

# WATERFORD HILLS



## ROAD RACING • 1980



May \$1.00

spring sprints

### 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 1980 we've assembled the largest field in our 22 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 1980

#### ROAD RACING CALENDAR

- May 10-11 • May 24-25
- June 28-29 • July 26-27
- August 30-31 • September 27-28

#### 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 THRILLS!

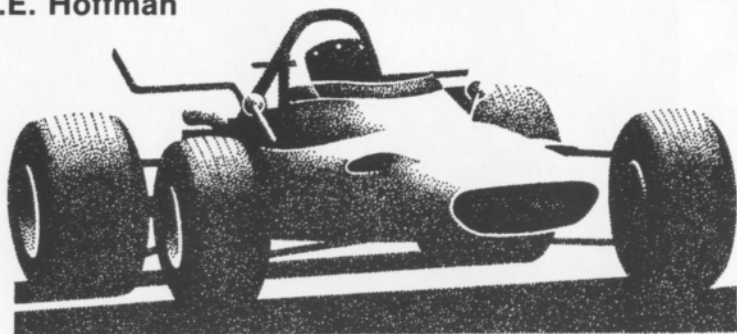
Published by Waterford Hills Road Racing, Inc. 1980





## the inside line

S.E. Hoffman



Welcome to the start of another superlative racing season here at Waterford Hills. This May's races begin the twenty-second year of exciting competition at Michigan's oldest and best road racing facility.

Among the many changes this year are improvements to the racing surface, a rebuilt communications system and reworked loud speakers to the spectator areas. Other changes include a reclassification of race sedans into the GT-1 through GT-4 classes.

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 team or racing sponsor. 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 letters (EP, FV, GT-2, SSB) name the class the car is running in so you can tell who is really dicing with whom!

We are welcoming a lot of new drivers from our April competition school this month. They are the guys and gals sporting those dayglo orange triangles on the rear deck. That triangle says "nervous novice" so take care when passing. That's part of the game since every winner had to be a rookie once!

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 programs run so smoothly. If you'd like to join them, come to our club meeting the first Wednesday of the month in the O.C.S.C. clubhouse (the big, log building at the entrance) at 8:00 p.m.

We are delighted to continue two popular special features this season: the "Looking Back with Bizer" photo features of Al Bizer and the humorous "Four Wheel Drift" columns of Publicity Director, Karl Nilsson.

**A Vintage Car Race the weekend of May 24 & 25 is the first of many special events planned for the 1980 season. Challenge runs and personal appearances by your favorite radio and media personalities highlight our summer weekends. Parade laps by local marque clubs, including the Midwest Trans-Am Club and the English Car Clubs of Michigan, are already scheduled.**

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 from now through September (check the schedule on the back of your program) so plan right now to come back and enjoy our sport with us. In the meantime, just sit back and savor the opening of the 1980 racing year!

Happy viewing!!

## officials

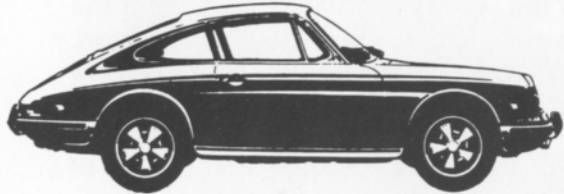
oakland county sportsmen's club president	jerry morlewski
waterford hills road racing club president	don burry
chief stewards	earle clark
	barry hartzel
director of racing	jim mcintosh
race coordinator	joe prato
chiefs of timing and scoring	judy brown
	bill siess
chief of flags	joe davis
chief of communications	jim macdonald
chief starter	hal goff
assistant starters	gayle lash
	mickey matus
chief tech inspector	john morris
chief paddock marshal	bruce penbarthy
chief grid marshal	sue bogart
chief course marshal	mark nelson
chief registrar	mary shiloff
licensing chairman	jim grams
membership chairman	judy davis
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(Naturally our fuel efficiency

figures are for comparison purposes only. Your actual mileage and range may vary, depending on speed, weather and trip length. Your actual highway mileage and highway range will most likely be lower.)

