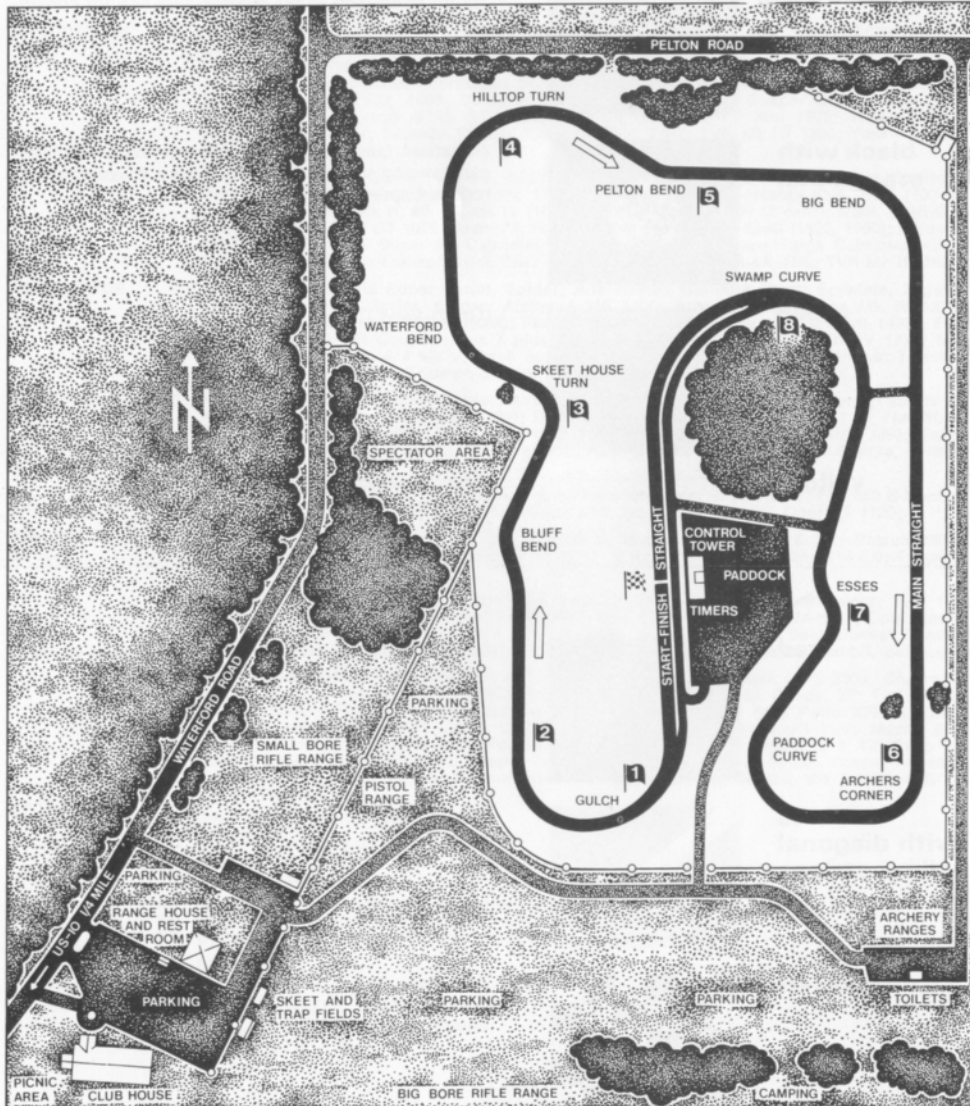
checkered



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

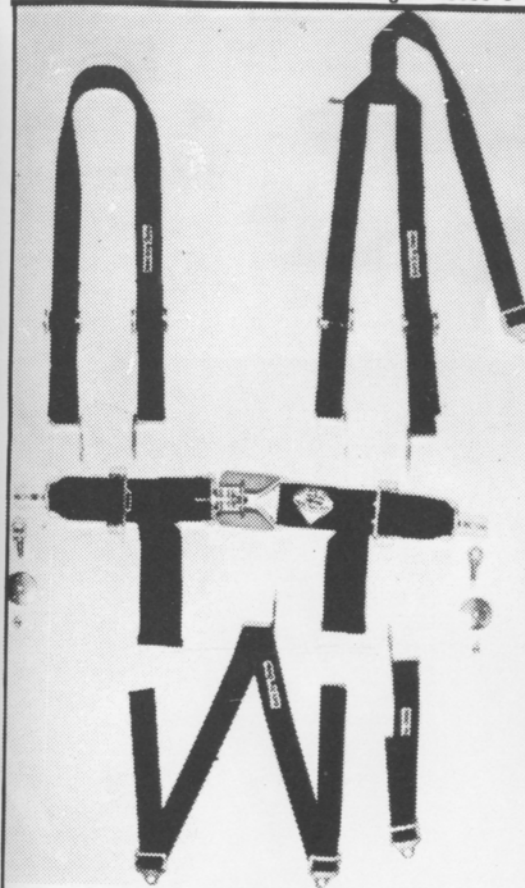
waterford hills course map

a 1.5 mile
asphalt road course
at waterford,
michigan



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