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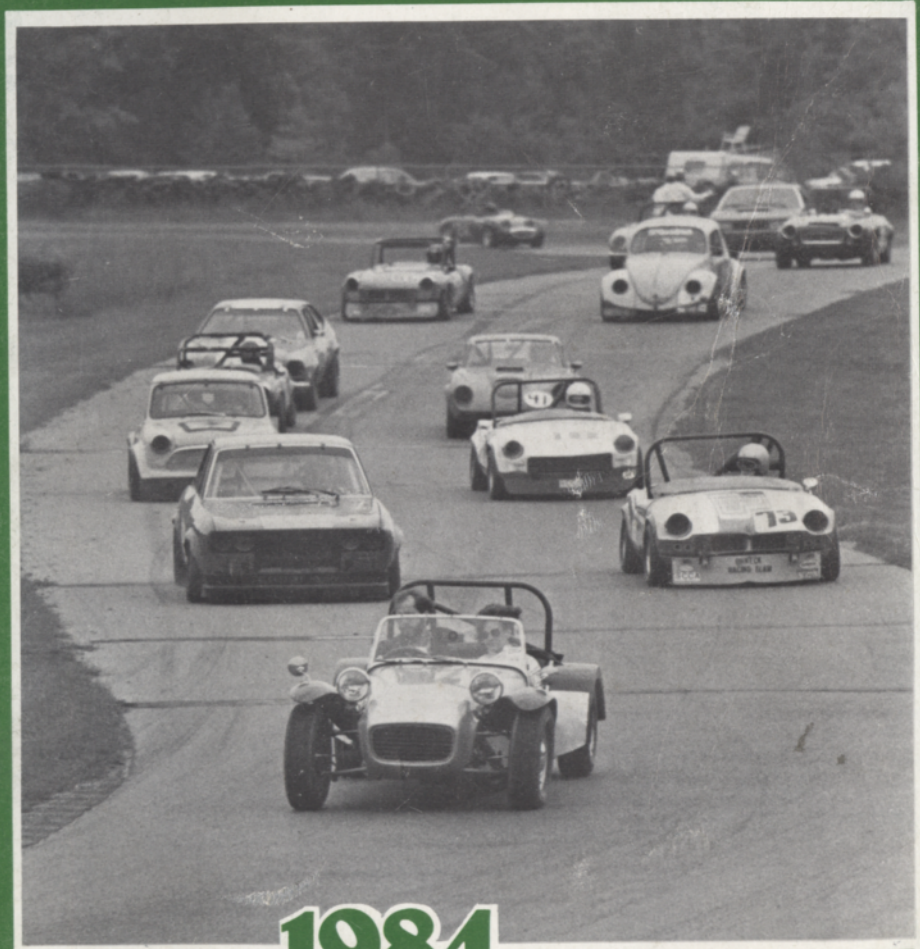
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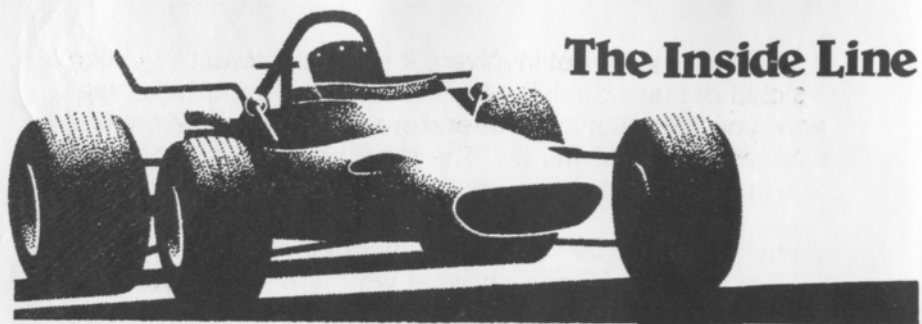
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1984 Waterford Digest

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The Inside Line

Welcome to the start of Waterford Hills twenty sixth season.

There are many exciting events coming up throughout the coming months. In June, the Midwest Council of Sports Car Clubs from Chicago plans to return for their annual challenge and many of our drivers will venture west to return the favor.

In August we look forward to a visit by the International Star region of the Mercedes Benz Club of America. In September the Detroit British Sports Car Council, which is made up of twelve independent clubs will return for their annual visit. In addition the Austin Healey Club of America and the National MGA Registry will also be with us. We hope to have visits from many other clubs throughout the season and we will keep you advised as the season progresses.

