



spring sprints

81 CLOSURE

OUR FIRST 20 YEARS 1958-78

RACING RAIN OR SHINE

The peaceful hills of Waterford are being invaded... with a thundering army of sports cars, sedans and formula cars in fierce, wheel to wheel competition... and for 1978, we've assembled the largest field in our 20 year history! Watch over 150 top drivers battle it out in the finest racing machinery from America and Europe. Corvette. Porsche. Datsun. Everything from Capris to Camaros, McLarens to MGs. All together, fighting it out on a mile-and-a-half track with 13 right and left turns that twist up and down hills like no other road course in the U.S.A.

WATERFORD HILLS 1978

ROAD RACING CALENDAR

- May 13-14 • May 27-28
- June 24-25 • July 29-30
- August 26-27 • September 23-24

EASY ON THE WALLET

Admission is just \$2.50 for Saturday, \$4.00 for Sunday, or \$5.50 for the entire weekend. Children under 12 are always free and a Season Ticket is only \$20.00. The track opens at 10 A.M. for practice and qualifying. Racing begins at 1:30 p.m. on Saturday (seven races) and at 11:30 a.m. on Sunday (ten races). For more information phone (313) 623-0444.

EASY TO GET TO

Chances are you live within a few minutes of the Midwest's premier road course. The W.H.R.R.I. Race Track is located just 6 miles north of Pontiac on Waterford Road, ¼ mile east of Dixie Highway (U.S. 10) in Waterford, Michigan. The easiest route is to take I-75 to the southbound Sashabaw Exit. Take Sashabaw south to Pelton Road, then take Pelton west to Waterford Road. The total distance after exiting the expressway is 2½ miles.

WATERFORD 78

Published by Waterford Hills Road Racing, Inc. 1978



1958-78 OUR FIRST 20 YEARS

TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA

PACE CAR FURNISHED BY

PAGE TOYOTA

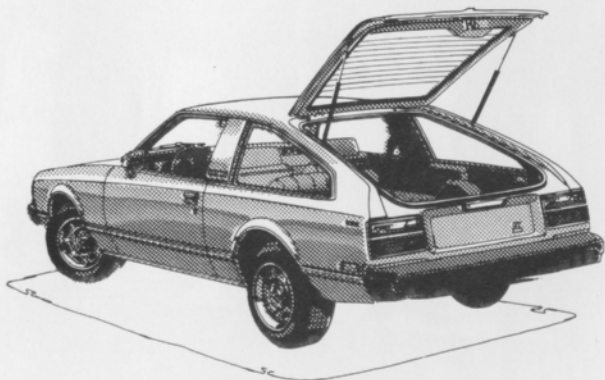


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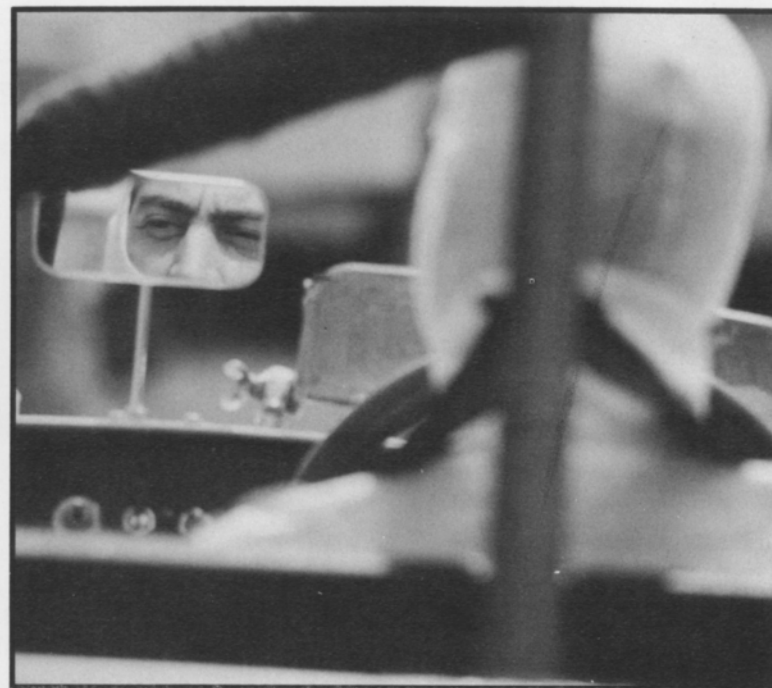
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1978 Import Car of the Year

