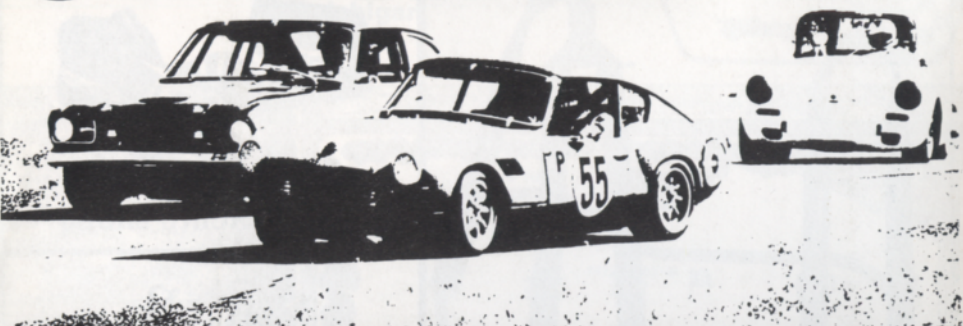


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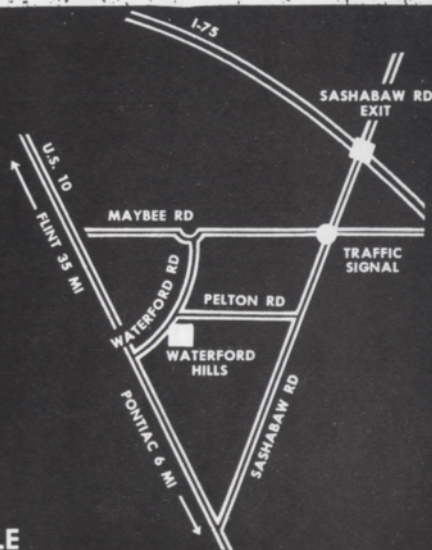
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## waterford hills digest

### may road races

may, 1976 50¢



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**contents**

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2. the inside line
3. officials
5. downriver racing team
9. top ten drivers
17. waterford hills road racing schedule
17. average lap speed chart
18. racing classes
19. flags
20. waterford hills

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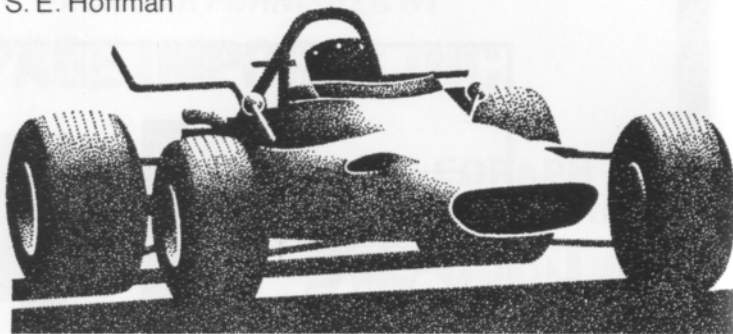
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## the inside line

S. E. Hoffman



Welcome to Waterford Hills Road Racing!

Welcome to the May kickoff for our 1976 racing season — it promises to be the best ever!

As you can see there have been many changes and improvements during the winter "garage season." Probably the most obvious is the new starters' tower on the pit lane. A lot of safety improvements include the new guardrail on paddock bend and new stations for the turn marshals. Repairs have been made to the track surface and we look forward to more class records being broken again this season.

Many of our regular W.H.R.R.I. drivers will be back this year and look for some to be piloting brand new cars! Several of our drivers are racing as a team or teams so look for the writing on the cars — that indicates the driver's sponsor or team. The big numbers on the sides and decks are the driver's number of record for the race — you can find him on the entry list with the number. Also, the small letters (D-P, A-S, F-V, etc.) name the class the car is running in so you can tell who is really dicing with who!

