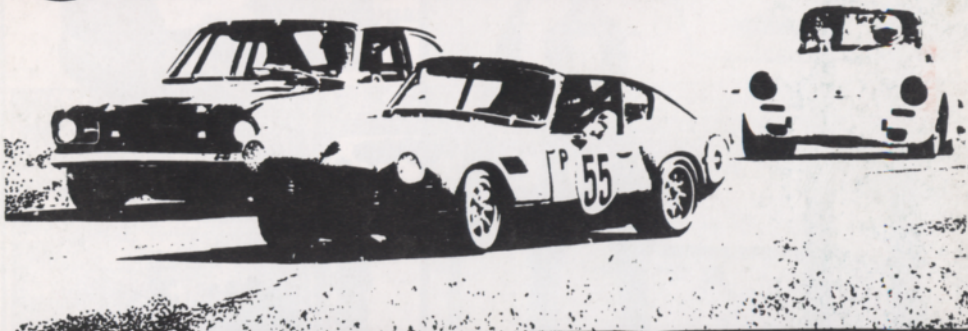


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**waterford
hills
digest**

**mid-summer
classics**

june, 1977 50¢



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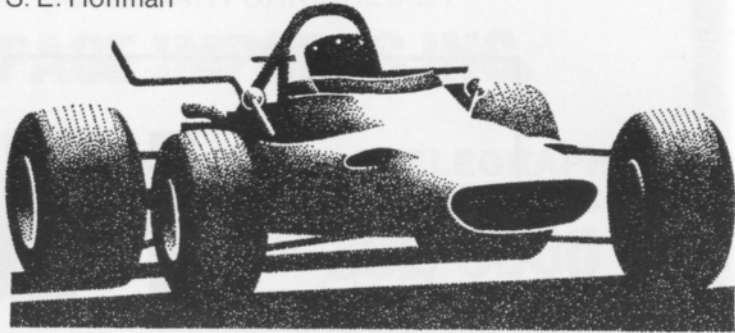
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the inside line

S. E. Hoffman



Welcome to Waterford Hills Road Racing!

This month's Mid-Summer Classics are going to have some super racing!

Our drivers lost no time last month. They all took aim on those elusive class record times and broke two of them! Veteran driver Paul Cameron drove his little red bug-eyed Sprite to a new H/P record of 1:21.7 and knocked a full second off Mike Baldwin's record set in 1973. Rookie Lowell James proved that he was paying attention in the competition schools. He piloted his pretty green Porsche 914 to a new SSA time of 1:30.5 and took a full second and a half off Donald Gibboney's 1974 record.

We would like to recognize two records set last September in the Fall Classics. Paul Prill put the pedal to the metal and set a new D/P record of 1:18.5. The old record had been on the books for over three years. Thad Gutowski, Jr. buried his big toe in the carburetor to set a new SSB record of 1:29.6 in his green Scirocco. Four different drivers held the record in this highly competitive class last season! Sorry, guys, that we didn't get the records in the May issue.

Some really good dicing took place in all the race classes in May. You might keep your eye on the Formula Vee races. On Memorial weekend three different drivers won the three races! There's a lot of potentially fast cars in the G/P class and that ought to be fun to watch. Keep your eye on all the Corvettes in B/P. There's a rookie in the red one with the wherewithall to take them all into camp!

We have a special feature article written by Jerry Shiloff who drives the silver B/S Pinto. Jerry was the Race Coordinator last season and when he talks about the volunteer race workers, he knows! Don't forget our amateur photo contest — see details later in the "digest". The photos in this issue are all from May, so look sharp and see if you can find yourself!

We'll be running again July 30 and 31 and we'll have some very special extra events for you, so plan to join us.

In the meantime, just sit back and relax and enjoy all the races in the Mid-Summer Classics.

Happy Viewing!!

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BEHIND THE SCENES AT A WATERFORD WEEKEND

Jerry Shiloff

We've completed our first month of racing on the 1977 schedule. To the average person, it must appear that all the drivers have to do is tow their cars out and go racing. There is a lot more to it! All of what you see started last fall when the WHRRI Board of Directors set up the schedule for this year.

The Director of Racing appointed a Race Coordinator whose job it is to recruit the chiefs of specialty for all the behind the scenes functions necessary to put on a smooth race weekend. There have to be people to work flags and communications, timing and scoring, race stewards, course and paddock and grid marshals, technical inspectors, registrars, trophy chairman, race announcer, souvenir and program sellers, ticket takers, and (last but not least) someone to make sure the porta-potties are there.

