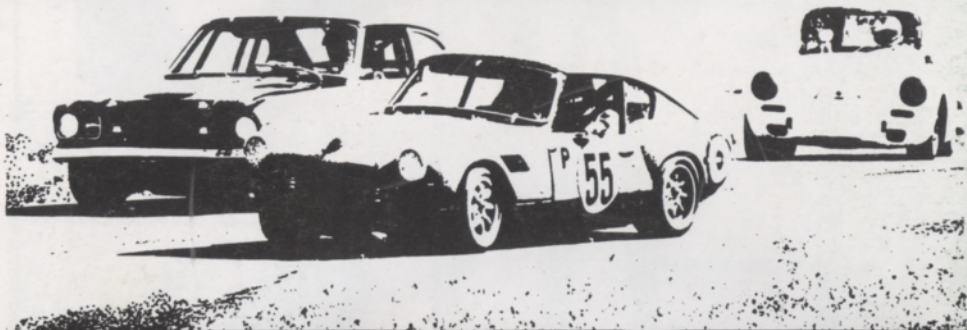


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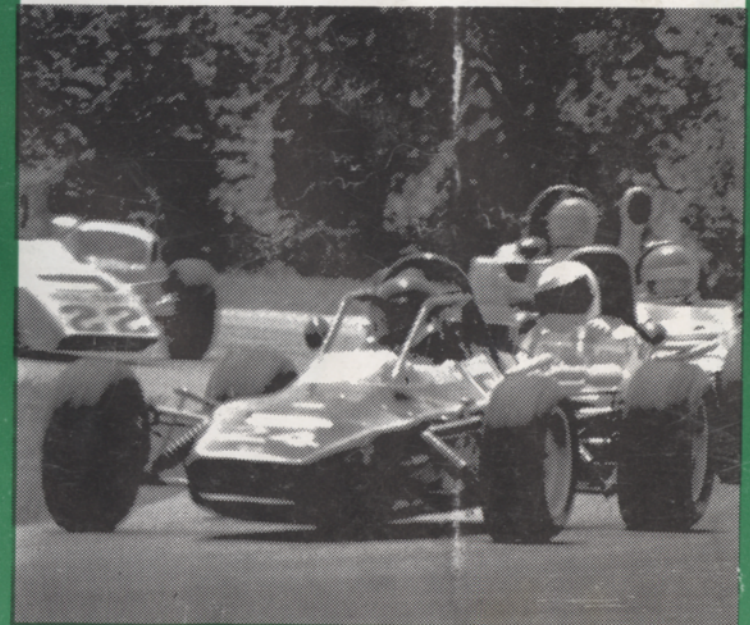
Track opens at 10:00 a.m. for practice and qualifying. Racing begins 1:30 p.m. Saturday (7 races)—11:30 a.m. Sunday (10 races).



**waterford
hills
digest**

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may, 1977 50¢



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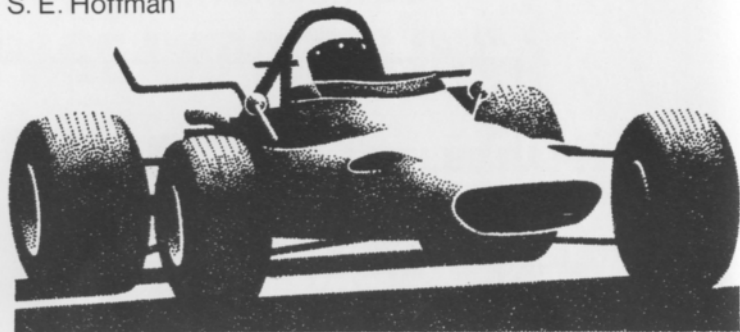
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the inside line

S. E. Hoffman



Welcome to Waterford Hills Road Racing!

This is the kickoff month for our 1977 racing season — and it promises to be the best one ever.

There have been a lot of changes over the "garage season." The most obvious one is the new addition to the infield tower. The new drivers lounge, equipment room and garage add up to the nicest place to race in the country. Safety improvements include more guardrail and some new tire walls. The track surface is in great shape and we are looking forward to more class records being broken this season.