We at Waterford are really proud of our mile and a half track. Sterling Moss, who took some demonstration runs here several years ago, pronounced it "the best short course in North America." Waterford has had wheel-to-wheel racing for the past sixteen years. During that time 46 of our drivers have gone on to either a Sports Car Club of America national championship, a Canadian national championship, professional racing or professional road rallying. That comes awfully close to three per season — not a bad average!

Another aspect that makes us pretty unique for a road course is that you can see 90% of the race itself. This makes for good vision for the spectators and for more cheers for the drivers.

We will be racing the last full weekend of the month from May through September (check the schedule later on in the *digest*) so plan to come and enjoy our sport with us. In the meantime sit back, relax, and enjoy the opening of the 1976 road racing season!

Happy viewing!

## officials

oakland county sportsman club president	carl marsh
waterford hills road racing club president	don burry
chief steward	earl clark
race coordinator	jerry shiloff
timing & scoring	debbie maloney
	karen makenzie
flags & communication	norm lash
	ric matus
paddock marshal	sue baude
pit lane marshal	dave wallace
tech inspection	john morris
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assistants	kent lawrence
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## downriver racing team

S. E. Hoffman

Grand Prix Formula I racing has no lock on the team racing concept. There are teams in all forms of the auto-sport world. Over the sixteen years W.H.R.R.I. has existed, many of our drivers have raced under a team banner. As you note the lettering on the sides of the cars, you can begin to see that several racers of different marques carry the banner of Downriver Sport Car, one of our current successful teams.

Team leader is John Coleman, owner-operator of Downriver Sports Car Service, Inc. in Melvindale. An accomplished auto mechanic, John was employed eight years ago by a well known dealership in the Detroit area. One day a young man strolled in, informed John that he had just bought a used race car and he wanted John to be the mechanic for his racing season effort. That's how the partnership between the rookie driver and the rookie "head wrench" was formed. In 1969 John was the crew chief for several drivers.

John caught the disease which infects more chief mechanics than any other - the urge to drive! He set up his own G-Production MG Midget and went to drivers school. He raced that same red Midget for six years both at Waterford and in the nationals.

John, who hails from Inkster, will be piloting a B/Sports Racing class Alva Mark 7 (BMW powered) this season. It's unusual candy-apple red color is courtesy of Steve Freehey, Import West Collision, who does the body work for John's team cars.

Another team member is Ralph Ridge from Grosse Ile. Ralph has raced everything from a Formula Vee to the speedy blue D-Production Triumph GT-6 he ran last season. When Ralph started last and finished first in John's F-Production Sprite in September's Sunday feature, he bought the speedy little blue bomb and joined the team!

Garden City's John Vickerman has been a team member since 1972. He also runs on the Sports Car Club of America regional and national circuit. He races an H-Production Sprite. Vickerman's really into the "spirit of '76" since his Sprite looks like a flying flag this season.

Newest team member is Steve Papalas from Lincoln Park. Steve started racing in 1974 and runs Waterford races exclusively. Steve pilots that bright yellow Sprite which runs in the G-Production class.

(continued)

Hugo Carlson, Ferndale, is the only member left from the original team John Coleman organized in 1970. Hugo has raced the same brown MG Midget in G-Production the last five years at Waterford and most of the midwestern road courses on the SCCA national circuit. The respect that his fellow drivers have for Hugo's competence and cool head was demonstrated last September when he was voted the 1975 Driver of the Year at Waterford. He was voted this high honor by secret ballot of all the licensed drivers themselves; the guys who compete head-to-head with him on the track.

The Downriver Sports Car Team is representative of the many teams who race or have raced here at Waterford and worthy of mention. So, watch for them this 1976 racing season — they will win their share of the laurels!

