



spring sprints

61 CLOSURE

OUR FIRST 21 YEARS 1958-79

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 1979 we've assembled the largest field in our 21 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 1979 ROAD RACING CALENDAR

- May 12 - 13 • May 26 - 27
- June 23 - 24 • July 28 - 29
- August 25 - 26 • September 29 - 30

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.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 79

Published by Waterford Hills Road Racing, Inc. 1979



OUR FIRST 21 YEARS 1958-79

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PACE CAR FURNISHED BY

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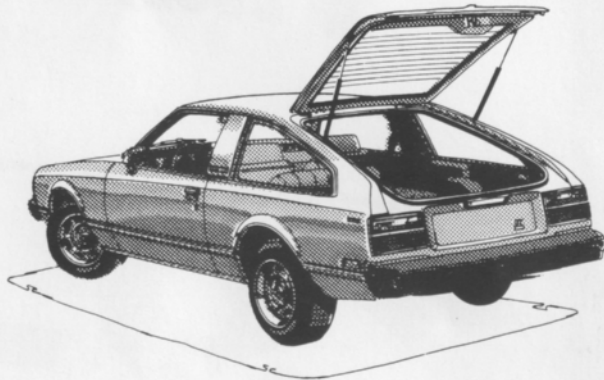
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WATERFORD



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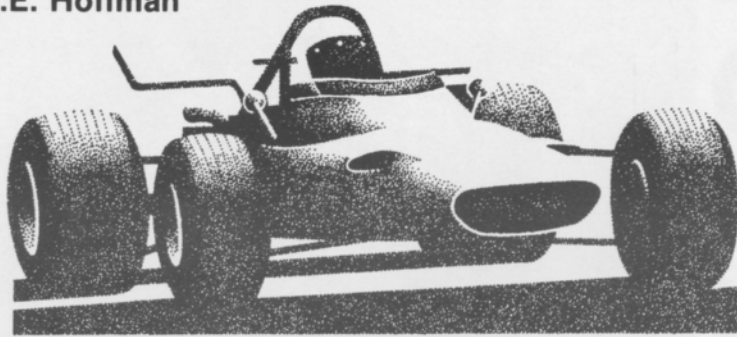
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the inside line

S.E. Hoffman



Welcome to Waterford Hills Road Racing!

May is the kickoff month for our 1979 racing season — and it promises to be the best one ever!

Lots of improvements have been made during the spring workbees. The track surface is in great shape including the repaving in the esses. We are anticipating more class records being broken this season. When the September dust finally settled, our drivers had broken ten of the twenty-four class records! That's a new high for us and this year the competition should be even more hot and heavy!

Most of our regular WHRRI drivers are back this year, so you can count on cheering for your favorites — 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 his name and hometown on the entry list with that number. The small letter (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 this month. 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 world champ Mario Andretti was a rookie once!

This season marks the twenty-first year of road racing here at Waterford Hills. From the beginning we have been dedicated to excellent club racing — to the best in competition and to the best of sportsmanship.

Besides our super drivers and their crews, we have some very excellent volunteer race workers. It takes about 150 "behind the scenes" people to make our race program run so smoothly. We'll be taking a look at who they are and what they do in our guest article by Race Coordinator, Dena Hallandal, in this issue.

We are delighted to continue two popular special features this season. Al Bizer will be contributing his "Looking Back with Bizer" photo features. Editor Karl Nilsson will share his humorous view of the world of road racing in his "Four Wheel Drift" column.

We especially 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.

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 right now to come back and enjoy our sport with us. In the meantime sit back, relax and savor the opening of the 1979 racing season!

Happy viewing!!

