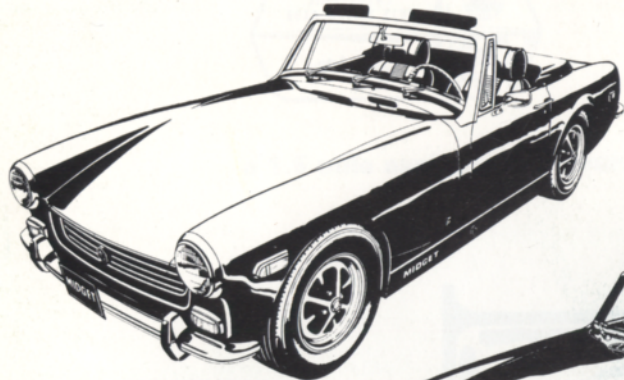
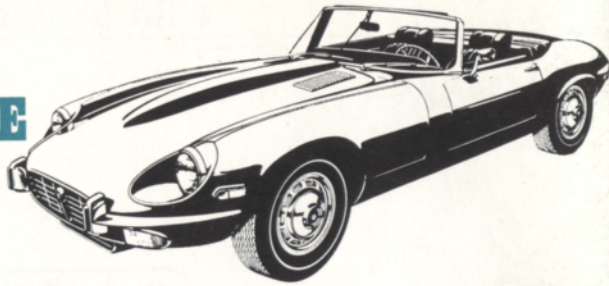


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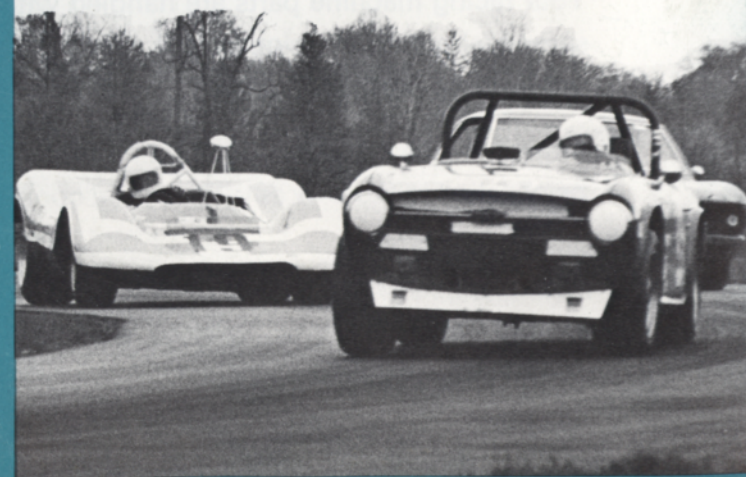
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waterford hills digest

may races
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vol. 13
no. 2
may 1973

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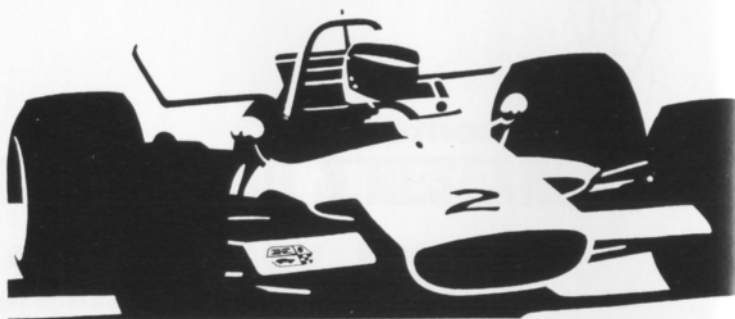
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the inside line

larry conely



Your new editor of the Digest would like to use this first byline to briefly offer a few editorial observations made at the May 5 and 6 opening of Waterford's racing season. It was my first trip to Waterford, and the course offered far more than I had expected.

I have developed an avid interest in the past few years in this type of racing because of its sophistication. The problem of many, if not most, courses, however, is an unprofessional approach to a highly refined form of racing. Despite the sometimes apparent confusion and cries of frustration among the officials, the logistics at Waterford are carried out in a very competent and efficient manner. I have seen more complex communication, timing, and staging systems than those at Waterford, but never any that were more conscientious or developed to more of their potential.

