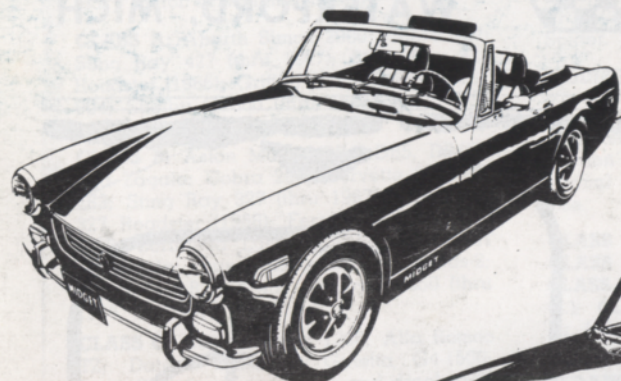


JAGUAR V-12 CONVERTIBLE



MG MIDGET



MGB

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WATERFORD HILLS digest

MAY 6,7 1972

VOL. 11, NO. 1



SPRING SPRINTS

PIRELLI CINTURATO CN 75



*TRAC-STEEL 21

ADVANCED STEEL*BELTED RADIAL
DESIGNED FOR AND TUNED TO AMERICAN CARS

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STEEL

THE PROTECTION OF
STEEL

THE MILEAGE OF
STEEL

Plus FAMOUS PIRELLI HIGH PERFORMANCE HANDLING AND QUIET
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TIRE DISTRIBUTORS



CONTENTS

OFFICIALS.....	3
AVERAGE LAP SPEED CHART.....	4
CALENDAR.....	4
INSIDE LINE.....	5
TOP TEN DRIVERS.....	7
COURSE RECORDS.....	10
FLAGS.....	11
PHOTO PAGES.....	12
RACING CLASSES.....	14
COURSE MAP.....	15

OFFICIALS

CHIEF STEWART
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FLAGS & COMM.
TIMING & SCORING
TECH INSPECTION
SAFETY CHAIRMAN
DIR. PUB. REL.
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AL BIZER
BRUCE DAVIS
DIANE GUSTAFSON

AVERAGE LAP SPEED CHART

Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:10	73.137	1:20	63.995	1:30	56.884	1:40	51.196
1:11	72.106	1:21	63.204	1:31	56.259	1:41	50.689
1:12	71.105	1:22	62.434	1:32	55.647	1:42	50.192
1:13	70.131	1:23	61.681	1:33	55.041	1:43	49.704
1:14	69.183	1:24	60.947	1:34	54.463	1:44	49.227
1:15	68.261	1:25	60.230	1:35	53.890	1:45	48.758
1:16	67.363	1:26	59.530	1:36	53.329	1:46	48.298
1:17	66.488	1:27	58.846	1:37	52.779	1:47	47.846
1:18	65.635	1:28	58.177	1:38	52.240	1:48	47.403
1:19	64.805	1:29	57.523	1:39	51.713	1:49	46.968

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.

The Official Time Pieces used at the Waterford Hills Road Course are *CERTIFIED BULOVA MASTER WATCHES*. These instruments are made available to OCSRRRC through the courtesy of *THE BULOVA WATCH COMPANY*.

SPORTS CAR ACTIVITIES

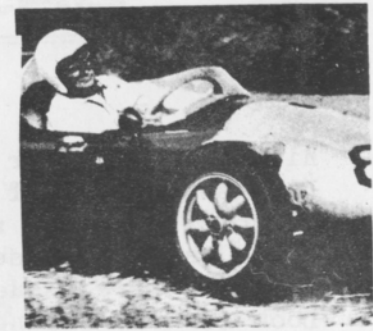
1972 RACE DATES

MAY 6-7
 JUNE 17-18
 JULY 29-30
 AUGUST 19-20
 SEPTEMBER 23-24

CLUB MEETINGS

are the first Wednesday of every month at the Waterford Hills Clubhouse at 8:00 PM.
 ALL INVITED

THE INSIDE LINE



Spring has again come to Waterford Hills and with it another season of racing. For those fans who have been here before, you may notice a number of physical changes around that weren't here last season. Most noticeable is the new fencing around some of the course. Besides adding to the general neatness of the course, it also makes spectating much safer for you.

