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**1985  
Waterford Digest**

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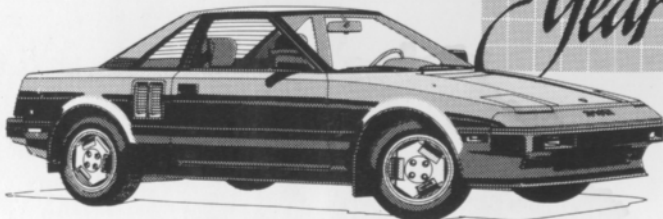
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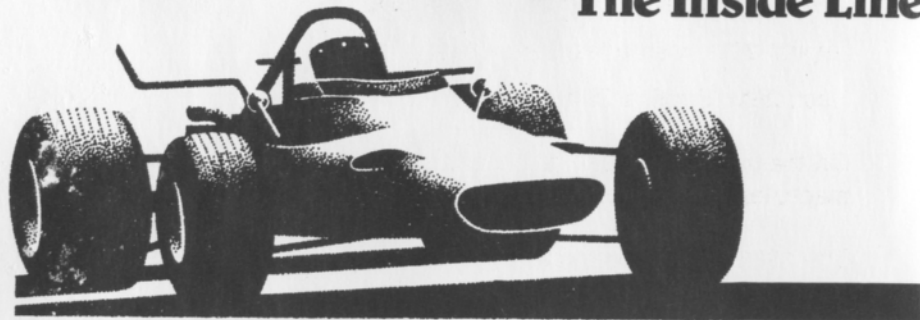
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                   *KARL RACENIS*

Cover Photo by *AL BIZER*

## The Inside Line



Hello and welcome to Waterford Hills 27th season.

Last year we saw some exciting battles and this year should be even better. A new crop of drivers from our April drivers school will be racing wheel to wheel with our veterans. In addition last years Top Ten will be back. They are:

1. Ted Wollensen GT5
2. Ray Krom GT1
3. Doug Goad GT3
4. Mark Davidson FFR
5. Steve McNamara FV
6. Bill Bayley SSA
7. Bill Demeter EP
8. Paul Nawrocki EP
9. Jim Lockwood FV
10. Dave Dobry GT4

This season will also see more Formula Ford Radial cars, increased participation in Sports Renault, renewed interest in Showroom Stock, and the debut of a new group of classes, Improved Touring. Improved Touring is a class for old showroom stock cars with some minor modifications. We'll explain the classes in more detail in later DIGESTS.

Car Club days are now on 4 of our Sunday dates. They are:

June 2nd. Alfa Romeo Club

July 28th. Roseville Rod and Social Club

August 25th. Mercedes-Benz Club

Sept. 29th. English Club Council.

On these days you can come and see a collection of interesting machinery as well as some of the finest racing in the country.

The 1985 season promises to be one of the best ever. We hope you'll be with us each and every weekend.

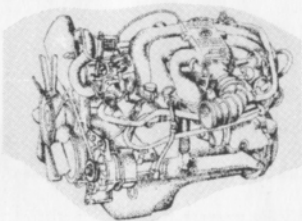
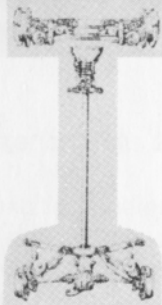
*Mike White*

