



mid-summer classics

# 81 CLOSING

## OUR FIRST 20 YEARS 1958-78

### RACING RAIN OR SHINE

The peaceful hills of Waterford are being invaded... with a thundering army of sports cars, sedans and formula cars in fierce, wheel to wheel competition... and for 1978, we've assembled the largest field in our 20 year history! Watch over 150 top drivers battle it out in the finest racing machinery from America and Europe. Corvette. Porsche. Datsun. Everything from Capris to Camaros, McLarens to MGs. All together, fighting it out on a mile-and-a-half track with 13 right and left turns that twist up and down hills like no other road course in the U.S.A.

### WATERFORD HILLS 1978

#### ROAD RACING CALENDAR

- May 13-14 • May 27-28
- June 24-25 • July 29-30
- August 26-27 • September 23-24

### EASY ON THE WALLET

Admission is just \$2.50 for Saturday, \$4.00 for Sunday, or \$5.50 for the entire weekend. Children under 12 are always free and a Season Ticket is only \$20.00. The track opens at 10 A.M. for practice and qualifying. Racing begins at 1:30 p.m. on Saturday (seven races) and at 11:30 a.m. on Sunday (ten races). For more information phone (313) 623-0444.

### EASY TO GET TO

Chances are you live within a few minutes of the Midwest's premier road course. The W.H.R.R.I. Race Track is located just 6 miles north of Pontiac on Waterford Road, ¼ mile east of Dixie Highway (U.S. 10) in Waterford, Michigan. The easiest route is to take I-75 to the southbound Sashabaw Exit. Take Sashabaw south to Pelton Road, then take Pelton west to Waterford Road. The total distance after exiting the expressway is 2½ miles.

## WATERFORD 78

Published by Waterford Hills Road Racing, Inc. 1978

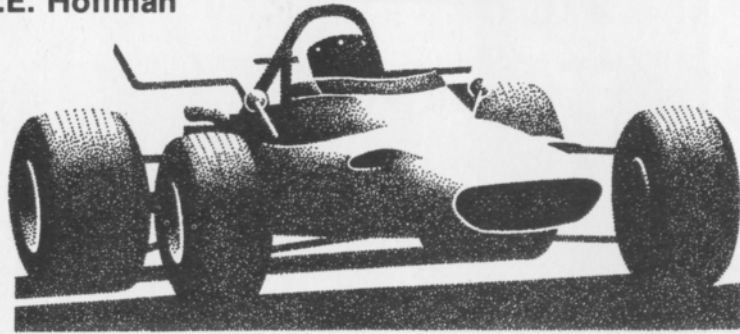


1958-78 OUR FIRST 20 YEARS



## the inside line

S.E. Hoffman



*Welcome to Waterford Hills Road Racing!*

Last month's races started the 1978 season here at Waterford and it didn't take us long to get right to the competition. There were three records broken right off the starting line. Rookie driver, Larry Rehagen lowered the Showroom Stock C record to a 1:34.1 on lap four in Sunday's class race. Two laps later Jim Davis dropped the record to 1:33.8 in his new Astre, so his name is in the book. Best we can do for you, Larry, is to say "well done" right here. Paul Cameron is the defending Waterford champion and he lost no time in saying, "You'll have to catch me again, gang". Paul lowered his own HP record to 1:20.9 in that fast, red Sprite.

Those Formula Vee drivers are at it again this year. Memorial Day weekend three different drivers won the three heat races! Besides that the top ten front runners were all within five seconds of each other with lots of dicing for positions as well as fighting for the overall wins. All those Vettes in B-Production are heavy on the loud pedal with last season's newcomer, Lowell James, right in the thick of things. Vern Robert's debut with the new Vette and Tim Clark's return to defend the class championship should make for some great action this season.

The B-Sedan races are tightening with Beauregard, Wilber, Ross and Morlewski running nose-to-tail. Rookie Grant Brady served notice to the G-Production racers that he's going to be around by taking two of the three May races. Look for that class record to be broken before the last checkered flag falls because three drivers were within two tenths of the time in May.

Waterford is always looking for more volunteer race workers if you think you'd like to be more involved. Chris Maurer tells what it's like to be a turn marshal, one of those people in white who man the safety and flag stations around the track. Our contributing writer, Karl Nilsson, turns his humorous eyes to describing for you all the various kinds of workers it takes to put on a race. After the races our Race Coordinator will be available in the little building by the pit road entrance to give you more information and sign you up for real on the job training.

