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**A. Mens/Ladies 50% Cotton
50% Poly T-Shirts
Large Jaguar Logo. \$10.95
Colors: Grey, Black, Red,
Lt. Blue, Beige, Wine
Sizes: S, M, L, XL**

**B. Mens/Ladies 50% Cotton
50% Poly T-Shirts
Small Jaguar Logo. \$10.95
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Sizes: S, M, L, XL**

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1989 — WATERFORD DIGEST

**JUNE/JULY
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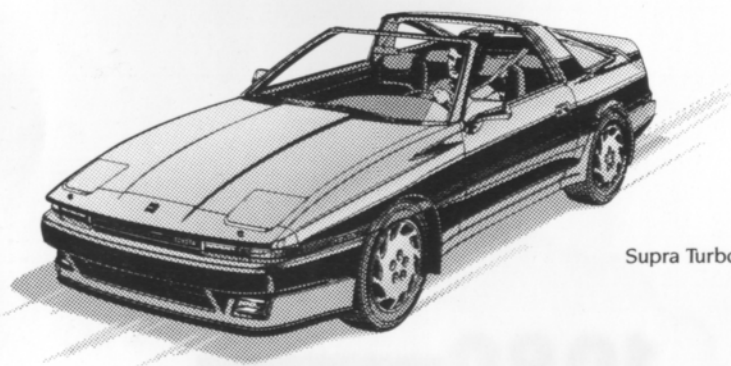
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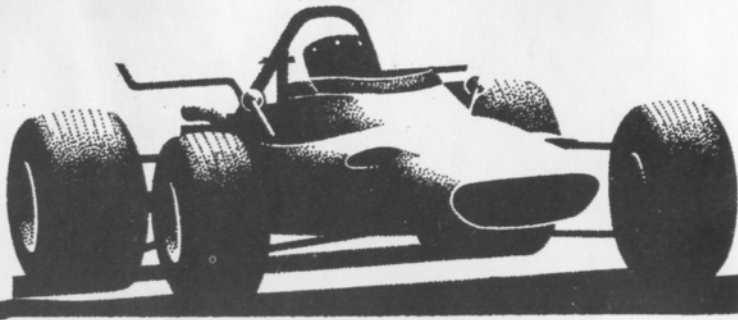
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DON CASTLE

Above Photo by Don Castle
Cover Photos by Al Bizer

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The Inside Line

Welcome to Waterford Hills Road Racing! If this is your first time here, we invite you to take some time to walk around and get to know the place. From different spots along the fence or in the various bleachers you get a special view of the track. The sounds the cars make and the shape they get into (or out of) at each location will give you a good idea of the nature of the challenge our drivers face as they negotiate the course. A paddock pass will get you a close up view of the cars between races and of the preparations on the false grid before each race.

Been here before? You've probably found your favorite spot already then. In either case, settle in and get comfortable. There WILL be road racing today!!

In the May DIGEST I mentioned something about the back straight wall being somewhat higher than it was last season. True...when I wrote it. Mostly true by the time race weekend rolled around. High winds took about 450 feet of the wall off at the knees dropping it onto the left-hand shoulder of the back straight. Several club members performed yeoman cleanup and salvage work in successive work bees, allowing drivers school and racing to take place as scheduled.

Additional work bees will be required to restore the wall to its former height, if not glory. I'm tempted to say something like "The eagle-eyed can already notice progress being made..." But, hey, I learned my lesson!

Our season kicked off with much gusto in May. Rookies and veterans alike took to the track with great enthusiasm for practice and qualifying on Saturday. Sometimes enthusiasm needs tempering. This was one of those times as there were numerous comings together and fallings

off of the road in these sessions. Extra tow truck time between sessions could mean fewer or shorter races. So the Chief Steward delivered the hey-guys-cut-the-stuff speech and lots of clean, close, and exciting racing followed.

Elsewhere in this issue you will find a feature article about Showroom Stock and Improved Touring cars. These classes have become a popular entry-level form of racing for many here at Waterford and across the country. Check it out! Also check to see if you have one of our "lucky number" DIGESTS. Listen for the PA announcements to see if you have won a prize from the renowned Waterford Hills Boutique.

Have a safe trip home and be sure to come back for our next race weekend. And don't keep this place a secret. Tell your friends. Maybe they'll join us next time. We'd sure like that.

