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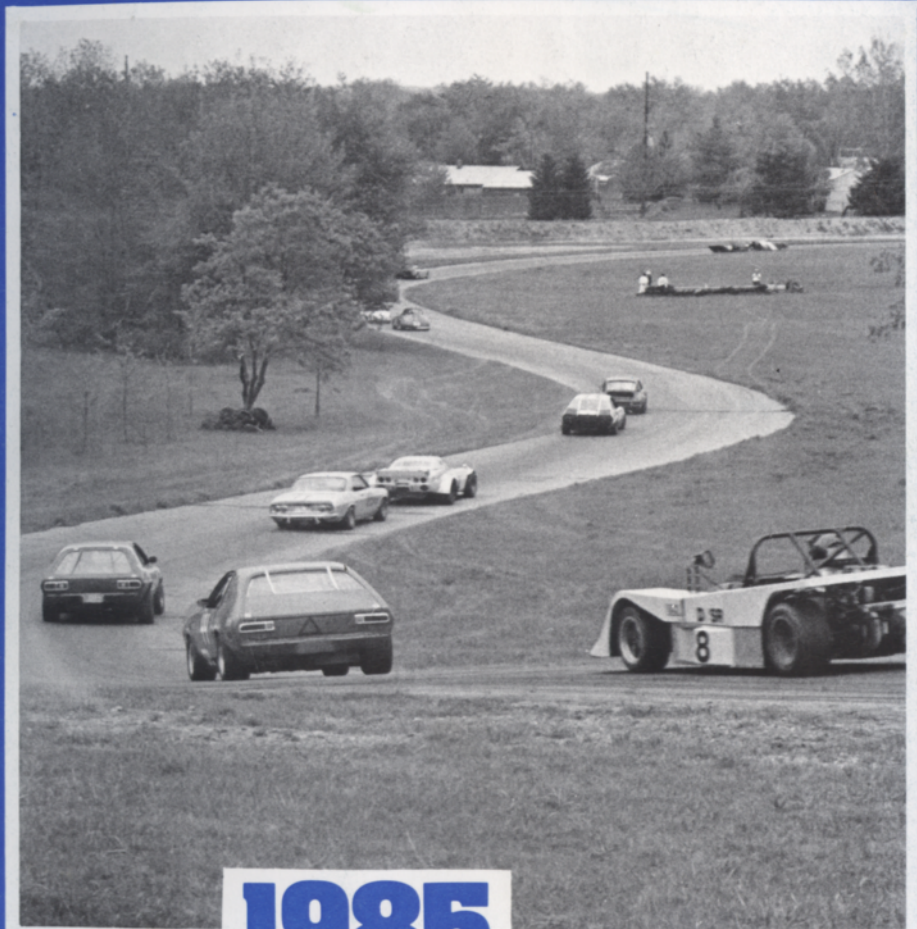


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1985
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JUNE \$2.00

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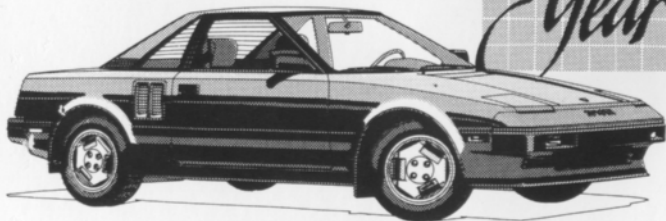
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DON CASTLE

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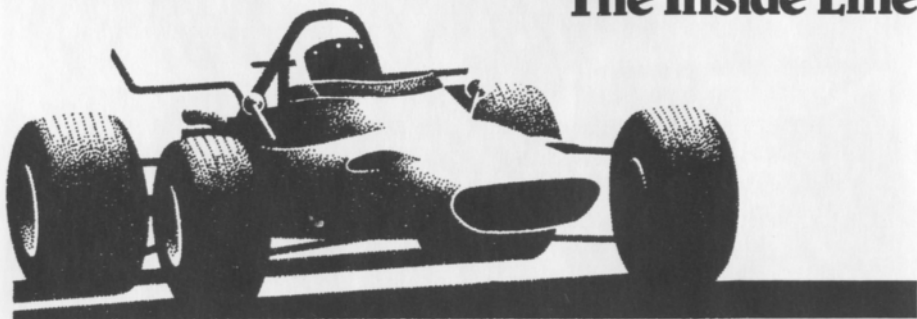
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DON CASTLE
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The Inside Line



JUNE INSIDE LINE

Last month we saw some exciting racing and this month should be even better as more cars return to the track.