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waterford hills road racing club president

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assistant stewards

director of racing

race coordinator

timing and scoring

chief of flags

chief of communications

chief starter

assistant starters

chief tech inspector

chief paddock marshal

chief pit lane marshal

chief grid marshal

assistant

chief course marshal

chief registrar

membership chairman

licensing chairman

trophy chairman

art davis

don burry

earle clark

hugo carlson

bob clemens

bud ladd

jim mcintosh

dena hallandal

judy brown

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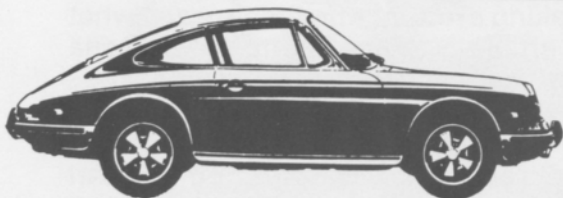
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four wheel drift

Karl Nilsson



There are only two things that help me survive the long winter months in Michigan. One is auto racing in television, and one isn't. With the current World Champion being American, plus all the coverage of the I.R.O.C. series, auto racing is finally getting the national attention it deserves. Unfortunately, racing is the sport whose excitement is most diluted by television coverage. Confined to a tiny screen, even a flat-out Indy car looks like it's doing 55 down a freeway. Closeup camers 'pan' the action and slow it down to a crawl. Telephoto shots compress the perspective and virtually freeze the action. With television's inherent technical limitations, insane commentary and commercial interruption, it's pretty hard to convince your uninitiated friends that racing makes the world go round. Even if you handcuff them to a chair and force them to watch Wide World of Sports, they'll never learn the difference between a relaxed warm-up lap and a last ditch effort to make the grid. If you want your friends to share your enthusiasm for our sport, you're going to have to bring them out to a real flesh and blood racetrack. I don't mean Sominex cars that drive around in a circle for 500 miles until the whole grandstand falls asleep. I mean Road Racers that shift gears, turn right and left, and funnel a dozen fragile cars through hairpin turns that are only one lane wide. Just like professional football, the real fun of watching Road Racers is learning the individual style and strategy of the participants under stress. With experience, they'll realize that every driver handles his particular car with a trademark style that's uniquely his own.

We all know football addicts that haven't seen a game in person for ten years, but racing is a sport you've got to see live once it's in the bloodstream. An armchair quarterback can relate to even the fastest runner on TV, because we understand his speed from our own experience. However, we cannot relate to the blur of a racecar on a screen because we've never driven 200 miles an hour.

Unlike most sports, there's no substitute for the sights and sounds and smells of live, up-close racing where the unexpected can put the action right in your lap. Tell your friends that you're taking them waterskiing or skydiving, or whatever it takes to get them out here one time. Chances are they'll get hooked on this wonderful adrenalin habit of ours, too. If I see people on the hill wearing scuba tanks and flippers, I'll know you're doing your share!



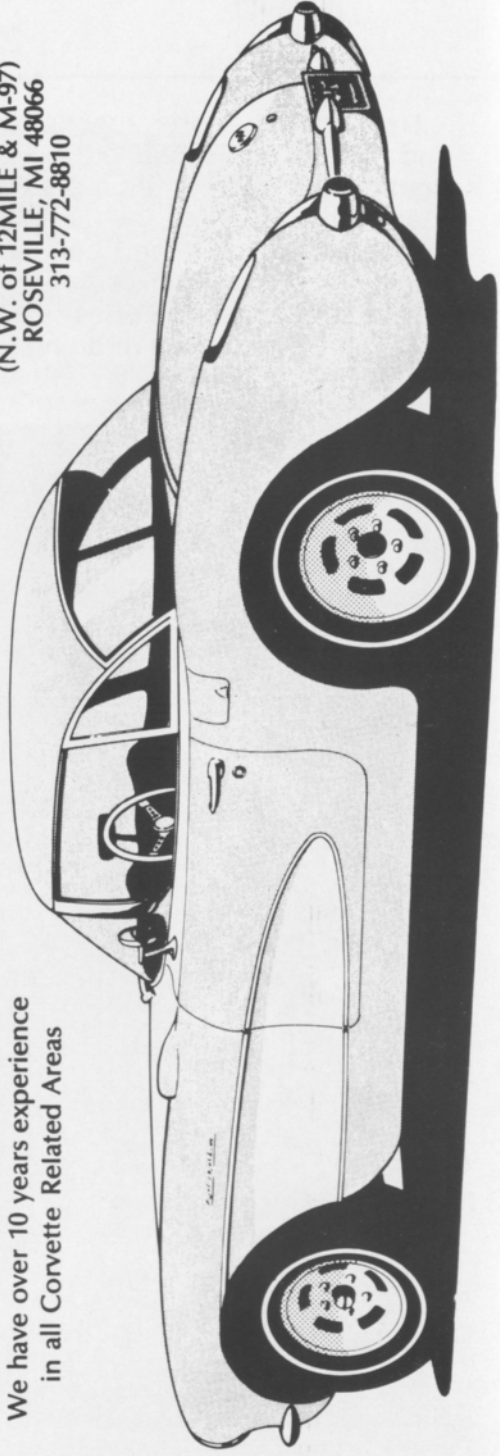
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— Dena Hallandal