Cal Cortright

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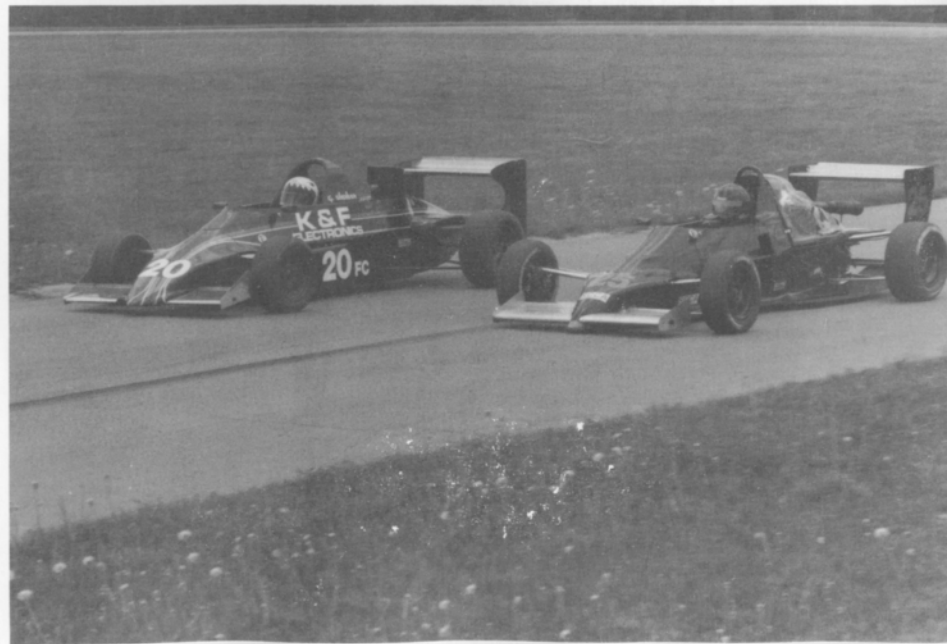
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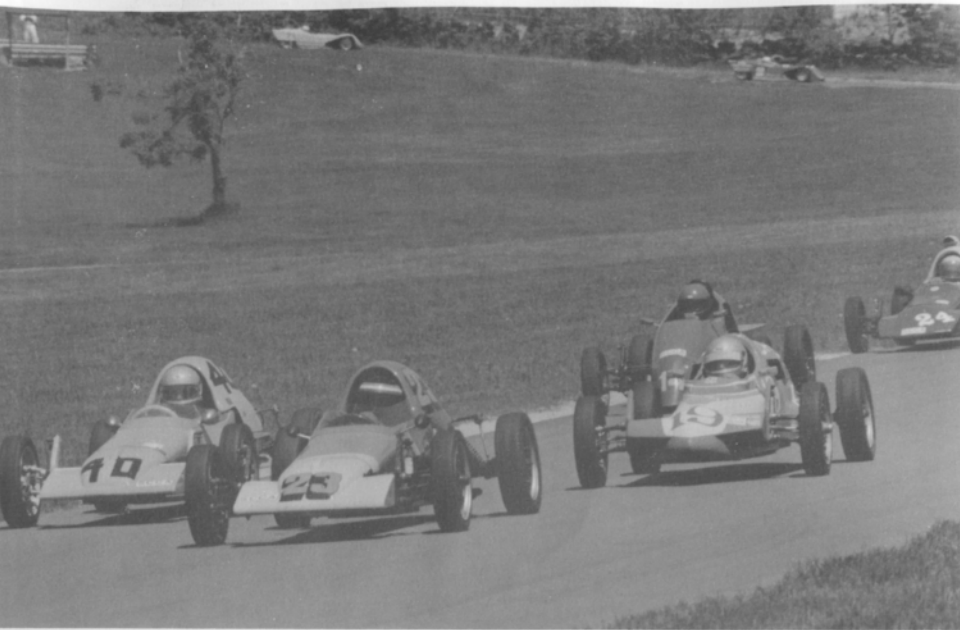
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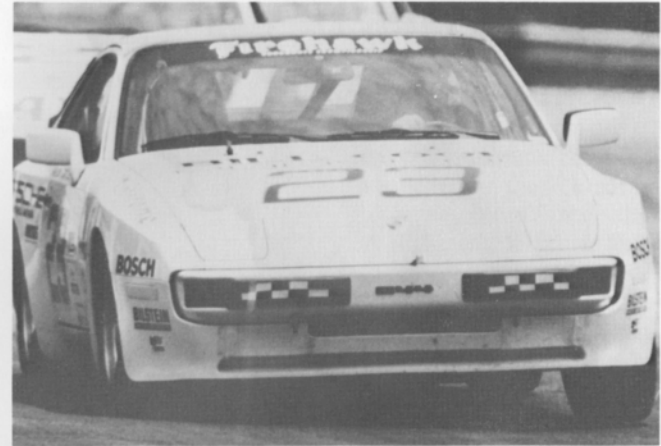
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THE SHOWROOM STOCK AND IMPROVED TOURING STORY

STORY BY CAL CORTRIGHT
LAYOUT AND PHOTOS BY AL BIZER

If you have been watching road racing for a while, you have no doubt noticed that visually, race cars fall into several groups. Some, formula cars, look like wheeled projectiles with or without wings. Others look like rolling doorstops. These are the sports racers. Still others are recognizable in their resemblance to a variety of name brand coupes and roadsters, but carry clear signs of extensive modification. Fenders are flared to clear wider wheels and tires, and air dams and spoilers are much in evidence among these production and grand touring cars.

Then there are the cars that, despite numbers on the doors and the odd stripe here and there, look pretty much like, well, cars. You know. The kind most of us drive to work or to the mall every day. Golf GTI's, Dodge Chargers and Colts, Fieros, Mazda RX-2's and -7's, and Ford Fiestas. Cars. These are the Showroom Stock (SS) and Improved Touring (IT) classes.

**CLOSE RACING
IN SKEET HOUSE
TURN July 1988**



Some race fans find the tire-squealing body leaning antics of the SS/IT group merely amusing filler, in the REAL race program. Close competition and lap times nearing what used to be production car territory suggest that, amid the smiles, there is RACING going on here. More cars on SS/IT grids each year attest to the fact that this form of racing is accessible, and manageable, for many people. In fact, YOU may be thinking about getting into road racing this way. If so, read on. This one's for you.



**CAL CORTRIGHT AND
ROBIN BURNETT IN
THEIR ITC FIESTAS**

July 1987



BUMPER TO BUMPER

May 1988

Specified makes and models are assigned to classes, based on their performance potential. Cars assigned to SSA, SSB and SSC must be between one and four model years old. SSGT contains current models and certain high performance cars of all eligible years.



A FULL FIELD AT THE START

June 1988

Required safety equipment includes a six-point roll cage. The cage consists of a main hoop shaped like an upside-down "U" extending from floor to ceiling across the car behind the front seats. A diagonal brace extends across the "U" from behind the driver's head to just above the floor on the passenger side of the car. Two members run forward from the "U" following the contour of the inner edges of the roof down the inside of the front pillar to the floor. These are tied together by a bar extending across the roof at the windshield header. The fifth and sixth tubes extend rearward from the main hoop to points at or near the rear shock absorber or strut towers.