Many of our regular WHRRI drivers are back this year and look for some to be in brand new cars! Several of our drivers are racing as a team 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. 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 are welcoming a lot of new drivers from our April competition school. They are the guys sporting those day-glow orange triangles on the rear deck. That triangle says "nervous novice" so take care when passing. That's okay, even Mario Andretti was a rookie once! One of our rookies from last season, Claude Beaugard, shares his thoughts on what it is like to be a new racer. Look for his article later on in the digest.

We at Waterford are really proud of our mile and a half track. Stirling Moss took some demonstration runs here a few years back and pronounced it "the best short course in North America." We are beginning our seventeenth season of club racing.

Another aspect that makes us 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 savor the opening of the 1977 racing season!

Happy viewing!!

officials

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— Claude Beauregard

Last year, after many seasons of competing in gymkhanas, autocrosses and rallies, I made the move to road racing. My many friends with extensive racing experience gave me a good idea for the kind of program I could realistically commit to — considering both finances and time. A full season of racing at Waterford with my Pinto seemed made to order for me.

Long before the start of the season, I had to get the car ready according to the legal preparation rules and safety regulations. The plan was to start with a conservative, reliable car and develop it progressively through the season.

With the car ready, I attended the first phase of the competition drivers' school. This is a one-day classroom session where you are taught about the track, the safety rules, the meaning of the flags, the proper racing line, pointers on car preparation and so on. It is very thorough and well organized.

The two-day track session is two weeks later. That's the time I had been so anxiously waiting for. Obviously I was a bit nervous. And a bit worried. Will the car work properly? Will I be competitive? Do I remember the meaning of the flags? Can I trust those other drivers? Actually most of the nervousness occurs before the school; during the session you are kept too busy to worry.

Wheel to wheel competition is every bit as much fun as I ever imagined, every aspect of it. If there is no other car nearby, you just concentrate on driving the course as smoothly and fast as you can. If you're in traffic, you have the added challenge of when and where to pass and trying to anticipate the other driver's move.

Lapping reasonably fast without traffic was no great problem; my autocross experience certainly helped there, but gaining confidence in traffic took quite a bit longer. It is not so much having confidence in what you do, but rather in gaining trust in other drivers. I remember an incident early in the year where I followed a big A-Sedan for 4 or 5 laps before I passed, only to find I could pull away a couple seconds a lap once I got by. I'm sure that near the end of the season I'd have gotten by in less than half a lap. I had built up my confidence that much, I had become that much more aggressive. And believe me, you have to become aggressive to be really competitive.

(continued)

I don't mean the kind of aggressiveness that makes you a hazard to other cars on the track. Safety first! But competitiveness is really what race driving is all about; finding your limit and your car's limit and driving at that point lap after lap. It's a real challenge, very demanding, a lot of fun and physically exhausting — especially on a hot summer day in a closed car. It really makes you appreciate the physical conditioning required by the pros driving 500 mile races.

Having watched many races from the spectator area, I found the perspective of the track from behind the wheel of a race car at speed to be very, very different. Waterford is a "tough little road course" that doesn't give a driver a moment to relax. The old timers respect it and believe me, it's a heck of a challenge to a rookie!

Unless you were born on top of an oil well and can afford to pay for all the mechanical work, keeping a car race ready is very time consuming. I went home each time with a list of 20 things to do, in spite of not having a major mechanical failure. That's the fun part. I really enjoy the development work, you know, all the stuff that is supposed to make it go faster. I can pass on the heavy repair work, though!

What was the highlight of the season? It's hard to say. The whole season was so exciting, so much fun. Perhaps the feature race in August stands out a bit more. I was chased by a pair of Corvettes for the first 10 laps with my clutch slipping more and more, the brake pedal sinking closer and closer to the floor, and the rear tires getting thoroughly lubricated by a massive engine oil leak. The Vettes finally got by but, while it lasted, it was just fantastic! I was completely exhausted at the end, but what fun!

