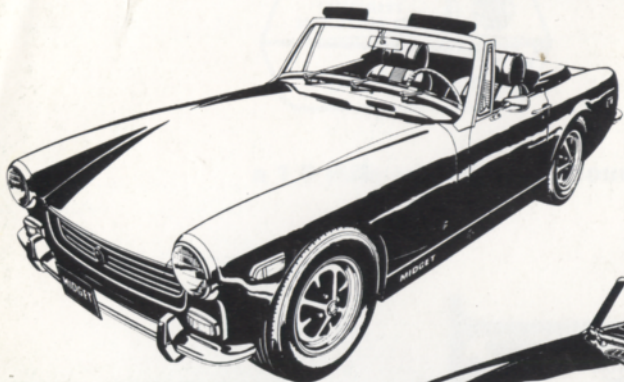


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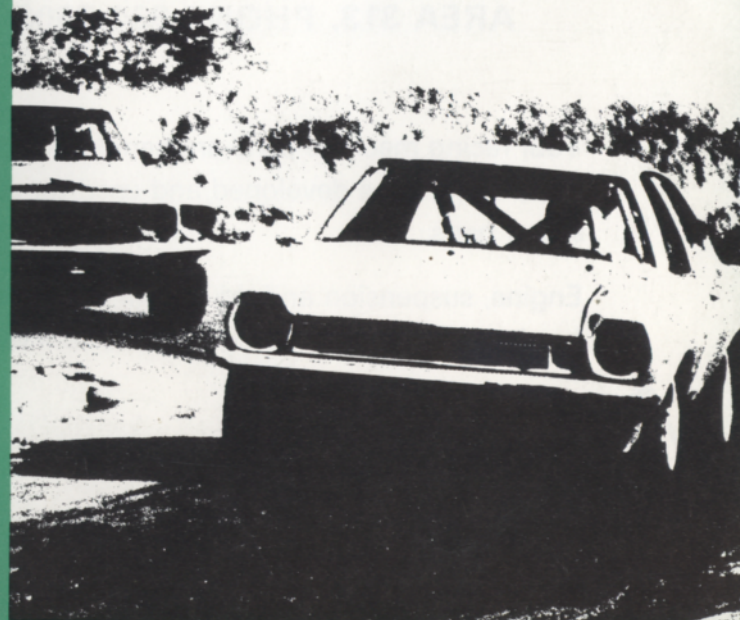
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waterford hills digest

spring sprints
may 1973 50¢



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vol. 13
no. 1
may 1973

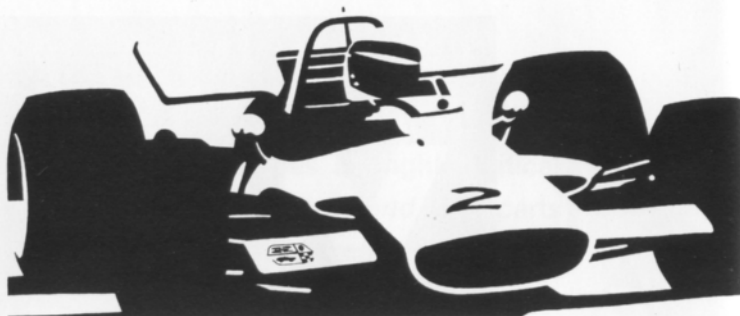
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The Waterford Hills Digest is published by the Waterford Hills Road Racing, Inc. in conjunction with each major race at the Waterford Hills Road Course. Advertising rates available on request. Editorial contributions are welcomed; however, the Digest is not responsible for the return of unsolicited material of any kind unless it is accompanied by a stamped, self-addressed envelope. Address all communications to: Waterford Hills Digest, 1707 Gardenia Ave., Royal Oak, Michigan. Phone 313-398-0865. Copyright © 1973 by Waterford Hills Road Racing, Inc. Reproduction in any manner in whole or part without written permission prohibited.



In 1958, membership of the Oakland County Sportsmen's Club was diminishing. The need for a resurgence of members was very vital to the survival of the club. Two very active members of the Board of Directors were Bob Gubbins and Harry Barns. Gubbins allowed as how the unused 80 acres on which the track is now located might be used as a "bash" or dirt course for the local sports car clubs. Harry didn't need much more than that as an idea and proceeded to bring some of his firm's equipment out to smooth a rough course on which the Michigan Sports Car Club was invited to put on an event.

The enthusiasm generated by this first "bash" served as an impetus for a rapid snowball of events which finally ended in a paved track.