A reciprocal condition of this is Waterford's concern and unusually active participation in safety considerations. Tech inspection at Waterford is far more rigid than at most tracks I have visited, as are the keen eyes of the officials once the cars are on the course. During Sunday's races, I witnessed a few drivers who fell victim to what they considered petty or unfounded safety regulations. These breaches may seem inconsi-

quential, but they should elicit nothing but praise for Waterford.

Most impressive of all was the attitude of the drivers, officials, and workers. All are obviously meticulous and disciplined, but this is conveyed in a rather unique manner. Despite the competitive aura in the paddocks, I have never experienced a fellowship, amity, or acceptance of outsiders even vaguely similar to that of Waterford.

My introduction to racing in the mid-west at Waterford is nothing short of impressive. Those drivers and readers who are familiar with Waterford would do well to occasionally step back and see it as a stranger would on his first exposure. The tough course, adept programming, and amiability of the Waterford personnel make as exciting and impressive an afternoon of racing as can be found anywhere.

officials

chief steward	tom abbott
assistant	doug anthony
race coordinator	jerry shiloff
timing & scoring	jerry marlewski jane marlewski
flags & communications	jack holth carl zahler
paddock marshal	jim grabowski
tech inspection	jim velzy
course marshal	stan gorman
safety	doug mackinder
doctors	fred johnson m.d. hank larabee d.o.
registrar	connie vancea
digest editor	larry conely

waterford profiles

by Susan Jeffries



Racing Drivers do not race alone. Workers watch them, time them and keep them safe from themselves.

Anne Roeske is one of Waterford's dedicated workers who has watched, timed or driven almost every race since 1965. She became interested when dating her husband, Roger, in 1964, who let her go through drivers school the next year in his Formula V. When not driving, she worked the phone on corners.

In 1966 Anne stopped driving and moved up to the Tower to learn about timing and scoring. She became assistant Chief Timer in 1969 and was Chief Timer from 1970 to 1972.

Two years as Chief Timer sent her back to the peaceful life of a corner. "There's too much pressure and too much homework in timing and scoring a full season of racing," she said.

Even though Anne was a "Turn Fern" in 1966, she had to go through school again this year. (Turn Marshalls School is held simultaneously with drivers school.)

She joined a class of others crazy enough to volunteer whole weekends of their time to stand on corners in shimmering heat, drenching drizzle and other sorts of inclement weather, in order to become part of the scene.

She and the other future ferns learned about flagging, communications, safety, and procedures. Once out of the school, each was assigned a job and a corner. Some may specialize in one aspect (e.g. flagging.) and go on to become an official in that area.

Instead of starting her job the week before the race with early entry forms, as she did in timing, Anne now only has to register and be at her corner by 10 a.m.

Upon arrival at the corner, she reports to the Tower by phone that she and all the other equipment are there. Every corner has asbestos gloves, a pry bar, broom, fire extinguisher, a set of flags; plus pads, pencils, and a rubber band (to keep the

**Anne Roeske
returns
to the soil!**

Corner Captain's report from flapping).

A corner can be worked by a minimum of three people—one for the phone, the flags and safety—but the addition of at least two watchers (for before and after the corner) is preferred.

Since a corner's territory extends from its telephone pole to the next corner's pole, an incident could easily tie up the phone, flag and safety people; leaving no one to watch for further complications from other traffic.

It is the corner workers' job to tell drivers, via flags, about track conditions (yellow, red stripe, or red), traffic conditions (blue), equipment failure (meatball), or rule infraction (black). They ensure that a "parked" driver and his car get out of danger quickly. On occasion they also have to chase dogs, children, and other wild animals off the course.

Anne operates the phone, as she did in 1966, her only link with the rest of the track. She automatically reports to the Tower any incidents or dangerous driving. The Corner Captain may also ask her to report erratic or careless driving, oil or water leaks, or faulty equipment which will be verified by other corners and may cause the driver to be "meatballed" or "black flagged" into the pits.

The Corner Captain is the boss. He notes in his report all phone communications as well as all other activity on his corner, e.g. metal to metal contact, two wheels off the track, etc. Later, if there is a question about an incident a driver's ability or equipment, the record can be checked.