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WATERFORD



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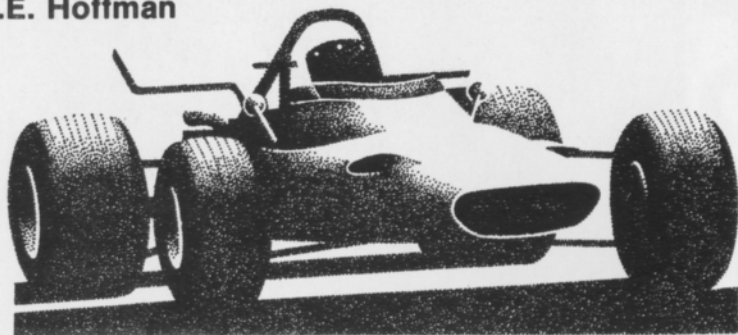
- 2. the inside line
- 3. officials
- 6. four wheel drift
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- 19. nostalgia corner
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- 25. class records
- 27. flags
- 28. course map
- 30. racing schedule

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the inside line

S.E. Hoffman



Welcome to Waterford Hills Road Racing!

This is the kickoff month for our 1978 racing season — and it promises to be the best one ever!

A lot of changes have taken place during the spring workbees. There's a new turn station, new guardrail and more tire walls for the drivers protection. The track surface is in great shape and we are looking forward to more class records being broken again this season. We broke seven of them last year!

Many of our regular WHRRI drivers are back this year and look for some in brand new 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 dayglo 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!

This season marks the twentieth birthday of Waterford Hills road racing! From the beginning we have been dedicated to excellent club racing — to the best of competition and to the best of sportsmanship! During the years we've had family racing, father/son and father/daughter, and Bob McLeod tells what it's like to be part of a team with his brother and his dad in a great article later in this issue.

We want to welcome back our fans from last season and to say a hearty "Hello" to those of you who are joining us for the first time this season. Contributing writer, Karl Nilsson, takes all of you on a tour of the various places to watch the races in his article. You can tell he has a great sense of humor! He's really pointing out one aspect that makes our track so unique — you can see 90% of the races. This makes for good viewing for the spectators and for more cheers for the drivers. They're such hams!

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 1978 racing season!

Happy Viewing!!

officials

oakland county sportsmen's club president	ronald l. soncrainte
waterford hills road racing club president	don burry
chief steward	earle clark
director of racing	jim mcintosh
race coordinator	
timing and scoring	casey o'brien
	bill o'brien
chief of flags	joe davis
chief of communications	jim macdonald
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	dick mccarthy
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chief grid marshal	peggy mullins
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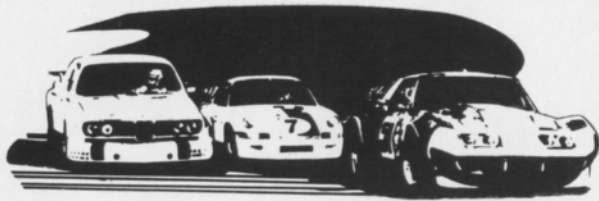
Call 886-6881 or just stop in. All locations are open late till 9:00 p.m.

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four wheel drift

Karl Nilsson



Like homing pigeons, most spectators at race tracks return to roost at exactly the same spot year after year. This season, before you permanently hook your elbows over that chainlink fence, it might be wise to sample some different perspectives around the track.

Of course, the "hill" is traditionally the most popular area, offering a wide variety of viewpoints. Unfortunately, some of the hill people have very sensitive skin conditions. In fact, they can only leave the protective shadow of the beer stand for a few minutes at a time. If this is your problem, try holding a cold six-pack over your face and hike up the narrow pathway to the top of the hill. It's worth the walk to see the race cars virtually airborne as they crest the top.

Over the years, part of the hill has become a kind of con-course showcase for rare sports cars. The hill is one of the few places where car lovers can display their pride and joy without fear. At Waterford, it's understood that nobody bangs a door or sits on a fender, and the last kid that scratched a paint job disappeared with Jimmy Hoffa. For the car buff this mutual respect is like being in heaven. Enjoy it while you can because somewhere there's a runaway shopping cart with your name on it!