Gubbins envisioned a possible sportscar race track as well as a club forming out of this idea. He had once before seen something grow from a similar seed. On that occasion it was the Lavender Hill Mob, from whose ranks came the originators of the Sports Car Club of America.

Harry envisioned a possible shot-in-the-arm to the OCSC membership ranks.

Both men, however, knew that the financial position of OCSC could not stand building a race facility, so a separate corporation had to be formed to finance the undertaking.

In July, 1958 the corporation was formed and financial pledges were solicited. After the first twelve pledges were received a twelve foot wide asphalt strip 7,509 feet long was laid and time trials were held the day following paving completion.

The original 19 pledges were made by Harry Barnes, Bob Gubbins, Art Novak, Ralph Darlington, Carl Chakmakian, Robert Clift, Ed Lawrence, Bob Moody, Jack Jenkins, Gordon Harrison, Harry Keeler, Don Grohs, Bill Pratt, Delos Palmer, "Dutch" Zutavern, Walt Hannaum, Judd Holcombe and

Les Smith.

The '59 season of time trials was frustrating, in the sense that it was evident that the "build as you go" scheme would take years to realize. Since local drivers were not interested in paying more than five dollars to run an event even on a paved track. Towards the end of the '59 season a member couple—Alan and Nadine Brengle—volunteered to place \$34,000 of securities into the bank as security against which the corporation could borrow to add a second lane of asphalt so that wheel-to-wheel events could be scheduled. The paving was begun in late September, 1959 and our inaugural wheel-to-wheel race occurred on October 10 and 11, 1959.

Bob Clift, one of our early drivers, gathered a lot of local publicity with his "White Mule" Corvette. Bob and 6 others took up the challenge offered by some of the Good Ole Southern Stock Car Boys in 1960 to race us on our kind of track. The race was held in Harewood, Ontario. The first seven places were taken by "Sporty" Cars. Richard Petty was among the losers.

Clift drove at Mosport during a weekend in which Sterling Moss was still active. Bob doesn't remember his finishing position, but his style of driving brought more applause than the race winner received.

Safety has always been a major consideration. A drivers' school program was formed under the supervision of Frank Cipelle. The Waterford Competition Drivers School has gained the respect not only of drivers but also of Law Enforcement Agencies all over Michigan. Frank is now General Manager of Michigan International Speedway.

Waterford builds good drivers, safe drivers. Our record stands as one of the safest tracks in the country. We are proud of it and ever more proud of the nationally known drivers who have started at Waterford, John Greenwood, Jerry Thompson, Tony DeLorenzo and the recent winners of the P.O.R. Rally and the

Snow Drift rally Gene Henderson and Erhardt Dahm. Others who have won National Championships are Larry Campbell, Dennis Daly and Bill Salo. Many return to drive a couple of races for "old times sake" on the toughest mile-and-a-half in the U.S.A.

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

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 OCSRRC 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	Brahm	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

to know racing

by susan jeffries

Sports car racing is one of the most interesting sports in the world. Spectators are exposed to the spectacle—the thunder and thrills.

Only a driver can truly know the beauty and precision, the frustration and elation that makes a race. Only *he* knows why he races.

To know racing is not necessarily to spend thousands of dollars or risk death on every turn.

Racing can cost as little as \$1,500 for the first year. The cost varies after that according to how many “goodies” are added. Speed only costs more money.

Things to be purchased the first year include: the car; the mandatory safety equipment (roll bar, scattershield for transmission housing, fire extinguisher, driving harness—\$160); a flameproof suit, underwear and helmet (\$200); and wheels and tires (\$300). These items are all less expensive if they are used.

In addition, of course, there are the tools, jack and garage with which to transform your choice into a racing car.

Once the car and driver are safely clad, there are fees to join the club (as low as \$45 at Waterford), drivers school, and entry fees.

Most drivers start with an older car on a small track in “club races,” such as Waterford Hills.

The Waterford track is short (1.5 miles) but one of the most challenging in the country (13 turns).

Two factors basic to good driving—100% concentration and the correct line through the corners—are mandatory at Waterford just to stay on the track.

Mastering these two points will make a driver competitive, never mind how fast the engine is.

The other things a driver must know how to do, e.g. passing, signals, heel and toe, downshifting, can be learned with a bit

of practice.

Since no one will let an untutored driver on a racetrack, everyone goes to drivers school. It is a pleasurable and informative experience as well.

Drivers school costs around \$30 and starts with a Friday night classroom session. This includes the theory of driving, rules of the track, and tips on oils, RPM's and other interesting miscellany.

Saturday and Sunday are devoted to many laps of learning how to find and drive the right line through a corner. Everyone has his own instructor to scrutinize, criticize and congratulate his driving skill.