July's race weekend will mark the official twentieth birthday of our racing here at Waterford, so plan right now to join us for the celebration. The racing action will be terrific! See the schedule on the back of the "digest" for the dates; bring your friends.

Right now, just sit back, relax and enjoy the June Sprints. Your applause and yells of encouragement really put the frosting on our racing cake. Enjoy!

Happy viewing!!

## officials




oakland county sportsmen's club president	ronald l. soncrainte
waterford hills road racing club president	don burry
chief steward	earle clark
director of racing	jim mcintosh
race coordinator	bob pierson
timing and scoring	casey o'brien
	bill o'brien
chief of flags	joe davis
chief of communications	jim macdonald
chief starter	hal goff
assistants	gayle lash
	dick mccarthy
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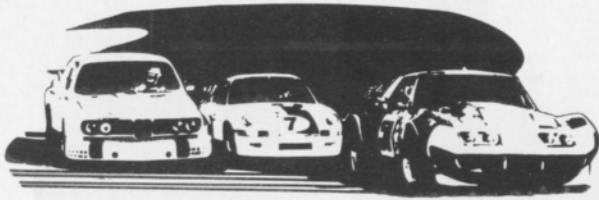
photo by jay olson



photo by e.t. foss

## four wheel drift

Karl Nilsson



In last month's column, we took a tour around the outside of the track from a spectator's viewpoint. Now, in a thinly disguised push for fresh recruits, we'll take an inside look at the other side of the fence.

On any race circuit from Monaco to Mt. Clemens, the 'paddock' or 'pits' is where the in-crowd hangs out. For safety reasons, admittance is limited to a fortunate few. It's not that we don't like you, but imagine the problems for the mechanics if your head gets sucked down somebody's velocity stack. It could take hours to restart that engine. Or suppose you turn your back for a second and your little nephew gets strained through the grill of a B-Sedan. Very few drivers would want the extra weight on their cars. However, as a volunteer worker, you automatically become a highly esteemed member of this elite paddock community. If you've ever wondered what's behind the scenes and under the hoods, this is your all-expense paid chance to see broken racecars, desperate mechanics, and best of all, drivers without their helmets on.

To be honest, chances are good that Paul Newman won't be towing his D-Production Triumph to Waterford. But even so, you can count on more glamor and excitement in our pits than in just about any other organized sport this side of Hollywood. It's like all the macho actors from all the cigarette billboards and beer commercials in the world show up at central casting wearing driver's suits. 150 Marlboro men grabbing all the gusto they can get. Rubbing shoulders with race drivers is a great way to meet people, but if your relationship's a little shaky, you'd better keep an eye on your fiancee.

Seriously race fans, we are cheerfully recruiting male and female volunteers in all areas from Timing and Scoring to Flagging and Communications. This Saturday and Sunday after the races, Bob Pierson will be waiting for you in the yellow and black house at the paddock entrance. As

Race Coordinator, Bob can put you in touch with the right crew chief in the field that interests you most. In fact, you can start your on-the-job training during our very next race weekend. Your only paycheck is the fun you'll have, but just think — after two days work you get a whole month's vacation!

In many ways running a racetrack is like making a movie. For twenty short minutes, the driver is the star of the show, but the real heroes are the dozens of workers that make a race possible. Instead of Oscars, they get rained on, sun burned and run over. Perhaps next years awards should include nominations like: "best supporting role during an oil spill" or "best performance with a fire extinguisher". It doesn't seem fair that John Travolta made millions for wearing a white suit when our corner workers have worn them for years!