For those fans who are used to attending baseball games, we suggest you try our "bleachers". We're not talking about girls with unnaturally blond hair, we're talking about that row of splinters between Turns 2 and 3. Pass the tweezers and enjoy a great view of Bluff Bend.

A smaller but dedicated group waits for disaster on a tiny row of seats near Archers Corner. Their idea of a good time is being showered with gravel. You see, Turn 6 is actually more of a launching pad than a corner. The highest speeds are reached on the quarter-mile straight that ends in this severe right-hander. This not only means more fun for the watchers, but less work for the lawn crew. No grass can survive anywhere near this turn.

Photographers favor the fence along Turn 1. They compete for their favorite camera angle, all trying like the devil not to include the subdivision in the background. It's hard to convince your friends you've been to LeMans when they spot a brick ranch house sticking out of a Corvette.

Locations are definitely not a problem for our younger spectators. They have just one rule: try to get as high as possible during the races. By that I mean, they watch from the roof of their vans, sit on the top row of the bleachers, or hike to the top of the bluff. The higher up, the better the view.

This year, walk around, experiment and see all you can. At Waterford, the eyes have it!



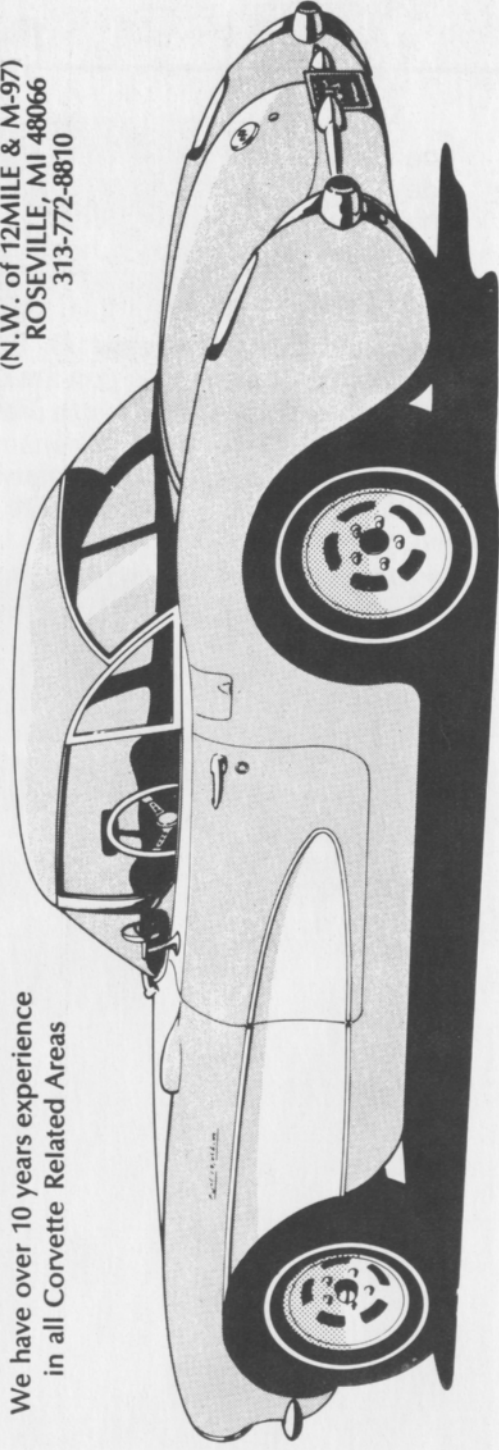
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— Bob McLeod

A few years back my father, Vince McLeod, decided he needed a little extra pizzazz in his life. He found it here at Waterford Hills when he began road racing a Formula Vee in 1969. He's been at it ever since.

As my brother, Lee, and I were growing up, we really didn't pay much attention to this seasonal madness that infected dear old Dad. We didn't even come to watch when we were in high school, but all that changed when we started to come with him.

IN the spring of 1976, we talked Dad into loaning us his Formula Vee to go through the competition drivers' school. Good friend, Don Kitch, loaned his car, too, so both Lee and I could have maximum track time at the school. That was the start of the McLeod family racing fever!