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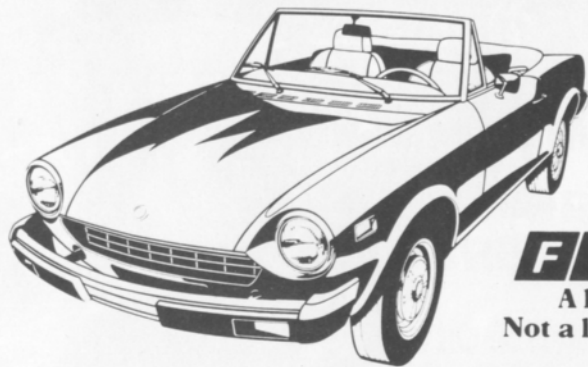
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# waterford hills top ten drivers

75

1

**BILL TANN**  
clawson michigan

2

**BOB APRILL**  
ann arbor michigan

3

**DAN HILL**  
grosse point michigan

4

**BERND LECKOW**  
goodrich michigan

5

**DON KITCH**  
flint michigan

6

**BILL MARTIN**  
warren michigan

7

**FRANK CIZEK**  
troy michigan

8

**KEN NELSON**  
plymouth michigan

9

**ANDY FALBO**  
detroit michigan

10

**TIM EVANS**  
northville michigan





75

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**waterford hills road racing schedule**

May 15 & 16  
May 29, 30 & 31  
June 26 & 27

July 24 & 25  
August 28 & 29  
September 25 & 26

**average lap speed chart**

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	58.184	1:45	48.758
1:12	71.105	1:29	57.523	1:46	48.298
1:13	70.131	1:30	56.844	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	John Greenwood	Lola	1:12.8	5/72
BSR	Barry Hartzel	Mallock U2	1:13.3	5/75
CSR	Warren Purdy	Lotus 23	1:16.1	8/73
DSR	Don Clining	Meister Honda	1:22.8	5/75
AP	John Greenwood	Corvette	1:16.3	9/72
BP	Tim Morgan	Corvette	1:15.4	8/74
CP	Don Clining	TR6	1:19.6	5/74
DP	Gary Bendik	GT6	1:18.7	7/73
EP	Doug Miller	Porsche	1:17.8	6/73
FP	Bill Tann	MG Midget	1:19.9	7/75
GP	Hugo Carlson	MG Midget	1:20.0	7/73
HP	Mike Baldwin	Sprite	1:22.3	6/73
AS	Warren Tope	Mustang	1:18.6	5/71
BS	Larry Clingman	Datsun	1:19.0	5/74
CS	Geoff Foster	Honda Civic	1:21.7	8/74
DS	Dave Dunham	Mini Cooper	1:26.8	7/73
SSS	Dean Batterman	Opel	1:33.2	7/75
SS/SC	Donald Gibboney	Porsche	1:32.0	8/74
FB	Lew Cooper	Lola	1:09.1	7/73
FC	Norm Kirnberger	Brabham	1:13.6	8/73
FF	Andy Falbo	Crossle	1:10.9	7/75
FV	David Glenn	Lynx	1:16.9	8/74
F4	Gordon Green	P & G	1:16.8	6/74
FSV	Jim Purcell		1:12.4	6/73