Welcome to Waterford Hills and the start of the 1979 road racing season. You will see a colorful, competitive and safe race weekend. It is my duty, along with the many volunteer workers, to see that you are presented with an organized, well-rounded and smooth running sports event.

Some 150 various workers put in their free time, energy and hard work to stage the twenty some races each weekend. Let me tell you briefly what they do.

Registration consists of the Registrar who has mailed out the entries, assigned car numbers and compiled all the materials for each driver: tech sheets, waiver forms, paddock passes, race schedules, and so on. Assisting the Registrar are 6 to 8 people.

You could call the Paddock Marshal, and his crew of 3 to 6 persons, our police force. They assign drivers paddock space for the race car and the support vehicle. They keep the infield orderly — no fast or dangerous driving (look after small children and slow moving adults) and see that no alcoholic beverages are consumed until all the races are over for the day.

Tech Inspection consists of the Chief and 4 to 5 assistants. They use their expertise to inspect each entrant's car and safety equipment to insure that the equipment is safe, race prepared and competition legal.

Timing and Scoring is responsible for accurate times on each car and for charting each driver's number every time he crosses the start-finish line. They must also maintain records of the official race class and track record times. In order to function properly, this specialty needs an average of 20 to 25 people.

Once a car has qualified and been given a grid position from which to start a race, car and driver go to the false grid in the paddock. The Grid Chief and crew of 4 to 5 see that each car is lined up in the qualifying order. They check that drivers have their helmets, gloves and seatbelts on and that car and driver are ready to race. Then they direct the cars out behind the pace car to be brought under control of the starter to begin the race.

The Starter — there are 3 who work throughout the weekend — will see that the cars are lined up in their respective positions and will start the race when this occurs. During the race he communicates the condition of the track to the drivers through the use of flags.

Turn Marshals are the people you see in white clothing working the various turns around the track, a most important crew. They are under control of the Flag Marshal who recruits, trains and assigns them to the corners. They are also under control of the Communications Chief through the party-line phone system which keeps all corner stations in communication with each other and with central control. Their job is to use flags to tell the drivers the track conditions as they occur. They assist drivers in trouble and maintain a clear, safe race course. Some 50 or more marshals are needed each race day.