## Officials

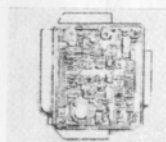
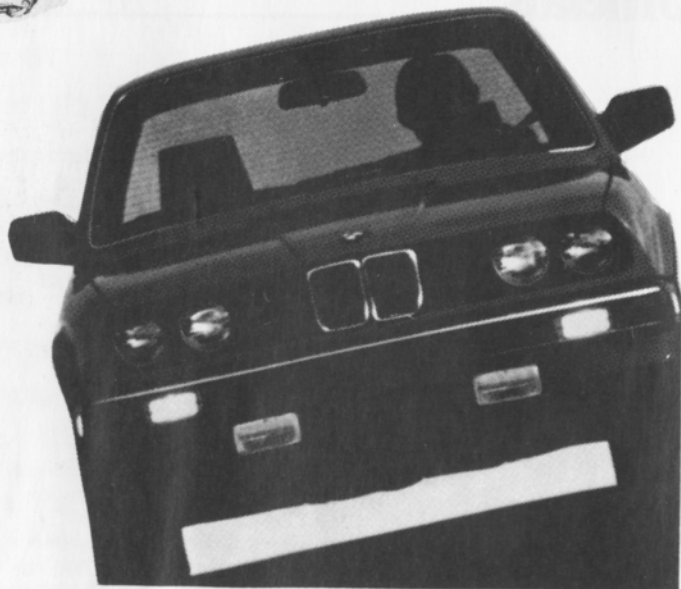
|   |   |
|---|---|
| Waterford Hills Road Racing Club            |   |
| President                                   | Don Burry                                   |
| Chief Steward                               | John Morris                                 |
| Assistants                                  | Ed Atkinson<br>Barb Kitch                   |
| Stewards of the Meet                        | Dan MacDonald<br>Peter Quenet<br>Mike White |
| Director of Racing                          | Bernie Fling                                |
| Race Coordinator                            | Dave Hinman                                 |
| Chief of Timing and Scoring                 | Peggy Krom                                  |
| Chief of Flags and Communications           | Dan DiRienzo Jr.                            |
| Assistant Chief of Flags and Communications | Willy Perez                                 |
| Chief Starter                               | Hal Goff                                    |
| Chief Tech Inspector                        | Elmer Dickinson                             |
| Chief Paddock Marshal                       | Diana Yardley                               |
| Chief Grid Marshal                          | Lisa Kitch                                  |
| Chief Course Marshal                        | Dave Sanders                                |
| Chief Race Medical                          | Blackie Meyers                              |
| Chief Registrar                             | Carol Humphreys                             |
| Licensing Chairman                          | Jerry Shiloff                               |
| Membership Chairman                         | Lee White                                   |
| Trophy Chairman                             | Cynthia Kempton                             |