## racing classes

<b>PRODUCTION</b>	<b>A</b> Abarth Simca 2000; AMX Sports Coupe 390 — 1969 & 1970; Corvette Sting Ray Roadster & Coupe 327, 350 — 1963 thru 1975; Ford Boss 429 Mustang — 1969 & 1970; Griffith 200; Shelby Cobra 427; Porsche Turbo Carrera.
<b>PRODUCTION</b>	<b>B</b> AMX Sports Coupe 290, 343 — thru 1969; Corvette Sting Ray Roadster & Coupe 327, 350 — 1963 thru 1975; De Tomaso Pantera; Ferrari 275 GTB & 365 GTB 4 Daytona; Jaguar Series 3E (V-12); Jaguar XJ-S, Porsche 904; Porsche 911 SC Coupe/Targa Cabriolet — 1973 thru 1976; Shelby Cobra 289; Shelby GT 350 — 1965 thru 1967, 1969.
<b>PRODUCTION</b>	<b>C</b> Alfa Romeo Giulia TZ; Alfa Romeo Montreal; Datsun 240Z, 260Z, 280Z; Datsun 280Z 2+2; Ferrari Dino 246 GT; Jaguar 3.8, 4.2; Lotus Elan 1600, S-2, S-4 Roadster, Coupe & Drop-head; Lotus Elan +2; Lotus Europa Twin Cam; Porsche 911T, 911E, 911S Coupe/Targa — 1969 thru 1976; Porsche 914/6; Sunbeam Tiger 260; Triumph TR-5, TR-6.
<b>PRODUCTION</b>	<b>D</b> Alfa Romeo Spider 2000, Veloce thru 1976; Austin-Healey 3000, MkI, MkII, MkIII; Daimler SP-250; Datsun SRL 311U (SU), 311 U (Solex); Elva Courier Mk III 1800, Mk IV 1800; Elva Courier Mk IV, Roadster & Coupe; Jaguar XK 120, XK 140, XK 150, 3.4 & 3.8; Jensen-Healey & GT; Lotus Seven Series Four; Lotus Super 7; Lotus Mark 46, 54 65 Europa; MGC, MGC-GT; Porsche Carrera 1500, 1600; Porsche 911, 911L, 911T, 911S Coupe/Targa — thru 1968; Porsche 914S; Triumph GT-6, GT-6plus; Triumph GT-6 MkIII — thru 1972; Triumph GT-6 MkIV — 1973 & 1974; Triumph TR-250; Triumph TR-6, TR-7; TVR Mk III 1800; Yenko Stinger Coupe.
<b>PRODUCTION</b>	<b>E</b> Alfa Romeo Giulia Spider Veloce, Giulia Sprint GT, GTC; Alfa Romeo Spider Duetto — thru 1971; Alfa Romeo Spider Veloce 1750 — thru 1971; Austin-Healey BN4, BN6 (100-6); Elva Courier Mk I, Mk II, Mk III, Mk IV (1622); Fiat 124 Spider 1600 (2 carb); MGB, MGB-GT; Morgan plus-4; Opel GT 1900 Model 77; Porsche 356, 356A, 356B, 356C (1500, 1600); Porsche 356C/1600 SC, 356B Super 90, Cabriolet; Porsche 912E, 912 Coupe/Targa Cabriolet — thru 1969; Porsche 914/4; Triumph TR-2, TR-3, TR-3A, TR-3B, TR-4, TR-4A, IRS; TVR Mk III 1622.
<b>PRODUCTION</b>	<b>F</b> Alfa Romeo Giulietta Super Sprint, Spider; Alfa Romeo Giulietta Sprint Speciale, Zagato; Alfa Romeo Giulia Sprint, Spider; Alpine A-110 1100; Austin-Healey Sprite Mk IV 1275; Austin-Healey BN, BN2 (100-4, 100M); Fiat 124 Sport Spider — thru 1976 (except 1438); Fiat Abarth OT 1300/124 Coupe; Lotus 7 plus 7 America; MG Midget Mk III, Mk IV 1275; MG Midget 1500; Morgan 4/4 Mk V; Saab Sonnet V-4, 97 Sonett III; Sunbeam Alpine; Triumph Spitfire Mk III, IV (1300); Triumph Spitfire 1500; TVR Vixen; Volvo P1800, 1800 E.