Ed Murray broke his own lap record in D Sports Racing, in his Jedi, by a full second. The record is now 1:13.8. Congratulations Ed.

On June 2nd the Alfa Romeo Club will be on parade at lunch time. Afterwards their cars will be on display in the parking area. Be sure and stop by and say hello and get a look at some lovely Italian machinery.

Car club days continue July 28th with the Roseville Rod and Social Club. August 25th will feature the International Stars Region of the Mercedes-Benz Club of North America. In addition the Southeast Michigan Region of the Porsche Club of America will also be on hand. If you like sports cars in the classic tradition be sure to be here for our season finale, September 29th. All the British marques will be represented on British car club day. Last year we had over 150 cars on hand for our biggest event of the year.

June 1st should see the first appearance of an Improved Touring car here at Waterford. A step up from Showroom Stock, this class has been very successful in California. We hope it will be just as big a success here at Waterford Hills. See the article in this Digest for more details.

In following issues of the Digest we will have articles explaining the Formula classes, Sports Racing, and Production and GT. Hopefully these articles will make it easier to identify the different types of cars and make the racing more enjoyable for you.

It takes over 100 volunteers to put on a race weekend. Timing and scoring, flags and communications, tech. inspection, and other jobs are always in need of workers. We provide on the job training. There is no pay, but you'll make a lot of new friends and have a great time. If you would like to get more involved you are welcome to attend our general membership meeting. The meeting is held on the first Wednesday of the month in the large log cabin you pass on your way into the track.

Whether you get more involved as a worker or remain a spectator, we hope you enjoy yourselves.

Mike White

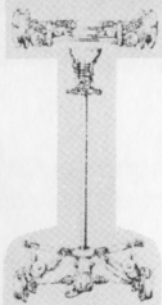
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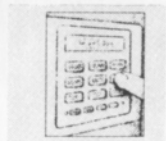
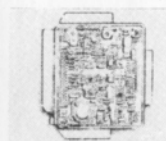
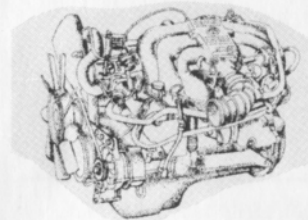
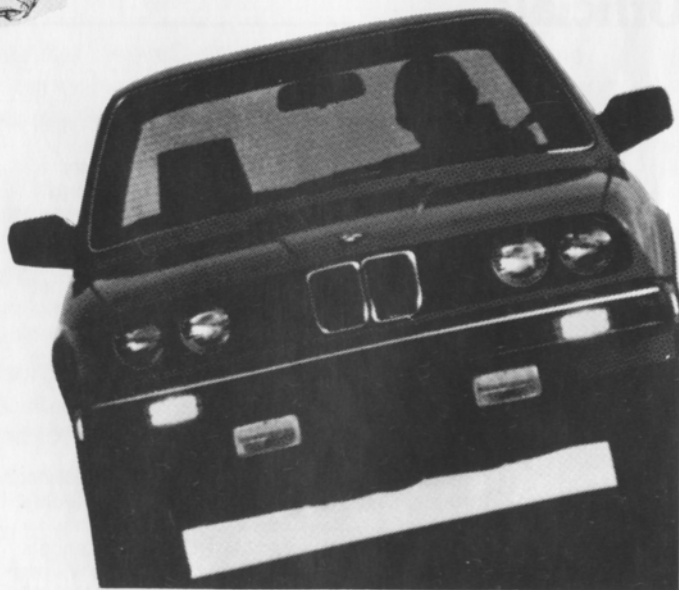
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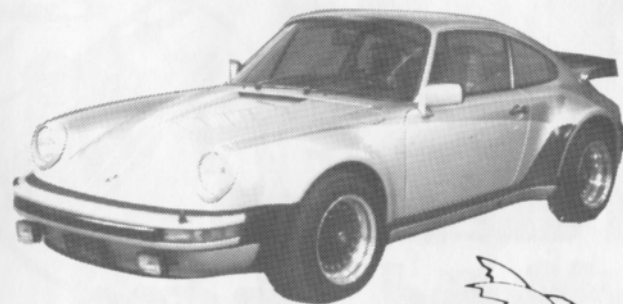