If you'd care to judge the 320i for your self, phone us and we'll arrange a test drive.

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### Bonus for racing fans: 10% off with this ad!

## four wheel drift

Karl Nilsson



I'd like to welcome all of our new friends who may have met us for the first time at this year's Autorama at Cobo Hall. Way back in January, Waterford Hills Road Racing Club entered a large display featuring nine racecars that represented a cross-section of our average race weekend. A hoarse crew of club members spent three days and nights explaining what we're all about to a good percentage of the 110,000 viewers that filed past our club display.

Apparently, seeing a road-racer was a real shock to some of the spectators at the nation's largest hot rod show. The drag racers thought we were weird because we put slicks on all four wheels. The street rodders thought we were weird for building cars that couldn't cruise Woodward. The custom car freaks were a little kinder. They just assumed we ran out of money before we could have everything chromeplated. All differences aside, the large crowds gathered around our video tape program seemed to prove that anybody who loves automobiles in general can have a wonderful time watching road-racers trade paint-jobs and doorhandles through hairpin corners.

It took a lot of body-work and a lot of wax, but our racers were pretty enough to grab five trophies, including two Firsts, two Seconds and a Third place! That's not bad, considering every car we entered was a seasoned veteran of intense, Waterford-style competition. The majority of the 500 cars in the show were pampered prima-donnas that never saw a rain drop, let alone fender-to-fender combat.

To top it off, Waterford also won the Second place trophy in the Best Club Display category. Much of the credit for our eye-catching display goes to Cliff McKillop, the talented artist who also designed our new W.H.R.R.I. logo. Cliff is

also responsible for many of this year's sharp new paint schemes, including Don Burry's red, white and blue #33 Corvette, Jim Grams' #73 Spitfire, and Lon Livengood's 21-year-old #4 Porsche. Incidentally, our new four-color logo is available on a variety of jackets, caps, tee-shirts and window stickers at the boutique inside the paddock. At least once a season, I think every serious spectator should splurge and buy a pit pass, a tee-shirt and a bumper sticker. Let's tell the world we've got a great race track right here in Michigan.

I'm happy to report that during Autorama, over 500 interested people filled out cards requesting information on how they could get involved at Waterford as a driver, or as a volunteer worker. Some of those Autorama recruits have just graduated from our April driver's school and are getting their first taste of real competition this month. They're so well trained, that the only way you can spot our novice drivers is by the orange triangle on the back of their cars. As always, we encourage our rookies and wish them the best of luck.

Be sure to join us June 29th, as we celebrate another "W4 Day at the Races." The WWWW-FM disc jockeys will trade headphones for helmets in a lunchtime celebrity race. Enjoy the fun on Sunday, then tune to 106 on Monday — but don't be surprised if they sound a little different...after all, a spin-out in turn three is guaranteed to make even the deepest voice go up a few octaves.



photo by John Willyard

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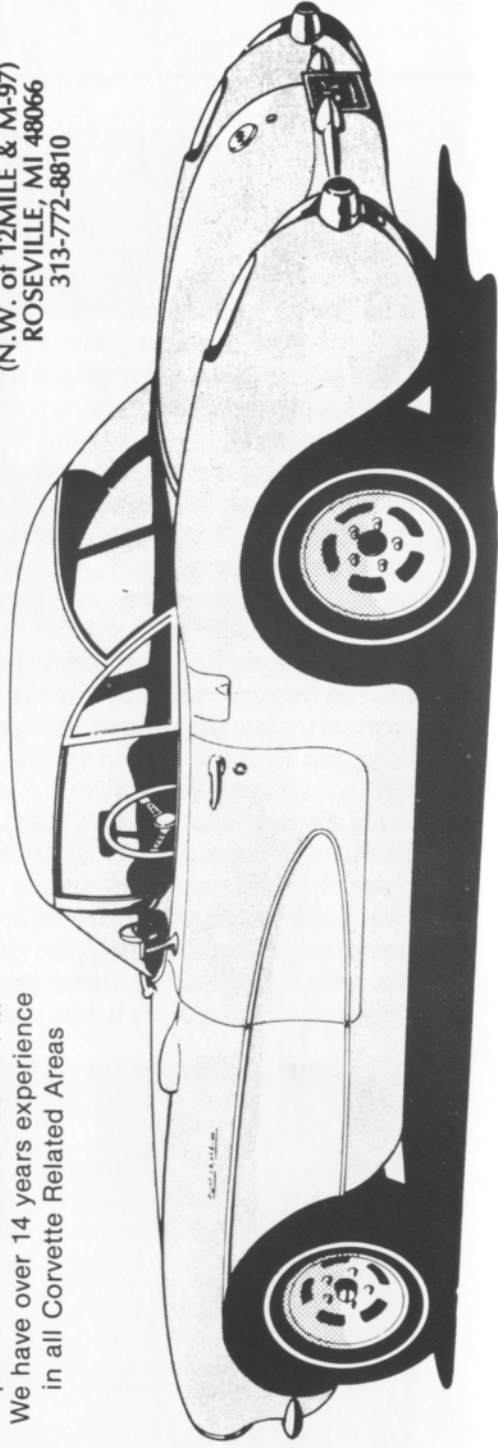