Lee and I got so hooked on the feeling of racing a car in competition that we pooled our money, floated a loan from Dad, and added a second race car to the McLeod team. Right now Dad drives his car #21 in all the Formula Vee races and Lee and I share #11 on alternate race weekends. Actually this situation works out all right since the person not driving gets to be the chief paddock man and "go-fer" for the other two drivers. That's not as bad as it sounds since we all enjoy working on the race cars and being close to the other racers in the paddock.

Racing formula (open-wheel) cars, like any other types of race cars, demands a great respect for the machinery. Preparation is an essential pre-requisite in operating a race car. Every individual part allows the car to function as a unit and, therefore, it must be carefully scrutinized. We are constantly inspecting our racers, rebuilding them, and even engineering new ways to make them more competitive.

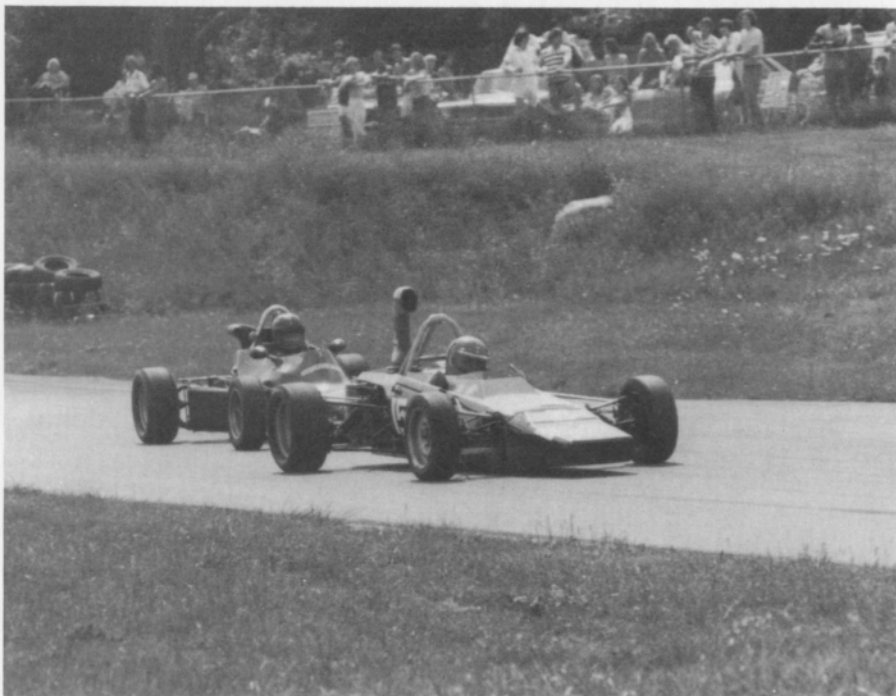
We are part of that group of drivers who love the formula car for that feeling of being low to the ground, of being secure in the single cockpit, and of even being able to watch all four tires do their thing. How about that! It's really exciting to drive a formula car. The quick response to the driver is inherent in its design. Being able to see the front tires clearly helps the driver steer the car into the corners easily.

Although there are hazards in any auto racing, there's one that's peculiar to open wheel cars. The cars can hook each other's wheels during a race and possibly send one or several cars in the air. All formula drivers are aware of this possibility and some have experienced it. During a race last summer, my Dad hooked wheels with another car and flipped over several times. The car was destroyed, but Dad came out without a scratch. He was fortunate, but the incident shows why we feel that the cars are safe; and the turn marshalls do an excellent job in emergency situations of getting the drivers out quickly.

Although we consider road racing a hobby, we McLeods have made a family affair out of racing here at Waterford. Of course, we have a few family conflicts, but everything is okay when the cars are ready and on the track together. We have our friendly rivalries, too. Since Lee and I have never raced together, we are racing against our Dad. We have gained a great deal of respect for his driving ability, especially since *we can't keep up with him yet!* Maybe this season!

So, if you are looking for a little extra pizzazz in your life and you've got a couple of sons, think about giving father and sons formula racing a try!