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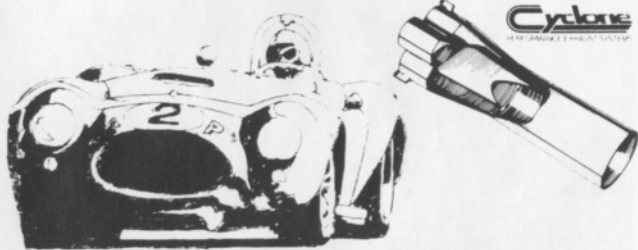
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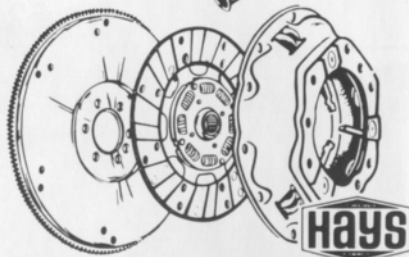
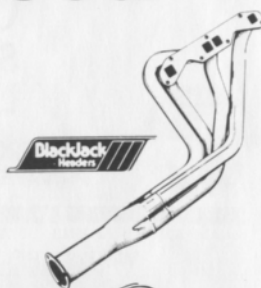
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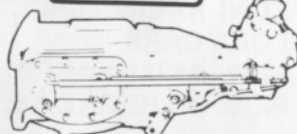
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Race 2	FV	Mike Hunt	Mike Hunt
Race 3	S2 DS EP GP HP SR	Bob Schneider Ed Murray Skip Froh Pat Nowak Sam Hamilton Thomas Kozak	Bob Schneider Ed Murray Skip Froh Pat Nowak Sam Hamilton Thomas Kozak
Race 4	FF FFR	Eric Kielts James Lockwood	Lewis Cooper Jac Brown
Race 5	GT3	Jeff Ervin	Doug Goad

FEATURE RACES

	Race 1	Race 2	Race 3	Race 4
1st	Mike Hunt	Ted Wollesen	Eric Kielts	Ed Murray
2nd	Kerry Bowman	Pat Nowak	Lewis Cooper, Jr	Dave Hall
3rd	Tom Shaver	Hugo Carlson	James Termote	Doug Goad
4th	Steve Anosovich	Thomas Kozak	Bill Shamick	Jeff Lane
5th	Ken Winters	Sam Hamilton	Scott Duthie	J. Mike Ryan

EXPLAINING SHOWROOM STOCK AND IMPROVED TOURING

Some of the most asked questions about racing are; Can I race **my** car?, It is expensive?, How do I get started? Its easier than you think.

If you're interested in inexpensive, competitive, wheel to wheel racing, have I got a class for you! You might not be a mechanic, or maybe you don't have a lot of time to spend on a race car - that's fine. Think your car isn't the race car type? Well, beneath the hood of your mild mannered commuter car, disguised as an everyday sedan - beats the heart of a real race car, ready to roar. The classes for you to choose from are Showroom Stock GT, A, B, and C, and Improved Touring S, A, B, and C.

Showroom Stock cars are street cars with only safety equipment added to them. This included a bolt-in roll bar or cage, a fire extinguisher, and competition belts. Cars that can race range from Trans-Ams to Chevettes. Current year cars run as SSGT, the other groups, SSA, B, and C can be no more than 5 years old. Cars are grouped according to engine size and potential performance.



Since Showroom Stock cars don't use race tires or racing parts they are not as easy to drive as you might think. The driver must make up for any deficiencies the car may have in handling or power.

Improved Touring, IT, is a new group of classes for older cars with some important differences. Improved Touring cars must be at least 5 years old, so there are plenty of cars available.