photo by john willyard

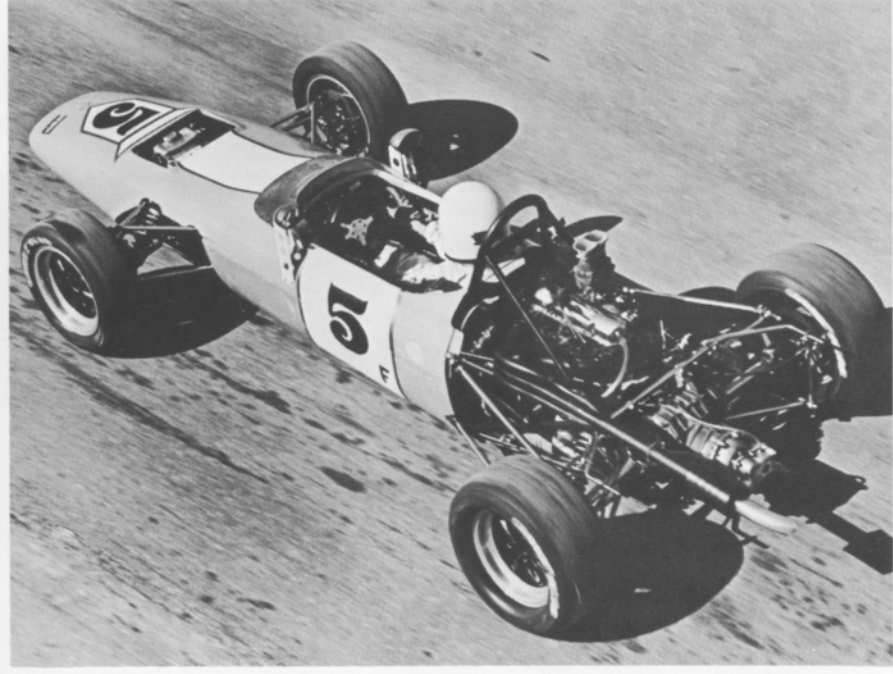


photo by john willyard

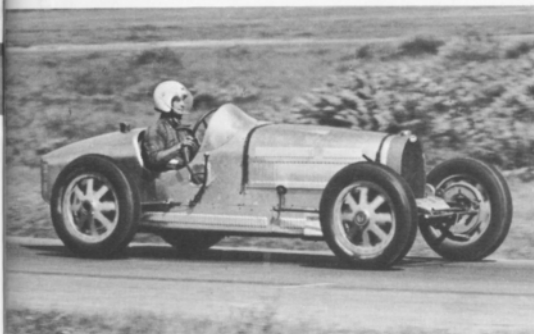
# LOOKING back

## with Bizer

VINTAGE

CAR RACE

AUGUST 29, 1965



CHARLIE DAVISON WAS SPECTACULAR AS CHIEF STARTER



photo by john gaciocch

One



photo by john gaciocch

Two



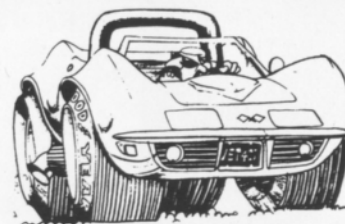
photo by john gaciocch

Three

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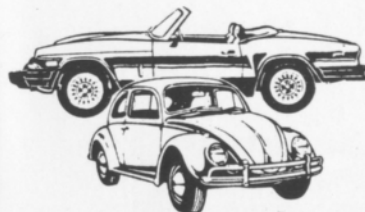
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# 1979 top ten drivers