If the Corner Captain thinks a driver is in trouble, he may instruct the phone person to call a Mayday to the Tower. The Tower evaluates the situation and is the only place that can call for a red flag to stop the race in order for emergency vehicles or workers to get on the track.

If a worker appears to be in the way of an oncoming car, he is trained to run away at right angles to its line of travel. If all

Anne Roeske
at the ready



else fails and he is sure to be hit, he tries to get to the side and jump off the ground just before impact and land, preferably, on the hood. This keeps you out from under the car and avoids serious injury.

Corner workers are the only ones, except drivers who must

wear special clothes. While they need not be flameproof, they must be white or pastel in order to be distinguished from the scenery but not be mistaken for a flag.

They are also the only ones who must schedule their "pit stops" for the only four breaks they get between 10 a.m. and 6 p.m.

It is not all bad being a turn fern, however, because they all share in a free bonfire and beer blast after Saturday's race.

After only two weekends as a turn fern, Anne is enjoying the fresh air and watching the racing again. No more homework. All she has to do before the next race is wash her whites, recharge the cooler with Gator-Ade, and assemble some new retorts to the Tower's bad jokes.

Anne is a Bio-Physicist, lives in Inkster with her husband Roger, helps SCCA with their timing and contemplates showing her prize winning dachshund, when she isn't working at Waterford.

She is one of the many volunteer workers essential to racing. Without her and the other "white clad weekend warriors," we would be left with nothing but the "Woodward Avenue Grand Prix."

average lap speed chart

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

class records

ASR	John Greenwood	Lola	1:12.8	5-72
BSR	John Marcosky	Elva	1:19	9-72
CSR	Don Odle	Lotus 23	1:21	9-72
DSR	Mill Mundus	Baker Mark II	1:24	N.D.
AP	John Greenwood	Corvette	1:16.3	9-72
BP	Mike Manner	Corvette	1:19.4	8-72
CP	Don Clining	TR-6	1:20.3	9-72
DP	Paul Prill	Lotus Super 7	1:19.9	9-72
EP	Doug Miller	Porsche	1:19.3	9-72
FP	Dan O'Conner	MG Midget	1:21.5	9-72
GP	Kent Carpenter	MG Midget	1:20.9	9-72
HP	Don Cameron	Sprite	1:23.2	9-72
AS	Warren Tope	Mustang	1:18.6	5-71
BS	Don Eichstadt	Pinto	1:20.7	9-72
CS	Ken Navarre	NSU	1:22.7	9-72
DS	Dave Hoffman	NSU	1:27.3	9-72
SSS	Fred Hafner	Pinto	1:34.7	7-72
FB	Bill Halandal	Lotus 41C	1:13	9-72
FC	Jim Schmid	Brabham	1:15	9-72
FF	Tim Evans	Lola T202	1:13.5	9-72
FV	Ralph Ridge	Ben Lynx	1:18	7-72
F4	Robert Long	Walker	1:21.3	8-72

the waterford mistique

Mid-Ohio, Elkhart Lake, Waterford Hills. I mention them in the same breath not because they are all extremely challenging road courses, but because they almost totally comprise the small select group of circuits that made a profit last year.

Let's consider income and outgo—cash flow as they say in the Big Leagues. Income is derived from Digest sales and advertising, entry fees, pit passes, gate receipts, concession and gasoline sales.

We spent money for insurance, track police and night guards,

Timers
viewpoint



ambulances, trophies, postage, printing, clean-up, chloride for the roads, advertising, porta-johns, ticket takers, commissions, legal and accounting fees, printed forms, etc.

WHRRI averaged \$1900.00 income per race last year. Before state and federal income tax. Before property tax. Before maintenance costs such as new guard rail, new track surface, new this and new that.