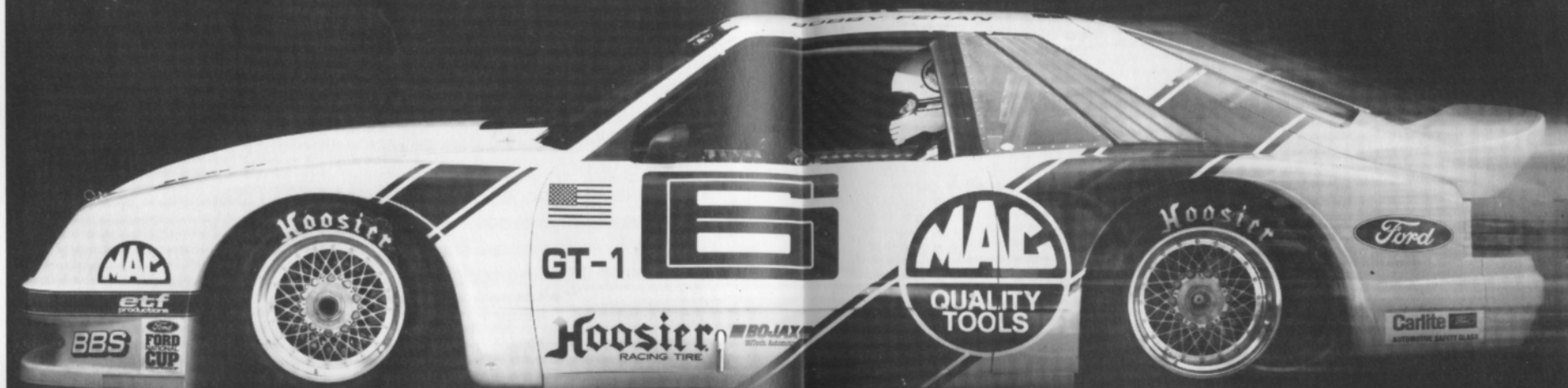
Improved Touring cars can be lowered and you can also use larger tires and alloy wheels, which will help the handling. Under the hood the engine must be stock, however a number of cars can change carburetors. Since engine work tends to be the most expensive, this really keeps the cost of racing down.

All of these changes do not have to be done at once to make your car race ready. As soon as you have the safety equipment installed you are ready to race. The suspension improvements can be done throughout the season as your budget allows.

In California, where Improved Touring started, IT cars are faster than Showroom Stock cars. Improved Touring is a highly subscribed class in California, and growing fast here in Michigan. In this, its first year, we expect to have several cars racing in Improved Touring by the end of the season as interest is high.

So take another look at the dependable car that you thought would only transport you to and from work. You can save that car from the ho-hum existence of the commuter car. Bring the family out to scenic Waterford Hills and GO RACING!





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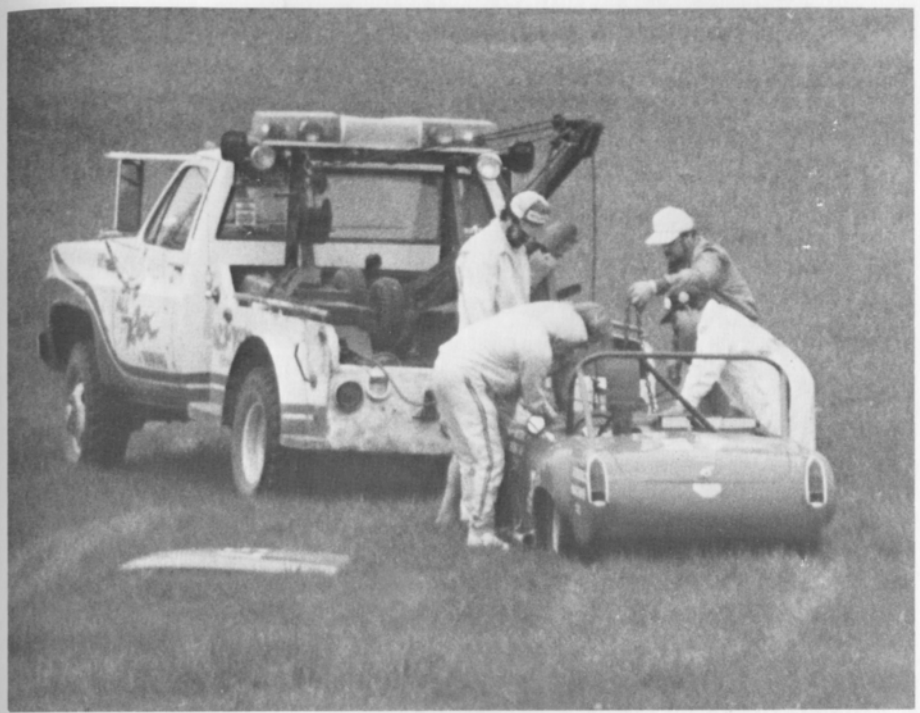
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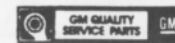
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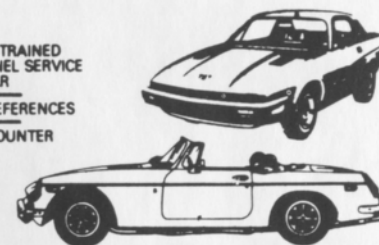