1

**BOB McLEOD**  
clarkston, michigan

2

**DAN HILL**  
utica, michigan

3

**RANDY BLACK**  
linden, michigan

4

**BOB GARNER**  
livonia, michigan

5

**TIM CLARK**  
livonia, michigan

6

**LOU LIVENGOOD**  
dearborn, michigan

7

**MARC ROBLING**  
warren, michigan

8

**JOHN VICKERMAN**  
garden city, michigan

9

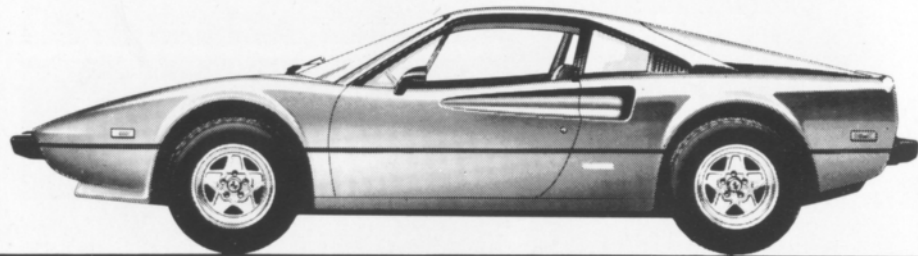
**JOE PRATO**  
lincoln park, michigan

10

**BOB FEHAN**  
royal oak, michigan



*Only those who dare... truly live*



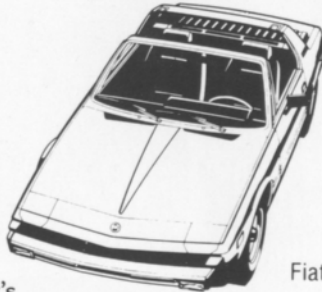
*The Sports Car Exchange  
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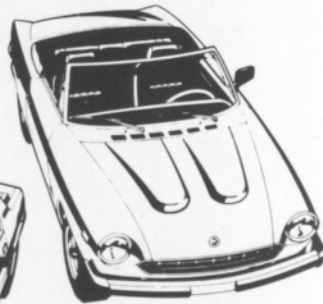
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## PHOTO CAPTION CONTEST



photo by john gacioch

Photo 1: " \_\_\_\_\_ "