What about success? Well, yes and no! The lap times ended up pretty much on target, it's just that the target was not low enough. I had not figured on the Waterford Champion (as it turned out) running in my class. J. Byron Walker in a Datsun 510 completely dominated the class and ran consistently under the old lap record. A truly superb effort. Just too much for a novice driver in an under-developed race car. Maybe we can keep him a little busier this year? Look for the bright yellow Pinto, number 47!

mich. midget racing club 1977

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July 1-2-3-4-5 Central State Championship

July 12-19-26

Aug. 2-9-16-23-30

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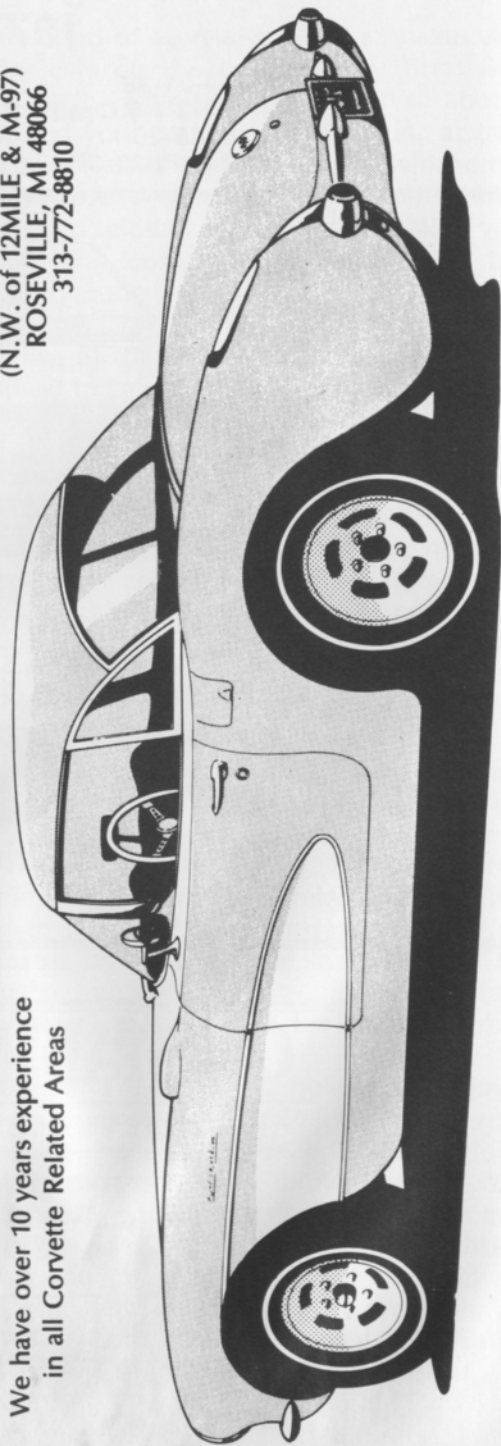
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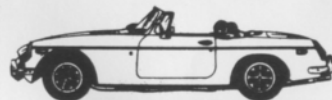
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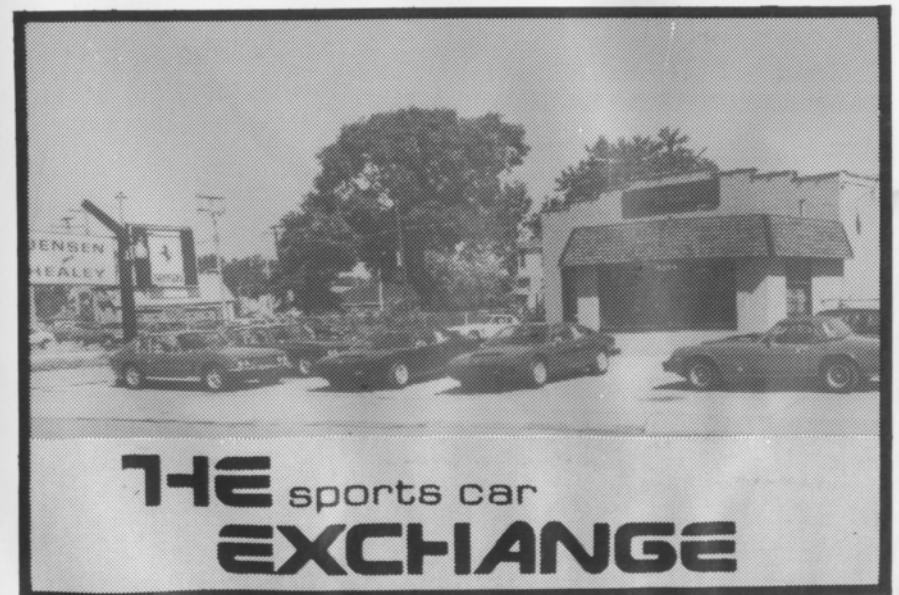
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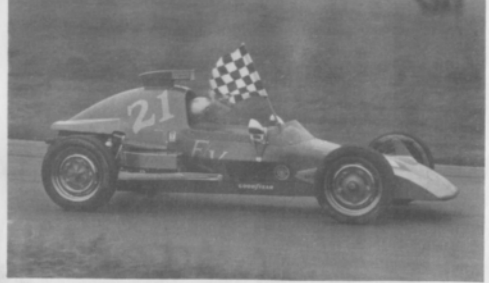
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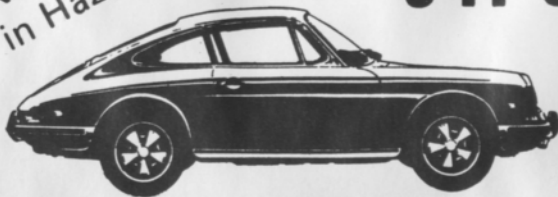
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TOMORROW ?

