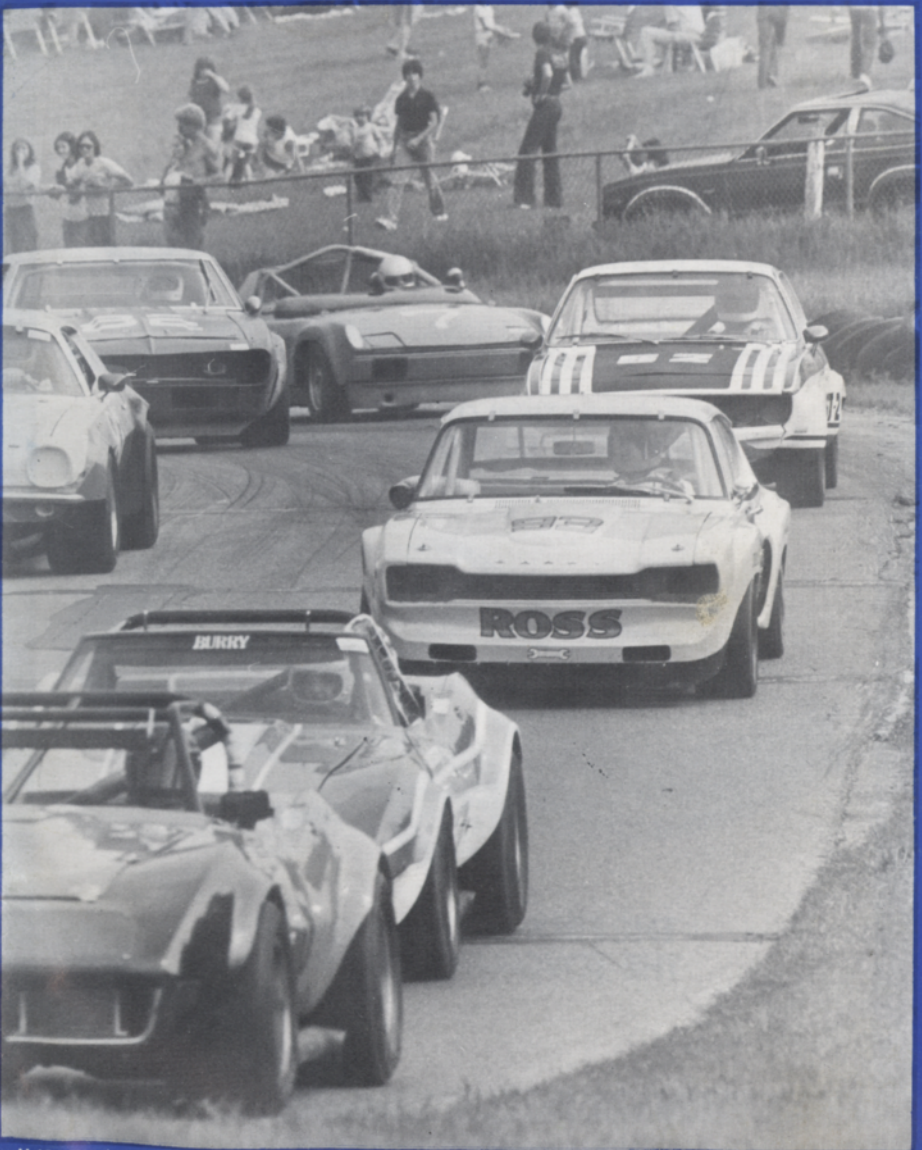


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- MAY 8 - 9
- MAY 29 - 30
- JUNE 26 - 27
- JULY 24 - 25
- AUGUST 28 - 29
- SEPT. 25 - 26