photo by al bizer

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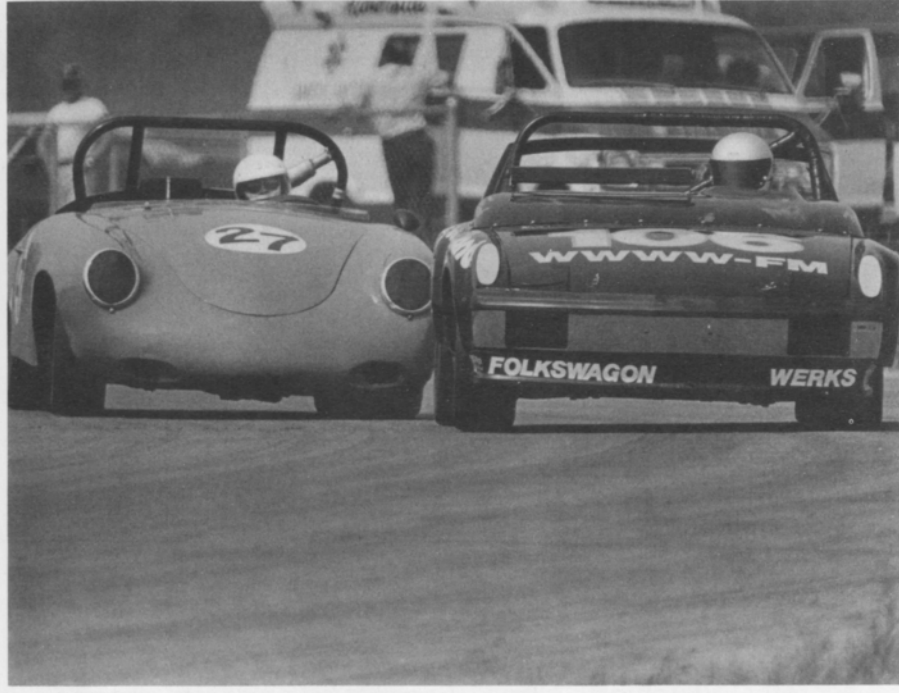
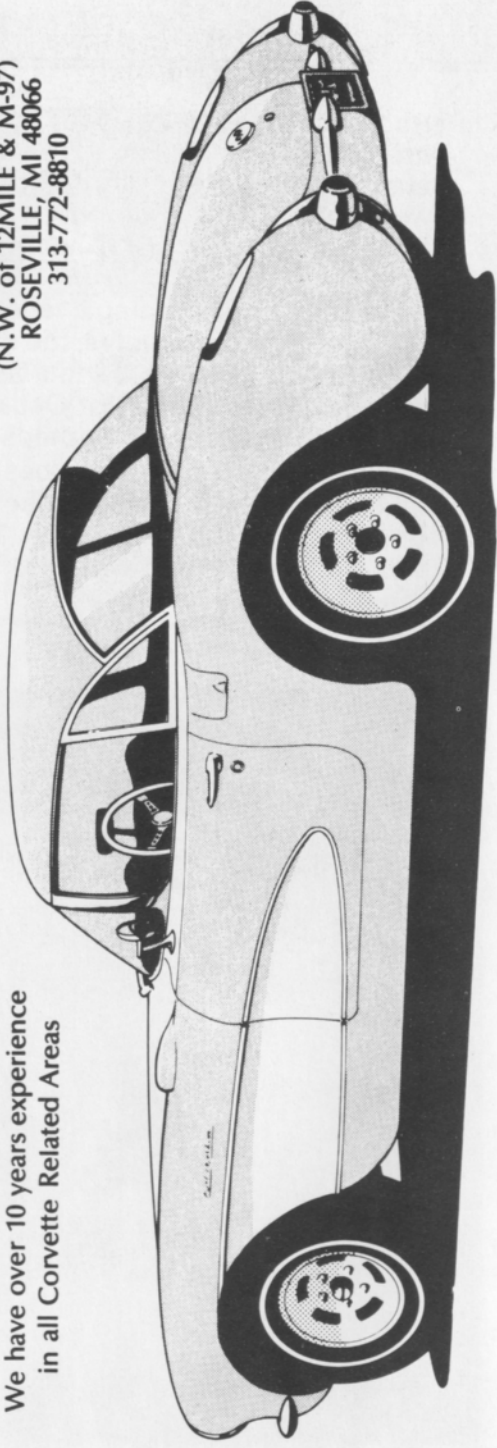


photo by jay olson

photo by james jagfield

*CONFESSION OF A RACE FAN, OR  
How I Came Out of the Closet*

— Chris Maurer

Oh boy, another racing season. Seems like I spend all winter eagerly awaiting the vroom of that first engine; standing at the mailbox looking for my weekly injection of "Autoweek"; watching the meager offerings of ABC-TV. Talking racing with my friends. All these things must suffice until the second weekend in May. Then, stand back and cut me loose!

No, I'm not a hotshot driver, I'm just a volunteer worker who gets her fun out of imagining she's out there too. That's what turn marshals are, you know, frustrated would-be champions who are too chicken — or too broke — to really go racing. So we let others do it for us, getting our kicks out of watching and helping. Let me tell you how it all started for me.

For years I was a closet race fan, sneaking a peek at the Saturday racing page (savoring every last misquote) and secretly watching Chris Economacki doing insane interviews. One day I decided, enough! So what if you're a woman? You like cars. Admit it and let's get going. I took the plunge and bought two tickets to a USAC race at Michigan International Speedway. It rained most of the day and the person I went with fell asleep, but from what I saw, I was hooked.