photo by matthew brady

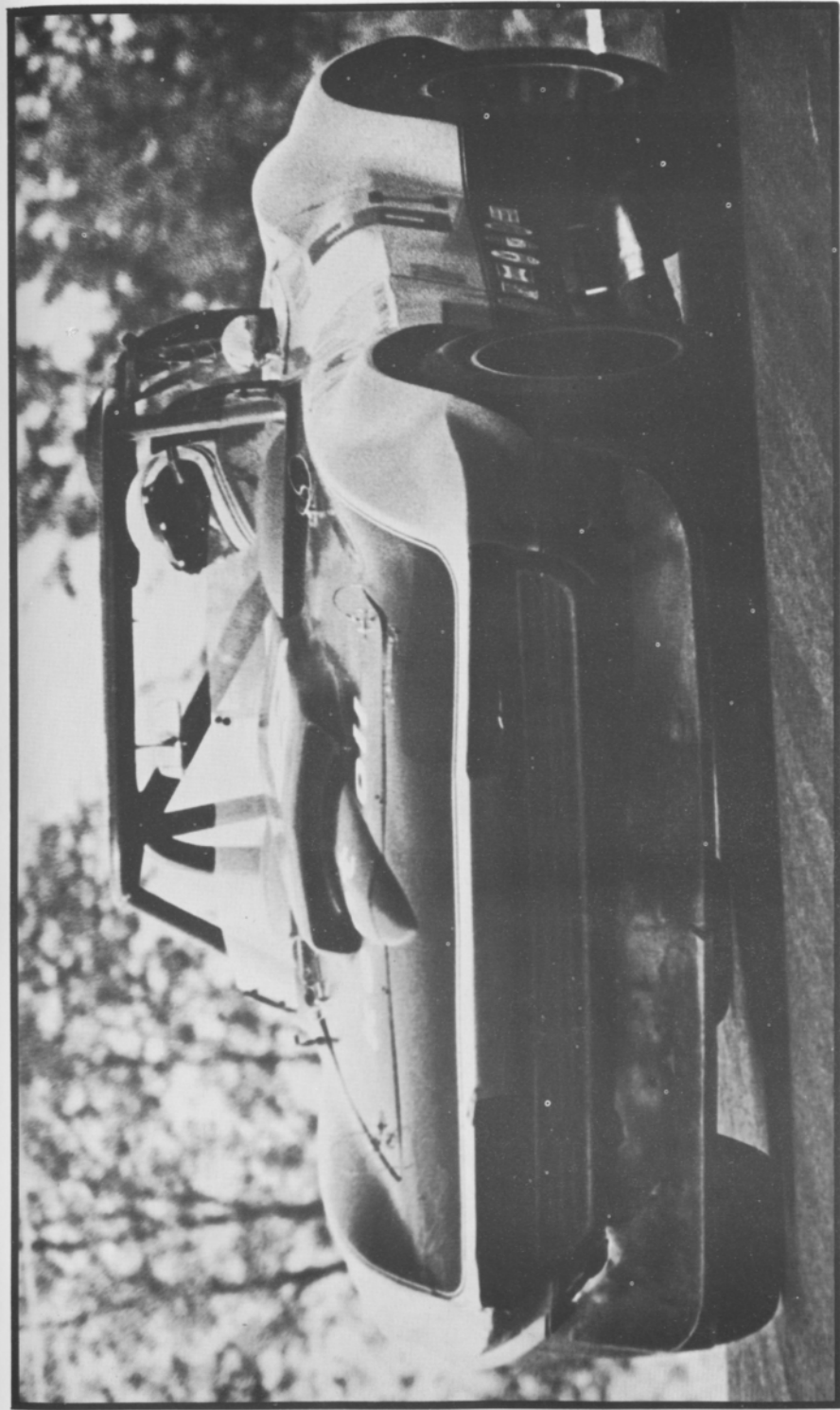
Photo 2: " \_\_\_\_\_ "

Send your funny caption on a postcard to: Humor Editor, Box 1021, Birmingham, Michigan. The funniest entry for each photo will win a W.H.R.I. bumper sticker and a Waterford racing poster suitable for framing, courtesy of the Waterford Hills Boutique, operated by Pat Prato.

# Ford Motorsport

Ford Motor Company  
Post Office Box 43320  
300 Renaissance Center  
Detroit, Michigan 48243