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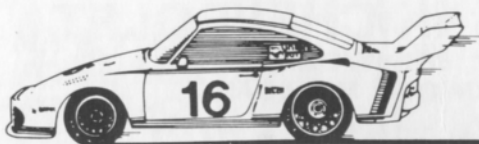
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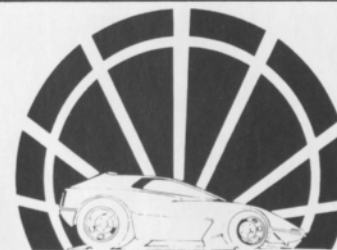
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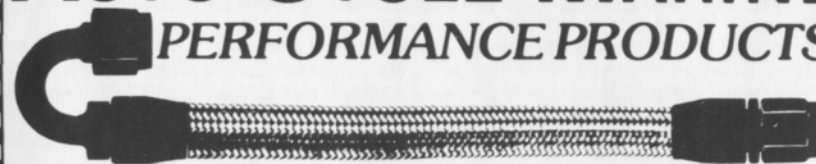
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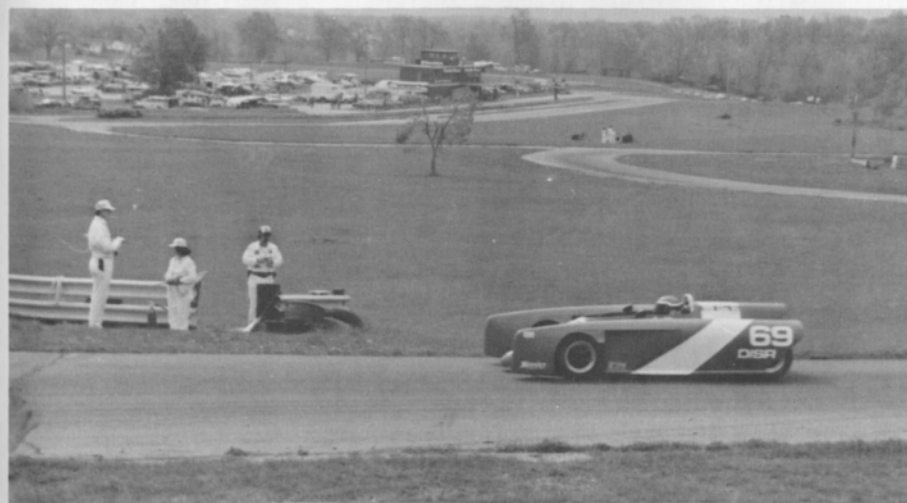
Peter Betrus, Jr.

Catalog \$2

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KARL RACENIS



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Average Lap Speed

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	Ed Murray	Jedi	1:12.5	4/85
S/2000	Larry Campbell	Lola	1:11.5	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	1:17.0	8/81
HP	Paul Cameron	Sprite	1:20.4	7/78
GT-1	Tim Taylor	Corvette	1:13.7	9/83
GT-2	J. Byron Walker	Datsun	1:16.5	9/80
GT-3	Craig Allen	Lotus Elan	1:16.4	9/83
GT-4	Jerry Morlewski	Fiat 124	1:19.0	9/83
GT-5	Ted Wollesen	Mini Cooper	1:19.9	5/84
SS-GT	Bill Bayley	Firebird	1:24.5	5/84
SSA	Bobby Fehan	Mustang II	1:27.4	7/80
SSB	Charlie Henry	Charger	1:27.7	9/83
SSC	Ron Lindensmith	Fiat X1/9	1:29.6	9/82
FF	Vince Muzzin	Royale	1:09.4	6/78
FV	Lee McLeod	Lynx	1:15.7	7/81
**F/A	Andy Falbo	March	1:06.1	8/83
F/C	Jay Novak		1:09.3	9/84
F440	Jay Novak	EPEE	1:16.0	8/84
F4	Stuart Lamont	Xpiti	1:12.5	7/83
FFR	Mark Davidson	Crossle 32	1:17.0	5/84