This cage provides plenty of driver protection, especially if augmented by bars across the door openings. Overall stiffening of the car body is not greatly increased, however, because the cage cannot be welded in place. The price of an approved roll cage can run from \$450 to near \$1,000 depending on the car being fitted.

Additional safety equipment includes a safety harness comprising lap, shoulder and anti-submarine belts. This later belt does pretty much what its name suggests. It keeps the driver sliding out of position under the lap belt during a crash, regardless of the direction of the impact. A window net is required to keep the driver's arms and head inside the cage-protected area in case of a roll-over. A fire extinguisher, or extinguishing system is required for, well, you know. All of these items must bear labels indicating approval by SCCA. Combined, the costs of basic versions of these items is roughly \$200.

**SHOWROOM
STOCK VW
RABBITS LEAD
THE PACK UP THE
HILL
Aug. 1987**



Apart from the installation of safety equipment, no real modifications are permitted to SS cars. They are run as equipped by the manufacturer without options. Nationally competitive racers do, however, carefully select and match parts to obtain the most efficient power delivery possible. Preparation costs for a national-level car can run into multiple thousands of dollars. You don't have to spend that kind of money to do well at the club racing level, though.

Well, OK. That all seems pretty straightforward. But what about Improved Touring? Well this group probably could have been called SSO, with the O standing for old. IT cars are cars formerly classed as showroom stock but which now are at least four model years old. IT classes were created so that those who had installed all that safety equipment in their cars could keep racing them, although restricted by SCCA to regional competition only. Specific modifications are allowed to enable IT cars to run competitively with current showroom stockers. And for many drivers, that's where the fun comes in.

IT engines must remain basically stock, although pollution control devices may be removed. Some cars may run optional carburetors. Air filters may be substituted or removed and exhaust headers may be installed. Ignition timing and other tuning adjustments are restricted to whatever works. While some classes provide more freedom for creativity, there is a lot of room for experimentation and development within the rules to look for those few extra horsepower.

Suspension development is the area where most IT racers put their efforts to knock the seconds of their lap times. While rim widths and diameters are regulated, springs, struts and shocks are limited only to what will fit into the holes put in at the factory. Non-stock anti-roll bars and traction bars are allowed.

Caster, camber and toe settings are unregulated, thus freeing IT folks to tweak away in an effort to get the most out of currently available tires.

About those tires.... The cornering forces generated by today's tires weren't even a glimmer in the eyes of suspension engineers at the time most IT-eligible cars were designed. The prudent IT racer carefully inspects things like hubs and spindles between events.

Tires are a common element between SS and IT racers. All of these cars must run on D.O.T. approved speed rated street radials. In SS, tire sizes are regulated by an O.E.M. size equivalency chart. In IT classes, tire fitting the required rims may be used regardless of width, as long as they don't stick out past the fenders.



A STUDY IN SUSPENSION ATTITUDES

Sept. 1987

Well, there it is. The cook's tour of SS/IT. Look what ol' D.J. started. Is it fun? You bet! Is it for you? Well, I don't know. From the standpoint of finances, you need to figure on adding about \$2,000 in equipment and preparation to the cost of any car you might pick to race in this group. If you want to compete at the SCCA National level, the price of admission goes up, of course, because now you're talking new car. Structurally sound IT-eligible cars can be found easily for several hundred dollars. Yes, go ahead. Smile. If you want to club racing or spend some time at the regional level, this may be your ticket to ride!

If you would like additional information about SS/IT racing, talk to our drivers. Invest in a paddock pass. Take a walk around and ask questions. Even if you don't want to actually go racing, there's a lot to be learned and a lot to enjoy in road racing.

