

# WATERFORD HILLS



## ROAD RACING • 1981



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 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 1981 ROAD RACING CALENDER

- May 16-17
- May 30-31
- June 27-28
- July 25-26
- August 29-30
- Sept. 26-27

### EASY ON THE WALLET

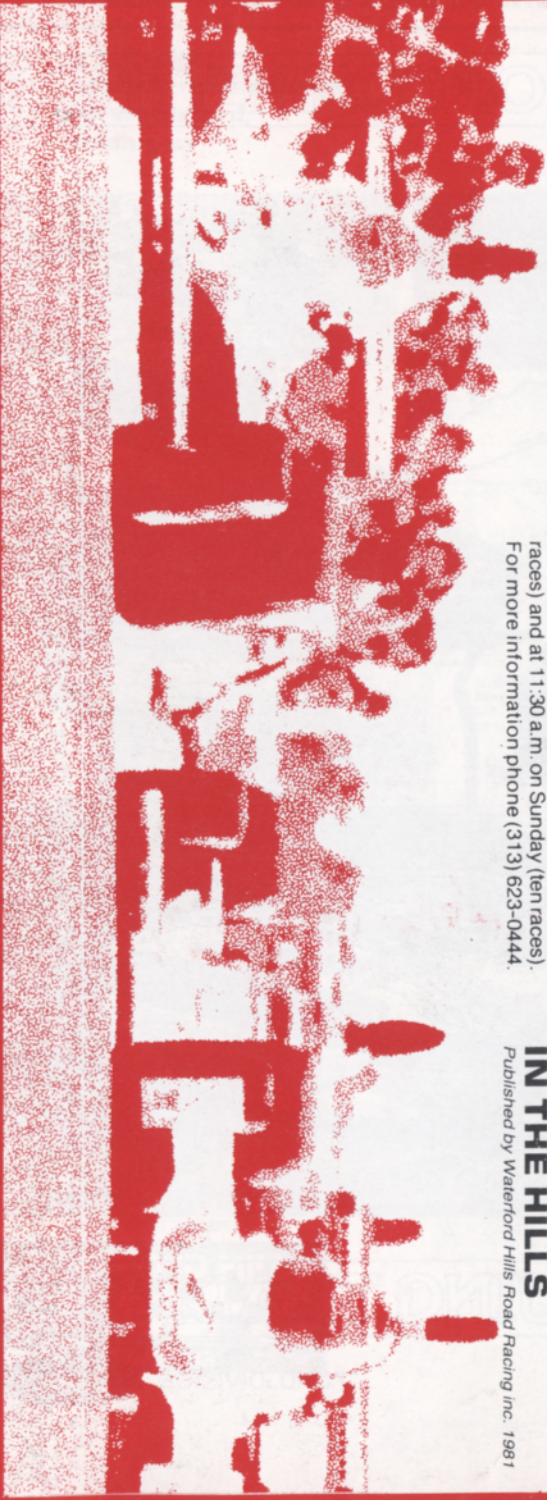
Admission is just \$2.50 for Saturday, \$4.00 for Sunday, or \$5.50 for the entire weekend. Children under 12 are always free and a Season Ticket is only \$20.00. The track opens at 10 A.M. for practice and qualifying. Racing begins at 1:30 p.m. on Saturday (seven races) and at 11:30 a.m. on Sunday (ten 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, 1/4 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 2 1/2 miles.