Those drivers who pass get a novice license. After running a few novice races, they are eligible for a full license and its privileges.

Drivers school is only the opening event of a whole new experience.

To know all of racing is to know the frustrations—the tinkering.

Most drivers do their own work because everything requires constant, careful attention.

Garage time includes fixing broken parts as well as tinkering with the good ones—changing toe-in and camber on the wheels, re-wiring something, a new shroud for the radiator, ad infinitum.

A driver must love his car enough to give up more ordinary (and cleaner) pastimes, friends and the tube, for the five or six month racing season.

Dedicated drivers use the winter months to re-acquaint themselves with their friends, spouse and the “New Winter Lineup” of mindless melodramas. This time is also used to save up for the next season, build a better engine, and do more leisurely tinkering.

One weekend of racing rewards all the sacrifices of time and money with a well-running machine and a new understanding of the beauty and excitement of racing.

No one, not even a driver, can ever know everything about racing. Every lap is a different lap.

But only a driver can see the true beauty of a perfectly executed corner, know the timing necessary to steer, brake, accelerate and shift for that perfect turn, or feel the total excitement of driving fast and winning.

sports car activities

May 26-27	Waterford Race
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

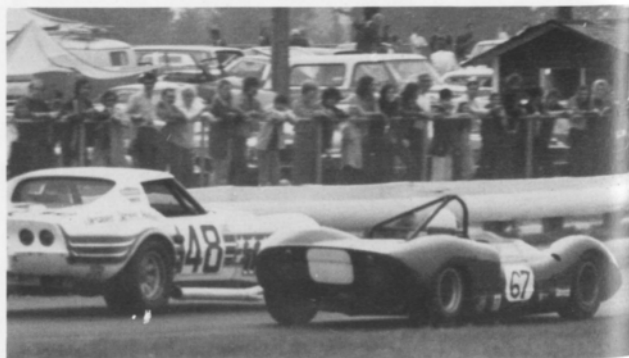




is paul doing it to dave or is
dave doing it to paul



mel ervin pushes bill clawson



john marcosky and dan o'conner



this is all that was left



don erickson leads the fords



doug miller and vic skirmants
—crowd pleasers . . .

top ten drivers



lew cooper



john kubiak



vic skirmants



doug miller



ron southan



bill martin



marc davison



deane planeaux



larry van orsdale



bob allison

1 don eichstadt slips inside

2 a "vanquish" of vees

3 john greenwood & dan o'conner goodrich-ing on lifesavers

4 last year we called everyone else norm kirnberger now it's norm's turn to be norm!

5 both halves of frank cizek chasing john kubiac

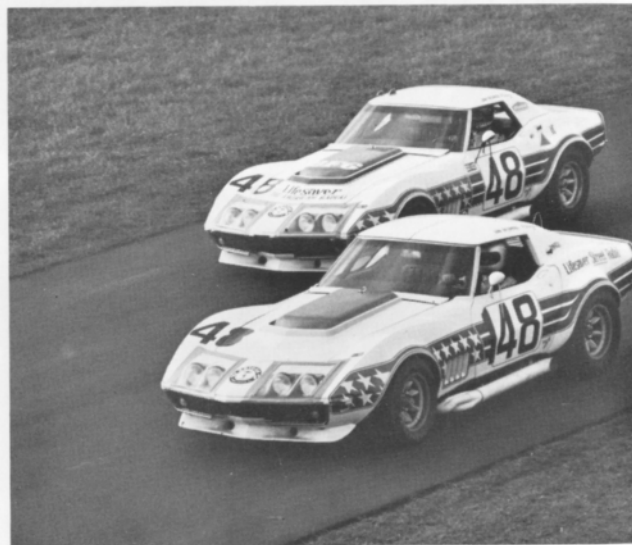
6 nomex bridal fashions by norm and sandy kirnberger



1



2



3



6



5



4

racing classes

flags

- 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 Giulia 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



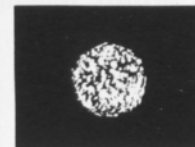
yellow with red stripes

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



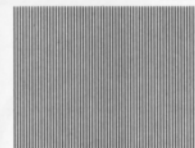
black

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.



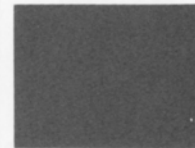
green

(Or no flag) Course is clear.



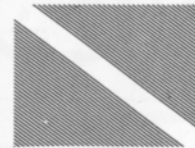
yellow

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



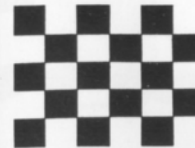
red

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