Cal Cortright



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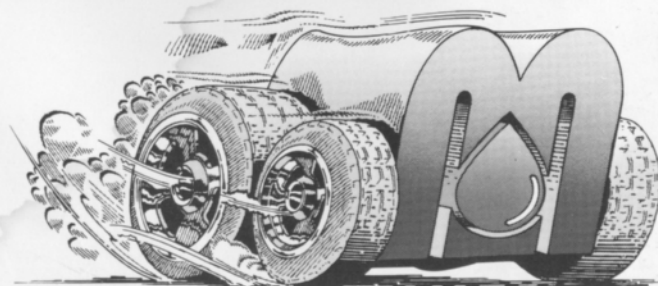
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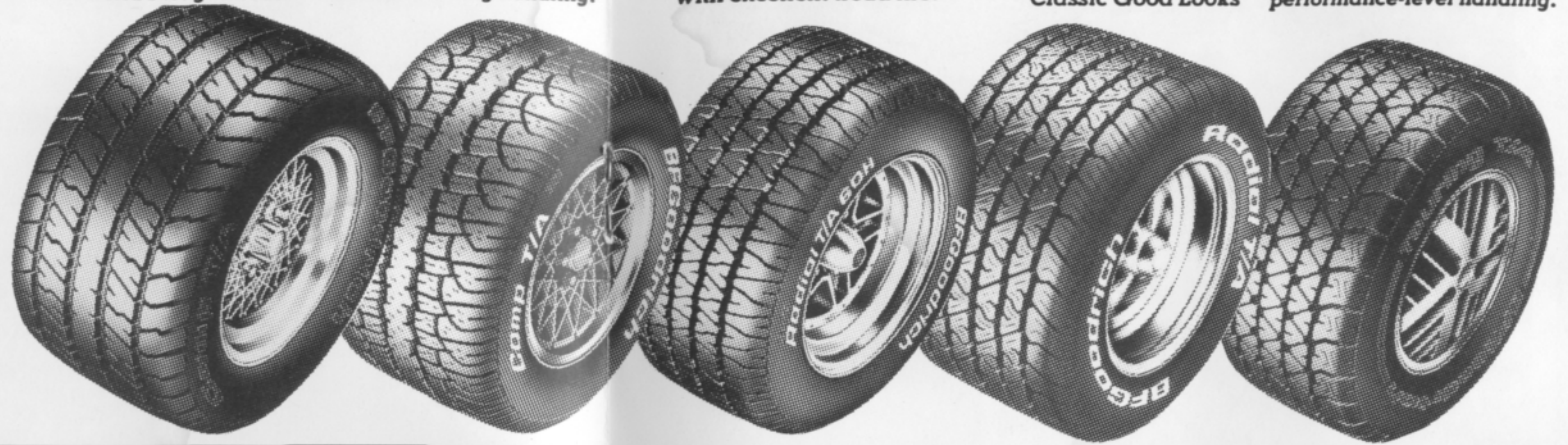
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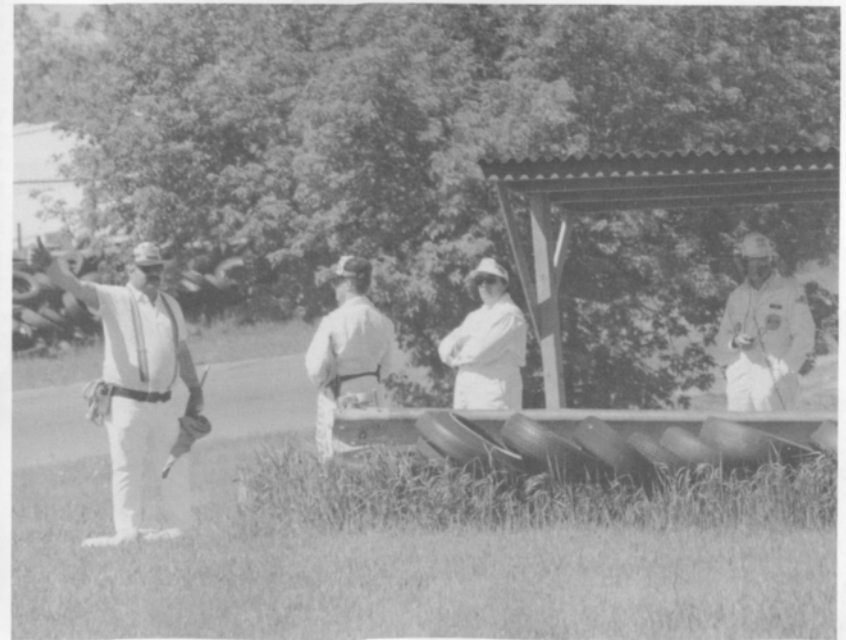
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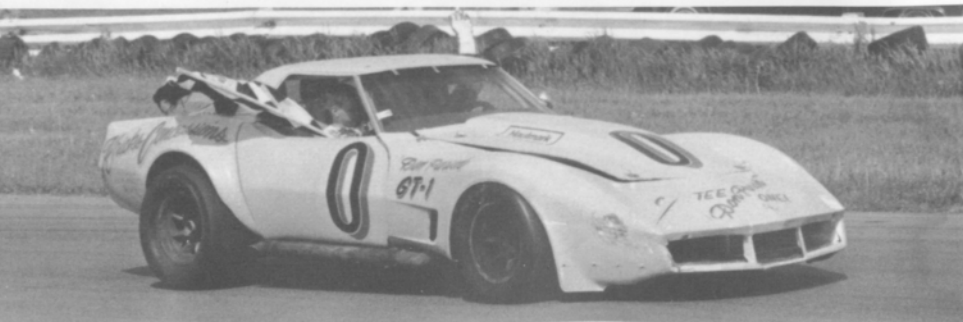
SATURDAY CLASS RACES
MAY 27 & 28, 1989
CLASS WINNERS

CLASS	DRIVER	CAR	BEST LAP
RACE 1			
F4	JIM MORTON	PG MK VII-GREY/BLUE	1:14.64
FV	UWE SEHLING	CARICAL - BLUE	1:17.78
F440	LARRY DUPUIS	NOVAKAR - RED	1:15.22
RACE 2			
ITS	DION JOHNSTON	NISSAN 280Z - RED	1:24.40
ITA	JAMES MORRIS	BMW 2002 - SILVER	1:28.31
ITB	J DIXON HALL	CHARGER-LT BLUE	1:28.87
ITC	ROBIN BURNETTE	FIESTA - WHITE	1:26.37
SSX	BILL ARTZBERGER	MAZDA RX7 - WHT/BLU	1:22.03
SSGT	MICHEAL ST. LOUIS	CORVETTE - WHITE	1:21.30
SSA	GARY RAY	MAZDA RX7 - RED	1:27.62
SSB	MICHAEL MEIMAR	SHELBY - SILVER/BLUE	1:26.92
SSC	JIM KROM	VW GTI - SILVER	1:29.92
RACE 3			
EP	RONALD ROLAND	PORSCHE - BLK/YELLOW	1:18.94
FP	JOHN KUBIAK	SPITFIRE - BLUE	1:21.63
GP	HUGO CARLSON	MIDGET - ORANGE	1:19.62
HP	JIM ELLIOT	SPRITE - WHITE	1:34.50
GTX	ALAN BENSTEAD	ESCORT TURBO-RED/WHT	1:18.29
GT1	HAL PRINGLE	CAMARO - YEL/WHT	1:14.66
GT2	DAVE BOWER	DATS 280Z - BLACK	1:24.88
GT3	GARY HUMPHREYS	PORSCHE 911 - BLUE	1:19.63
GT4	JERRY MORLEWSKI	FIAT 124 - RED	1:19.01
GT5	ROSS BECKER	MINI COOPER - SIL/RED	1:21.26
RACE 4			
FA	ARMEN MEGREGIAN	LOLA - RED	1:10.57
FC	TERRY ABBOT	SWIFT - RED	1:07.57
CSR	GARY BENNET	LOLA T328 - BLUE	1:16.71
S2	RON GRIFFIN	LOLA - YELLOW	1:13.43
RACE 5			
FF	LEW COOPER III	VAN DIEMAN - WHITE	1:12.12
CFF	DON KITCH	CROSSLE 34F - RED/YEL	1:12.58