Last season saw the resurfacing of the course for the first time in its history. After some initial "seasoning" problems at the beginning of the season, Waterford's stalwart competitors finally settled down in the last few race weekends to break a few of the existing class records. The Club Champion, Bob Gustafson, took his H-Production

Sprite to a new record of 1:26.0 flat. Only three points behind was Dave Mackinder in his D-Sedan NSU, who, over the course of the season, set and broke his own record a number of times, finally settling for a 1:28.5 in September to close out the season. Larry Clingman continued his duel in E-Production with Vic Skirmant's Porsche and was able to finish fourth in the standings just ahead of Vic, while cranking out a new class record of 1:21.0 flat.

The scene is set for another great season of racing following the successful completion of a Driver's School last weekend. It saw the largest student class in Waterford Hills

history gain their Novice Licenses. A total class of forty students registered and thirty-seven licenses were issued. Look for the triangles displayed on various cars and you'll know who those drivers are. If prior years are any indication, a number of them will be running near the front and giving some of the more experienced drivers something to think about.

A VIEW FROM THE SEAT

Your editor had the opportunity to re-new his competition license this past weekend and at that time again realized what a great learning and handling course Waterford Hills really is. It is the type of course that puts and extreme demand on attention and smoothness. You must pay attention at all times and each move must be made with the thought in mind as to how it will affect your position for the next turn - they come that fast. From a driver's point of view, one of the toughest turns on the whole track is Swamp Turn. While you

as spectators may not be aware of it, that turn is a double apex curve that demands just the proper entry and use of throttle to negotiate it quickly. Another tricky turn is at the top of the hill just past that sharp 90° left-hander right in front of the main spectator area. It is a reverse-camber turn which accounts for the fact that you may see a number of drivers spin off on the outside, rather than the normal spin into the turn.

The rest of the course is no less challenging and with the great visibility of the course afforded by most of the spectator areas, you can have a front seat in all the action in any race.

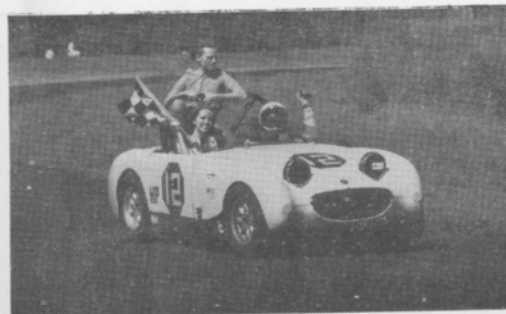
We hope you enjoy it and will join us again during the balance of the season.

TOP TEN DRIVERS

1971

As the 1971 Waterford Season wound down last Fall, any one of about five drivers could have emerged as Club Champion. When the final weekend was over, however, Bob Gustafson came out on top with a total of 92 points. His closest competitor was Dave Mackinder with 84 points. Bob has decided to back off a bit this season and will share his Sprite with eldest son, Mark, so the chances are he will not be as near the top in 1972.

All the drivers listed deserve praise though, since it requires both a well-prepared car and a skilled driver to make it into the Top Ten Ranks.