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# 1984 TOP 10 DRIVERS



1

Ted Wollensen, GT5



2

Ray Krom, GT1



3

Doug Goad, GT3



4

Mark Davidson, FFR



5

Steve McNamara, FV

6

Bill Bayley, SSA



7

Bill Demeter, EP



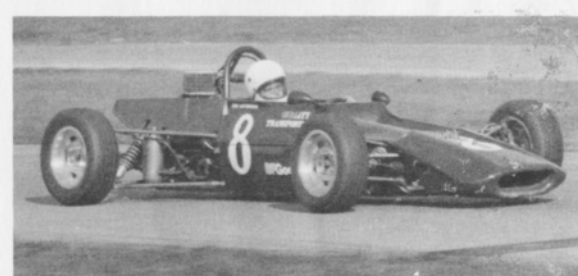
8

Paul Nawrocki, EP



9

Jim Lockwood, FV



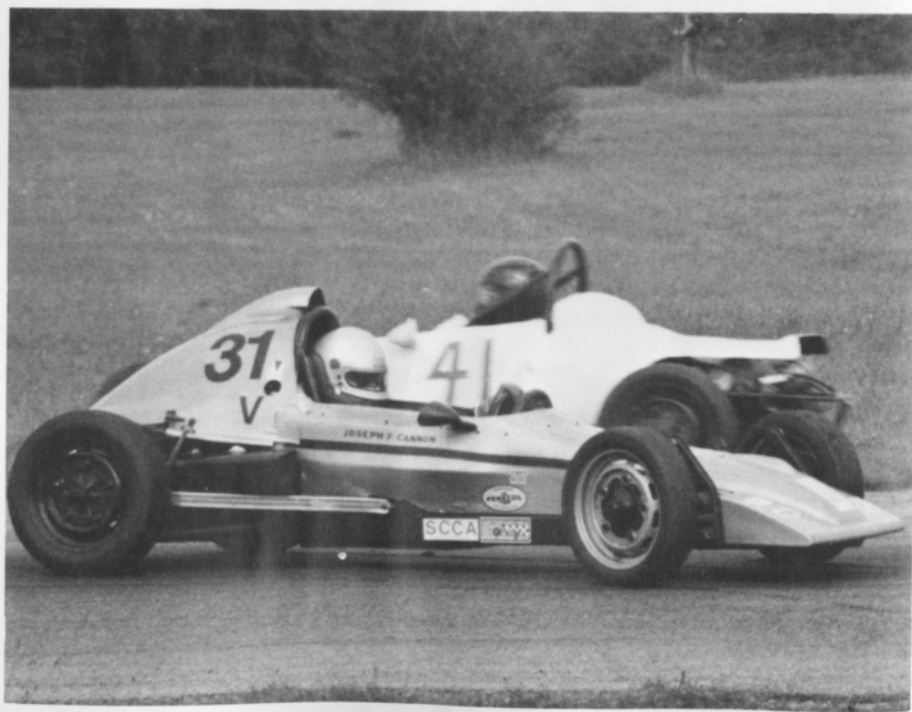
10

Dave Dobry, GT4





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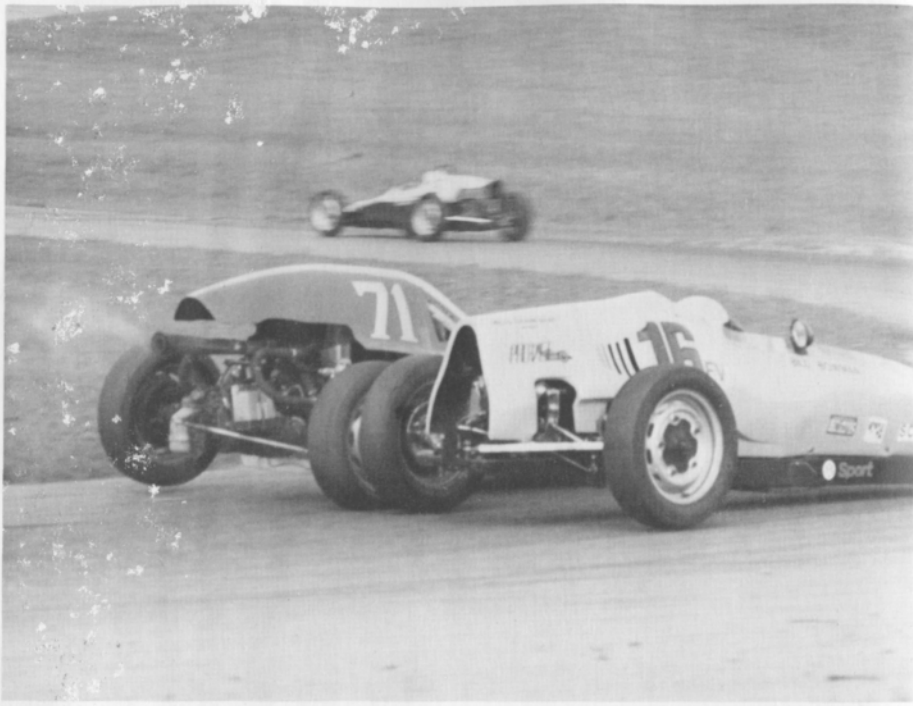
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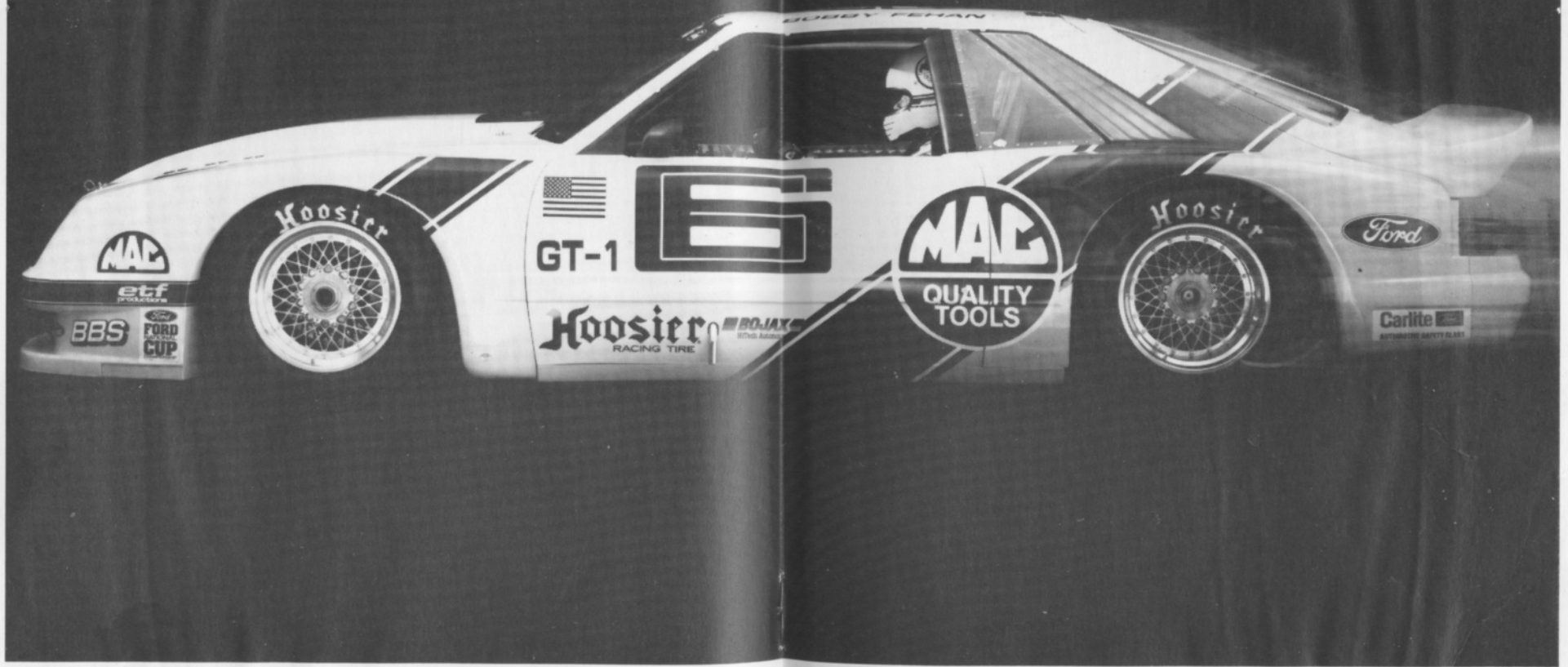