WATERFORD DIGEST

SUNDAY CLASS RACES
MAY 27 & 28, 1989
CLASS WINNERS

CLASS	DRIVER	CAR	BEST LAP
RACE 1			
F4	JIM MORTON	PG MK VII-GREY/BLUE	1:15.70
FV	UWE SEHLING	CARICAL - BLUE	1:17.04
F440	JIM GIBBONEY	NOVAKAR - WHITE	1:14.82
RACE 2			
ITS	DION JOHNSTON	NISSAN 280Z - RED	1:24.74
ITA	JAMES MORRIS	BMW 2002 - SILVER	1:28.13
ITB	J DIXON HALL	CHARGER-LT BLUE	1:28.39
ITC	ROBIN BURNETTE	FIESTA - WHITE	1:26.09
SSX	DANNY KELLERMEYER	CORVETTE-WHITE	1:20.37
SSGT	MICHEAL ST. LOUIS	CORVETTE - WHITE	1:21.04
SSA	GARY RAY	MAZDA RX7 - RED	1:26.55
SSB	MIKE HALL	TOYOTA MR2 - RED	1:26.63
SSC	JIM KROM	VW GTI - SILVER	1:30.04
RACE 3			
EP	RONALD ROLAND	PORSCHE - BLK/YELLOW	1:19.25
FP	JOHN KUBIAK	SPITFIRE - BLUE	1:22.73
GP	TONY MESSINA	FIAT - RED	1:19.66
HP	STEVE STEEB	SPRITE - DK BLUE	1:24.45
GTX	ALAN BENSTEAD	ESCORT TURBO-RED/WHT	1:17.61
GT1	HAL PRINGLE	CAMARO - YEL/WHT	1:15.17
GT2	DAVE BOWER	DATS 280Z - BLACK	1:23.22
GT3	ROBERT HOFMANN	PINTO - BLUE	1:23.88
GT4	JERRY MORLEWSKI	FIAT 124 - RED	1:18.41
GT5	ROSS BECKER	MINI COOPER - SIL/RED	1:20.86
RACE 4			
FA	MICHAEL YORICK	MARCH - RED	1:15.49
FC	TERRY ABBOT	SWIFT - RED	1:08.04
CSR	GARY BENNET	LOLA T328 - BLUE	1:15.90
S2	RON GRIFFIN	LOLA - YELLOW	1:12.13
RACE 5			
FF	PETER HANSEL	VAN DIEMAN - RED	1:12.27
CFF	DON KITCH	CROSSLE 34F - RED/YEL	1:12.83



DON CASTLE



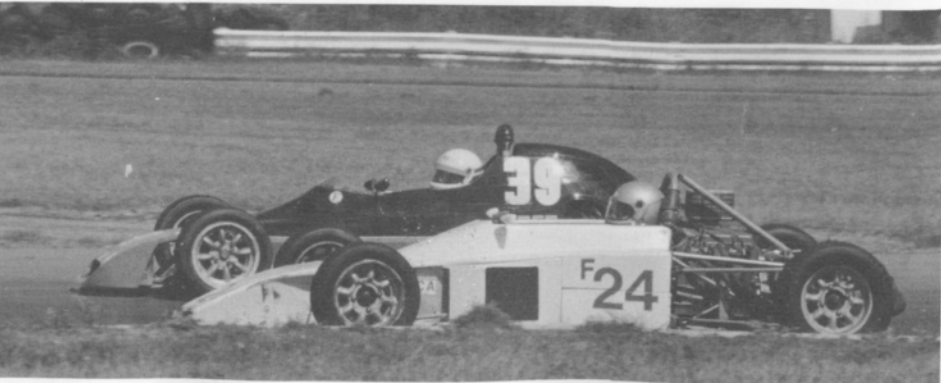
DON CASTLE

WATERFORD DIGEST

FEATURE RACES
MAY 27 & 28, 1989
TOP FIVE FINISHERS

CLASS	DRIVER	CAR	BEST LAP
FEATURE 1			
F4	JIM MORTON	PG MK VII-GREY/BLUE	1:14.14
F440	DON GIBBONEY	NOVAKAR J - WHITE	1:14.56
F440	LARRY DUPUIS	NOVAKAR - RED	1:16.23
FV	JIM LAWSON	NOVI/SP - BLUE	1:18.85
FV	UWE SEHLING	CARICAL - BLUE	1:19.05
FEATURE 2			
SSX	DANNY KELLERMAYER	CORVETTE - WHITE	1:21.52
SSGT	MICHEAL ST. LOUIS	CORVETTE - WHITE	1:21.34
SSX	BILL ARTZBERGER	MAZDA RX7 - WHT/BLU	1:23.40
ITS	DION JOHNSTON	NISSAN 280Z - RED	1:24.16
ITC	ROBIN BURNETTE	FIESTA - WHITE	1:25.87
FEATURE 3			
GT1	DON PARISH	CORVETTE - YELLOW	1:18.54
GT1	JACK PRINGLE	CAMERO - YEL/WH	1:17.52
GTX	PETE MORGAN	CORVETTE - ORANGE	1:18.65
GT3	GARY HUMPHREYS	PORSCHE 911 - BLUE	1:20.13
GP	ROBERT OHNECK II	SPITFIRE - RD/SIL/BLK	1:20.10
FEATURE 4			
FC	LEWIS COOPER JR.	CITATION - WHT	1:09.44
FA	ARMEN MEGREGIAN	LOLA - RED	1:09.87
FC	JOE O'CONNOR	SWIFT DB-3 - RED	1:10.67
S2	RON GRIFFIN	LOLA - YELLOW	1:12.42
S2	ERIC SMITH	LOLA 596 - WHITE	1:12.22
FEATURE 5			
FF	PETER HANSEL	VAN DIEMAN - RED	1:11.07
FF	LEW COOPER III	VAN DIEMAN - WHITE	1:10.89
FF	ROGER GARRELL	MONDIALE - YEL/RED	1:12.64
CFF	DON KITCH	CROSSLE 34F - RED/YEL	1:12.65
FF	JOE COELHO	REYNARD - WHITE	1:12.76