This season will see the reopening of the turn four, hilltop, spectator area. This is one of the most exciting spots to watch the races from. Take a walk up and have a look. There will also be a larger concession stand for your convenience and don't forget to visit the Boutique and buy yourself a souvenir.

Waterford Hills is the only club-owned road racing course in the country and all our workers are volunteers. Our people are all dedicated to providing you with an enjoyable weekend and will be happy to answer any questions you might have for them.

There are literally hundreds of people involved in putting on a race weekend. We have many jobs that can easily be learned in a day. If you want to race, but can't afford to, there

is no better way to get involved. If you are interest in joining the club or just would like to find out more about volunteer work, you are welcome to attend our club meeting on the first Wednesday of the month. The meeting takes place in the club house, the log cabin you pass on your way to the track.

We hope you'll be with us throughout the season and that you'll bring your friends for what we hope will be our best season yet.

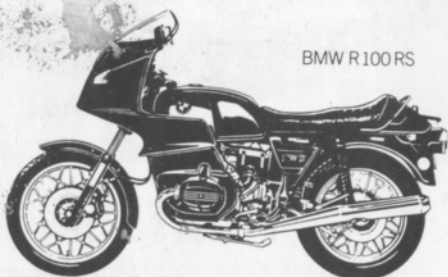
Mike White

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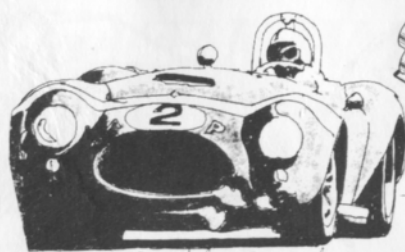
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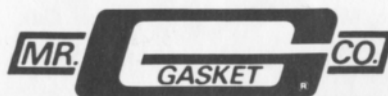
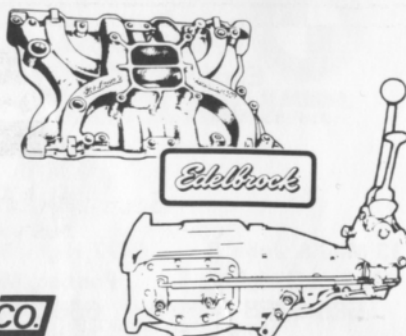
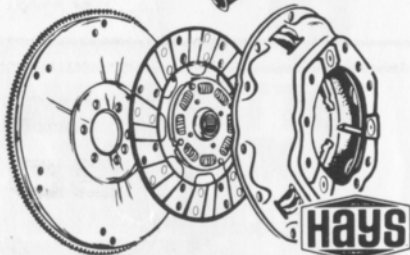
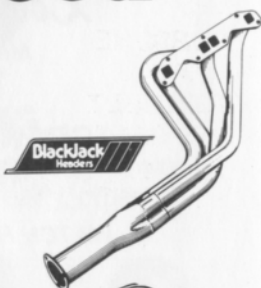
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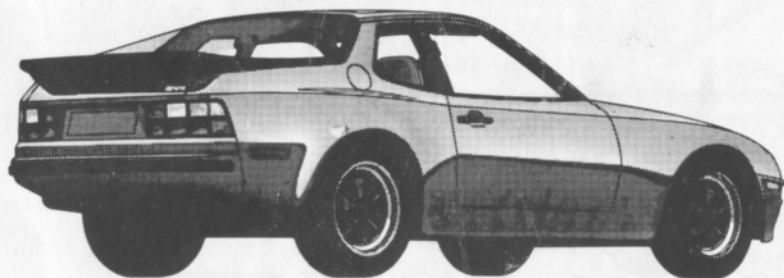
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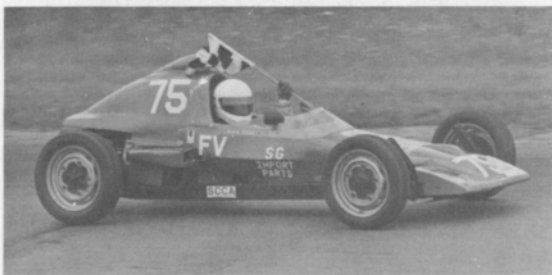
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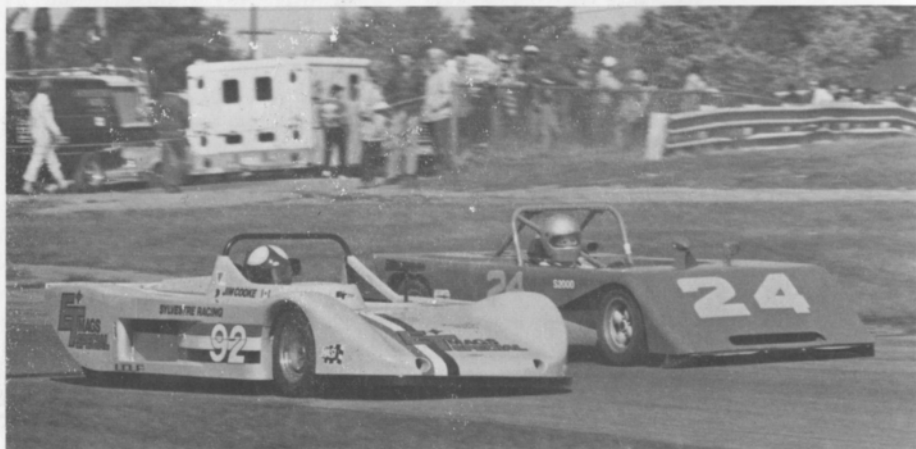
Conrad Miesiak
Troy, Michigan