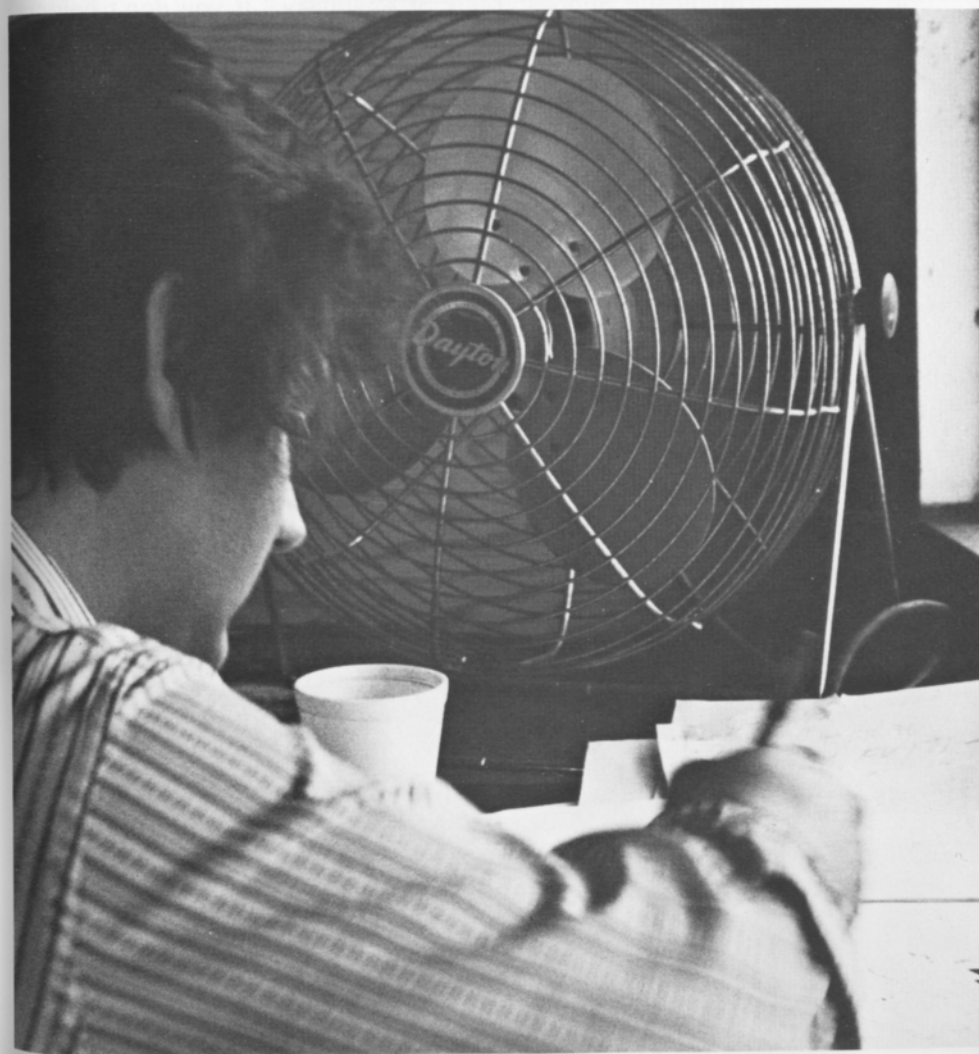
Mid-Ohio couldn't exist on that profit margin. Neither could Elkhart Lake. Neither can WHRRI. Almost.

The difference is people. People who work, they work on

timing and scoring. They stand on corners in the sun, in the wind, in the rain. They run communications between the corners, they fix the communications when they break. They run Tech inspection, pump gas, fix the tractor, cut grass, put up guard rail, drain the swamp, direct traffic, operate the wrecker, paint the timing tower, cut the brush, sell advertising, mail entries, teach drivers—flagging—communications—timing—scoring school, buy the trophies and have them engraved, type addresses, sweep the track, work auto shows, and on, and on, and on.

Jack Holth,
Communications
Chief
does some
early recruiting

Jerry Morlewsky,
Timing and
Scoring Chief,
hard at work



What do they get in return? They get too hot, too cold, infrequent "potty" breaks, frequent complaints, and on a rare day, a driver may buy them a beer. They also get the satisfaction of knowing they've done an outstanding job with one of the best, one of the friendliest, one of the hardest working groups of people in the history of motor racing.