CLUB CHAMPION

BOB GUSTAFSON

92 POINTS
NEW CLASS RECORD

SECOND NSU

DAVE MACKINDER

84 POINTS
NEW CLASS RECORD



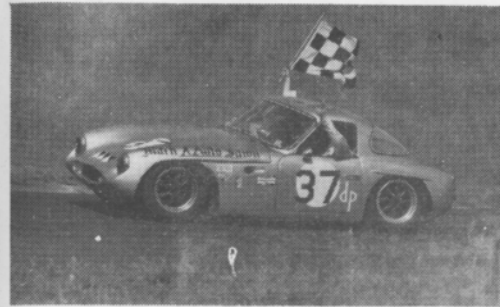
THIRD NSU



KEN NAVARRE

81 POINTS
NEW CLASS RECORD

SEVENTH TVR



DON ENSLEY

64 POINTS

FOURTH MGB

LARRY CLINGMAN

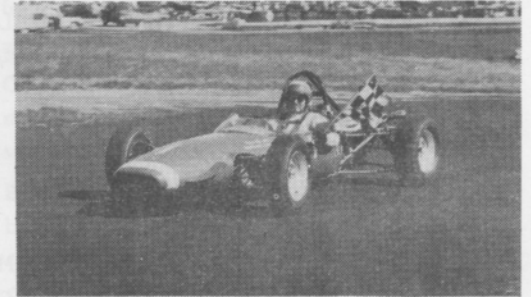
81 POINTS
NEW CLASS RECORD



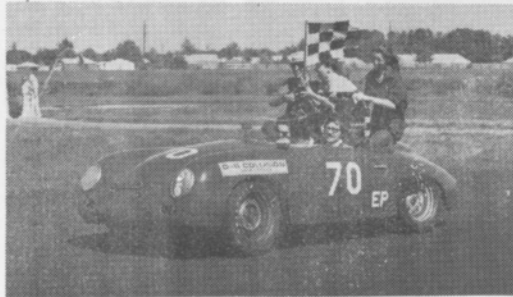
EIGHTH LOTUS 51C

BILL HOLLANDAHL

53 POINTS



FIFTH FORSCHE



VIC SKIRMANTS

79 POINTS

NINTH SPITFIRE



JOHN KUBIAC

51 POINTS

SIXTH MG MIDGET

LARRY SCHANZ

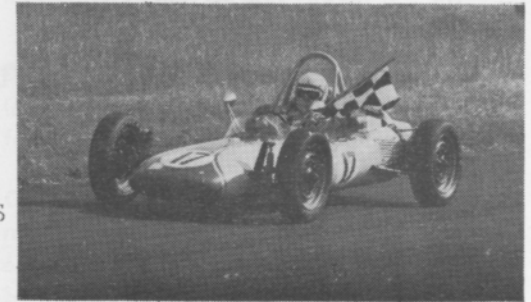
72 POINTS



TENTH ZINK FV

GARY PACE

45 POINTS



COURSE RECORDS

<u>CLASS</u>	<u>DRIVER</u>	<u>CAR</u>	<u>TIME</u>
Production			
AP	J. Greenwood	Corv.	1:18.6
BP	Larry Ross	Corv.	1:21.0
CP	Jeff Lance	Lotus S-7	1:22.5
DP	Evan Walters	Lotus S-7	1:21.8
EP	Larry Clingman	MGB	1:21.0
FP	Dan O'Conner	MG Midget	1:24.2
GP	Wm. Holcomb	Spitfire	1:23.8
HP	Bob Gustafson	Sprite	1:26.0
Sports Racing			
ASR	Don Eichstadt	Mcl.-Ford	1:14.6*
BSR	Dr. Carl Armstrong	For.906	1:20.0
CSR	Bill Barber	Lotus 11	1:21.2
DSR	Bill Mundus	Berga Mk. III	1:24.8
Formula			
F/B	Ken Nielsen	Merlyn	1:15.2
F/C	Bob Clemens	Rassey	1:18.1
F/F	Bill Hollandahl	Lot. 51	1:15.9
F/V	Larry Wilhelm	Londergan	1:20.8
Sedans			
AS	Warren Tope	Mustang	1:18.6
BS	Dan Walters	Pinto	1:23.4
CS	Ken Navarre	NSU	1:26.1
DS	Dave Mackinder	NSU	1:28.5

All times recorded on BULOVA WATCHES courtesy of KINCAID JEWELERS, 205 E. Maple, Birmingham

Flags



Yellow with Red Stripes: Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look down 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.



Yellow (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.