Through the help of a fellow worker, I found myself among the novice corner workers at the Waterford Hills Drivers' School one Saturday. That's when all the experienced turn marshals gang up and teach new kids how to survive a season on the turns. After a few toasty hours in the clubhouse absorbing details I knew I was going to forget, they turned us loose on the race track. It was a cold, miserable and rainy April day. I'd been assigned to Turn One, but I didn't know where it was. Somebody pushed me in the right direction and off I went, wondering what I'd gotten myself into. The marshals I worked with seemed to know what was going on while I, cold and wet, decided we were all crazy!

Just what is that we crazy folks in white do while we're stationed around the race track, you ask? We push disabled cars, calm angry drivers (I almost came to fisticuffs with one) and generally wait around for a driver to do something silly. Our most important job, though, is informational. The

racers depend on us to tell them (by way of flags and gestures) what's happening on the track ahead of them. It's a lot of work — you'll see men and women both (we're all treated the same here) pushing heavy cars, sweeping dirt off the track and chasing runaway wheels. The reward? A lot of laughs with good people, an occasional "well done" from the race stewards and endless Saturday night parties — and endless Sunday morning headaches.

Even with my less-than-auspicious start, my obsession continued and I've been working the turns ever since 1973. So far I've only had two near misses and a Formula Ford ran over my foot — my fault, I was pushing him at the time! With every passing year I wonder why I choose to spend my April to October weekends standing in the rain, sleet, sun and snow. The answer is always the same — I love it. I love working the Waterford races where I know so many of the people. I enjoy working other midwestern and Canadian tracks. Imagine fifty Formula Fords coming at you on the pace lap; the master, Jackie Stewart piloting his Tyrell around Mosport; Mario Andretti making his car fly in the rain when everyone else was tiptoeing around the course. To me, that's beauty!

Sound good? If you think you'd like to give it a try, meet our Race Coordinator in the black and yellow building by the pit entrance road after today's races. I'd be glad to have you join me. This is where it's at!



photo by bear

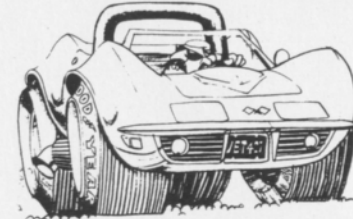


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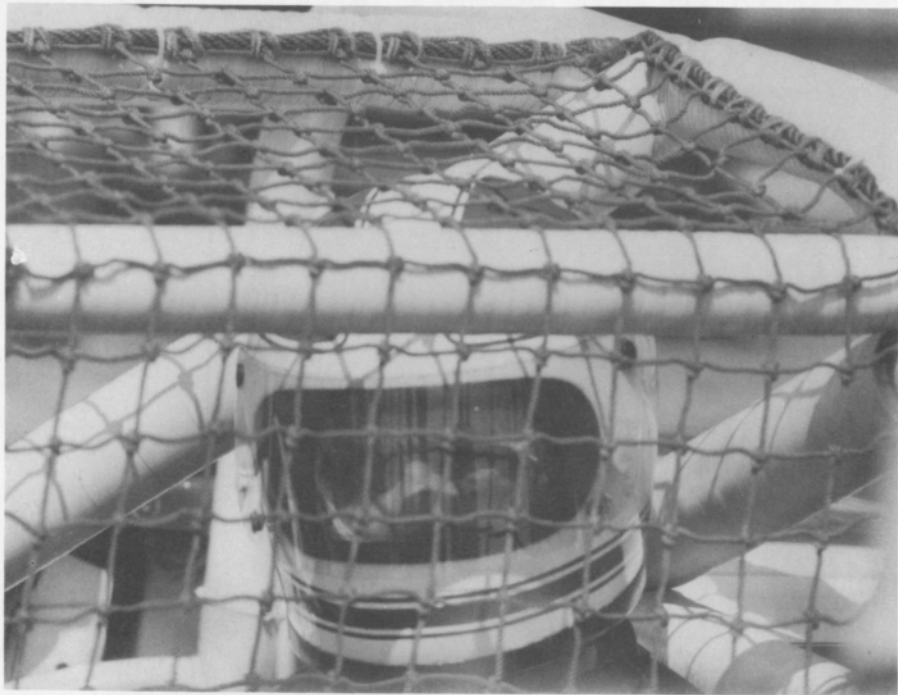


photo by jay olson

OK, here's the chicken wire, now where's the kleenex flowers?



photo by jay olson

If it takes both hands to hold this air scoop on, how am I going to shift?



photo by e.t. foss

Another stray sleepwalker wanders out on the track.



photo by jay olson

I knew I should have bought locking lug nuts.