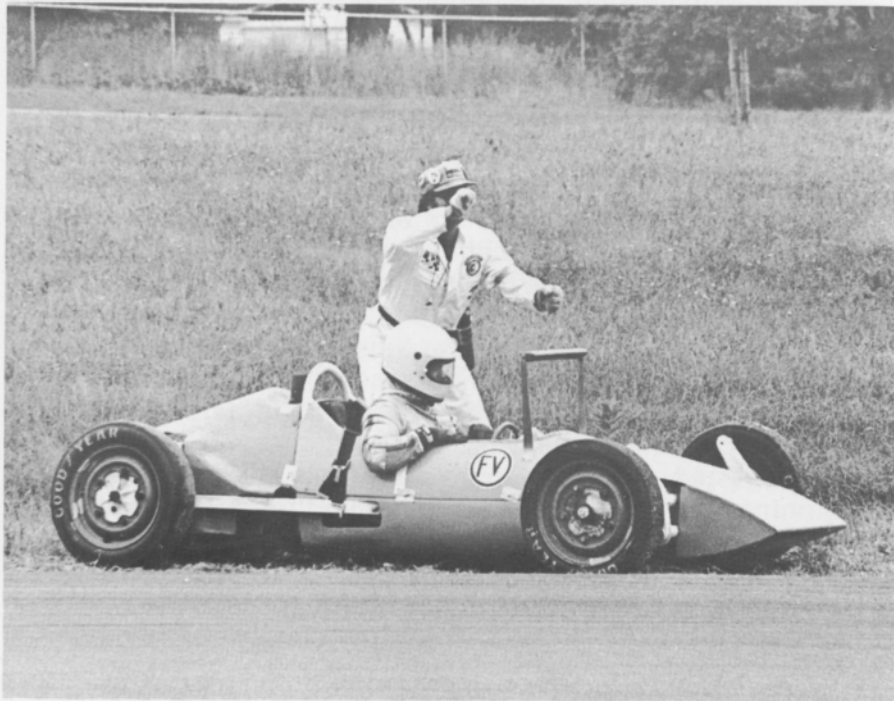
Other areas of importance are the Course Marshals who keep the track in race condition as well as being in charge of the ambulance and wrecker. The Pit Lane Marshal makes sure that drivers who have to pit during a race or qualifying can do so safely. The Impound Marshal supervises the winning cars for the first half hour after the race and weighs all cars to be sure they are not illegally under competition weight for their class.

All workers and entrants are under the control of the Chief Steward and the Stewards Committee. The Chief Steward is responsible for the general conduct of the race meet — our leader!

Each and every area of workers serves an important function. Without them a race could not run smoothly, if at all.

We can always use more interested, enthusiastic race workers. If you are interested in joining us, come to the pit gate after the races. Come racing with us: you meet some of the nicest people around!

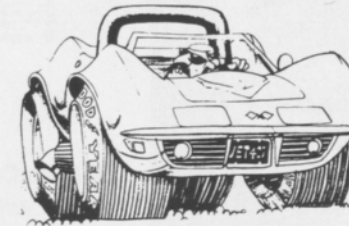




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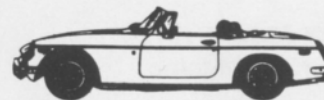
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1978 top ten drivers



1

PAUL CAMERON
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2

DAN HILL
utica michigan



3

VIC SKIRMANTS
warren michigan



4

GEORGE DOHRING
detroit michigan



5

TIM CLARK
livonia michigan

6

JIM DAVIS
rochester michigan



7

CLAUDE BEAUREGARD
dearborn michigan



8

VINCE MUZZIN
northville michigan



9

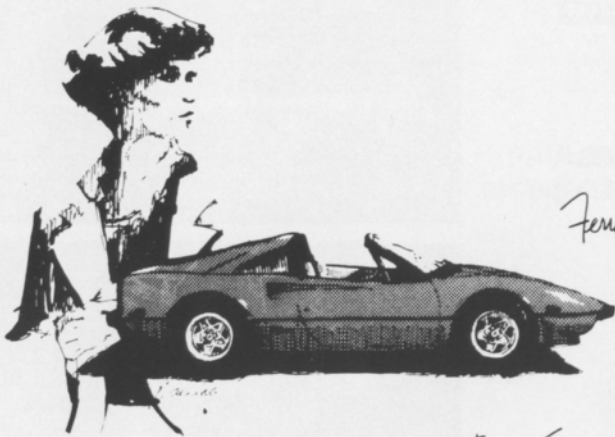
VINCE McLEOD
clarkston michigan



10

JERRY MORLEWSKI
detroit michigan





Ferrari 308 GTS

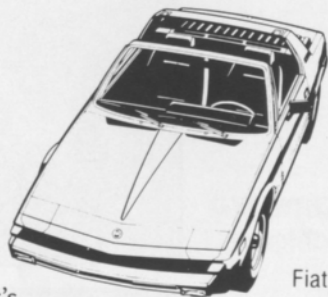
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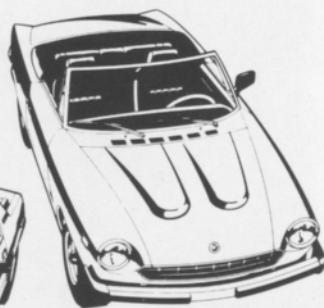