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GREAT SOUNDS IN THE HILLS

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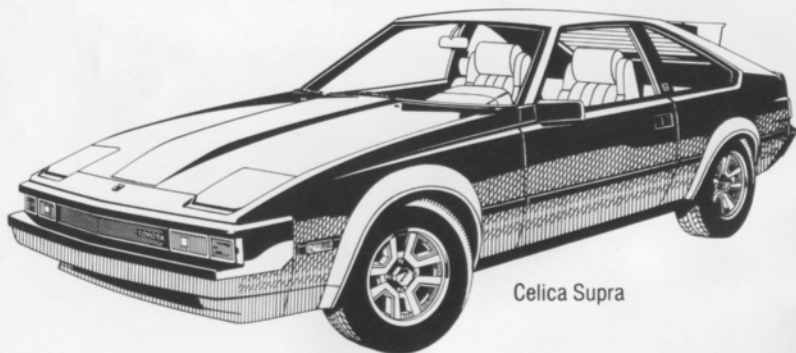
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contents

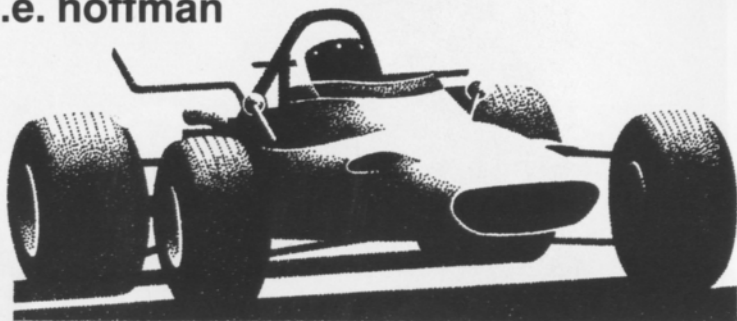
2. the inside line
3. officials
14. winners circle
23. looking back with bizer
25. average lap speed chart
25. class records
26. racing classes
27. flags
28. course map
30. racing schedule

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the inside line

s.e. hoffman



Welcome to the June races at Waterford Hills Raceway!

May's race weekends produced lots of excitement and one new class record. Ross Becker took 4/10ths off the old record with a blistering 1:19.0 in his silver Mini Cooper to set a new standard for the GT-4 sedan group.

Formula Ford's held everyone's attention with a six car draft and pass that lasted all 15 laps of the Sunday Feature. The battle between Dennis Hamilton in #3 and Lee McLeod in #21 kept the Formula Vee fans on their feet. The Corvettes in GT-1 were spectacular with great runs by veterans Don Burry and Don Clining. Mixing it up with the veterans were Tim Taylor (last August school) and rookies Ray Krom and Don Sak. The Trans-Am cars of Bill Wink, Corvette, and Dave Buist/Tim Evans, Firebird, put on a good show in mid-May.

A special highlight of the Memorial weekend's races were the vintage cars, all two dozen of them. Great fun to watch and great fun to remember! If you missed them, they will be back for another go at it the end of September, so come on out then!

One of our most often asked questions is "Why does more than one car come around the victory lap?" That happens because we combine race classes and run several at the same time. This is necessary since we must operate the track within the 10:00 a.m. to 6:00 p.m. time limits. All cars must have their practice, qualifying and race times. To run all the classes, we must combine those which have fairly similar car characteristics and running times. For safety reasons, the open-wheel Formula cars run in their own races. Next time someone along the fence asks you, you'll know!

A reminder that the big numbers on the sides and decks are the driver's number of record for the weekend and you can find him on your schedule with it. The smaller letters (GP, SSA, GT-2) indicate the class in which the car competes. You can tell who is really dicing with whom!

We have a very special treat for our racing fans this Sunday when the English Car Clubs make their annual appearance. They literally fill the track with their Sunday noon parade lap. The cars are so beautiful to watch and are perfectly maintained. Good car comment is provided by the club members. Our special thanks to Tom Bailey for arranging this special event for all of us to enjoy!

Plan right now to join us for the rest of our racing season. Check the schedule on the back of this *digest* and bring your friends for a fun-filled weekend. In the meantime, sit back, relax and enjoy the June races with us.