Our publicity committee started working early in the year arranging for mundane things like printing all the entry forms and paddock passes. They sold advertising and set up the "digest", this race program. They have the important function of making media contacts to insure that we get the publicity we need.

Almost before the ground is visible in the spring, the Director of Facilities began organizing workbees. It may appear that the tower grew like a mushroom, guardrail sprouted from the ground, the bleachers repair themselves, and we have magic grass that always stays short. If you believe that, let's talk about you buying the Windsor tunnel! Drivers, club members and volunteer workers put in a lot of hours maintaining and improving our track.

On race weekends it takes about 150 people, not counting the drivers and their crews, to fill the crews for the various race chiefs I mentioned above. They are all volunteer workers who come because of their love for racing and their pride in doing their job. If they need special equipment, such as the white clothes and rain gear of the flag marshals, they pay for it. The hours are long, but at the end of the day when you gather around the campfire and swap stories over a tall cool one, it's great!

(continued)

Next month if you would like to be part of our vast group, it's easy. You should attend the WHRRI club meeting (the first Wednesday of each month at the Oakland County Sportsman's Club clubhouse at 8:00 P.M.) where you can meet some of the workers and volunteer for next month. We'll give you real "on-the-job" training and we always welcome extra people. Don't be shy — we're not! What it all breaks down to is: it's fun to watch from the hill, but inside you can really be a part of it.

Enjoy this weekend's racing and come and see us next month!



Not everyone can afford to buy brand new parts.

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July 1-2-3-4-5 Central State Championship

July 12-19-26

Aug. 2-9-16-23-30

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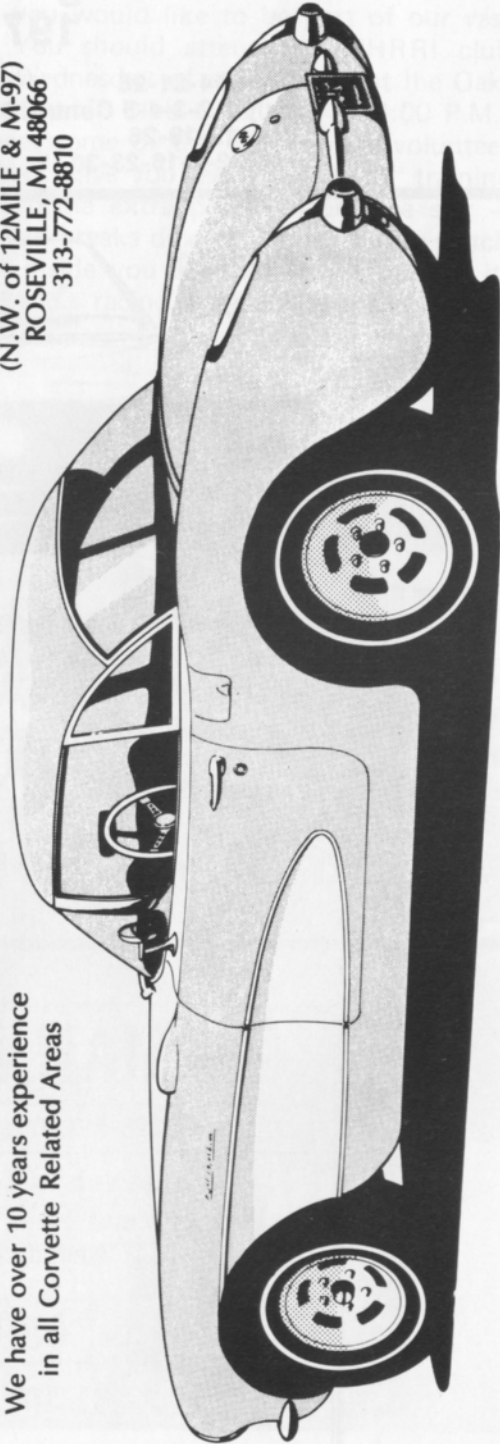
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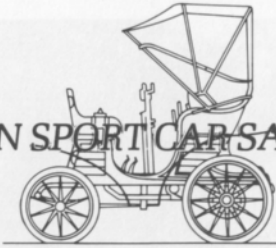
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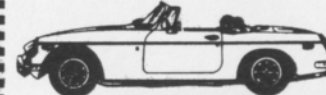
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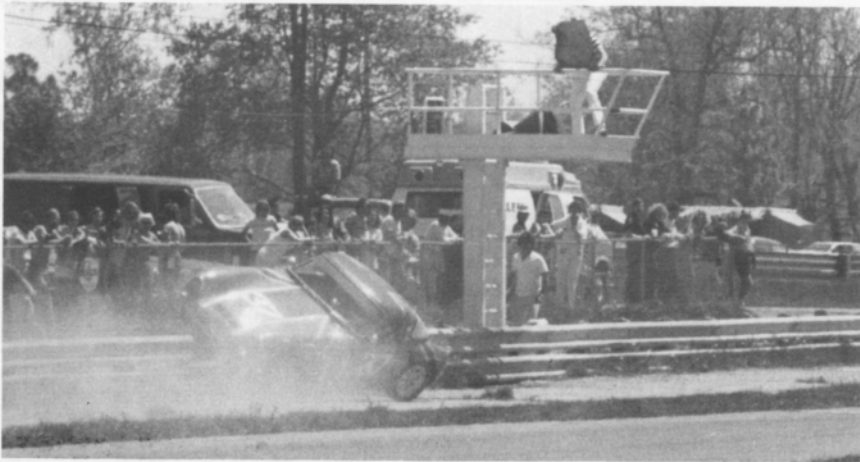
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ONE GOOD TURN DESERVES ANOTHER