### GREAT SOUNDS IN THE HILLS

Published by Waterford Hills Road Racing Inc. 1981

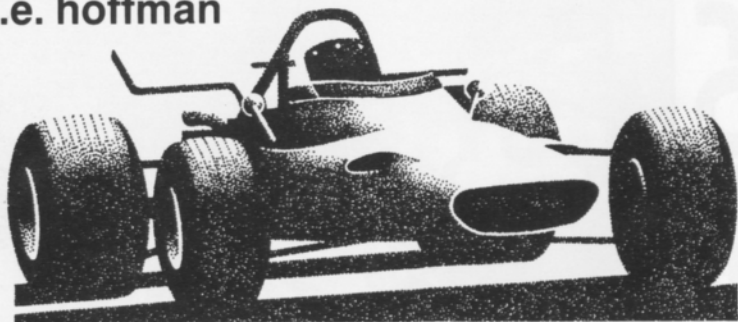






## the inside line

s.e. hoffman



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

Winter has not been an idle time for WHRRI members. Drivers and workers turned out in droves to patch the track and bring it up to tip top condition, make safety modifications on the guardrails and worker stations, rebuild the PA system and generally paint and fix-it so we all have a super place to race and watch racing. Now you all know that we are a do-it-yourself group from racing to maintenance!

Other changes include incorporating the BP class into GT-1 and shifting cars from one class to another, so check out the racing classes page later on in this "digest".

Most of our WHRRI drivers from last season are back so you can count on cheering on your favorites again! We are welcoming a lot of new drivers from our April competition school. They are the racers sporting that dayglo triangle on the back end which says "nervous novice" so take care when passing. That triangle protects both the passee and the passer!

Besides our super drivers and their crews, we have some 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 or just meet some of us, 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.

Right now, here's a spectating tip for your easier watching. Since we race several classes together most of the time, you will need to know what the writing on the racers really means. The big numbers on the sides and decks are the drivers number-of-record for the races — you can find his name and hometown on the entry list with that number. The small letters (EP, FV, GT-2 or SSC) name the class the car is running in so you can tell who is

really racing with whom! All it takes is a race program, a jug of wine and wow!

We have planned a very special season for everyone to enjoy. To kick off the year there will be a Vintage Car Race the weekend of May 30 & 31, the first of many special events. Personal appearances by your favorite radio and media personalities highlight our summer weekends. Parade laps by local margue club, including the Ford-Mercury Club, the English Car Clubs of Michigan and the Michigan Street Rods, are already scheduled. A second appearance by the Ford Motorsports great road show will be on the spectator hill in July. Special for spectators will be Saturday track rides during the lunch break, so listen for the PA directions. All in all, a great summer to spend at Waterford Hills.

We especially want to welcome back our fans from last year 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 the program) so plan right now to come and join us for a full summer of fun!

Happy viewing!!

## officials

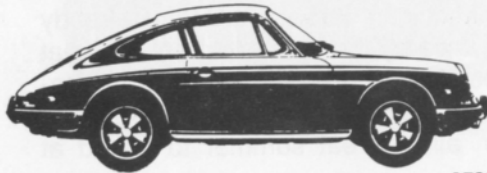
|                                            |                  |
|--------------------------------------------|------------------|
| oakland country sportsmen's club president | art miracle      |
| waterford hills road racing club president | don burry        |
| chief stewards                             | john morris      |
|                                            | don clining      |
| stewards committee                         | dan macdonald    |
|                                            | bill hallandal   |
|                                            | peter quenet     |
|                                            | tim evens        |
| director of racing                         | joe prato        |
| race coordinators                          | sue bogart       |
|                                            | dave shook       |
| chiefs of timing and scoring               | judy brown       |
|                                            | bill siess       |
| chief of flags and communications          | sue hoffman      |
| chief of flags                             | dennis whitehead |
| chief of communications                    | chris maurer     |
| chief starter                              | hal goff         |
| assistant starters                         | gayle lash       |
|                                            | mickey matus     |
| chief tech inspector                       | tony kunert      |
| chief paddock marshal                      | bruce penbarthy  |
| chief grid marshal                         | nancy waggoner   |
| chief course marshal                       | mark nelson      |
| chief registrar                            | mary shiloff     |
| licensing chairman                         | jerry shiloff    |
| membership chairman                        | judy davis       |
| trophy chairman                            | anne roeske      |



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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 the notion of a fuel-efficient car that's fun to drive intrigues you, call your nearest BMW dealer to arrange for a thorough test drive.