Happy viewing!!

officials

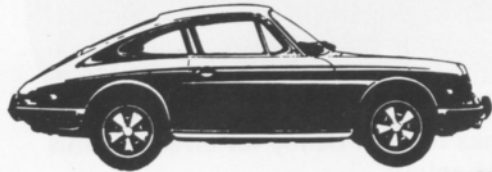
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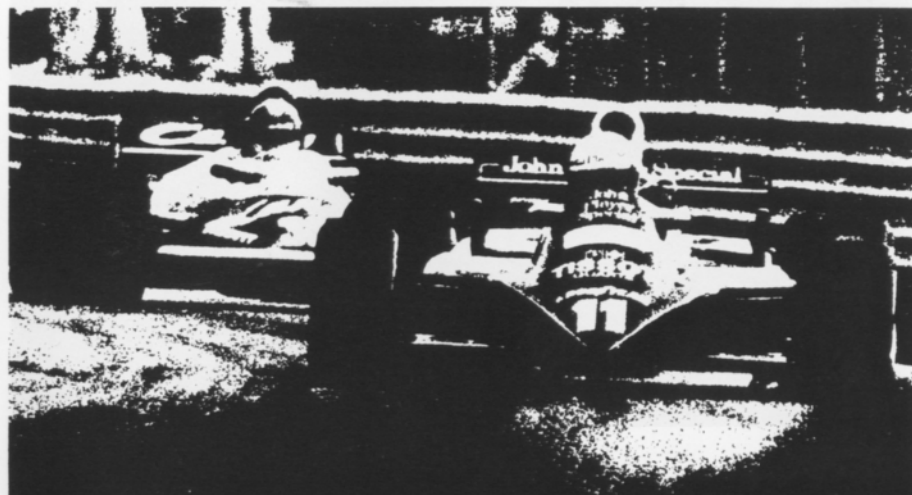
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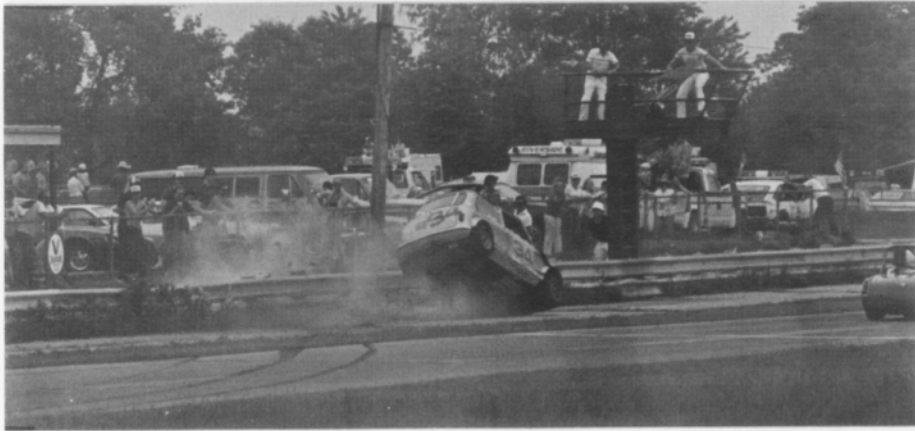