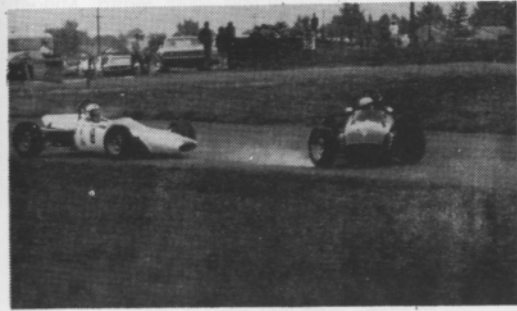
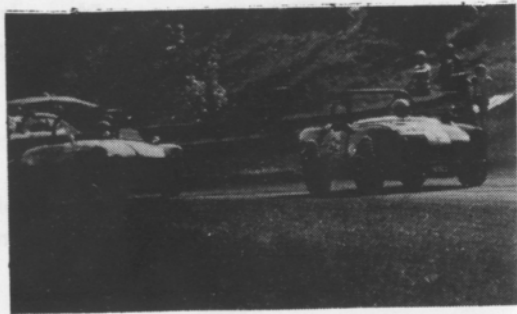
Blue with Diagonal Yellow Stripe (motionless): Another competitor is following you closely.

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



LOOKS GOOD FOR A 3.86 E.T.!

DON FARRISH CHASES FRANK CIZEK INTO SKEET HOUSE



HERE WE GO LOOP-DE-LOOP

HERE WE GO LOOP-DE-LIE



RUBBER REALLY DOES STRETCH, DOESN'T IT?

RACING CLASSES

PRODUCTION SPORTS CARS

"Production" Sports Cars (i.e., cars not designed primarily for racing) are grouped in classes according to their racing performance. This system of classing makes driver skill rather than car performance the primary factor in winning races.

CLASS A: Abarth Simca 2000; Cobra 427; Sting Ray 427 (thru 1967); Sting Ray 427 Roadster (1966); Griffith 200; Porsche GTS/904; Shelby GT500 (thru 1967); Sting Ray 396.

CLASS B: Aston Martin DB4, DB5, DB4GT and Zagato; Cobra 289; Corvette 327 and 283; Sting Ray 327 (thru 1967); Sting Ray 327 Roadster (1968); Ferrari 250GTO, 275-GTB, Berlinetta Lusso, 250GT (SWB), GT (California, coupe and cabriolet), 2-plus-2; Jaguar E 3.8 and 4.2; Shelby GT350 (thru 1966, and 1-4V 1967).

CLASS C: Abarth Simca 1300; Alfa Romeo TZ; Datsun SRL311U; Ginetta G4-1500; Lotus Elan (roadster, coupe and drophead); Mercedes Benz 300SL; MGC; MGC-GT; Morgan SS; Osca 1600 GT; Porsche Carrera 1500 and 1600; Porsche 356B, C2000 GS, 911, 911 S, (11L; Sunbeam Tiger 260; Toyota 2000GT; Triumph TR250 and TR5.

CLASS D: AC Bristol; Aceca Bristol; Alfa 2600 Sprint and Spider; Arnolt Bristol; Austin-Healey 3000; Daimler SP250; Elva Mk. 3 and 4 (1800); Elva Mk. 4 (T1800); Fairthorpe Electron; Fiat Abarth 1000 DOHC; Ginetta G4-1000; Jaguar XK120, 140, 150; Lotus Super 7; Marcos GT1000; Speedwell GT2A and 2B; Triumph TR4, TR4A (IRS); Turner Climax; TVR Mk. 3 1800; TVR Climax; Yenko Stinger.

CLASS E: Alfa Duetto, Giulia Spider Veloce 1600, Giulia Sprint GT and GTC, Sprint Speciale; Austin-Healey 100-6; Elva Mk. 4 T Ford, Mk. 1, 2, 3, 4 1622; Fairthorpe Electron Minor; Lotus Elite; Mercedes 250 SL; MGB; MGT-GT; Morgan plus-4; Porsche 912, 356C/1600SC and 265B, S90, 356 1500/1600 A, B, C; Triumph TR2, 3, 3A, 3B, GT6; Turner 1500; TVR Mk. 3 1622; TVR Vixen 1600 Ford (provisional); WSM GT; GSM Delta.