**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 single cockpit). Racing 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

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, Austin Healy Sprite, Fiat X1/9, Fiat 124 Spider, Alfa Romeo, Porsche Coupe
HP	Austin Healy Sprite Mk I & II, Fiat 850, MG Midget 948, Fiat Abarth

SHOWROOM STOCK

SS-GT	new class with current model cars of SSA plus additional modifications allowed.
SSA	Mustang Cobra, Mazda RX series, Porsche 924, Capri V-6, Datsun 280Z
SSB	Triumph TR-8, Scirocco, Dodge Colt, Datsun 200SX, Fiat 124
SSC	Fiat X1/9, Pinto, VW Rabbit, Renault LeCar, Mustang 2.3, MGB, Honda Civic, Toyota Corolla, Pontiac Astre

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	Corvette, Camaro, Ford Cobra II, Shelby GT-350, Porsche 911 SC, Dodge Aspen
GT-2	Datsun Z series, Mazda RX7, Porsche 914/6 & 924 Turbo, Sunbeam Tiger, Triumph TR-6 & TR-8
GT-3	Opel 1900, Datsun 510 1800, Mustang 2300, Pinto 2000 & 2300, Cosworth Vega
GT-4	Fiat 124 Sports Coupe, Pinto 1600, Toyota Celica, Dodge Colt, Toyota Corolla 1600, Renault LeCar, Datsun 510 1600, Ford Escort/Lynx, VW Rabbit & Scirocco
GT-5	Datsun 200SX, Austin/Morris Mini Cooper, VW 1300, NSU TT, Honda Civic, 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
FFR	Formula Ford Radial — the cars are the same as the above class except they must use BF goodrich T/A radial tires.
FV	Formula Vee — all Volkswagen components, 1200 cc engine, driver's weight included in total legal weight, very competitive class
F/ATLC	Formula Atlantic — choice of engines in over 1100 cc up to 16000 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, stop at the Start/Finish line for consultation with 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



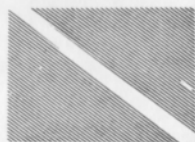
(Stationary) Take care, danger, no passing. (Waving) Great danger, be prepared to stop, no passing.

red



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.

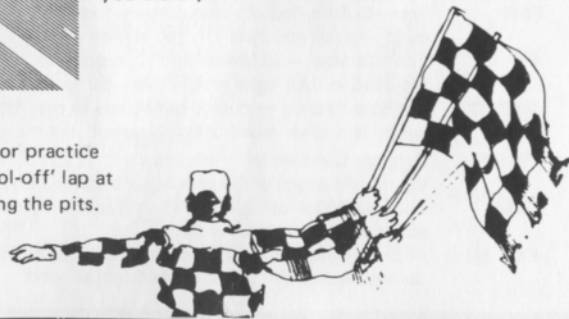
blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