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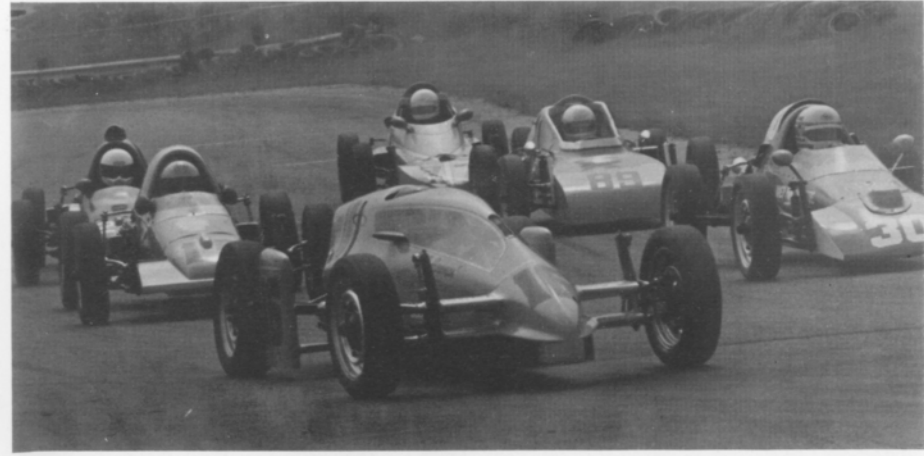
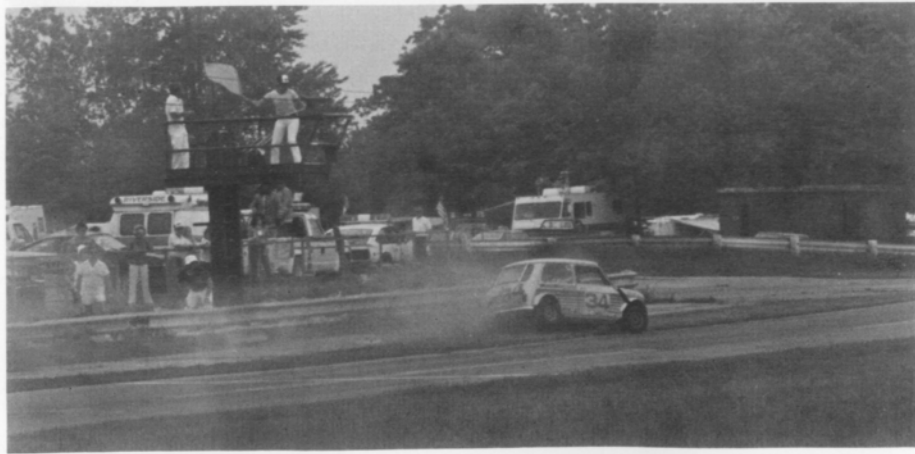


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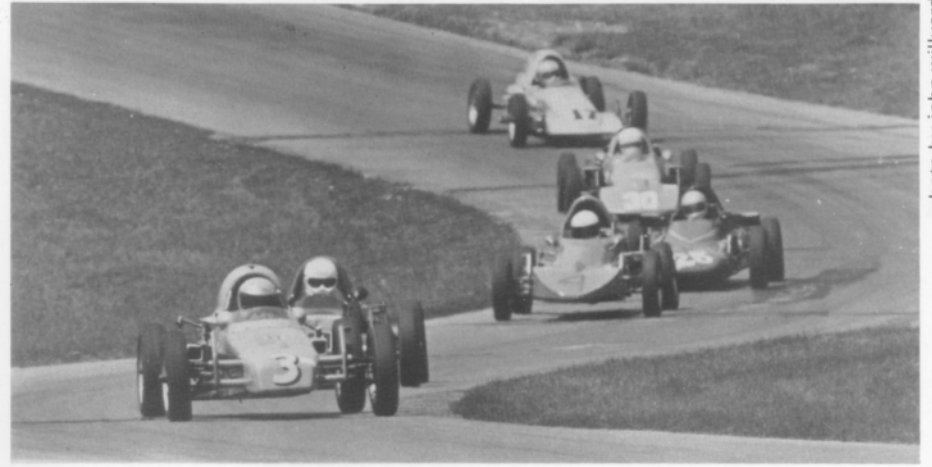


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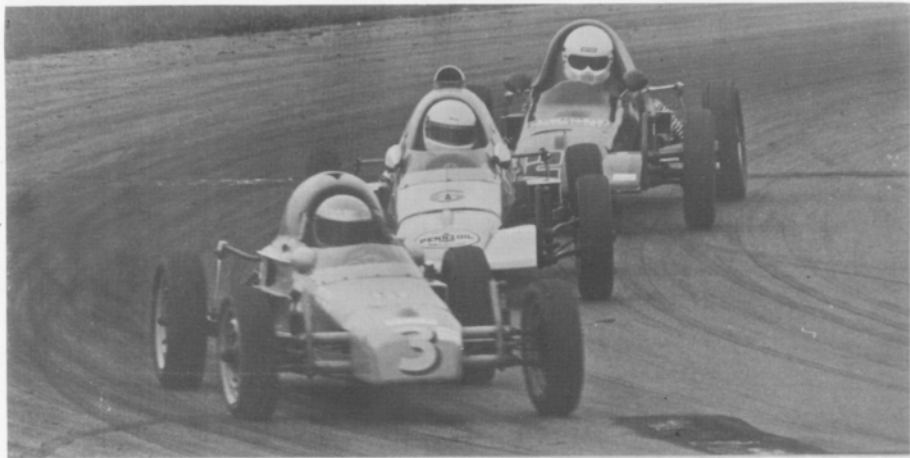