Ferrari 308 GTS

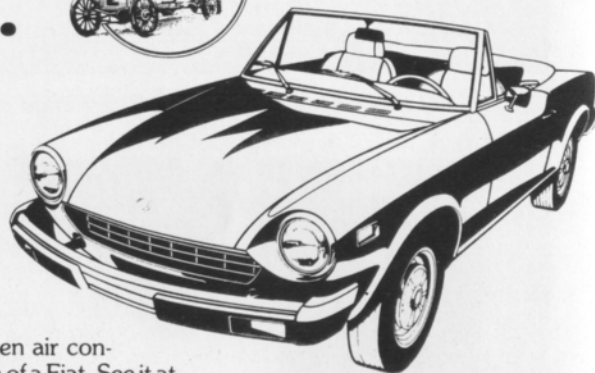
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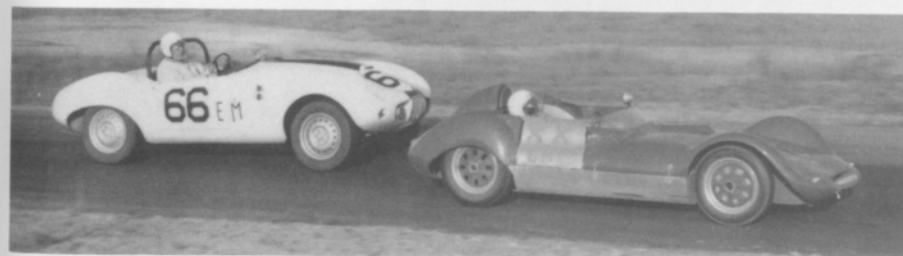
# Looking back with Bizer



HARRY BARNES  
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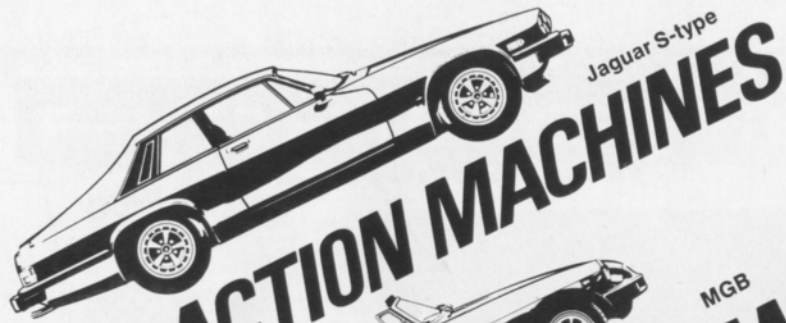
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XJ6L  
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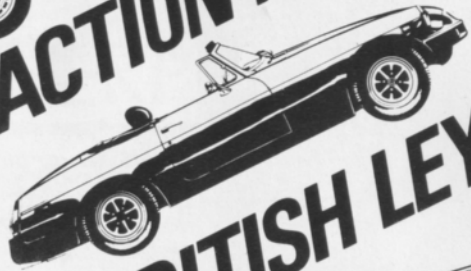
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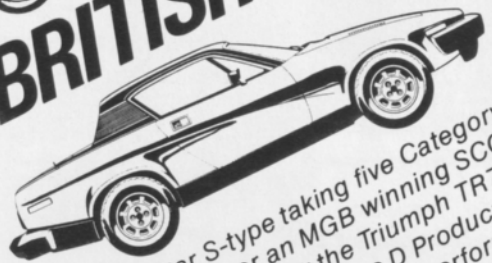
Jaguar S-type

# THE ACTION MACHINES



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Paul Cameron  
**"BritishLeyland Driver of the Month"**