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## waterford hills road racing inc.



# photo contest

- ☞ WIN a Waterford season press pass
- ☞ HAVE your photo published in the July Waterford Digest
- ☞ WIN a \$10 gift certificate to the Waterford Boutique

### RULES:

- Photos must have been taken at a Waterford race week-end.
- Subject-cars, people, or stuff your choice
- Photos will only be returned if accompanied by a stamped self addressed envelope.
- Photos will be judged by the Waterford digest staff photographers.
- Your name must be on the back of the photo.

send to **Dan Hill**  
13864 22 Mile Rd.  
Utica, Mi. 48087

**NOT LATER THAN JUNE 25, 1981**

## What is Vintage racing?

by peter quenet

By definition, a vintage car is one which was built prior to December 1, 1961, although later models may also be included provided they are identical with 1961 or prior models.

There are two major North American organizations which cater exclusively to vintage car enthusiasts. Members from both the Vintage Car Club of America and the Vintage Automobile Racing Association of Canada regularly participate in vintage races at Waterford Hills.

One of the most conspicuous features of these cars is the apparent lack of modern safety equipment. It is felt that the addition of roll bars, fuel cells and the like would destroy the essence and character of vintage racing. It should be remembered that, due to the age of these cars and in some cases their rarity, the availability of replacement parts will vary from hard-to-find to non-existent. This fact alone creates a built-in safety factor since, under those circumstances, who would drive beyond the capabilities of either the car or himself? Nevertheless, pre-race inspection is extremely rigorous and every car is fitted with a fire extinguisher and seat belts. Also, drivers must wear the same protective clothing as other racers.

Vintage car racing is becoming increasingly popular and will, undoubtedly, attract more and more competitors as the costs of racing a modern car continue to climb.



photo by john willyard



1932 morgan super sport

photo by al bizer



1959 F3 cooper norton 500

photo by al bizer



1959 F3 cooper norton 500

photo by al bizer

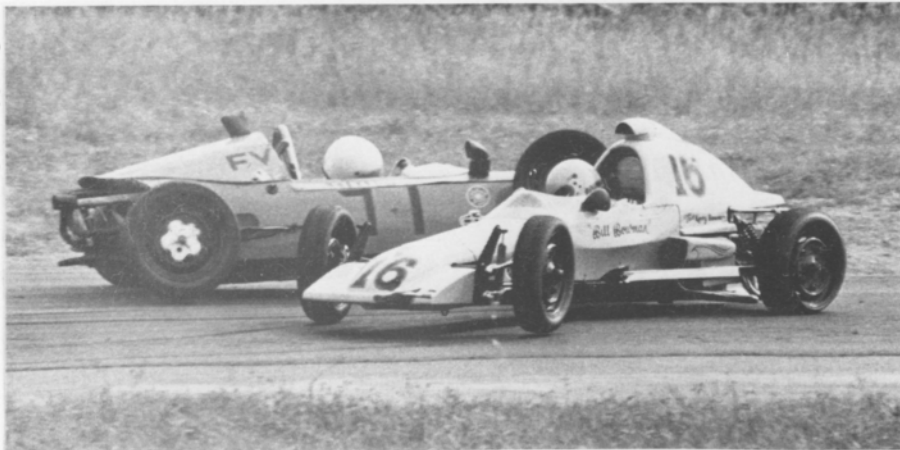




One of the joys of open-wheel racing is the amount of modern safety equipment. It is felt that the safety