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winners circle



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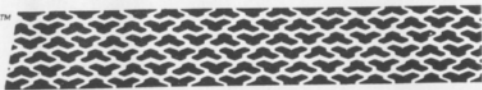


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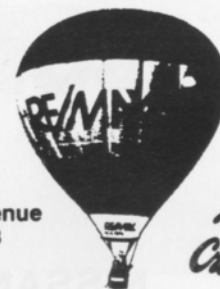
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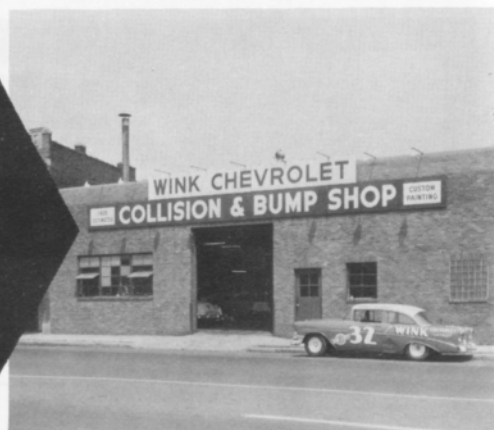
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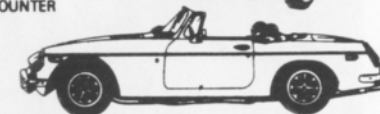
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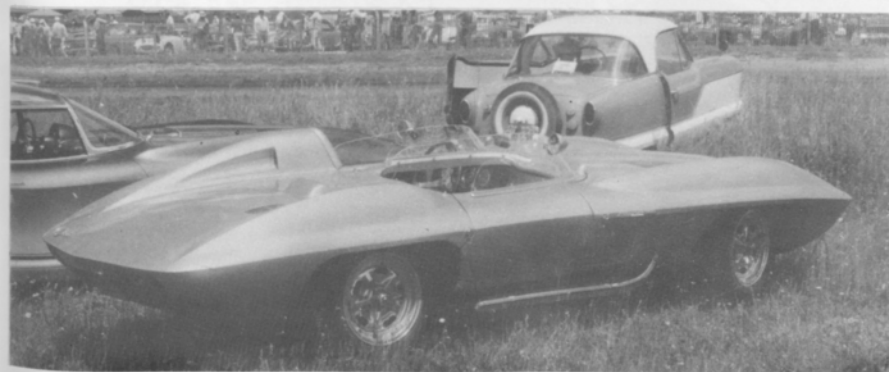
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21 YEARS AGO