DON CASTLE



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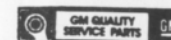
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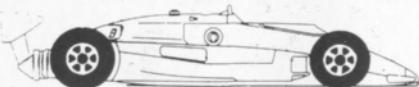
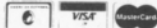
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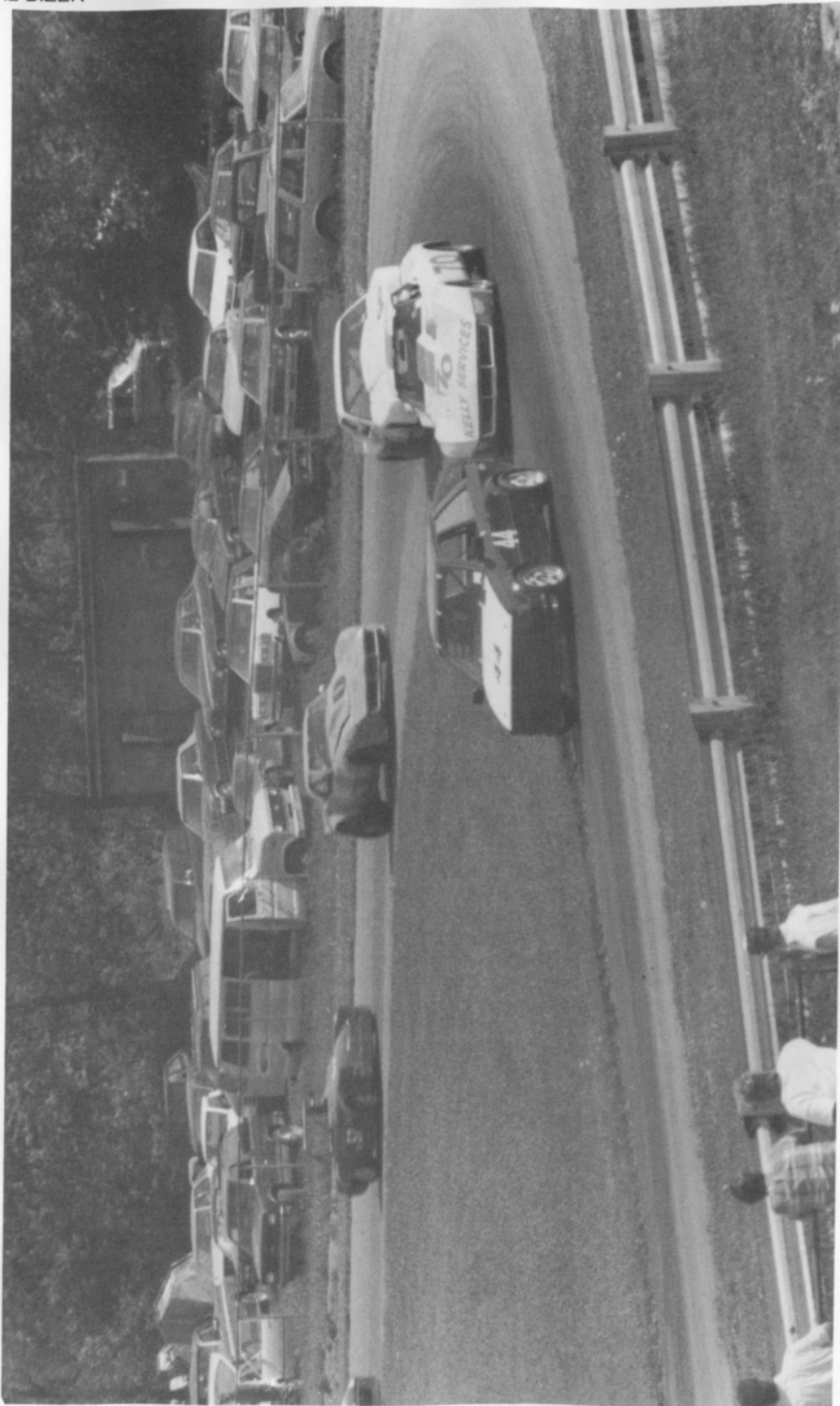
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DON CASTLE