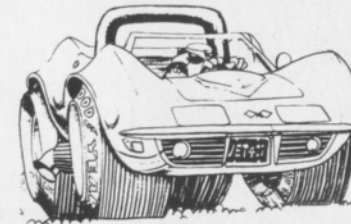




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1977 top ten drivers



1

PAUL CAMERON
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2

J. BYRON WALKER
rochester michigan



3

LOU LIVENGOOD
dearborn michigan



4

BARRY HARTZEL
southfield michigan



5

F. WILLIAM HOLLER
midland michigan

6

JIM DAVIS
rochester michigan



7

DAN HILL
grosse pointe michigan



8

JOHN MORRIS
howell michigan



9

AL JACOBSON
rochester michigan



10

HUGO CARLSON
ferndale michigan





Ferrari 308 GTS

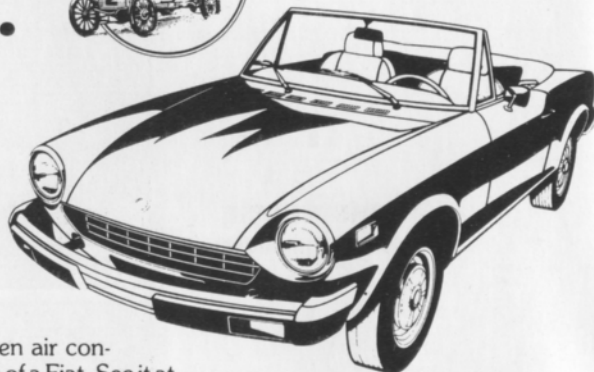
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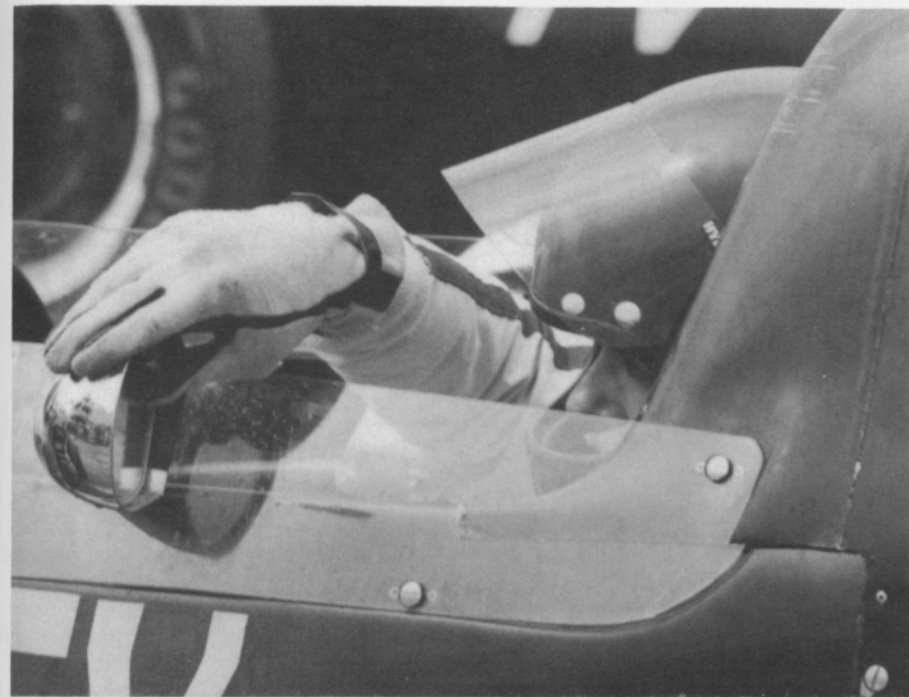
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LOOKING back with Bizer

Waterford Hills
Press Pass
May 1960



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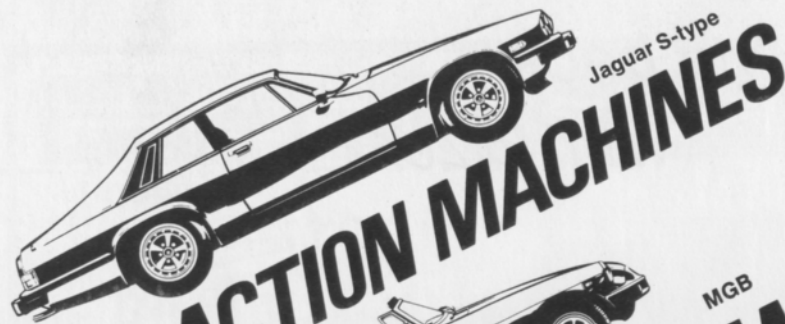
ED HONLEHAN FLAGS OFF
A WIDE VARIETY OF CARS.