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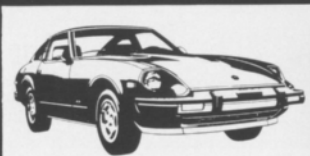
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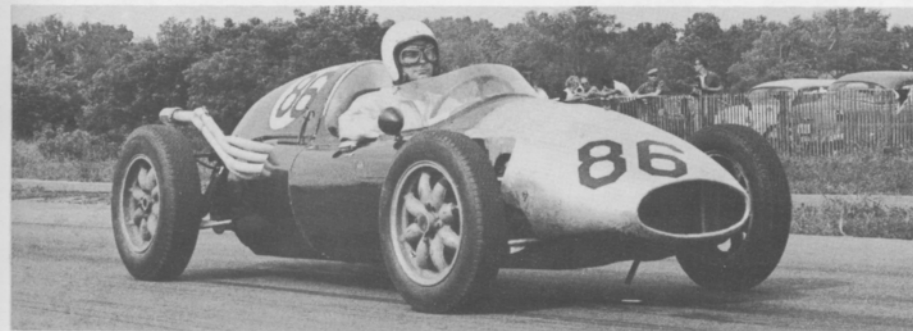
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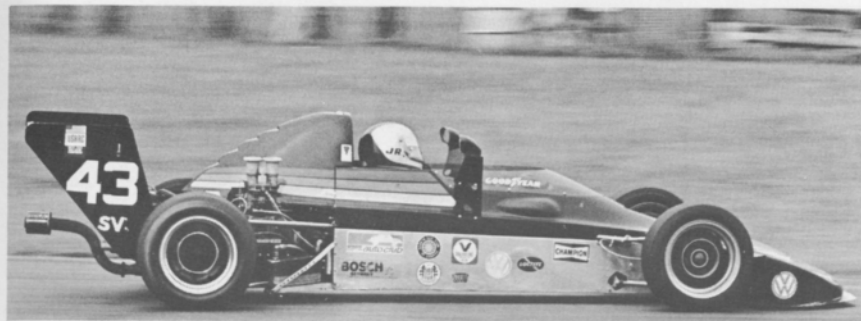
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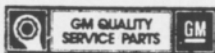
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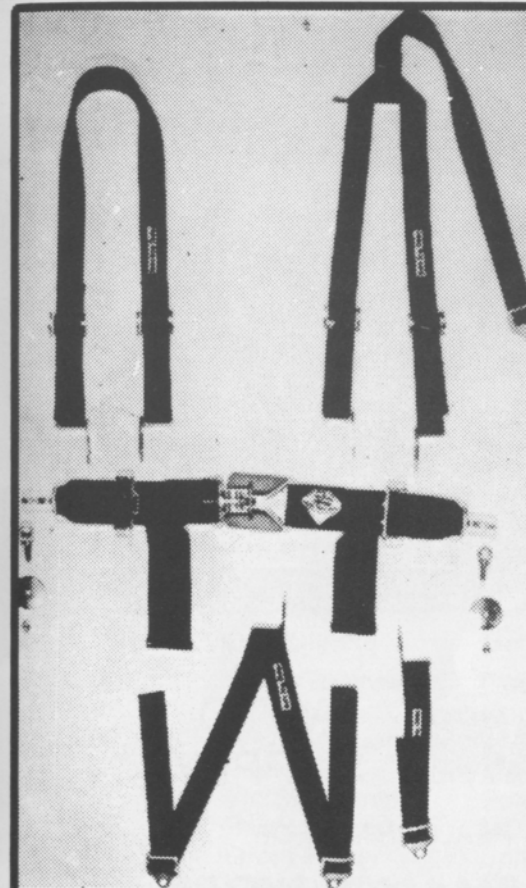
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Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:00	85.326	1:17	66.488	1:34	54.463
1:01	83.927	1:18	65.635	1:35	53.890
1:02	82.574	1:19	64.805	1:36	53.329
1:03	81.263	1:20	63.995	1:37	52.779
1:04	79.993	1:21	63.204	1:38	52.240
1:05	78.762	1:22	62.434	1:39	51.713
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	Bob Schneider	Mallock U2	1:11.5	9/78
CSR	Evan MacDonald	M - 2	1:10.5	9/78
DSR	Don Clining	Meister Honda	1:20.8	5/75
AP	John Greenwood	Corvette	1:16.3	9/72
BP	Tim Clark	Corvette	1:14.7	9/78
CP	Wayne Rogers	Datsun 240Z	1:19.4	8/78
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	1:16.2	7/78
GP	Grant Brady	Spitfire	1:18.9	9/78
HP	Paul Cameron	Sprite	1:20.4	7/78
AS	Bill Wink III	Camaro	1:16.9	9/78
BS	J. Byron Walker	Datsun	1:17.9	7/77
CS	Gary Allott	Mini Cooper	1:21.0	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	Larry Rehagen	Pinto	1:32.8	7/78
FB	Lew Cooper	Lola	1:09.1	7/73
FC	Norm Kirnberger	Brabham	1:13.6	8/73
FF	Vince Muzzin	Royale	1:09.4	6/78
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