602-nation motor 17 8007



602-nation motor 17 8007



photo by john gaciocch



photo by al bizer



photo by john williard



photo by al bizer

GOODYEAR  
RACING



photo by al bizer



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photo by al bizer

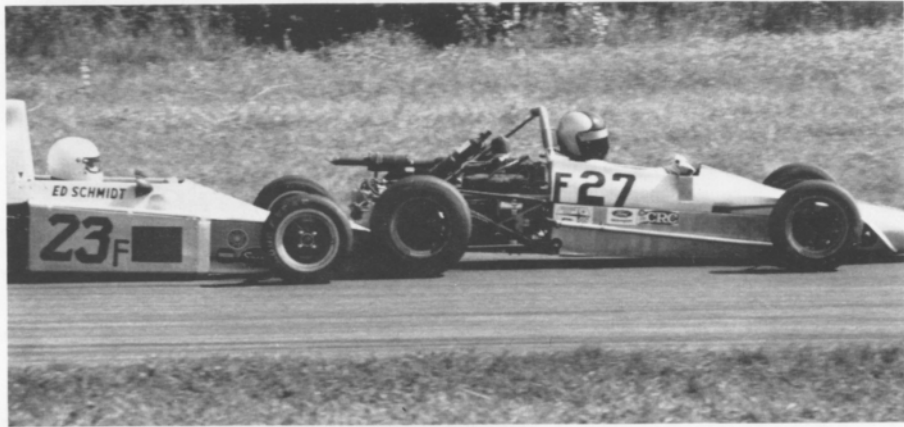


photo by al bizer

photo by john williard



photo by al bizer



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photo by bear

John Morris - President

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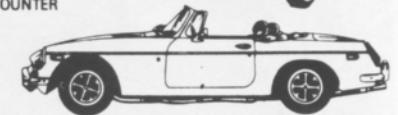
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## average lap speed chart

| 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    | 79.992 | 1:21    | 63.204 | 1:38    | 52.240 |



*THE PADDOCK HELD  
MANY WONDERS...  
... THIS HANDINI...*



*... A DEVIN BODIED  
PORSCHE SPL...*

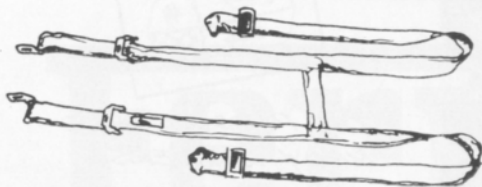


*... A  
MORETTI...*

*... AND KEN  
WOODWARDS  
NEAT HAND  
BUILT SPYDER.*

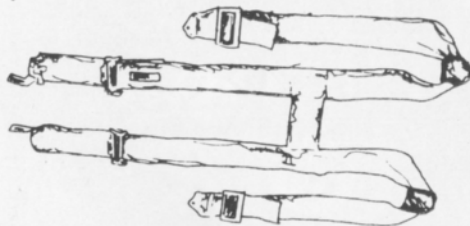






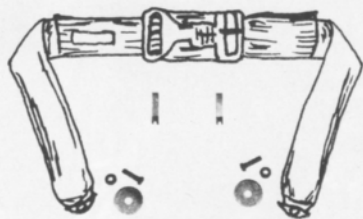
### 2" SHOULDER HARNESS

Meets new SCCA mandatory safety requirements for all competition cars. To install, you must have new "H Type" floor mount harness. 2" style.



### 3" SHOULDER HARNESS/SPRING

New "H Type", floor mount harness, 3" style.



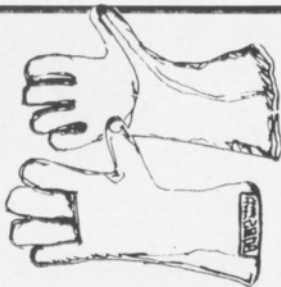
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### FUEL CELLS

## 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 |
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| 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 |
| CP       | Wayne Rogers      | Datsun 240Z      | 1:19.4 | 8/78 |
| DP       | Karl Nilsson      | Porsche 914      | 1:17.5 | 9/79 |
| EP       | Lou Livengood     | Porsche 356      | 1:16.3 | 6/80 |
| 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     | Bill Wink         | Camaro           | 1:17.4 | 5/80 |
| GT-2     | J. Byron Walker   | Datsun 510       | 1:16.5 | 9/80 |
| GT-3     | Dave Huard        | Toyota           | 1:18.9 | 7/80 |
| GT-4     | Ross Becker       | Mini             | 1:20.6 | 8/80 |
| SS/A     | Bobby Fehan       | Mustang II       | 1:27.4 | 7/80 |
| SS/B     | Thad Gutowski     | Scirocco         | 1:29.6 | 9/76 |
| SS/C     | Marc Robling      | Pinto            | 1:30.1 | 9/80 |
| 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       | Xpiti            | 1:13.2 | 9/79 |
| F440     | Greg Assenmacher  | Stinger          | 1:19.0 | 7/80 |