waterford hills road racing schedule

May 14 & 15
May 28 & 29
June 25 & 26

July 30 & 31
August 27 & 28
September 24 & 25

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	58.176	1:45	48.758
1:12	71.105	1:29	57.523	1:46	48.298
1:13	70.131	1:30	56.884	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	R. W. (Bob) Schneider	Mallock U2	1:12.2	8/76
CSR	Warren Purdy	Lotus 23	1:16.1	8/73
DSR	Don Clining	Meister Honda	1:20.8	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	5/76
DP	Gary Bendik	GT6	1:18.7	7/73
EP	Vic Skirmants	Porsche	1:16.5	6/76
FP	Barry Hartzel	MG Midget	1:18.0	8/76
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	J. Byron Walker	Datsun	1:18.1	6/76
CS	Gary Allott	Mini Cooper	1:21.0	6/76
DS	John Llewellyn	Austin Cooper	1:26.2	6/76
SS/A	Donald Gibboney	Porsche	1:32.0	8/74
SS/B	Karl Nilsson	VW Scirocco	1:30.0	7/76
SS/C	Joe Nonnamaker	Pinto	1:35.3	5/76
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	Harold MacDonald	Lola T 324	1:09.7	6/76
** F/ALTC	Vince Muzzin	March	1:06.7	5/75