Many of these people aren't even members of WHRRI, they simply want to see friendly club-type racing live on. If you are a member of this group, you are definitely a candidate for the Bolus and Snopes "Mark of Adequacy." If you don't belong, what's keeping you? Come talk to us. We have enough jobs (and beer) for everyone.

Chief Starter
Louis Higgins
and Asst.
Charlie Pickett



1

- 1 Larry Ross Pours it on
- 2 F-G Race gets under way
- 3 Formula Grid ready for battle



2



3



1



2



6



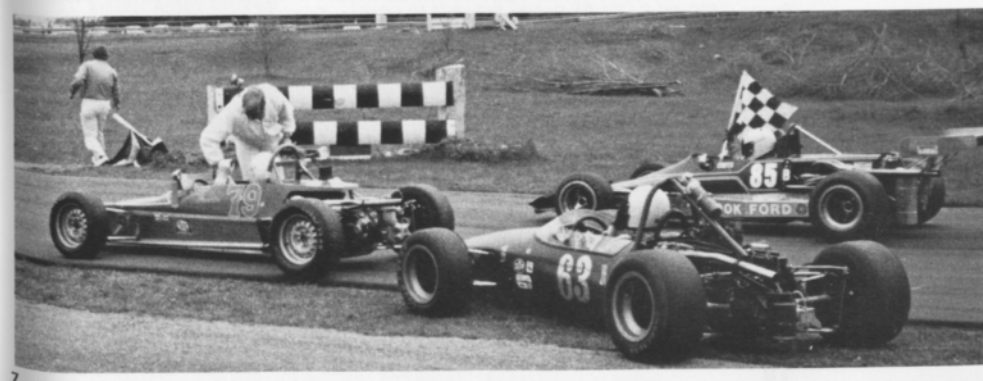
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5



3



7

- 1 Pete Kuperus, Dean Battermann and Gary Pace dice their showroom stockers
- 2 Fast Company
- 3 Dave Pottinger's new shoe
- 4 Brad Miller, Don Odle and Ron McConkey
- 5 Vann Wilber, Ding Smith, Jim Schmid and Dean Battermann in Paddock Turn
- 6 Pit Bunny at Work
- 7 Lew Cooper in 85, after running an unofficial 1:09.5