\*\*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 groups are: Production (sports cars), Showroom Stock (GT cars and sports cars with minimal modification), Sports Racing (highly modified engine and body over wheels), GT (enclosed cockpit passenger cars and former big production cars), and Formula (open wheels and single cockpit). Race groups are subdivided into classes of equally competitive cars based upon engine size and handling characteristics.

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

## PRODUCTION

- CP** Datsun "Z" series, Mazda RX7, Porsche 914/6 & 924 Turbo, Sunbeam Tiger, Triumph TR-6 & TR-8
- DP** Lotus Super 7, Datsun 2000, Triumph GT-6, Yenko Stinger, Porsche 914-S
- EP** Porsche 356 series, MGB, Opel GT, Porsche 914/4, Triumph TR-4
- FP** Saab Sonnet, MG Midget Mk III & IV, Lotus 7, Triumph Spitfire Mk III & IV & 1500
- GP** MG Midget Mk I & II, Triumph Spitfire Mk I & II, MGA, Porsche Coupe, Austin Healy Sprit 1100, Fiat X1/9, Fiat 124 Spider
- HP** Austin Healy Sprite Mk I & II, Fiat 850, MG Midget 948, Fiat Abarth

## SHOWROOM STOCK

- SSA** Porsche 924, Datsun 280Z, Capri V-6, Mustang Cobra, Mazda RX-4 & RX-7
- SSB** Datsun 200 SX, Fiat 124, Scirocco, Dodge Colt
- SSC** Pinto, VW Rabbit, Renault LeCar, Mustang 2.3, Fiesta, MGB Pontiac Astre, Honda Civic, Toyota Carolla

## SPORTS RACING

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

## GT CLASSES

- GT-1** Camaro, Dodge Aspen, Ford Cobra II, Corvette, Shelby GT-350, Porsche 911 SC
- GT-2** Opel 1900, Datsun 510 1800, Mustang 2300, Pinto 2000 & 2300, Cosworth Vega,
- GT-3** Ford Escort/Lynx, VW Scirocco, VW Rabbit, Datsun 200 SX, Mazda RX 2, Toyota Celica, Pinto 1600, Fiat 124 Sports Coupe, Datsun 510 1600, Dodge Colt, Toyota Carolla 1600
- GT-4** Honda Civic, 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 with driver's weight included in total legal weight, very equal class
- FV** Formula Vee - all Volkswagen components, 1200 cc engine, driver's weight included in total legal weight, very competitive class
- F/AKTC** Formula Atlantic - choice of engines in 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 - engine up to 1100 cc, rear wings allowed, combines the modifications of the previous Formula C and Formula Super Vee classes
- F440** Formula 440 - utilizes Fuji two-cycle snowmobile engines and drive train, rigid suspension, wings permitted
- F4** Formula Four - Canadian class, motorcycle engine power plant, engine size determines weight and transmission allowed

# flags

**yellow with red stripes**



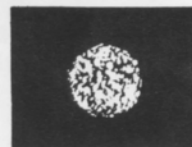
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

**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**



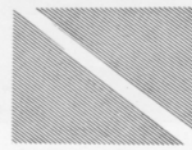
(Stationary) Take care, danger, no passing.  
(Waving) Great danger, be prepared to stop, no passing.