** track record

racing classes

- PRODUCTION** A Abarth Simca 2000; AMX Sports Coupe 390 — 1969 & 1970; Corvette Sting Ray Roadster & Coupe 396, 427, 454; Ford Boss 429 Mustang — 1969 & 1970; Griffith 200; Shelby Cobra 427; Porsche Turbo Carrera.
- PRODUCTION** B AMX Sports Coupe 290, 343 — thru 1969; Corvette 283, 327; 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.
- PRODUCTION** C 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.
- PRODUCTION** D 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 Eurpoa; 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; Yenka Stinger Coupe.
- PRODUCTION** E 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.
- PRODUCTION** F 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.
- PRODUCTION** G 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.
- PRODUCTION** H 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.
- SHOWROOM STOCK** A American Motors Gremlin X 305; BMW 2002, TI, TII; Capri V-6, II V-6; Chevrolet Cosworth Vega, 4-speed; Datsun 260Z, 280Z; Fiat 124 Spider; Ford 302 Mustang II, Mach I, Cobra II; Mazda Cosmo; Mazda RX-3, RX-4, 2 & 4-door; Porsche 914 2.0; Porsche 912E; Porsche 924; Saab 99 EMS; Triumph TR-6, TR-7.
- SHOWROOM STOCK** B Alfa Romeo Alfetta, Alfetta GT; Alfa Romeo Berlina; Alfa Romeo 2000 Spider; Audi Fox 1471, 1588, fuel injection, 2 & 4-door; Dodge Colt, Colt GT 2000, 5-speed; Ford V-6 Mustang II, Mach I, Cobra II, Fiat 128 TC Sedan; Fiat 131 2 & 4-door; Opel 1900 Sedan, Manta, Manta Rallye; Oldsmobile Starfire V-6; Plymouth Arrow, Arrow GT 2000, 5-speed; Saab 99 LE, G1, 2 & 4-door; Saab Sonnet III; Toyota Celica ST, GT, GT Liftback; Triumph GT-6 Mk III; Volkswagen Dasher, 1471, 1588, fuel injection, 2 & 4-door; Volkswagen Rabbit, all models 1471, 1588 carburetor only; Volkswagen Scirocco 1471, 1588, carburetor & fuel injection.
- SHOWROOM STOCK** C AMC 258 Gremlin, Gremlin X, 2-barrel, 3-speed; AMC 258 Pacer, Pacer X, 2-barrel, 3-speed; Austin Marina, Marina GT; Capri 2000, II 2300; Chevrolet Chevette 1.4, 1.6; Chevrolet 2300 Monza 2+2, Town coupe, 4-speed; Chevrolet Vega, Vega GT, 4-speed; Datsun B-210, all models; Datsun F-10 2-door Sedan; Datsun 610, all models except station wagon; Datsun 710, all models except station wagon; Dodge Colt 1600 2-door & 2-door hardtop; Fiat 124S Sedan; Fiat 128 Sedan, SL, 3P; Fiat X-1/9; Ford 2300 Mustang II, Mach I, Cobra II; Ford 2300 Pinto, Pinto Stallion, Sedan, Hatchback; Honda Civic, all models & engines, 4 & 5 speed; Honda Accord; Mazda 808 2-door 1600; MG Midget; Opel Isuzu, standard & deluxe models; Plymouth Arrow 1600; Pontiac 2300 Astre, Astre GT, 4-speed; Pontiac 2300 Sunbird 4-speed; Renault 5, TL, GTL; Renault 12, TL, GTL; Subaru, all models except station wagon, 4 & 5-speed; Toyota Corolla and Toyota wagon Beetle, Super Beetle.
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CS Up to 1300 cc with proper homologation forms.
- FORMULA** FF FORD
FSV SUPER-VEE
FV VEE
FA 1100 cc to 3000 cc
FB 1100 cc to 1600 cc
FC up to 1100 cc

flags

yellow with red stripes



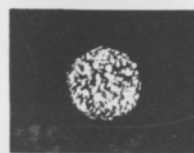
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

black



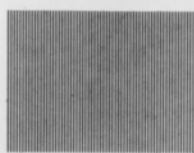
Slippy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

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



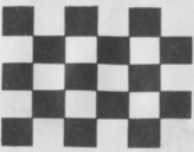
Stop immediately; clear the course as well as circumstances permit; the race has been stopped.

blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

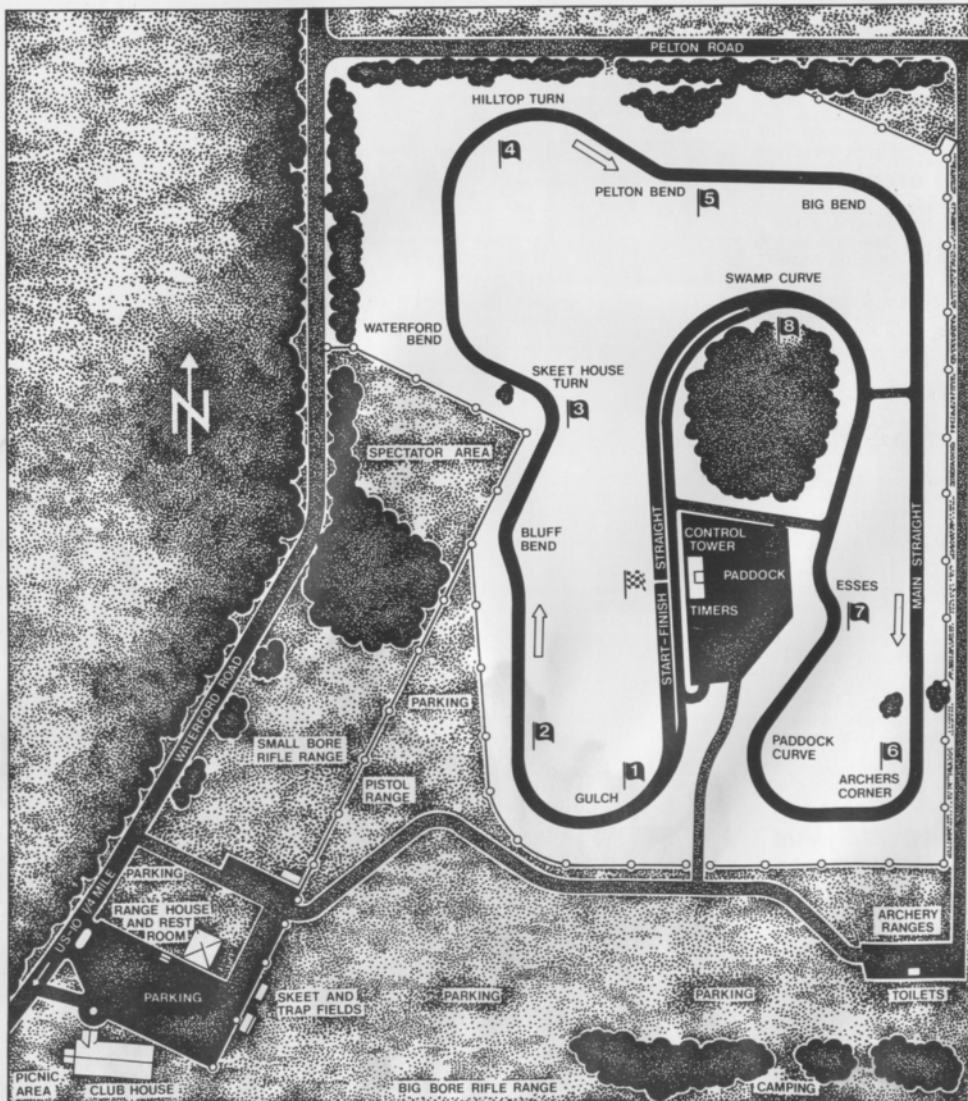
checkered



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

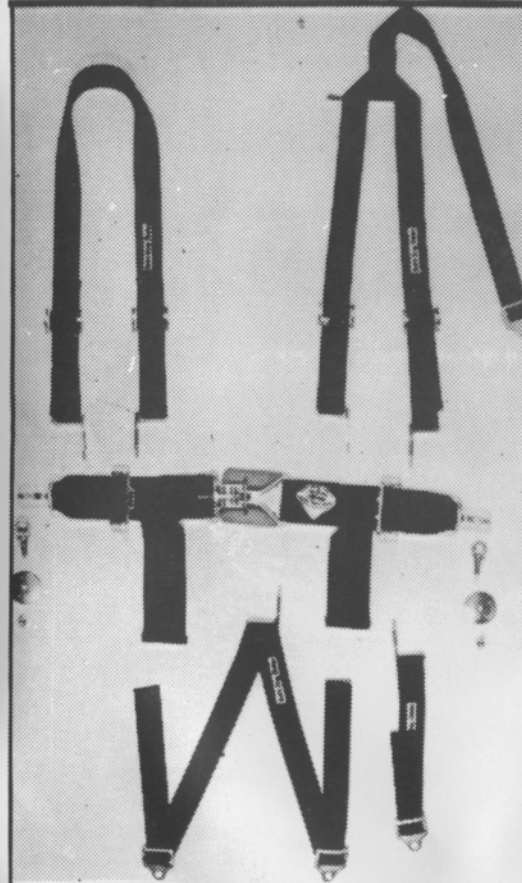
waterford hills course map

a 1.5 mile
asphalt road course
at waterford,
michigan



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