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		

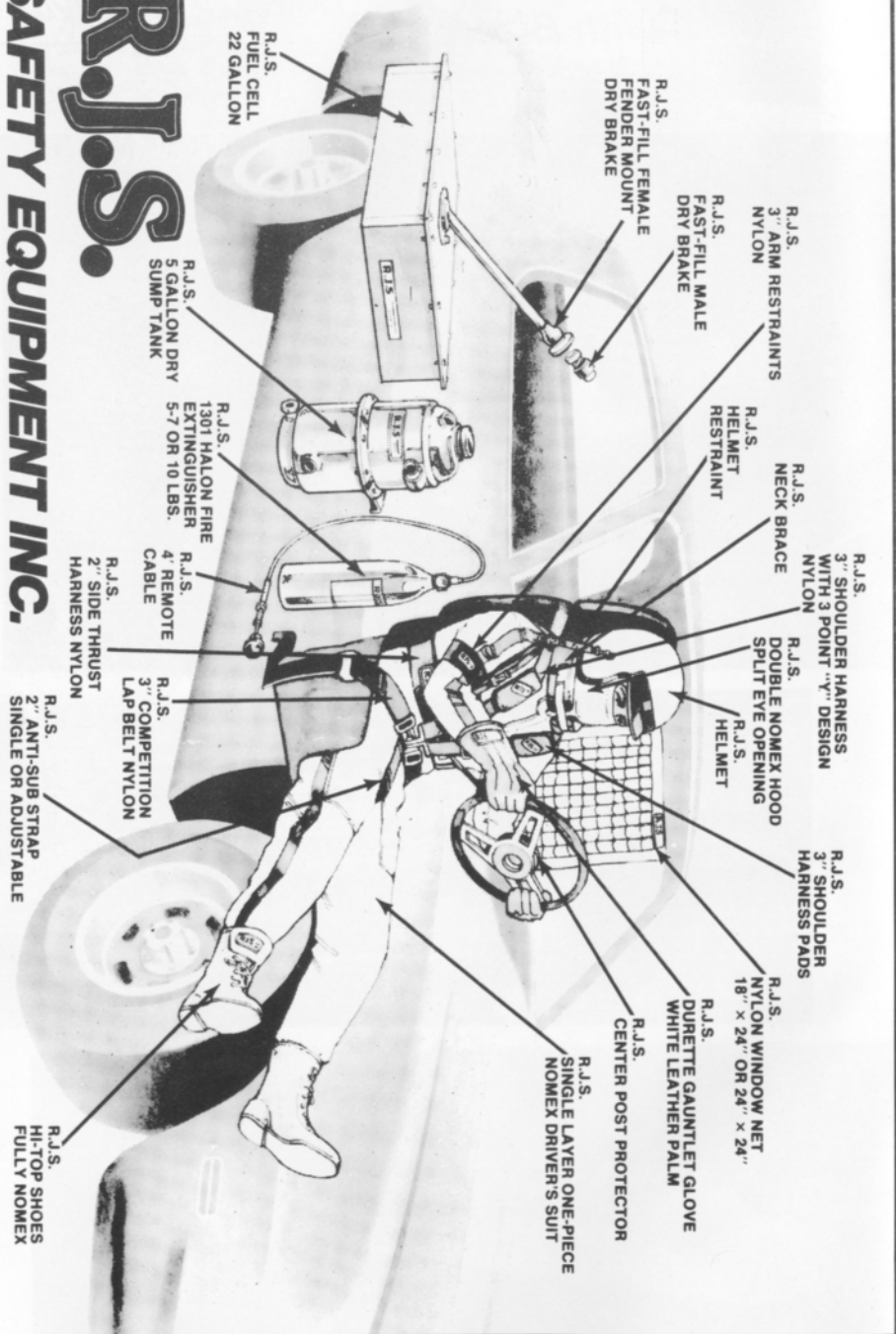
The Waterford Hills Road Course is 1.4221 miles long (7,509 ft. center line of track). To determine the speed of any individual car, time it for one complete lap and read off the speed from this table.

class records

ASR	Ed Murray	Chevron	1:10.9	9/81
CSR	Evan MacDonald	M - 2	1:10.5	9/78
DSR	Don Clining	Meister Honda	1:20.8	5/75
S/2000	Larry Campbell	Lola	1:11.5	9/79
CP	Wayne Rogers	Datsun 240Z	1:19.4	8/78
DP	Karl Nilsson	Porsche 914	1:17.5	9/79
EP	Lou Livengood	Porsche 356	1:16.3	6/80
FP	Barry Hartzel	MG Midget	1:16.2	7/78
GP	Kirk Carlson	MG Midget	1:18.0	8/81
HP	Paul Cameron	Sprite	1:20.4	7/78
GT-1	Dave Buist	Corvette	1:15.4	6/81
GT-2	J. Byron Walker	Datsun 510	1:16.5	9/80
GT-3	Dave Huard	Toyota	1:18.9	7/80
GT-4	Ross Becker	Mini Cooper	1:19.0	5/82
SS/A	Bobby Fehan	Mustang II	1:27.4	7/80
SS/B	Thad Gutowski	Scirocco	1:29.6	9/76
SS/C	Marc Robling	Pinto	1:30.1	9/80
FF	Vince Muzzin	Royale	1:09.4	6/78
FV	Lee McLeod	Lynx	1:15.7	7/81
**F/ALTC	Vince Muzzin	March	1:06.7	5/75
F/CNTL	Charles Van Acker	Lola	1:09.8	8/79
F4	Robert Long	Xpit	1:13.2	9/79
F440	Greg Assenmacher	Stinger	1:19.0	7/80

**track record

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racing classes

To insure fairness in competition, all road racing cars are grouped into racing classes by the Sports Car Club of America in its General Competition Rulebook (GCR). Waterford Hills Road Racing observes the GCR regulations with some minor exceptions.