To insure fairness in competition, all road racing cars are grouped into racing classes by the Sports Car Club of America in its General Competition Rulebook (GCR). Waterford Hills Road Racing observes the GCR regulations with some minor exceptions.

The five competition classes are: Production (sports cars), Showroom Stock (sedans and sports cars with minimal modification), Sports Racing (highly modified engine and body over wheels), Sedan (enclosed cockpit passenger cars), and Formula (open wheels and single cockpit).

The cars listed below are representative of their racing classes and include most of those you will see at Waterford Hills.

PRODUCTION

- AP** Corvette (large block), Boss Mustang, Shelby Cobra 427
- BP** Corvette (small block), Shelby Mustang, Porsche 911 series
- CP** Datsun "Z" series, Lotus Elan, Porsche 914/6, Sunbeam Tiger
- DP** Triumph GT 6, Triumph TR-6 and TR-7, Datsun 2000, Lotus Super 7, Yenko Stinger Corvair
- EP** Porsche 356, Porsche 914, MGB, Opel GT, Triumph TR-3 and TR-4, Elva Courier
- FP** Saab Sonnet, MG Midget Mk III and IV, Lotus Seven, Triumph Spitfire Mk III and IV and 1500
- GP** MG Midget Mk I and II, Triumph Spitfire Mk I and II, MGA, Porsche Coupe, Austin Healey Sprite 1100, Fiat X-1/9, Fiat 124 Spider
- HP** Austin Healey Sprite Mk I and II, Fiat 850, MG Midget 948, Fiat Abarth

SHOWROOM STOCK

- SSA** Datsun 260Z and 280Z, Capri V-6, Mustang Cobra, Porsche 914, Cosworth Vega, BMW 2002
- SSB** Dodge Colt, Mustang V-6, Opel Sedan, Volkswagen Scirocco and Rabbit, Capri 2300, Toyota Celica, Saab 99, Fiat 124 and 131
- SSC** Pinto Stallion, AMC Pacer, Vega GT, Datsun 210, Fiat X-1/9, MG Midget, Honda Civic, Pontiac Astre, Renault R5

SPORTS RACING

- ASR** Over 2000 cc
- BSR** Over 1300 cc to 2000 cc
- CSR** Over 850 cc to 1300 cc
- DSR** Below 850 cc