CARS FLASH BY A STRING OF SKREET HOUSES TOWARDS... SKREET HOUSE TURN!

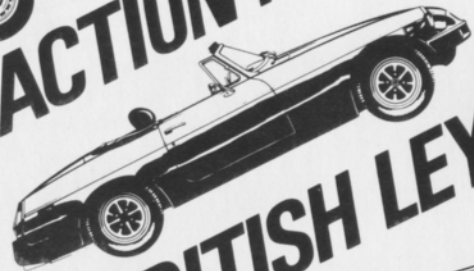


OUT OF SWAMP AND HEADED FOR THE START-FINISH LINE.



Jaguar S-type

THE ACTION MACHINES



MGB

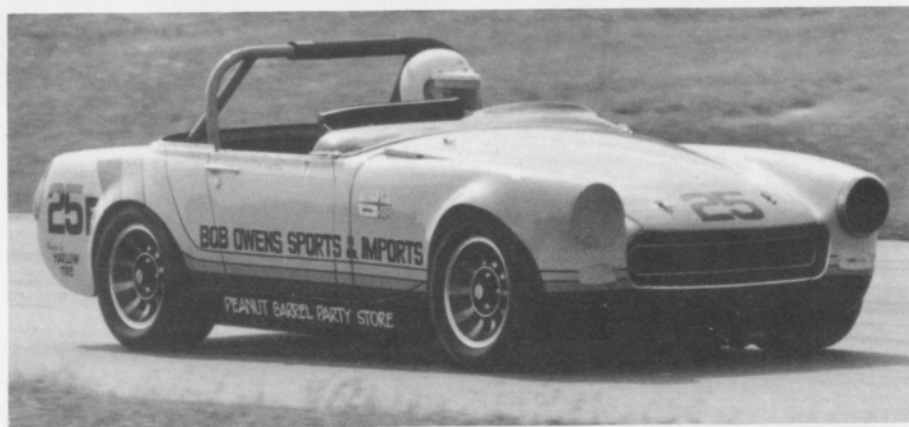
FROM BRITISH LEYLAND.



TR7

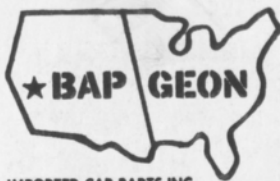


Maybe it's a Jaguar S-type taking five Category I victories in its first Trans Am racing season, or an MGB winning SCCA's Class E Production six out of seven years. Or the Triumph TR7 taking two SCCA divisional championships in Class D Production in 1977. British Leyland builds cars that perform wherever they drive. Drive any one of our action machines, and see how much fun that can be.



Barry Hartzel
 "British Leyland Driver of the Month"





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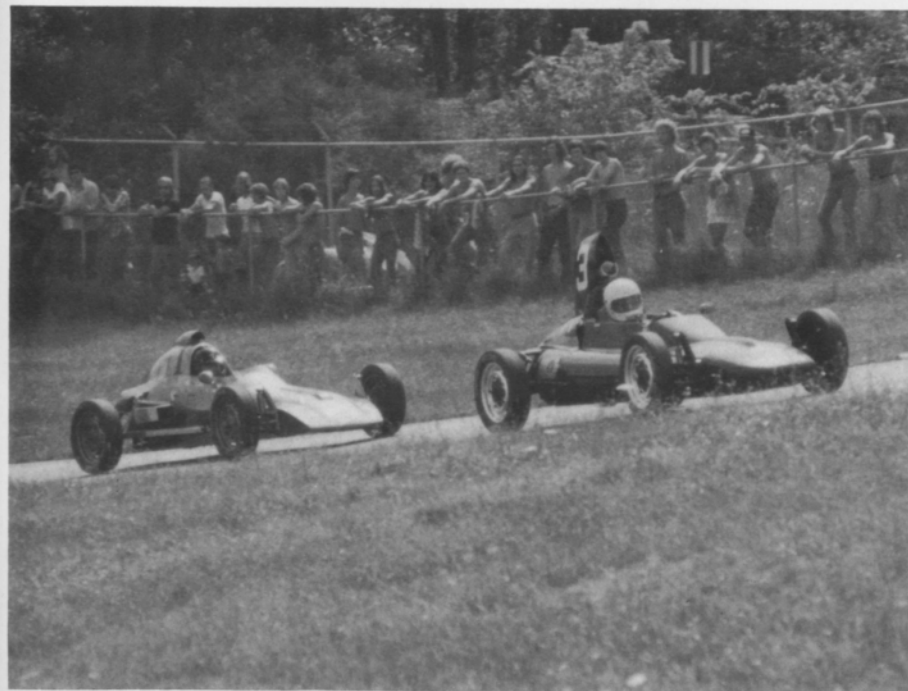
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May 16, 23
June 6, 13, 20