The five competition groups are: Production (sports cars), Showroom Stock (GT cars and sports cars with minimal modification), Sports Racing (highly modified engine and body over wheels), GT (enclosed cockpit passenger cars and former big production cars), and Formula (open wheels and single cockpit). Race groups are subdivided into classes of equally competitive cars based upon engine size and handling characteristics.

The cars listed below are representative of their racing classes and include most of those you will see at Waterford Hills

PRODUCTION

- CP Datsun "Z" series, Mazda RX7, Porsche 914/6 & 924 Turbo, Sunbeam Tiger, Triumph TR-6 & TR-8
- DP Lotus Super 7, Datsun 2000, Triumph GT-6, Yenke Stinger, Porsche 914-S
- EP Porsche 356 series, MGB, Opel GT, Porsche 914/4, Triumph TR-4
- FP Saab Sonnet, MG Midget Mk III & IV, Lotus 7, Triumph Spitfire Mk III & IV & 1500
- GP MG Midget Mk I & II, Triumph Spitfire Mk I & II, MGA, Porsche Coupe, Austin Healy Sprit 1100, Fiat X1/9, Fiat 124 Spider
- HP Austin Healy Sprite Mk I & II, Fiat 850, MG Midget 948, Fiat Abarth

SHOWROOM STOCK

- SSA Porsche 924, Datsun 280Z, Capri V-6, Mustang Cobra, Mazda RX-4 & RX-7
- SSB Datsun 200 SX, Fiat 124, Scirocco, Dodge Colt
- SSC Pinto, VW Rabbit, Renault LeCar, Mustang 2.3, Fiesta, MGB Pontiac Astre, Honda Civic, Toyota Corolla

SPORTS RACING

- ASR over 1300 cc but less than 6000 cc
- CSR over 850 cc up to 1600 cc (with restrictions)
- DSR below or equal to 850 cc
- S/2000 uses Ford 2000 cc overhead cam engines only

GT CLASSES

- GT-1 Camaro, Dodge Aspen, Ford Cobra II, Corvette, Shelby GT-350, Porsche 911 SC
- GT-2 Opel 1900, Datsun 510 1800, Mustang 2300, Pinto 2000 & 2300, Cosworth Vega,
- GT-3 Ford Escort/Lynx, VW Scirocco, VW Rabbit, Datsun 200 SX, Mazda RX 2, Toyota Celica, Pinto 1600, Fiat 124 Sports Coupe, Datsun 510 1600, Dodge Colt, Toyota Corolla 1600
- GT-4 Honda Civic, Austin Morris Mini Cooper, VW 1300, NSU TT, Renault LeCar, Fiat 124 1200, Toyota Corolla 1200

FORMULA

- FF Formula Ford - Cortina or Pinto 1600 cc engine, strict weight to engine ratio with driver's weight included in total legal weight, very equal class
- FV Formula Vee - all Volkswagen components, 1200 cc engine, driver's weight included in total legal weight, very competitive class
- F/AKTC Formula Atlantic - choice of engines in over 1100 cc up to 1600 cc range, wings and other modifications allowed, not meant to be an inexpensive race car
- F/CNTL Formula Continental - engine up to 1100 cc, rear wings allowed, combines the modifications of the previous Formula C and Formula Super Vee classes
- F440 Formula 440 - utilizes Fuji two-cycle snowmobile engines and drive train, rigid suspension, wings permitted
- F4 Formula Four - Canadian class, motorcycle engine power plant, engine size determines weight and transmission allowed

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.

Waving black flag (displayed on all corner stations) means the race is stopped. Slow down immediately and proceed around the track with extreme caution to the pit lane for a re-start.