SEDAN

- AS** Camaro, Mustang, Pontiac Firebird, AMC Javelin
- BS** Datsun 510, 610 and 710, Capri, Pinto, Fiat 124, Toyota, Opel Manta, Dodge Colt, Mazda R-X
- CS** Austin Cooper S, Volkswagen Beetle, NSU TT, Datsun B-210

FORMULA

- FF** Formula Ford - Cortina or Pinto 1600 cc engine, strict weight to engine ratio, very equal cars
- FV** Formula Vee — all Volkswagen components, 1200 cc engine, only formula class where total legal weight includes driver's weight, very competitive class
- FSV** Formula Super Vee — Volkswagen 1600 cc engine, air-cooled (water-cooled with restrictions), rear wing allowed, popular with amateur drivers going professional in Mini-Indy Series
- FB** Formula B — 1100 cc to 1600 cc engines, more modifications allowed, rear wing allowed, not meant to be an inexpensive race car
- FC** Formula C — below 1100 cc engines, more modifications than FSV with less weight, rear wing optional, can be competitive with FSV
- F4** Formula Four — Canadian class, motorcycle engine power plant, engine size determines weight and transmission allowed, competitive with FV

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



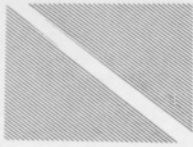
(Stationary) Take care, danger, no passing.
(Waving) Great danger, be prepared to stop, no passing.

red



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

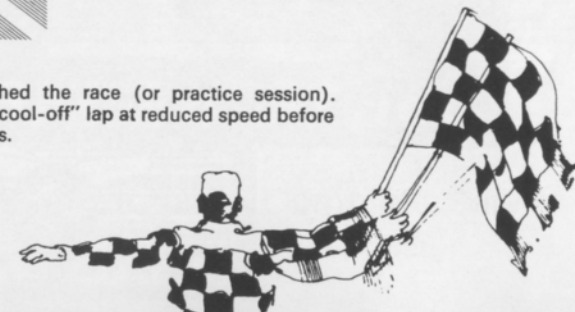
blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