July 11, 18, 25
August 1, 29

Sept. 2, 3 (Championship)

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	Alf Zellar	Mallock U2	1:11.8	6/77
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	5/74
DP	Paul Prill	Lotus Super 7	1:18.5	9/76
EP	Vic Skirmants	Porsche	1:16.5	6/76
FP	Barry Hartzel	MG Midget	1:17.5	8/77
GP	Hugo Carlson	MG Midget	1:20.0	7/73
HP	Paul Cameron	Sprite	1:21.7	5/77
AS	Peter Rosewig	Camaro	1:17.7	8/77
BS	J. Byron Walker	Datsun	1:17.9	7/77
CS	Gary Allott	Mini Cooper	1:21.0	6/76
DS	John Llewellyn	Austin Cooper	1:26.2	6/76
SS/A	Lowell James	Porsche	1:30.0	6/77
SS/B	Thad Gutowski, Jr.	Scirocco	1:29.6	9/76
SS/C	Paul Prill	Pacer	1:34.3	9/77
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 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; 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.
- 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.
- 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.
- 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 Corona, all models except station wagon, 4 & 5-speed; Triumph Spitfire; Volkswagen Beetle, Super Beetle.
- SPORTS RACING** ASR Over 2000 cc
BSR Over 1300 cc to 2000 cc
CSR Over 850 cc to 1300 cc
DSR Below to 850 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.
- 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



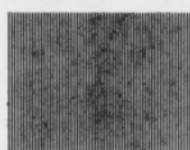
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

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



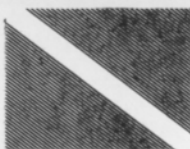
(Stationary) Take care, danger, no passing.
(Waving) Great danger, be prepared to stop, no passing.

red



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

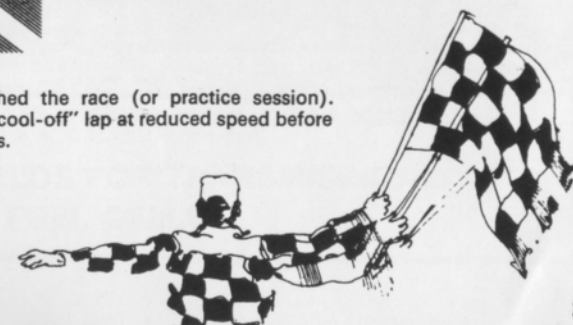
blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