photo by john gacloch



**W.H.R.R.I. 1980 RACE DATES • MAY 24 & 25 • JUN 28 & 29 • JUL 26 & 27 • AUG 30 & 31 • SEP 27 & 28**

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photo by bear

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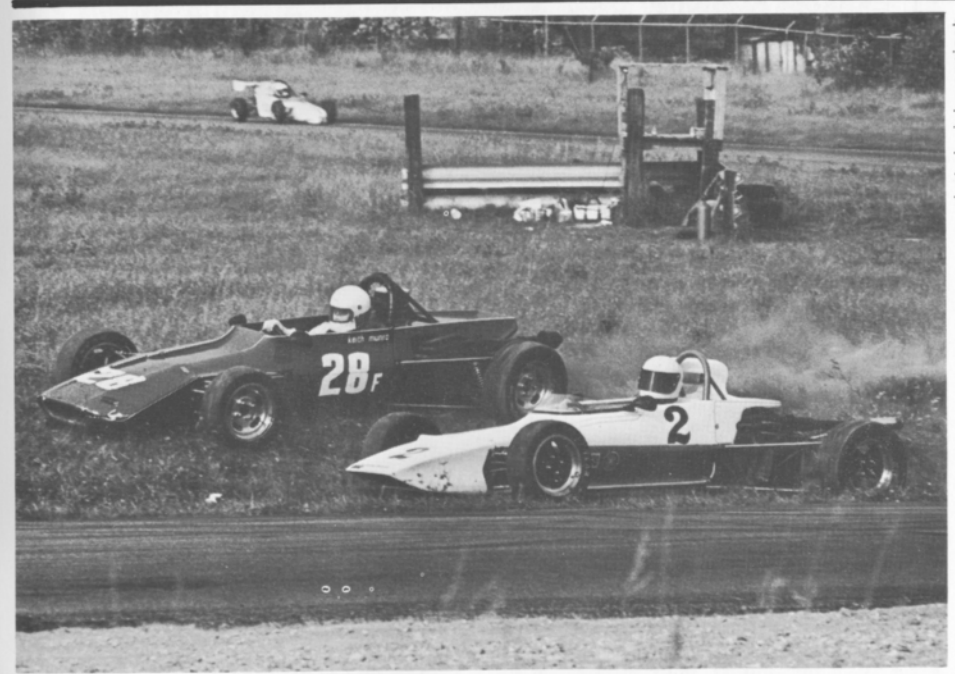



photo by john gacioc

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photo by al bizer

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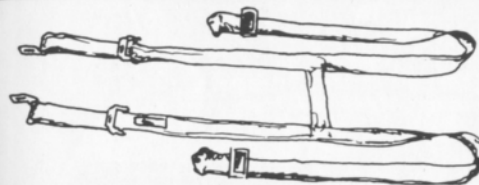
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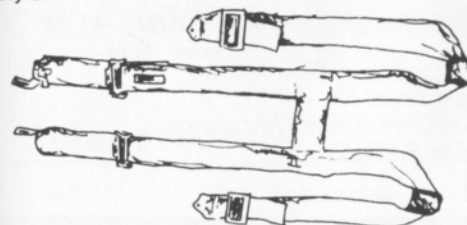
(Formerly Bob's Safety Equipment)

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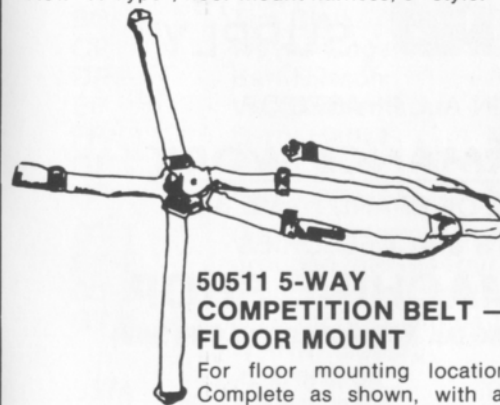
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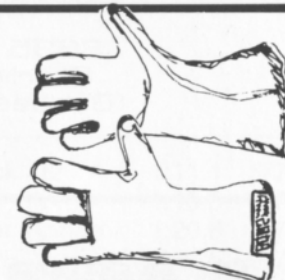
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**average lap speed chart**