27



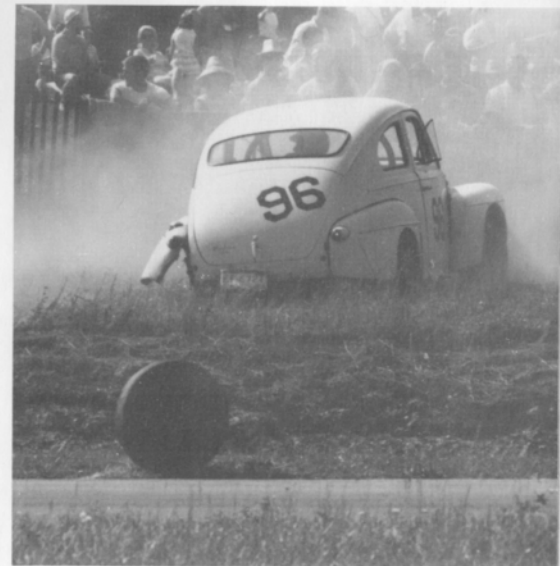
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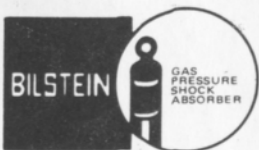
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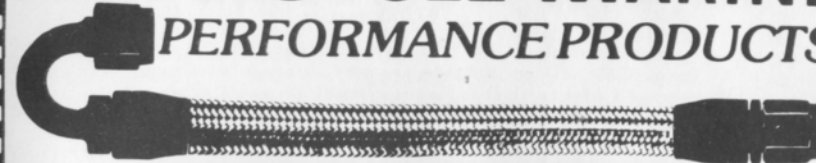
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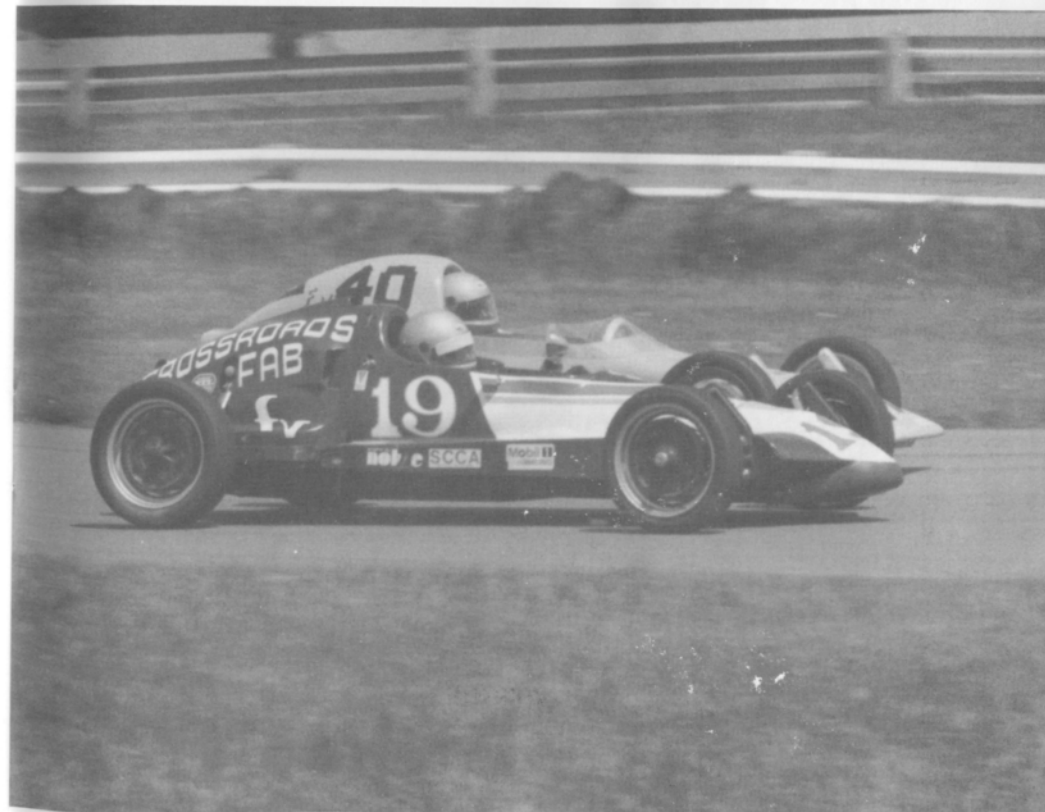
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Average Lap Speed

Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:00	85.326	1:15	68.261	1:30	56.884
1:01	83.927	1:16	67.363	1:31	56.259
1:02	82.574	1:17	66.488	1:32	55.647
1:03	81.263	1:18	65.635	1:33	55.041
1:04	79.993	1:19	64.805	1:34	54.463
1:05	78.762	1:20	63.995	1:35	53.890
1:06	77.569	1:21	63.204	1:36	53.329
1:07	76.411	1:22	62.434	1:37	52.779
1:08	75.288	1:23	61.681	1:38	52.240
1:09	74.197	1:24	60.947	1:39	51.713
1:10	73.137	1:25	60.230	1:40	51.196
1:11	72.106	1:26	59.530	1:41	50.689
1:12	71.105	1:27	58.846	1:42	50.192
1:13	70.131	1:28	58.176	1:43	49.704
1:14	69.183	1:29	57.523	1:44	49.227