— Karl Nilsson

There's just no way to get rid of a good turn Marshall. Every month we try to run them over with our racecars. And every month they cheerfully pull us out of the trees and dust us off.

You think they'd at least give up when Sonny Elliot and Marilyn Turner gang up on them. But like mad dogs and Englishmen, they actually seem to enjoy long hours in the blistering sun. If it's raining cats and dogs, they simply wring out their flags and keep on waving. And it's no use cutting their salary. They already work for free.

No doubt the crowd on the hill takes them for granted. But not the drivers. We depend on their judgement every minute we're on the track. If you want to survive at Waterford, you watch your mirrors and you watch your flags. Its that simple.

If this kind of responsibility appeals to you, we'd like to get you started right now with on the job training. You'll need the agility of a bullfighter, the eyes of an umpire and a pair of white levis. For those who like their excitement indoors, Timing and Scoring always need help in the tower. If you can tell time and eat a twinkie at the same time, we'll give you three stopwatches and the best seat in the house. After today's races, walk over

to the yellow and black building near Paddock Road and form a line. Jim Medntosh will be crouching inside to connect you with the right Chief. If the line's too long, just drop into one of our meetings. We get rowdy on the first Wednesday of every month at the clubhouse.

Who knows, the next time a big Corvette makes a kamikaze run at the guys in Turn One — you just might break the record for the 50 yard dash!





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Sue Hoffman, 271 Groesbeck Highway, Mt. Clemens, Michigan. The one simple rule is that your photos must have been shot at Waterford Hills. No offense, but please, don't send us photos of the Indy 500. Winning photos will be published for immortality and the lucky photographer will receive a free pair of paddock passes to the following race weekend. Unfortunately, since we're greedy, photos cannot be returned. Start clicking, and good luck.



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"If this smoke screen doesn't work, I'll have to drop the nails next."



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waterford hills road racing schedule

May 14 & 15
May 28 & 29
June 25 & 26

July 30 & 31
August 27 & 28
September 24 & 25

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	R. W. (Bob) Schneider	Mallock U2	1:12.2	8/76
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	Paul Prill	Lotus Super 7	1:18.5	9/76
EP	Vic Skirmants	Porsche	1:16.5	6/76
FP	Barry Hartzel	MG Midget	1:18.0	8/76
GP	Hugo Carlson	MG Midget	1:20.0	7/73
HP	Paul Cameron	Sprite	1:21.7	5/77
AS	Warren Tope	Mustang	1:18.6	5/71
BS	J. Byron Walker	Datsun	1:18.1	6/76
CS	Gary Allott	Mini Cooper	1:21.0	6/76
DS	John Llewellyn	Austin Cooper	1:26.2	6/76
SS/A	Lowell James	Porsche	1:30.5	5/77
SS/B	Thud Gatowski, Jr.	Scirocco	1:29.6	9/76
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	Harold MacDonald	Lola T 324	1:09.7	6/76
** F/ALTC	Vince Muzzin	March	1:06.7	5/75