<b>PRODUCTION</b>	<b>G</b> Alfa Romeo Giulietta Sprint, Spider; Alfa Romeo Spider 1300 Junior; Alfa Romeo Junior Z; Austin-Healey Sprite 1100, AN8 (1100); Datsun SPL 310 U, SPL 311, SPL 311 U; Fiat XI/9; Fiat 124 Spider 1438; MGA 1500, 1600, 1622; MGA Twin Cam; MG Midget AN2, AN3; Matra MB8, DJET 5 & MB8S, DJET 5S; Porsche 1300; Rene Bonnet CRB/1; Triumph Spitfire, Spitfire Mk II; Turner 950 S.
	<b>F</b> Austin-Healey Sprite Mk I, Mk II (948); Fiat 850 Spider, Racer — thru 1973; Fiat 850 S Record Monza, 750 GT, 750 Millie Miglia; MG Midget 948; Morgan 4/4 Mk IV; Opel GT 1100.
<b>SHOWROOM STOCK</b>	<b>A</b> Alfa Romeo Alfetta, Berlina, GT, GTV & 2000 Spider; BMW 2002, TI & TII; Datsun 260Z, 280Z; Capri V-6; Jensen-Healey; Mazda RX 3, RX 4, Porsche 912E; Porsche 914 2.0; Triumph TR-6, TR-7.
	<b>B</b> Audi Fox, Dodge Colt 1600; Dodge Colt 5-speed 2000; Fiat 131 2-door/4-door; Fiat 124 Spider; MGB, MGB-GT; MG Midget 1275, 1500; Opel 1900 Sedan 2-door/4-door; Opel Manta 57, Rallye; Opel GT; Porsche 914/4 1.7, 1.8; Saab 99 2-door/4-door; Saab Sonnet, Toyota Celica ST, GT; Triumph GT-6 Mk III; Triumph Spitfire 1500; VW Dasher, Rabbit, Scirocco.
	<b>C</b> Alfa Romeo Alfesud 2-door/4-door; Austin Marina; Chevrolet Monza 2+2 2300; Chevrolet Vega GT 4-speed; Datsun B210, 610, 710; Fiat 128 Sedan, SL Coupe, 3P; Fiat 124 S, 124 TC Sedan; Fiat XI/9; Ford Mustang II 2-door/3-door 2300; Ford Pinto 2000 & Pinto 2-door/3-door 2300; Honda Civic, CVCC (including 5-speed) 2-door/3-door; Mazda 808 Coupe 2-door; Plymouth Cricket; Pontiac Aste 4, GT 4-speed; Renault 5 & 12; Saab 96 Sedan; Sabaru 1400 Sedan, GL Coupe; Toyota Corolla 1600 2-door Sedan, Coupe 4-speed; Toyota Corolla SR-5, Toyota Corona SR-5; VW Super Beetle, Beetle; VW Karmann Ghia Coupe, Convertible.
<b>SPORTS RACING</b>	<b>ASR</b> Over 2000 cc <b>BSR</b> Over 1300 cc to 2000 cc <b>CSR</b> Over 850 cc to 1300 cc <b>DSR</b> Below to 850 cc
<b>SEDAN</b>	<b>AS</b> Over 2500 cc with proper homologation forms. <b>BS</b> Over 1300 cc to 2500 cc with proper homologation forms. <b>CS</b> Up to 1300 cc with proper homologation forms.
<b>FORMULA</b>	<b>FF</b> FORD <b>FSV</b> SUPER-VEE <b>FV</b> VEE <b>FA</b> 1100 cc to 3000 cc <b>FB</b> 1100 cc to 1600 cc <b>FC</b> up to 1100 cc

## flags

**yellow with red stripes**



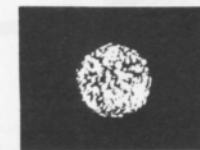
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

**black**



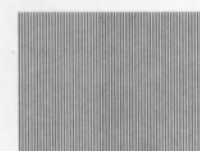
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

**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**



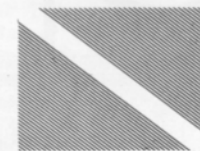
(Stationary) Take care, danger, no passing.  
(Waving) Great danger, be prepared to stop, no passing.

**red**



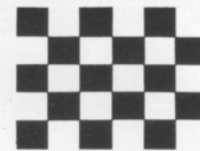
Stop immediately, clear the course as well as circumstances permit; the race has been stopped.

**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.