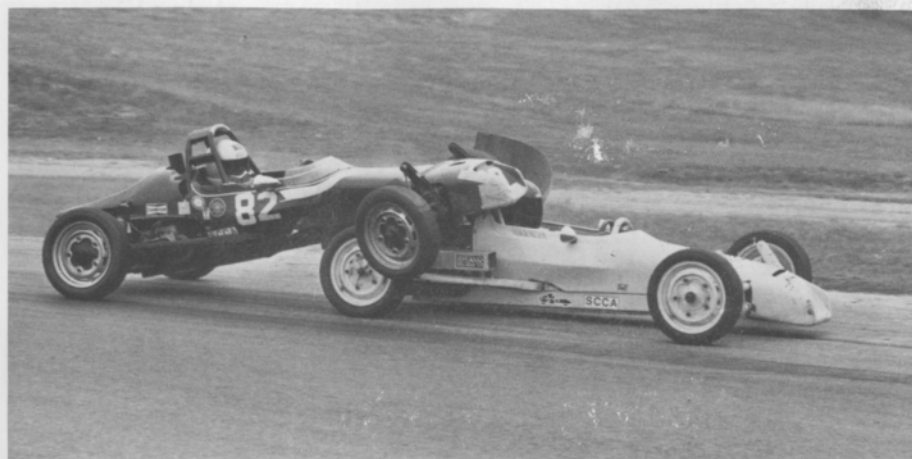
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Hugo Carlson
Ferndale, Michigan





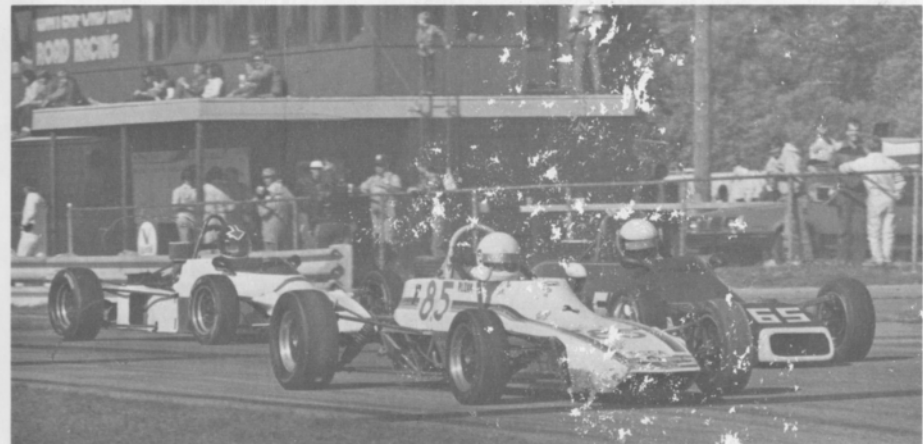
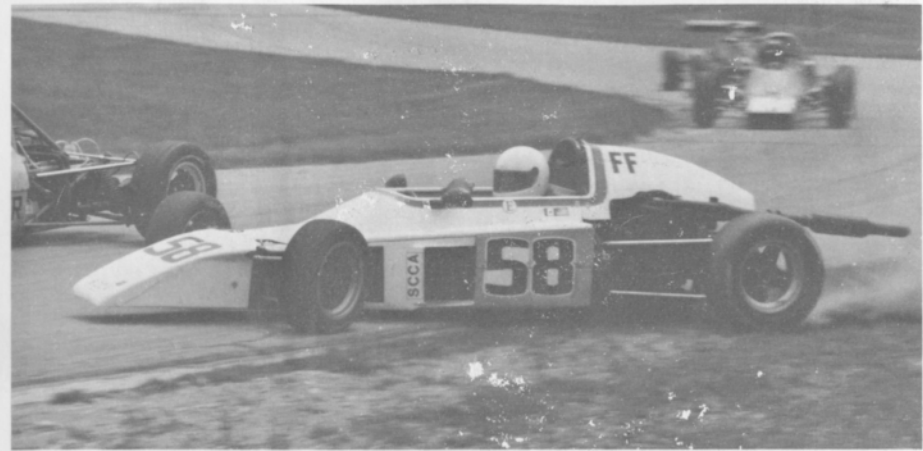
Top, Middle and Bottom Photos— AL BIZER
12