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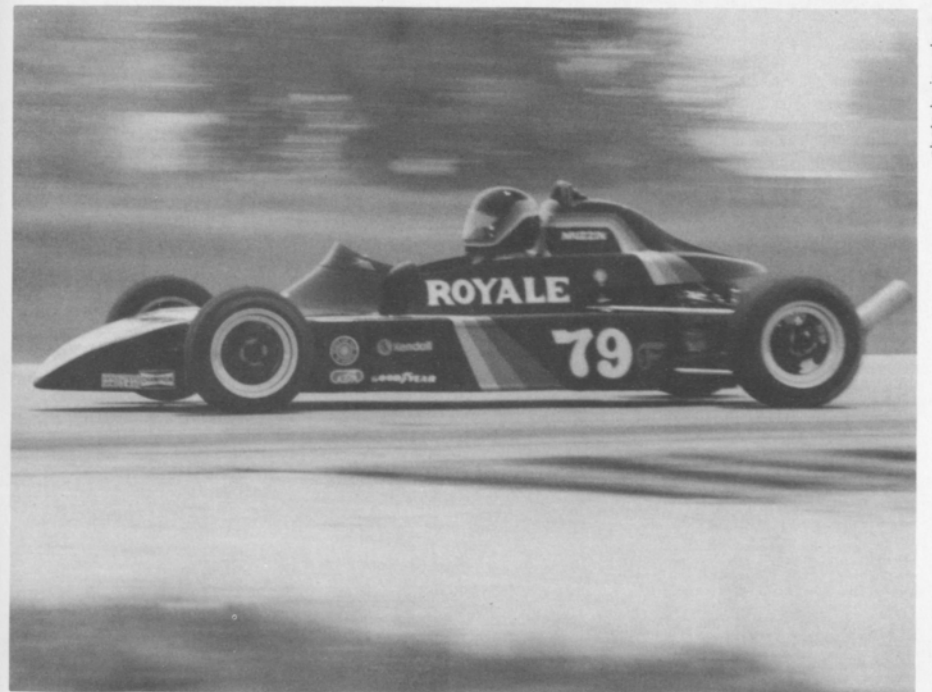
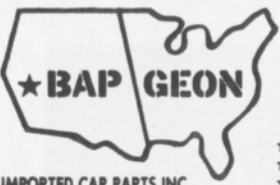


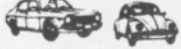
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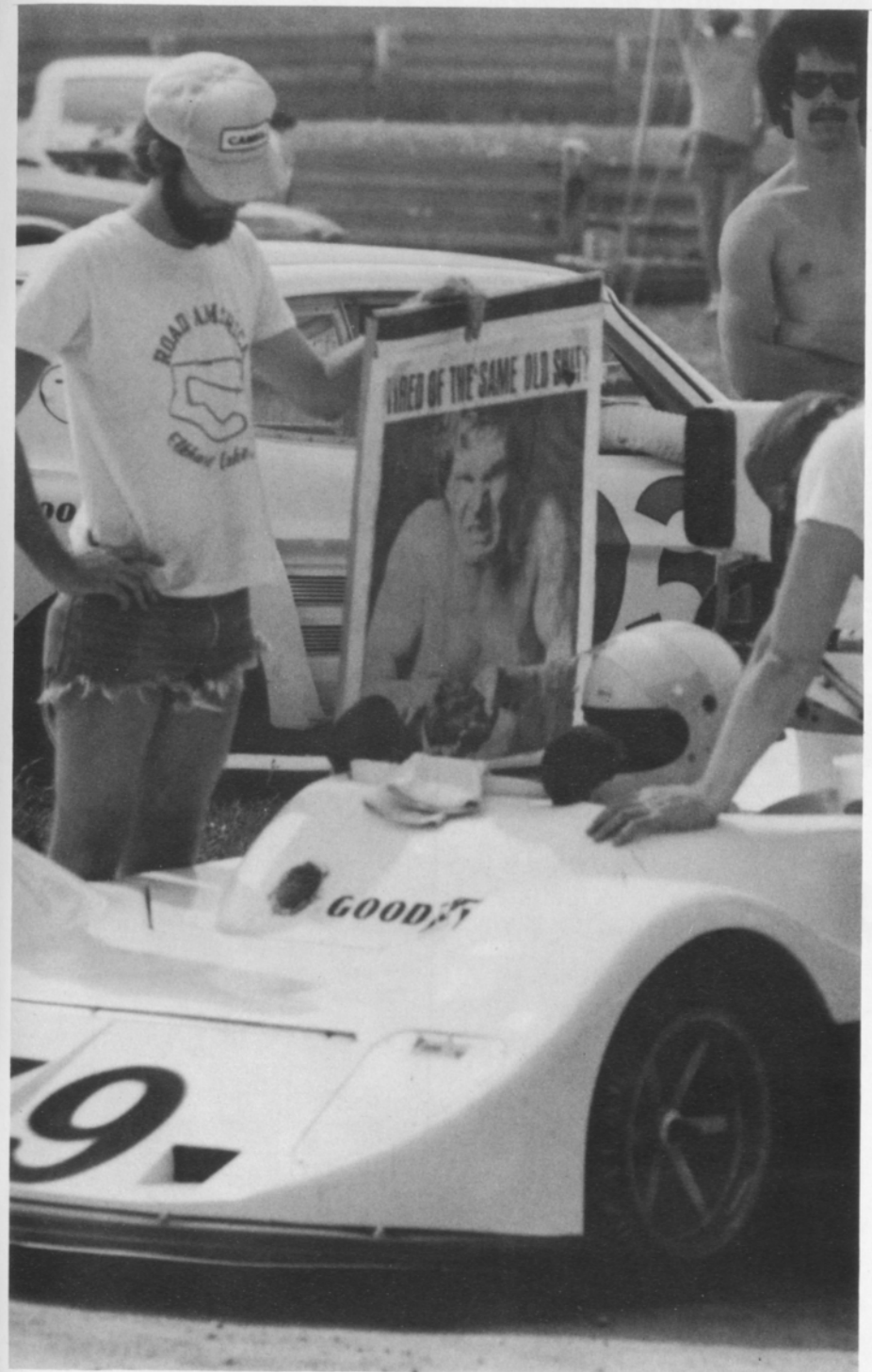