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

CLASS	DRIVER	CAR	DATE	LAP TIME
FA	ANDY FALBO	MARCH	8/83	1:06.10
FC	DAVID BARNETT	REYNARD	9/88	1:06.80
FF	LEW COOPER III	VAN DIEMEN	9/88	1:09.30
CFF	MARK JAMES	LOLA	9/88	1:09.60
FFR	MARK DAVIDSON	CROSSLE 32	5/84	1:17.00
F4	STUART LAMONT	XPIT	7/83	1:12.50
FV	TERRY ABBOTT	ZINK	9/88	1:15.00
F440	DON GIBBONEY	NOVAKAR	9/88	1:13.20
ASR	ED MURRAY	CHEVRON	9/81	1:10.90
CSR	CRAIG BENNETT	RALT	7/88	1:09.90
DSR	ED MURRAY	JEDDI	9/85	1:12.80
S2	JOE O'CONNOR	LOLA	9/88	1:10.70
SR	MIKE NEAL	SP RENAULT	9/88	1:19.60
EP	LOU LIVENGOOD	PORSCHE 356	6/80	1:16.30
FP	BARRY HARTZEL	MG MIDGET	7/78	1:16.20
GP	KIRK CARLSON	MG MIDGET	8/81	1:17.00
HP	PAUL CAMERON	SPRITE	7/78	1:20.40
GT1	DOUG BUIST	FIERO	9/88	1:12.10
GT2	DAVID BOWER	DATSUN 280Z	5/89	1:21.50
GT3	CRAIG ALLEN	LOTUS ELAN	9/83	1:16.40
GT4	JERRY MORLEWSKI	FIAT 124	9/88	1:18.40
GT5	DICK NOONAN	TOYOTA	8/88	1:18.50
ITS	DION JOHNSTON	DATSUN	9/88	1:23.70
ITA	GREG MANKIN	MAZDA RX2	9/87	1:27.70
ITB	MIKE JONES	MUSTANG	8/88	1:24.70
ITC	ROBIN BURNETTE	FIESTA	5/89	1:25.90
SSGT	MICHAEL ST. LOUIS	CORVETTE	9/88	1:20.40
SSA	BILL BAYLEY	FIREBIRD	8/88	1:25.10
SSB	MIKE MEIMAR	CHARGER	9/88	1:25.50
SSC	BILL ARTZBERGER	HONDA CIVIC SI	9/88	1:25.20

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

SHOWROOM STOCK STREET CARS RACED AS SOLD WITH ONLY SAFETY MODIFICATIONS ALLOWED.

SSGT	Camaro IROC-Z, Firebird T/A, Mustang GT, 300 ZX, Turbo, Porsce 944, Supra,
SSA	Daytona Turbo, Mazda RX-7, Fiero 2.8, Starion/Conquest Turbo, 300 ZX,
SSB	Charger 2.2, Toyota MRZ, Spectrum, Honda CRX SL, GTI/Scirocco 16V Cavalier Z24
SSC	Civic, VW GTI, Chevy Sprint Turbo, Alliance GTA, Fiero

IMPROVED TOURING STREET CARS RACED AS SOLD EXCEPT WITH SUSPENSION AND OTHER MINOR MODIFICATIONS ALLOWED.

ITS	Datsun Z, Mazda RX-7, Porsche 914/924, Triumph TR8
ITA	Mustang/Capri V6, Mazda RX-2/RX-3, Corvaire, Monza/Skyhawk V6, VW GTI
ITB	Mustang/Capri 2.3, Vega, Charger 2.2, Opel 1.9, Scirocco/Rabbit/Jetta
ITC	Alliance, Colt 1.6, Fiesta, Chevette, Arrow, Corolla, Datsun 510

PRODUCTION SPORTS CARS, MODIFIED FOR RACING.

EP	Porsche 356 1.6L, 914 1.8L, Datsun 2000, Alfa 1750, Triumph TR-4, Lotus Super 7
FP	Midget 1275/1500, Spitfire 1500, Sprite 1275, Fiat X1/9 1.5L, Lotus 7
GP	Midget/Sprite 1100, Fiat X1/9 1.3L, Datsun 1600, Spitfire, Alfa 1.3L, Porsche 356 1.3L
HP	Austin Healy Sprite Mk I and II, Fiat 850, MG Midget 948, Fiat Abarth

GT CLASSES CLOSED PRODUCTION CARS, MODIFIED FOR RACING.

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 Cellica, 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

SPORTS RACING OPEN COCKPIT, CLOSED WHEEL (BODY OVER TIRES) RACE CARS.

ASR	over 1300 cc but less than 6000cc
CSR	over 850 cc up to 1600 cc (with restrictions)
DSR	below or equal to 850cc
S/2000	uses Ford 2000 cc overhead cam engines only
S/R	spec racing - identical, restricted cars with 1.5L Renault engines

FORMULA SINGLE SEAT, OPEN WHEELED RACE CARS

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 in an inexpensive race car
F/CNTL	Formula Continental - combines old Formula C (similar to Atlantic but engines less than 1100), Super Vee (VW 1600) and F2000 (Ford 2000 cc)
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
CFF	Club Formula Ford - the cars are the same as the above class but with restricted suspension geometry and tires
FV	Formula Vee - all Volkswagon components, 1200 cc engine, driver's weight included in total legal weight, very competitive class
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



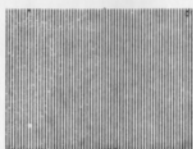
Sloppy or dangerous driving. Complete the lap you are on, stop at the Start/Finish line for consultation with Chief Steward. Waving Black Flag (displayed on all corner stations) means the race is stopped. Slow down immediately and proceed around the track with extreme caution to the pit lane for a re-start.

black with orange ball



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

green



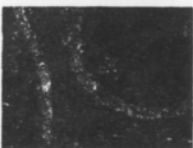
(Or no flag) Course is clear.

yellow



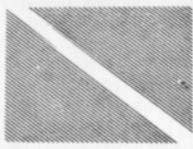
(Stationary) Take care, danger, no passing.
(Waving) Great danger, be prepared to stop, no passing.

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.

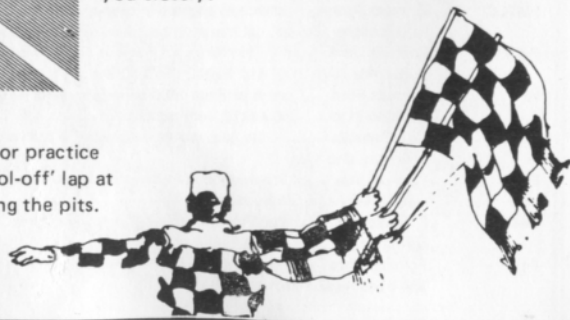
blue with diagonal yellow stripes



(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