Top and Bottom — JOHN GACIOCH, Middle — AL BIZER



Top — JOHN GACIOCH, Bottom — J.J. WILLYARD



Top— JOHN GACIOCH, Middle — AL BIZER, Bottom — J.J. WILLYARD

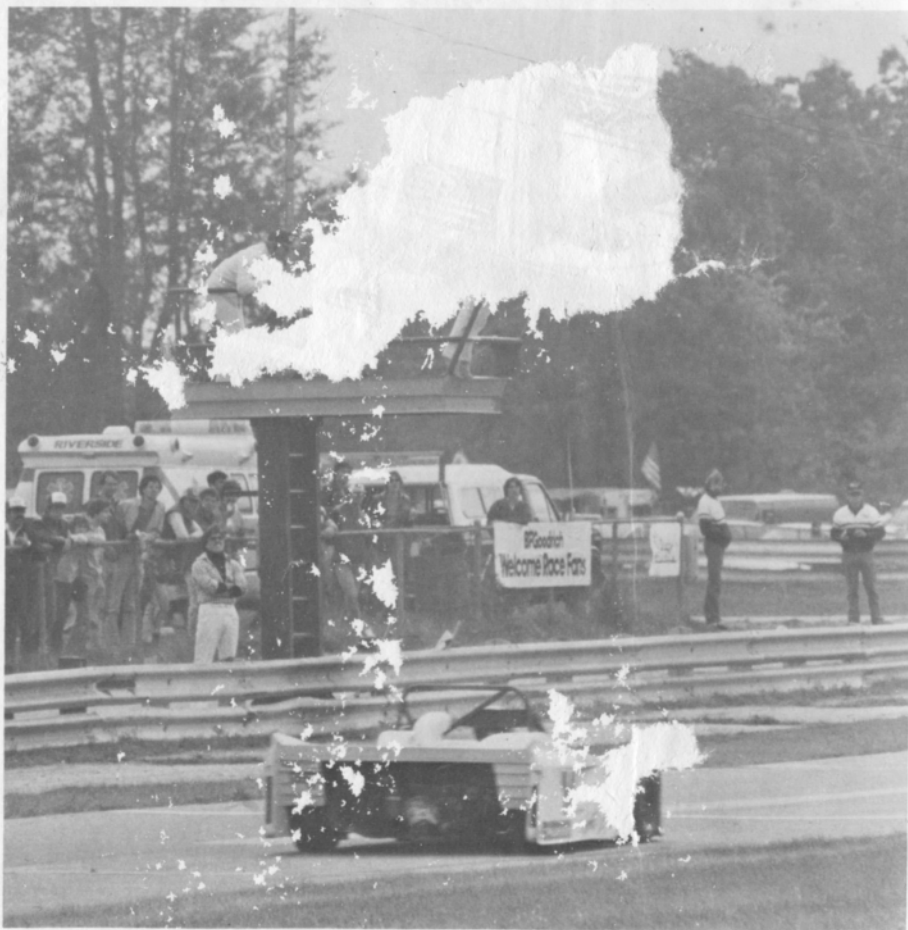
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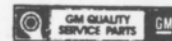
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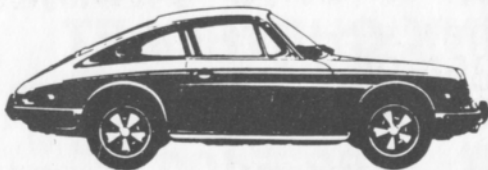