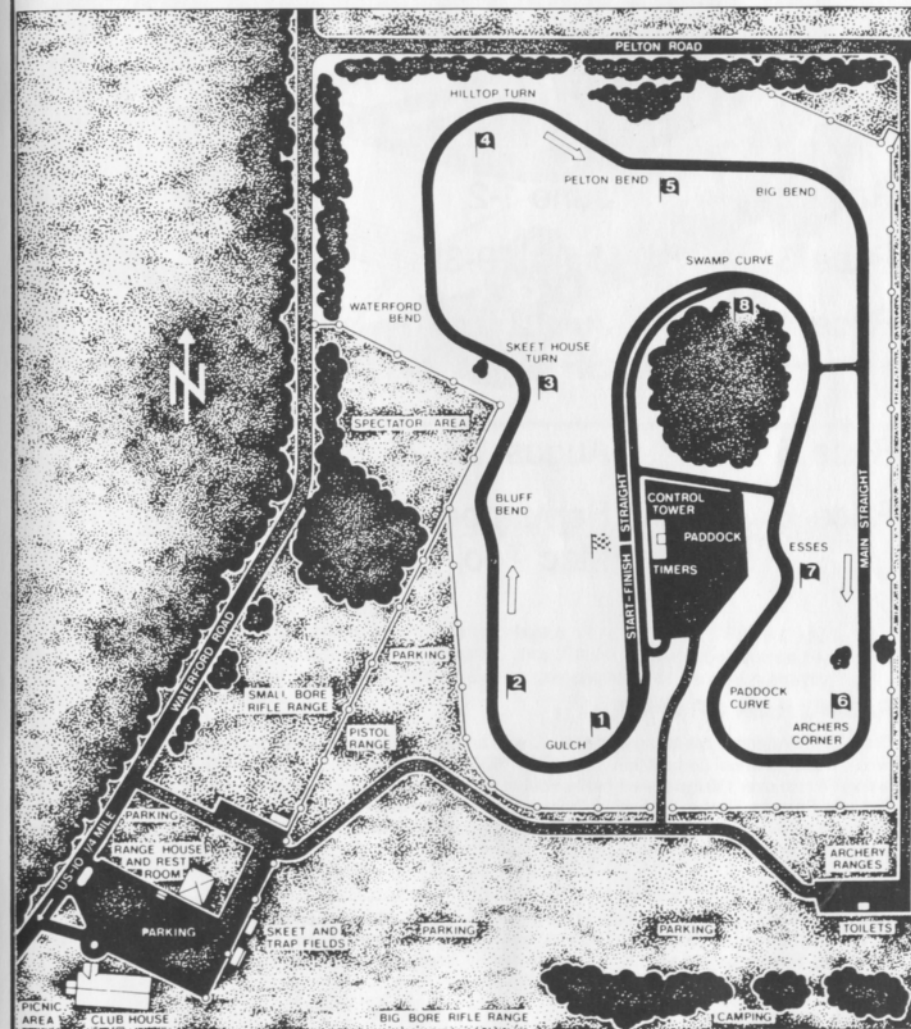
checkered

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



1985 Waterford Digest

Waterford Hills 1985 Road Racing Calendar Schedule

Race 1	May 4-5
Race 2	June 1-2
Race 3	June 29-30
Race 4	July 27-28 BF Goodrich
Race 5	August 24-25
Race 6	September 28-29 Mac Tool/Ford Motor Sport

RACING RAIN OR SHINE

The hills of Waterford are being invaded . . . with an army of sports cars, sedans and formula cars in fierce, wheel to wheel competition . . . and for 1985 we've assembled the largest field in our 27 year history! Watch over 130 top drivers battle it out in the finest racing machinery from America and Europe. Corvette, Porsche, Datsun. Everything from Capris to Camaros, McLarens to MG's. 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.

EASY ON THE WALLET

Admission is just \$3.00 for Saturday, \$5.00 for Sunday, or \$6.00 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.

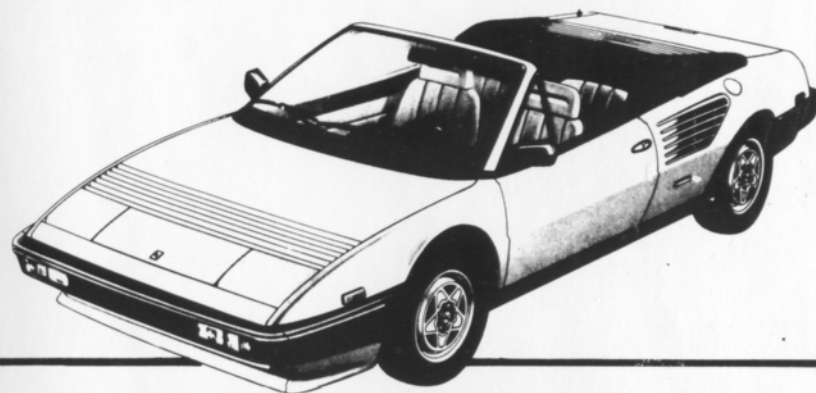
EASY TO GET TO

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, 1/4 mile east of Dixie Highway (U.S. 10) in Waterford, Michigan. The easiest route to take is 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 2-1/2 miles.

THE WATERFORD DIGEST

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