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	Bob Schneider	Mallock U2	1:11.1	5/79
CSR	Evan MacDonald	M - 2	1:10.5	9/78
DSR	Don Clining	Meister Honda	1:20.8	5/75
S/2000	Larry Campbell	Lola	1:11.5	9/79
BP	Tim Clark	Corvette	1:14.7	9/78
CP	Wayne Rogers	Datsun 240Z	1:19.4	8/78
DP	Karl Nilsson	Porsche 914	1:17.5	9/79
EP	Vic Skirmants	Porsche 356	1:16.5	6/76
FP	Barry Hartzel	MG Midget	1:16.2	7/78
GP	Grant Brady	Triumph Spitfire	1:18.9	9/78
HP	Paul Cameron	Sprite	1:20.4	7/78
GT-1	(Since the former three sedan classes have been re-grouped into the four GT classes, records for these groups will be established throughout the May races. New records will be listed in the June issue of the WHRRI digest).			
GT-2				
GT-3				
GT-4				
SS/A	Lowell James	Porsche 914	1:30.0	6/77
SS/B	Thad Gutowski	Scirocco	1:29.6	9/76
SS/C	Marc Robling	Pinto	1:30.6	9/79
FF	Vince Muzzin	Royale	1:09.4	6/78
FV	Vince McLeod	Lynx	1:16.5	7/79
**F/ALTC	Vince Muzzin	March	1:06.7	5/75
F/CNTL	Charles Van Acker	Lola	1:09.8	8/79
F4	Robert Long	Xpit	1:13.2	9/79

\*\*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 (GT cars and sports cars with minimal modification), Sports Racing (highly modified engine and body over wheels), GT Class (enclosed cockpit passenger cars, formerly sedan class), 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

- BP** Corvette (small block), Shelby Mustang, Porsche 911 series
- CP** Datsun "Z" series, Lotus Elan, Porsche 914/6, Sunbeam Tiger
- DP** Porsche 914, Lotus Super 7, Datsun 2000, Yenko Stinger Corvair, Triumph GT-6, TR-6 and TR-7.
- EP** Porsche 356, MGB, Opel GT, Porsche 914, Triumph TR-3 and TR-4, Elva Courier
- FP** Saab Sonnet, MG Midget Mk III and IV, Lotus 7, 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-19, 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-19, MG Midget, Honda Civic, Pontiac Astre, Renault R5

### SPORTS RACING

- ASR** over 1300 cc but less than 6000 cc
- CSR** over 850 cc up to 1600 (with restrictions)
- DSR** below or equal to 850 cc
- S/2000** uses Ford 2000 cc overhead cam engines only

### GT CLASS (Formerly A, B and C Sedans)

- GT-1** Camaro, Mustang V-8, Capri V-8, Pontiac Sunbird and Firebird
- GT-2** Pinto 2000 and 2300, Datsun 510 1800, Mustang 2300, Opel 1900,
- GT-3** Datsun 200 SX, Mazda RX 2, Toyota Celica.  
Pinto 1600, Fiat 124/Sports Coupe, Datsun 510 1600, Dodge Colt, Toyota Corolla 1600.
- GT-4** Austin/Morris Mini Cooper, VW 1300, NSU TT, Renault LeCar, Fiat 124 1200, Toyota Corolla 1200.

### 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
- F/ALTC** Formula Atlantic - choice of engines in the over 1100 cc up to 1600 cc range, wings and other modifications allowed, not meant to be an inexpensive race car.
- F/CNTL** Formula Continental - engines up to 1100 cc, rear wings allowed, combines the modifications of the previous Formula C and Formula Super Vee classes
- F 440** Formula 440 - utilizes Fuji two-cycle snowmobile engines and drive train, rigid suspension, wings permitted
- F 4** Formula Four - Canadian class, motorcycle engine power plant, engine size determines weight and transmission allowed

## 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**



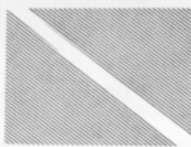
(Stationary) Take care, danger, no passing.  
(Waving) Great danger, be prepared to stop, no passing.

**red**



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

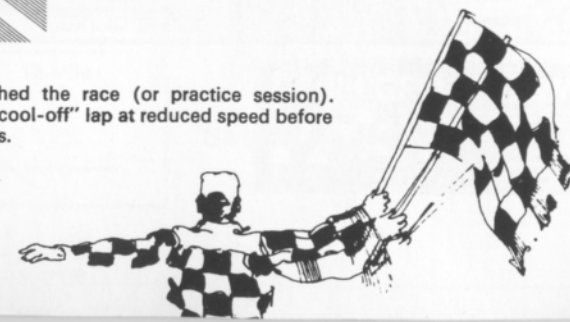
**blue with diagonal yellow stripes**



(Motionless) Another competitor is following you closely.