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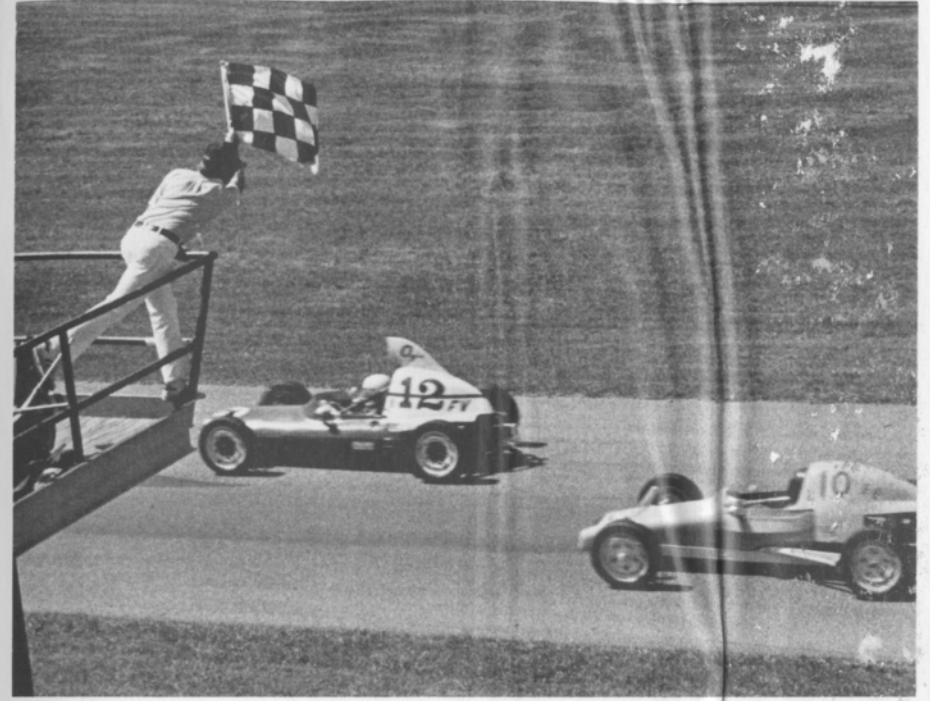