racing classes

- PRODUCTION**
- A** Abarth Simca 2000; Cobra 427; Corvette Sting Ray Roadster & Coupe 350, 1970, 1971; Corvette Sting Ray Roadster & Coupe 396, 427, 454 thru 1973; DeTomaso Pantera 351, 1972-73; Griffith 200; Porsche GTS/904.
 - B** Alfa Romeo Montreal; AMX Sports Coupe 290 thru 1969; AMX Sports Coupe 343 thru 1969; Cobra 289; Corvette 283, 327 (1962); Corvette Sting Ray Roadster 327, 350, 1963 thru 1973; Ferrari 365 GTB 4 Daytona; Jaguar Series 3 (V-12); Porsche 911E Coupe/Targa, Cabriolet, 1969; Porsche 911S Coupe/Targa, Cabriolet, 1969; Porsche 911E Coupe/Targa, Cabriolet, 1970-1971; Porsche 911S Coupe/Targa, Cabriolet, 1970-1971; Shelby GT 350 thru 1966; Shelby GT 350 1-4V, 1967; Shelby Cobra GT 350 Coupe, 1969.
 - C** Alfa Romeo TZ; Datsun SRL 311U (Mikuni); Datsun 240Z Sports (Hitachi & Mikuni) thru 1973; Ferrari Dino 246 GT; Jaguar E 3.8 & 4.2; Lotus Elan thru S-4 (Roadster, Coupe & Drophead); Lotus Europa Twin Cam; Lotus Elan Plus Two; Lotus Seven Series Four; MGC, MGC GT; Porsche Carrera 1500, 1600; Porsche 911, 911S, 911i, (Coupes) thru 1968; Porsche 911T, Coupe/Targa, Cabriolet, 1969; Porsche 911T, Coupe/Targa, Cabriolet, 1970, 1971; Porsche 911T, E, S Coupe/Targa, Cabriolet, 1972; Porsche 914/6 thru 1972; Sunbeam Tiger 260; Triumph T-250; Triumph TR-5; Triumph TR-6 thru 1972.
 - D** Alfa Romeo Duetto 1750 thru 1971; Alfa Romeo 2000 Spider; Austin Healey 3000; Daimler SP-250; Datsun SRL 311U (Hitachi); Elva Mk III 1800 & Mk IV 1800; Elva Mk IV T 1800; Jaguar XK 120, 140, 150; Jensen Healey; Lotus Super Seven; Lotus Europa Mk 46, 54 (65); Porsche 9145; Triumph GT-6 & GT-6 Plus; Triumph GT-6 Mark III (2 carb.) thru 1972; Triumph GT-6 Mark III (1973 Swing Axle); Triumph TR-4; Triumph TR-4A IRS; TVR Mk III 1800; Yenko Stinger.
 - E** Alfa Romeo Duetto 1600; Alfa Romeo Giulia Spider Veloce 1600; Alfa Romeo Giulia GT & GTZ; Austin Healey 100-6; Elva Mark I, II, III, 1662; Elva Mark IV 1622; Fiat 124 Sport Spider 1600 (2 carb); MGB MGB GT; Morgan +4; Opel GT 1900; Porsche 912 Coupe/Targa, Cabriolet thru 1968; Porsche 912 Coupe/Targa, Cabriolet, 1969; Porsche 914/4 thru 1973; Porsche 356C/1600SC & 356B Super 90; Porsche 356 1500/1600 A, B, C; Saab Sonnet V-4, thru III; Triumph TR-2, 3, 3A, 3B; Turner 1500; TVR Mk III 1622; TVR Vixen 1600 Ford; Volvo 1800 (1990 cc) 1969, 1800E, 1800ES thru 1973.
 - F** Alfa Romeo Guilietta Super 1300; Alfa Romeo Sprint Speciale; Alfa Romeo Guilia Sprint & Super 1600; Alfa Romeo Spider 1300 Junior; Alfa Romeo Junior Z; Alpine A100 1100; Austin Healey 100-4, 100M; Austin Healey Sprite 1275; Datsun SPL 311 & SPL 311U; Fiat 124 Sport Spider thru 1970, 1600—1971-1973 (one carb); Fiat Abarth OT 1300/124 Coupe; Lotus 7 & 7 America; MGA 1500, 1600, 1622; MGA Twin Cam; MG Midget 1275 thru 1973; Morgan 4/4 Mk V; Sunbeam Alpine; Triumph Spitfire Mk III thru 1970; Triumph Spitfire Mk IV thru 1972; Triumph Spitfire 1500; Volvo P 1800 S (1780 cc).
 - G** Alfa Romeo Sprint & Spider 1300; Austin Healey Sprite 1100, AN 8 (1100); Datsun SPL 310U; Fiat Abarth OTS 1000 Coupe; Fiat Abarth 1000 Pushrod; Fiat Abarth OT 1000 Spider; Honda S800; Matra; MG Midget AN2, AN3; Porsche 1300; Rene Bonnet CRB; Triumph Spitfire Mk I & II; Turner 950S.
 - H** Austin Healey Sprite 948 Mk. I & II; Fiat 850 Spider, Racer thru 1973; Fiat Abarth 850S, 750 GT, 750MM; Honda S600; Mg Midget 948 MGTC, TD, TF 1250; MG TF—1500; Morgan 4/4 Mk. IV; Opel GT 1100 thru 1971.

SHOWROOM STOCK SEDAN

Austin Morris Marina, 1800 cc; Chevrolet Vega, 2300 cc; Datsun 510 (1972 only), 1600 cc; Datsun 610 (4 door); Dodge Colt, 1600 cc; Fiat 124S, 1437 cc; Ford Pinto, 2000 cc; Opel 1900 Sedan (2 dr or 4 dr), 1900 cc; Plymouth Cricket; Renault R12, 1565 cc; VW Super Beetle & Beetle, 1600 cc; SAAB 96 Sedan; Subaru 1400 Sedan; Toyota Corona, 1900 cc or 2000 cc.

SHOWROOM STOCK SPORTS CAR

Fiat 124 Spider, 1592 cc or 1608 cc; MGB and MGB-GT, 1800 cc; MG Midget, 1275 cc; Opel GT, 1900 cc; Porsche 914/4, 1679 cc; Triumph GT-6 Mark III, 2000 cc; VW Karmann Ghia Coupe or Convertible, 1679 cc.