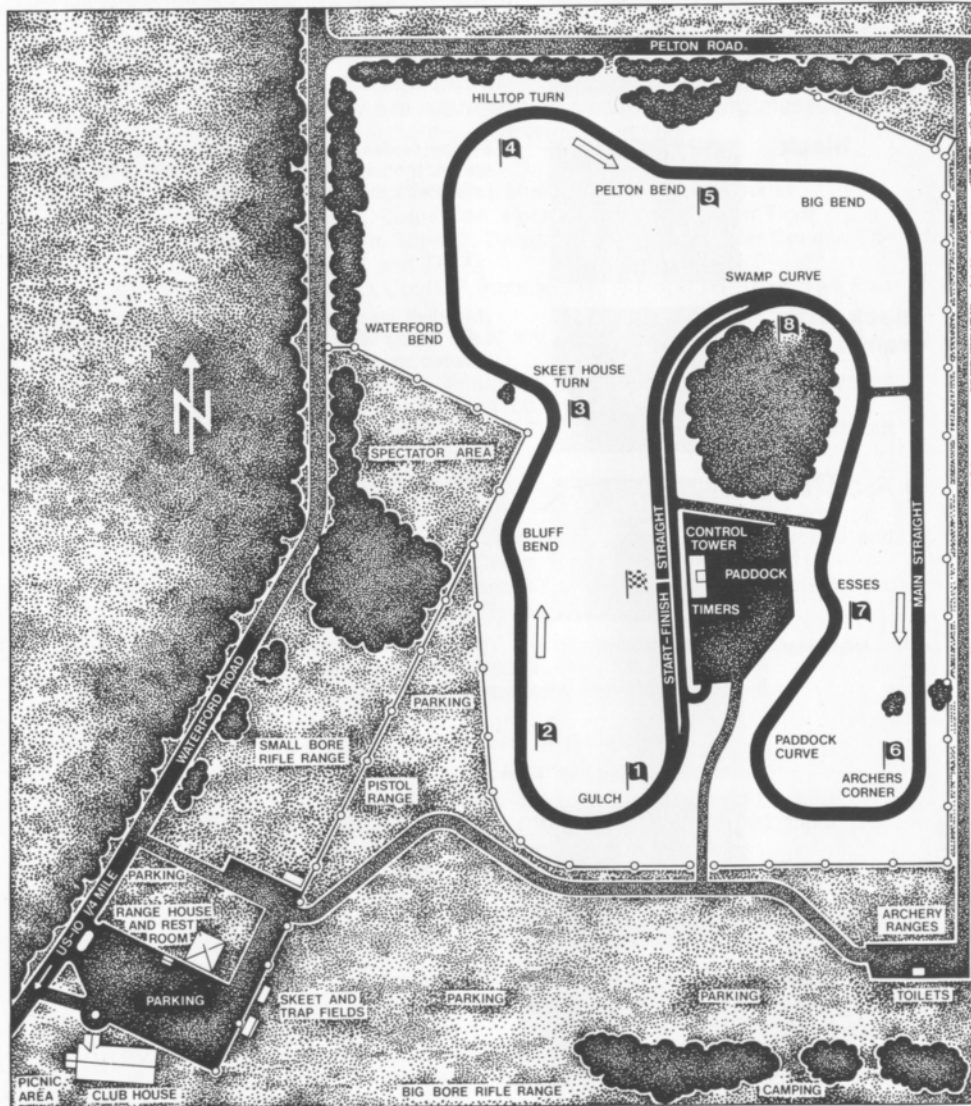
**checkered**

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



# Foreign Car Parts Center

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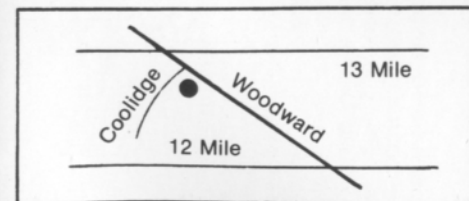
*"IF WE DON'T HAVE IT  
NO ONE DOES!"*

\*AFFILIATED WITH MICHIGAN ENGINE SUPPLY

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