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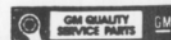
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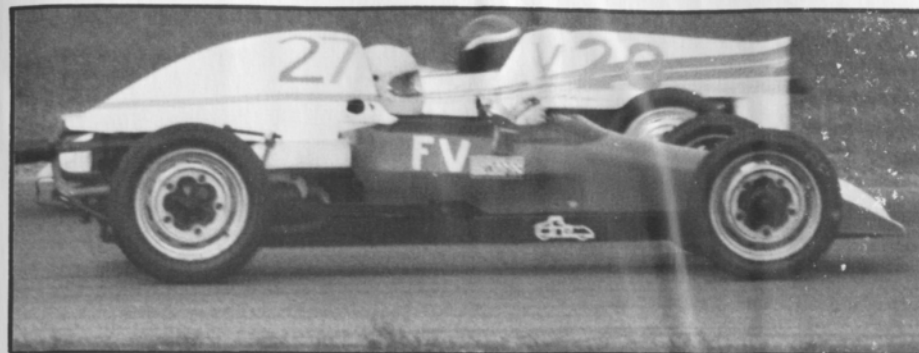
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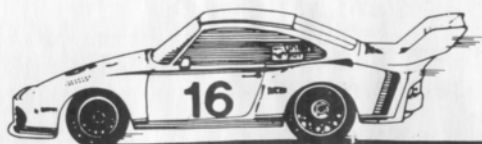
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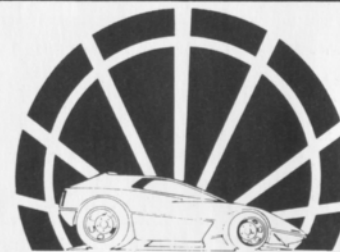
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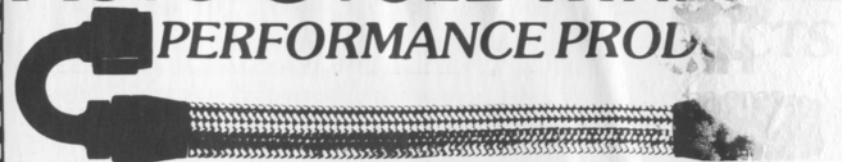
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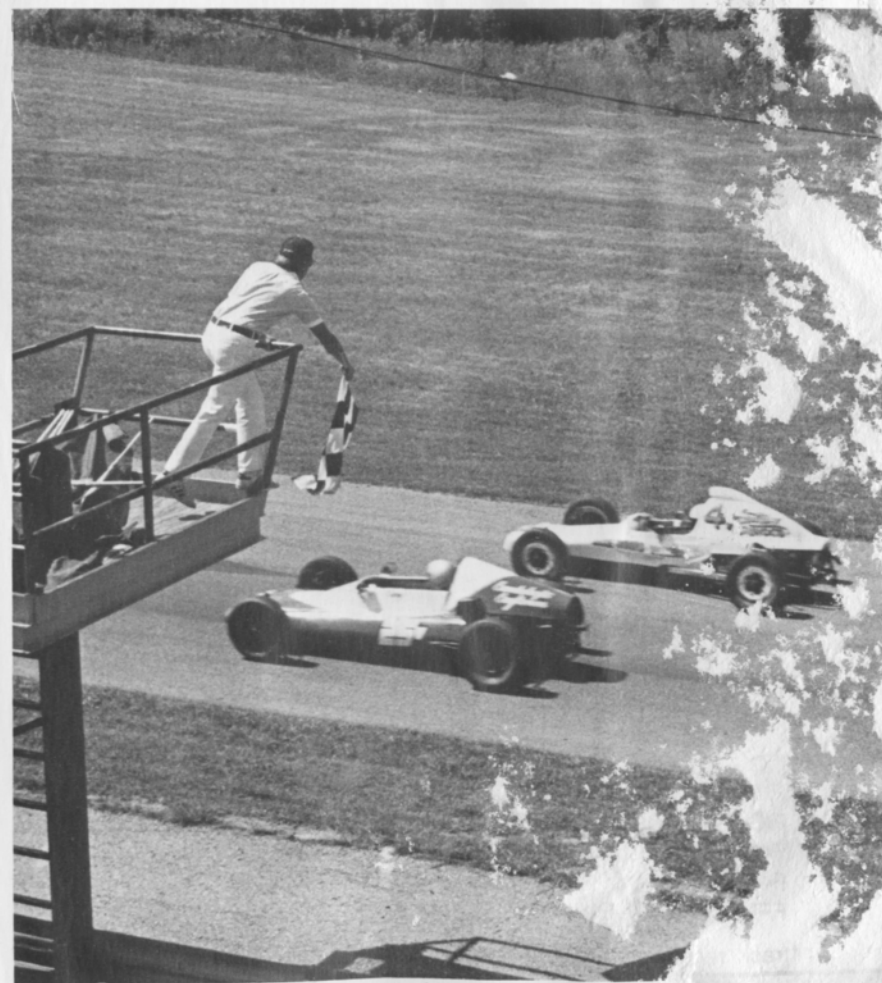
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Catalog \$2

Thomas J. Betrus



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## Average Lap Speed

| 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    | 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 |
| FP     | 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    | 1:13.7 | 9/83 |
| GT-2   | J. Byron Walker   | Datsun      | 1:16.5 | 9/80 |
| GT-3   | Craig Allen       | Lotus Elan  | 1:16.4 | 9/83 |
| GT-4   | Jerry Morlewski   | Fiat 124    | 1:19.0 | 9/83 |
| GT-5   | Ted Wollesen      | Mini Cooper | 1:19.9 | 5/84 |
| SS-GT  | Bill Bayley       | Firebird    | 1:24.5 | 5/84 |
| SSA    | Bobby Fehan       | Mustang II  | 1:27.4 | 7/80 |
| SSB    | Charlie Henry     | Charger     | 1:27.7 | 9/83 |
| 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   | Jay Novak         | EPEE        | 1:16.0 | 8/84 |
| F4     | Stuart Lamont     | Xpit        | 1:12.5 | 7/83 |
| FFR    | Mark Davidson     | Crossle 32  | 1:17.0 | 5/84 |

\*\*track record

# 1985 Waterford Digest

## 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

|    |  |
|----|--|
| 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                                      |