CLASS F: Alfa Giulietta Super 1300, Sprint Speciale, Giulia Sprint and Spider 1600; Alpine A110-1100; Austin Healey 100-4, Sprint 1275; Datsun SPL311 and SPL 311U; Fiat Abarth OT 1300/124 coupe; Glas GT1700; Lotus 7 and 7A; Mercedes 230SL; MGa 1500, 1600, 1622, twin cam; MG Midget 1275; Morgan 4/4 Mk. 5; Sabra Sport; Sunbeam Alpine; Spitfire Mk. 3 1300; Volvo P1800; GMS Delta (Ford 105E).

CLASS G: Alfa Sprint and Spider 1300; Abarth OTS 1000 coupe; Alpine A108-1000; Sprite 1100 and AN8; Datsun SPL 310U; Fiat Abarth 700, 750DOHC, 1000 pushrod, OT1000 Spider; Fiat 1500 Spider DOHC, 1500 Spider and cabriolet, 124 Sport Spider; Glas 1300GT; Honda S800; Matra; Midnet 1100 and AN3; Porsche 1300; Rene Bonnet CRB; Spitfire Mk. 1 and 2; Turner 950S.

CLASS H: Sprite 948 Mk. 1 and 2; DB HBR5 851-954; Fiat 850 Spider; Fiat Abarth 850S, 750GT, 750MM; Fiat 1200 Spider; Honda S600; Midget 948; MG TC, TD, TF 1250, TF 1500; Morgan 4/4 Mk. 4; NSU Wankel Spider.

MODIFIED OR SPORTS RACING CARS

"Modified" Sports Cars (i.e., sports cars designed specifically for racing, and "Production" cars that have been modified for racing) are grouped according to engine size.

CLASS A: Over 2000 cc (over 122 cu. in.); **CLASS B:** 1300 to 2000 cc (111½ cu. in.); **CLASS C:** 850 to 1300 cc (46 to 111½ cu. in.); **CLASS D:** Under 850 cc (under 46 cu. in.).

SEDANS

Six classes of Sedans are run, the cars being grouped by performance potential.

CLASS VW: Volkswagen 1200 and 1300.

CLASS I: Renault; Simca 994 & 1290; BMW 700; Mini-Minor 850; Saab Standard 750, 850 and 750 Sport; Ford Anglia 997; Fiat 600, 750, 850, 1100 and 1300; Opel Kadette 1078; Hillman Imp 875; MG 1100; NSU 1000 L, S, C, 996 cc; Volkswagen 1500; Honda 750.

CLASS II: Alfa Giulia 1300; Ford Anglia 1198; Mini Cooper S 970 and 1071; Renault Gordini R8 1108; Saab 850 Sports; Hino Contessa 1251; Datsun 1595; Saab 1498; NSU TT-1085; NSU TTS-996; NSU 1200 TT-1117; Fiat Abarth 1000, Volkswagen 1600; Mini Cooper 997.

CLASS III: Alfa TI 1600; BMW 1600 and 1800 TI; Corvair Monza; Ford Cortina 1498; Isuzu Bellel 1991; Sunbeam and Hillman 1725; Toyota Carona 1899; Volvo 1600 and 1800; Valiant 2786; Mini Cooper S 1275; Renault Gordini 1300; NSU 1200 TTS and TTC 1177; Fiat 1200.

CLASS IV: Alfa TI Super 1600 and GTA; BMW TISA, Lotus Cortina; Corvair Corsa, Porsche 911; Fiat Abarth 1200; Sedans over 180 cu. in. to 5 liters, 112" wheelbase, and 3500 lbs. maximum.

CLASS V: Sedans exceeding Group II Specifications (i.e., Canadian & FIA Group 5).

WATERFORD HILLS

A 1.5 MILE ASPHALT ROAD COURSE AT WATERFORD, MICH