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Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:00	85.326	1:17	66.488	1:34	54.463
1:01	83.927	1:18	65.635	1:35	53.890
1:02	82.574	1:19	64.805	1:36	53.329
1:03	81.263	1:20	63.995	1:37	52.779
1:04	79.993	1:21	63.204	1:38	52.240
1:05	78.762	1:22	62.434	1:39	51.713
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	Alf Zellar	Mallock U2	1:11.8	6/77
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	1:17.5	8/77
GP	Hugo Carlson	MG Midget	1:20.0	7/73
HP	Paul Cameron	Sprite	1:20.9	5/78
AS	Peter Rosewig	Camaro	1:17.7	8/77
BS	J. Byron Walker	Datsun	1:17.9	7/77
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	1:30.0	6/77
SS/B	Thad Gutowski, Jr.	Scirocco	1:29.6	9/76
SS/C	Jim Davis	Astre	1:33.8	5/78
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

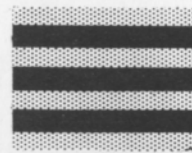
\*\*track record

# 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 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 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.
- SHOWROOM STOCK** 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.
- 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 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**



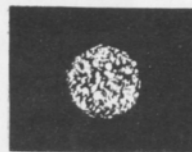
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

**black**



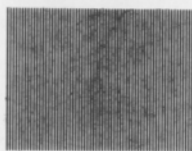
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

**black with orange ball**



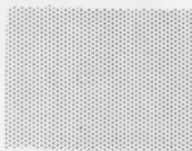
(Meatball black flag) There is something mechanically wrong with your car. Proceed to your pits at reduced speed.

**green**



(Or no flag) Course is clear.

**yellow**



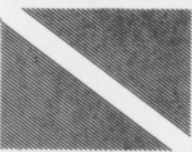
(Stationary) Take care, danger, no passing.  
(Waving) Great danger, be prepared to stop, no passing.

**red**



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

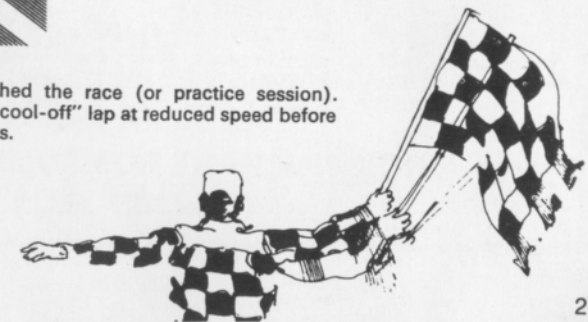
**blue with diagonal yellow stripes**



(Motionless) Another competitor is following you closely.