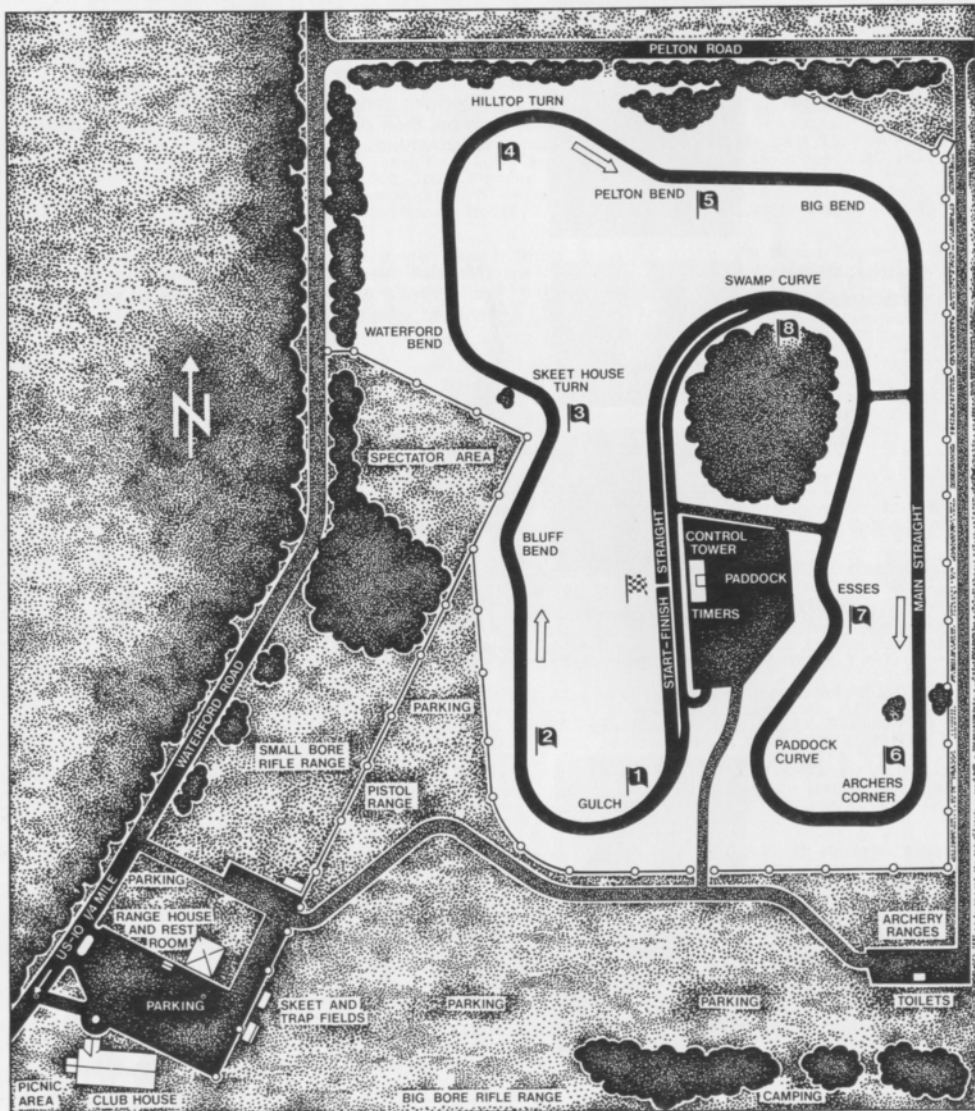
checkered

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



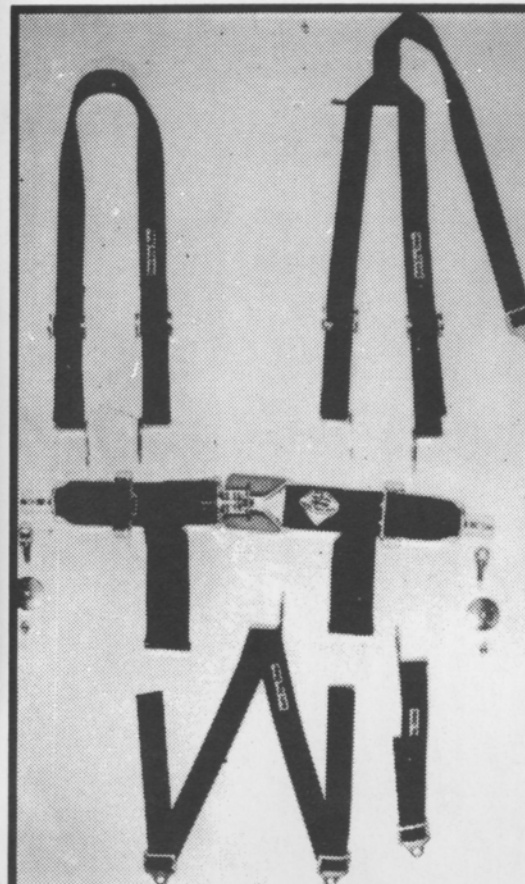
waterford hills course map

a 1.5 mile
asphalt road course
at waterford,
michigan



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