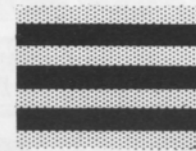
** track record

racine 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 Eurpoa; 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 Giulia 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 Sonnet 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** American Motors Gremlin X 305; BMW 2002, T1, T11; Capri V-6, II V-6; Chevrolet Cosworth Vega, 4-speed; Datsun 260Z, 280Z; Fiat 124 Spider; Ford 302 Mustang II, Mach I, Cobra II; Mazda Cosmo; Mazda RX-3, RX-4, 2 & 4-door; Porsche 914 2.0; Porsche 912E; Porsche 924; Saab 99 EMS; Triumph TR-6, TR-7.
- B** Alfa Romeo Alfetta, Alfetta GT; Alfa Romeo Berlina; Alfa Romeo 2000 Spider; Audi Fox 1471, 1588, fuel injection, 2 & 4-door; Dodge Colt, Colt GT 2000, 5-speed; Ford V-6 Mustang II, Mach I, Cobra II, Fiat 128 TC Sedan; Fiat 131 2 & 4-door; Opel 1900 Sedan, Manta, Manta Rallye; Oldsmobile Starfire V-6; Plymouth Arrow, Arrow GT 2000, 5-speed; Saab 99 Le, G1, 2 & 4-door; Saab Sonnet III; Toyota Celica ST, GT, GT Liftback; Triumph GT-6 Mk III; Volkswagen Dasher, 1471, 1588, fuel injection, 2 & 4-door; Volkswagen Rabbit, all models 1471, 1588 carburetor only; Volkswagen Scirocco 1471, 1588, carburetor & fuel injection.
- C** AMC 258 Gremlin, Gremlin X, 2-barrel, 3-speed; AMC 258 Pacer, Pacer X, 2-barrel, 3-speed; Austin Marina, Marina GT; Capri 2000, II 2300; Chevrolet Chevette 1.4, 1.6; Chevrolet 2300 Monza 2+2, Town coupe, 4-speed; Chevrolet Vega, Vega GT, 4-speed; Datsun B-210, all models; Datsun F-10 2-door Sedan; Datsun 610, all models except station wagon; Datsun 710, all models except station wagon; Dodge Colt 1600 2-door & 2-door hardtop; Fiat 124S Sedan; Fiat 128 Sedan, SL, 3P; Fiat X-1/9; Ford 2300 Mustang II, Mach I, Cobra II; Ford 2300 Pinto, Pinto Stallion, Sedan, Hatchback; Honda Civic, all models & engines, 4 & 5 speed; Honda Accord; Mazda 808 2-door 1600; MG Midget; Opel Isuzu, standard & deluxe models; Plymouth Arrow 1600; Pontiac 2300 Astre, Astre GT, 4-speed; Pontiac 2300 Sunbird 4-speed; Renault 5, TL, GTL; Renault 12, TL, GTL; Subaru, all models except station wagon, 4 & 5-speed; Toyota Corolla and Toyota Corona, all models except station wagon, 4 & 5-speed; Triumph Spitfire; Volkswagen Beetle, Super Beetle.
- SPORTS RACING** **ASR** Over 2000 cc
BSR Over 1300 cc to 2000 cc
CSR Over 850 cc to 1300 cc
DSR Below 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



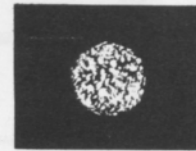
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

black



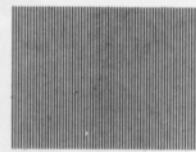
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

black with orange ball



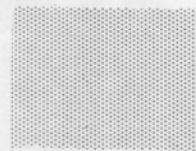
(Meatball black flag) There is something mechanically wrong with your car. Proceed to your pits at reduced speed.

green



(Or no flag) Course is clear.

yellow



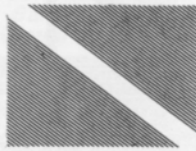
(Stationary) Take care, danger, no passing.
 (Waving) Great danger, be prepared to stop, no passing.

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.