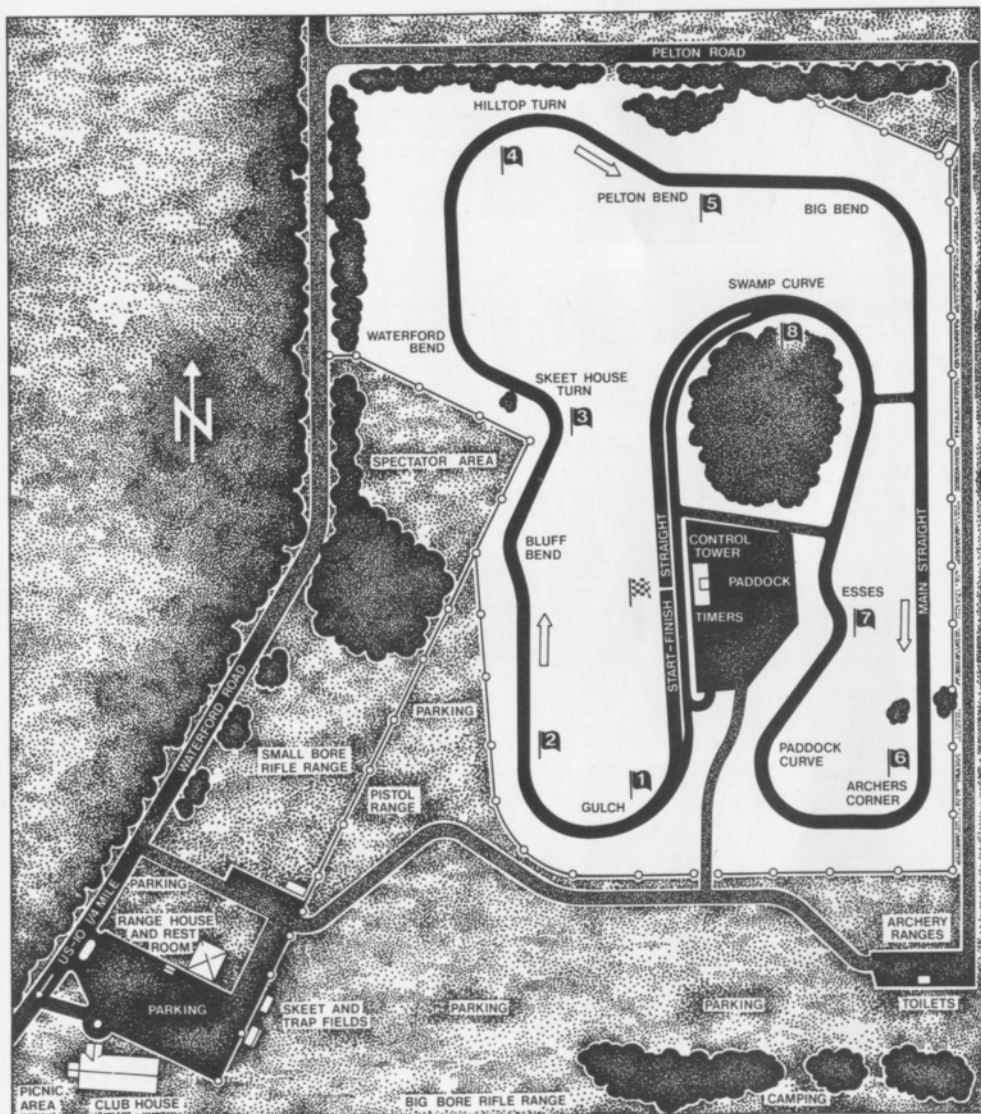
**checkered**

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



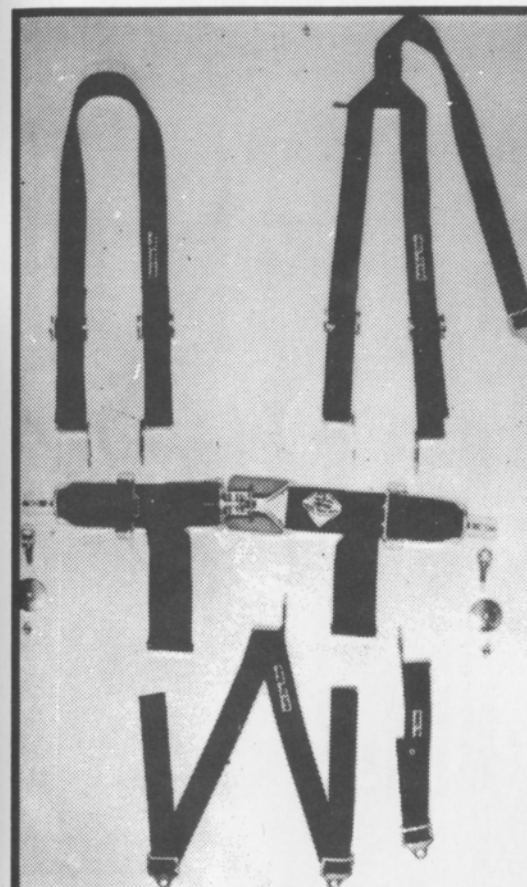
## waterford hills course map

a 1.5 mile  
asphalt road course  
at waterford,  
michigan



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