SPORTS RACING

ASR	Over 2000 cc	FORMULA	FF	FORD
BSR	Over 1300 cc to 2000 cc		FSV	SUPER-VEE
CSR	Over 850 cc to 1300 cc		FV	VEE
DSR	Below to 850 cc		FA	1100 cc to 3000 cc
			FB	1100 cc to 1600 cc
			FC	Up to 1100 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.
- DS** Separate Waterford Class

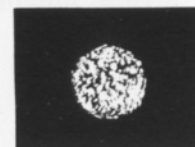
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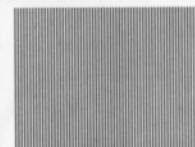
yellow with red stripes Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.



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.



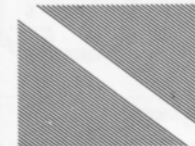
green (Or no flag) Course is clear.



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.

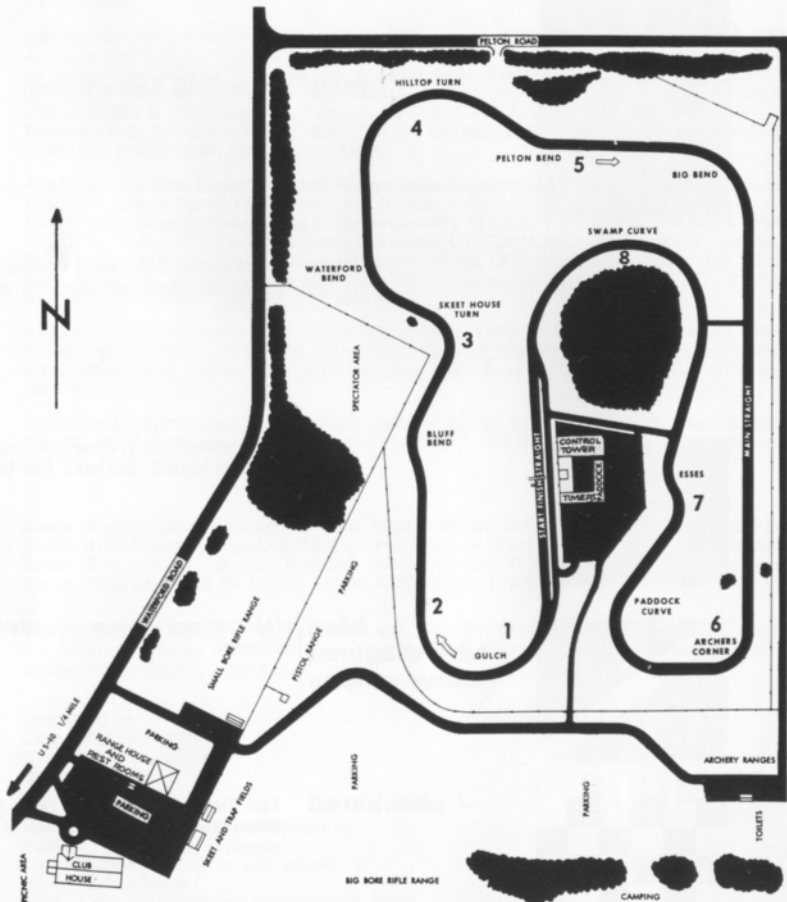


checkered You have finished the race (or practice session). Complete one "cool-off" lap at reduced speed before entering the pits.

waterford hills



a 1.5 mile asphalt road course at waterford, michigan



sports car activities

- | | |
|-----------------|-------------------------------|
| May 28 | Memorial Day Keynote Gymkhana |
| June 3 | Ferrari Club Gymkhana |
| June 23-24 | Waterford Race |
| July 1 | Corvette Club Gymkhana |
| July 28-29 | Waterford Race |
| August 11-12 | Waterford Drivers School |
| August 25-26 | Waterford Race |
| September 1-2 | Porche Club Gymkhana |
| September 9 | Corvette Club Gymkhana |
| September 29-30 | Waterford Race |