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.

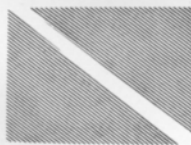
red



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

Waving red (displayed by the Starter only) means the race is stopped, slow down immediately and proceed around the track with extreme caution to the pit lane.

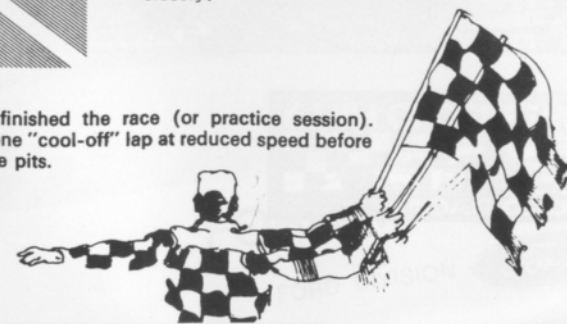
blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

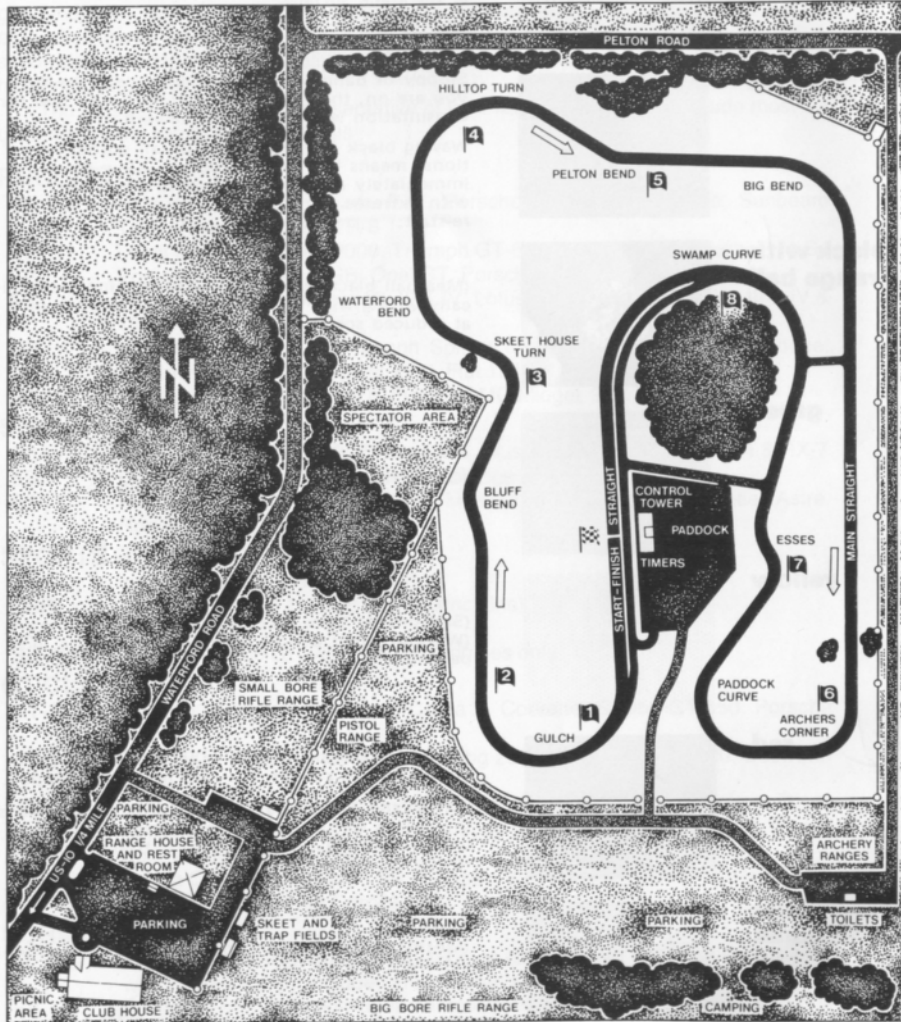
checkered

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



FROM STOCK... TO SEBRING



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