**red**



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

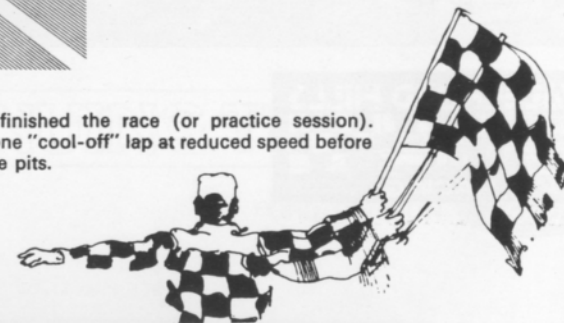
**blue with diagonal yellow stripes**



(Motionless) Another competitor is following you closely.

**checkered**

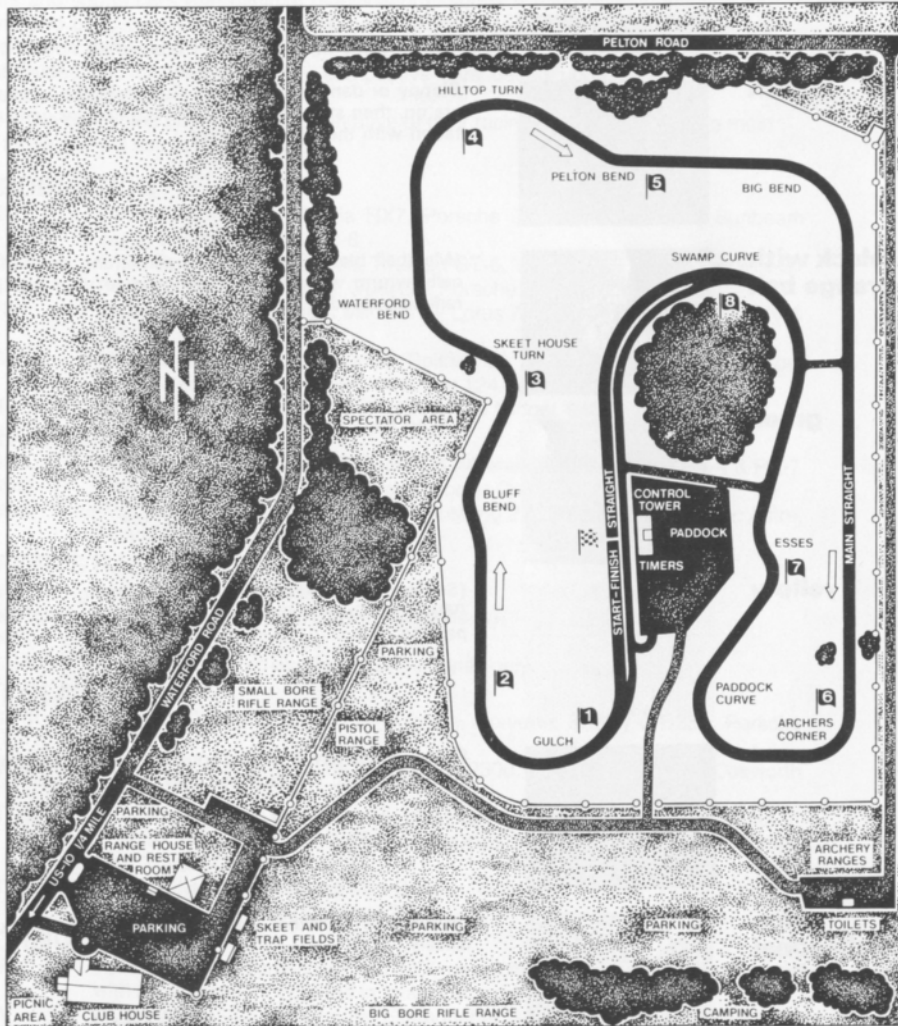
You have finished the race (or practice session). Complete one "cool-off" lap at reduced speed before entering the pits.





# waterford hills course map

a 1.5 mile  
asphalt road course  
at waterford,  
michigan



# THE SPIRIT OF COMPETITION



# A CONTINUING TRADITION

FORD DIVISION 