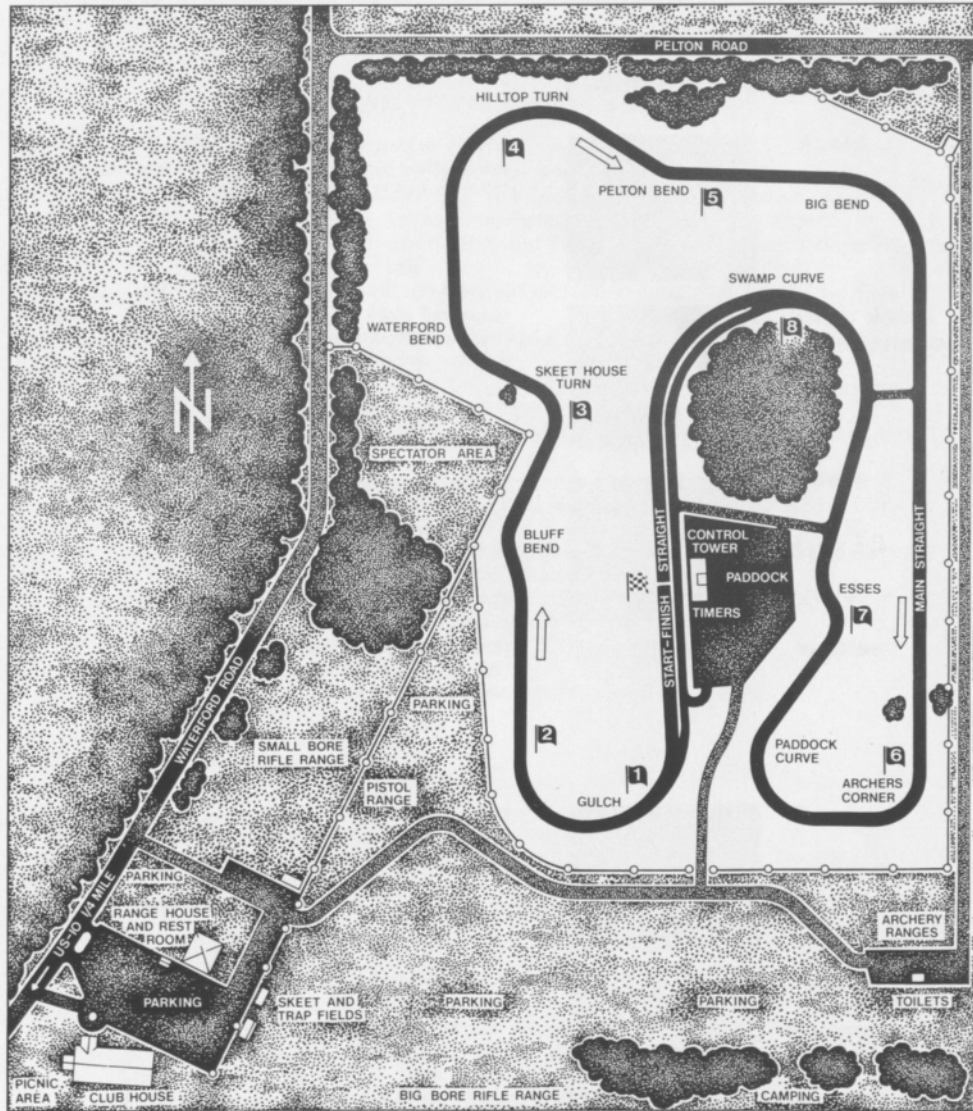
checkered

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

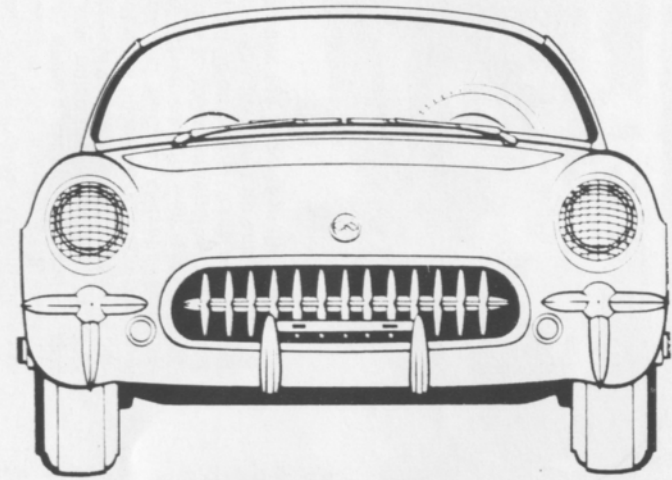


waterford hills course map

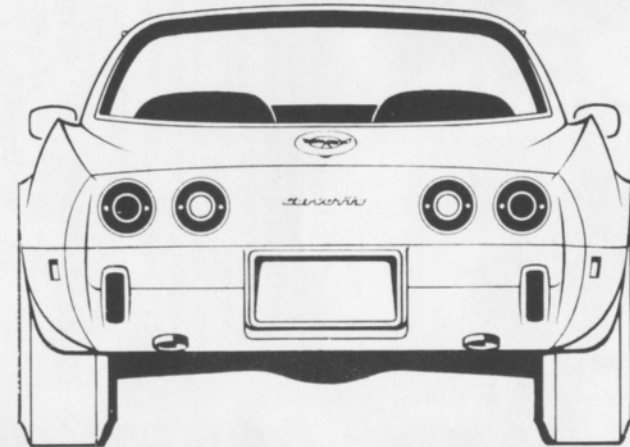
a 1.5 mile
asphalt road course
at waterford,
michigan



FROM THIS...



...TO THIS...



Expert Collision. Custom Paint. Complete Service.
28515 GRATIOT, ROSEVILLE 773-2420