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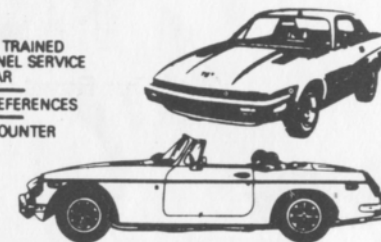
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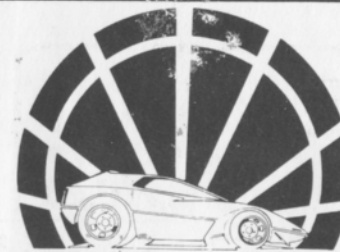
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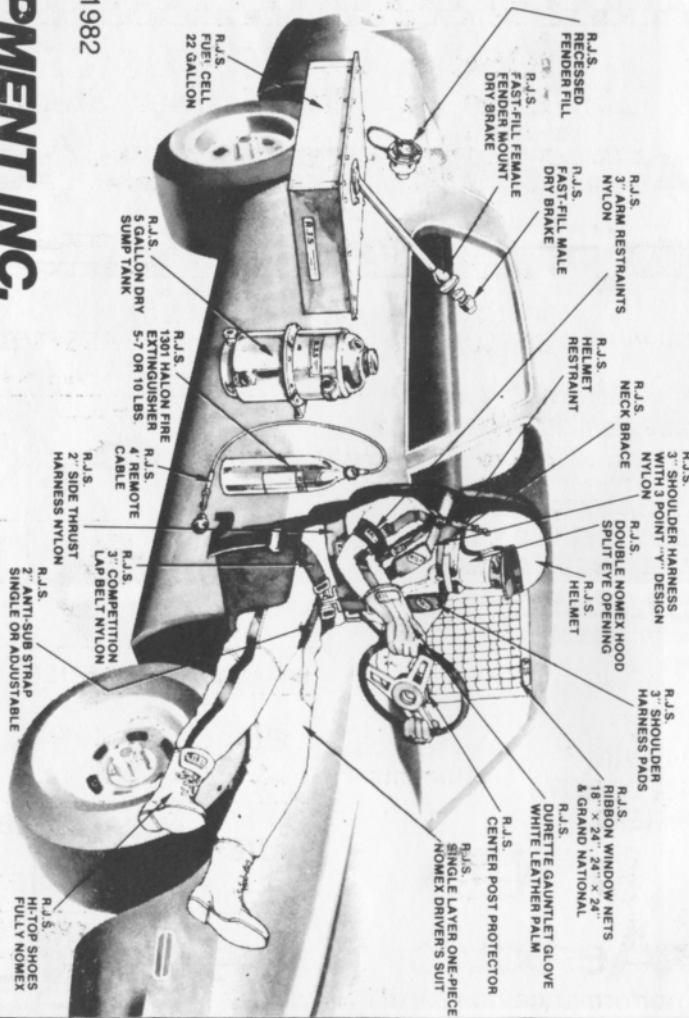
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*Moments from
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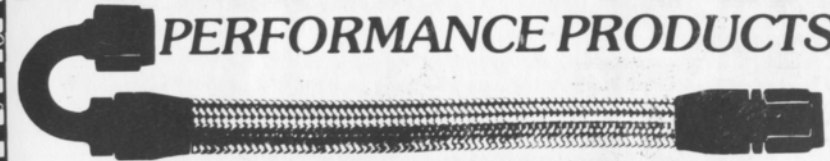