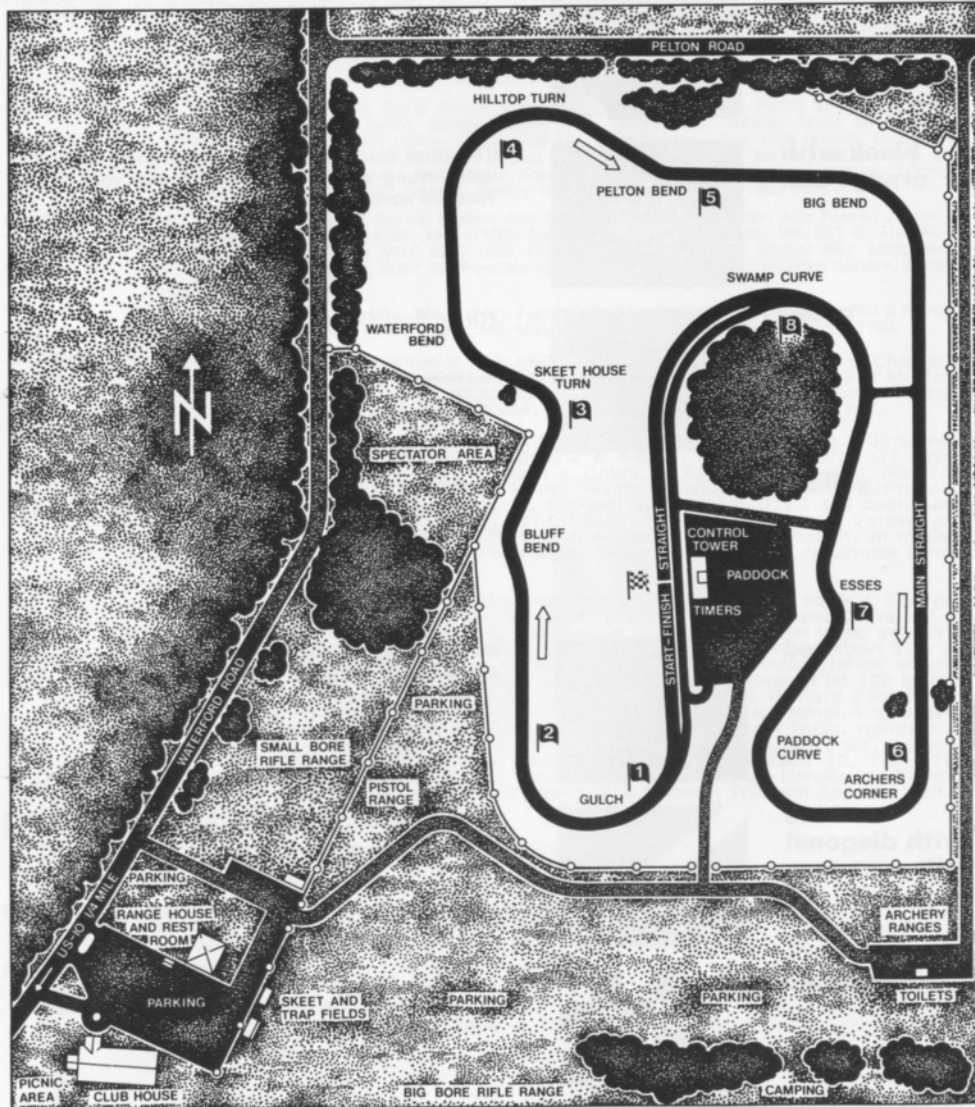
checkered



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

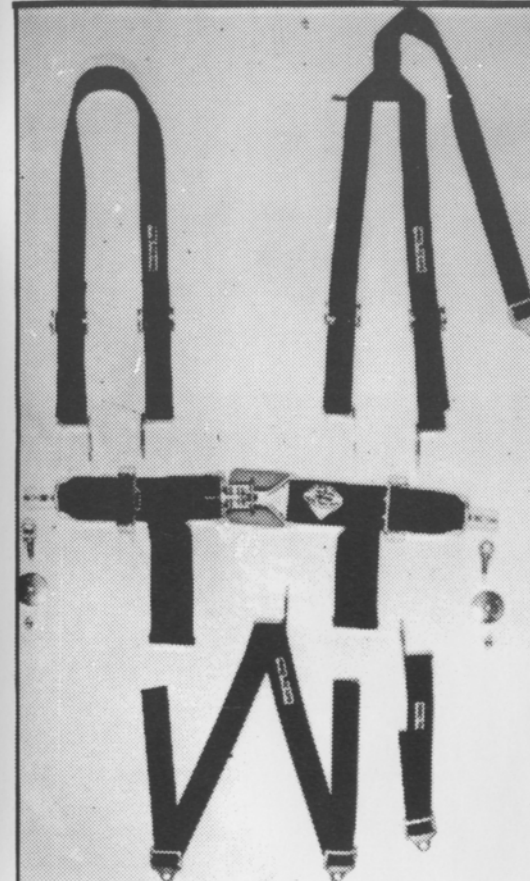
waterford hills course map

a 1.5 mile asphalt road course at waterford, michigan



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