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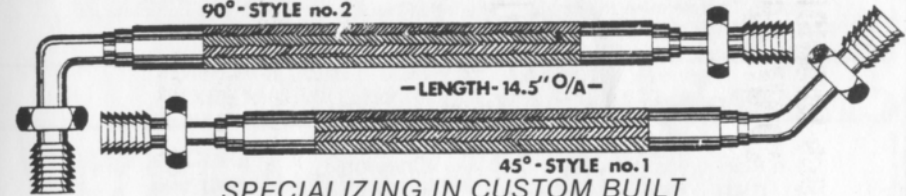
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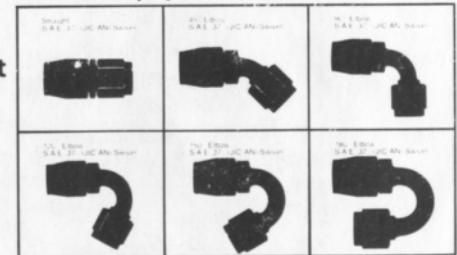
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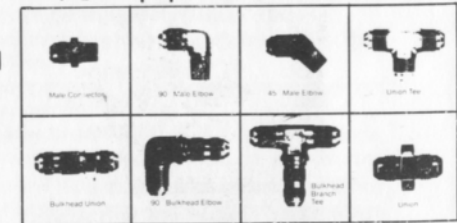
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Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:00	85.326	1:17	66.488	1:34	54.463
1:01	83.927	1:18	65.635	1:35	53.890
1:02	82.574	1:19	64.805	1:36	53.329
1:03	81.263	1:20	63.995	1:37	52.779
1:04	79.993	1:21	63.204	1:38	52.240
1:05	78.762	1:22	62.434	1:39	51.713
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	58.184	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	Ed Murray	Chevron	1:10.9	9/81
CSR	Evan MacDonald	M — 2	1:10.5	9/78
DSR	Ed Murray	Jedi	1:14.8	8/83
S/2000	Larry Campbell	Lola	1:11.5	9/79
DP	Craig Allen	Lotus Elan	1:16.4	7/83
EP	Lou Livengood	Porsche 356	1:16.3	6/80
FP	Barry Hartzel	MG Midget	1:16.2	7/78
GP	Kirk Carlson	MG Midget	1:17.0	8/81
HP	Paul Cameron	Sprite	1:20.4	7/78
GT-1	Tim Taylor	Corvette	1:14.9	8/82
GT-2	Wayne Rogers	Datsun 240Z	1:19.4	8/78
GT-3	Doug Goad	Opal	1:18.0	5/83
GT-4	Jerry Morlewski	Fiat	1:19.4	5/83
GT-5	Ted Wollesen	Mini	1:20.5	8/83
SS-GT	Larry Rehagen	Mustang Turbo	1:27.3	5/83
SSA	Bobby Fehan	Mustang II	1:27.4	7/80
SSB	Charlie Henry	Dodge Charger	1:28.4	9/82
SSC	Ron Lindensmith	Fiat X1/9	1:29.6	9/82
FF	Vince Muzzin	Royale	1:09.4	6/78
FV	Lee McLeod	Lynx	1:15.7	7/81
** F/A	Andy Falbo	March	1:06.1	8/83
F/C	Charles Van Acker	Lola	1:09.8	8/79
F440	Greg Assenmacher	Stinger	1:19.0	7/80
F4	Stuart Lamont	Xpit	1:12.5	7/83

**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 single cockpit). Racing 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

DP	Lotus Super 7, Datsun 2000, Triumph GT-6, Yenke 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, Austin Healy Sprite, Fiat X1/9, Fiat 124 Spider, Alfa Romeo, Porsche Coupe
HP	Austin Healy Sprite Mk I & II, Fiat 850, MG Midget 948, Fiat Abarth

SHOWROOM STOCK

SS-GT	new class with current model cars of SSA plus additional modifications allowed.
SSA	Mustang Cobra, Mazda RX series, Porsche 924, Capri V-6, Datsun 280Z
SSB	Triumph TR-8, Scirocco, Dodge Colt, Datsun 200SX, Fiat 124
SSC	Fiat X1/9, Pinto, VW Rabbit, Renault LeCar, Mustang 2.3, MGB, Honda Civic, Toyota Carolla, Pontiac Astre

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	Corvette, Camaro, Ford Cobra II, Shelby GT-350, Porsche 911 SC, Dodge Aspen
GT-2	Datsun Z series, Mazda RX7, Porsche 914/6 & 924 Turbo, Sunbeam Tiger, Triumph TR-6 & TR-8
GT-3	Opel 1900, Datsun 510 1800, Mustang 2300, Pinto 2000 & 2300, Cosworth Vega
GT-4	Fiat 124 Sports Coupe, Pinto 1600, Toyota Celica, Dodge Colt, Toyota Carolla 1600, Renault LeCar, Datsun 510 1600, Ford Escort/Lynx, VW Rabbit & Scirocco
GT-5	Datsun 200SX, Austin/Morris Mini Cooper, VW 1300, NSU TT, Honda Civic, Fiat 124 1200, Toyota Carolla 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
FFR	Formula Ford Radial — the cars are the same as the above class except they must use BF goodrich T/A radial tires.
FV	Formula Vee — all Volkswagen components, 1200 cc engine, driver's weight included in total legal weight, very competitive class
F/ATLC	Formula Atlantic — choice of engines in over 1100 cc up to 16000 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