



A.

B.

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Large Jaguar Logo. \$10.95  
Colors: Grey, Black, Red,  
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B. Mens/Ladies 50% Cotton  
50% Poly T-Shirts  
Small Jaguar Logo. \$10.95  
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A. Sport Cap — Jaguar  
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B. Visor — Jaguar  
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C. Baseball Hat Jaguar  
Logo. \$8.95  
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# 1989

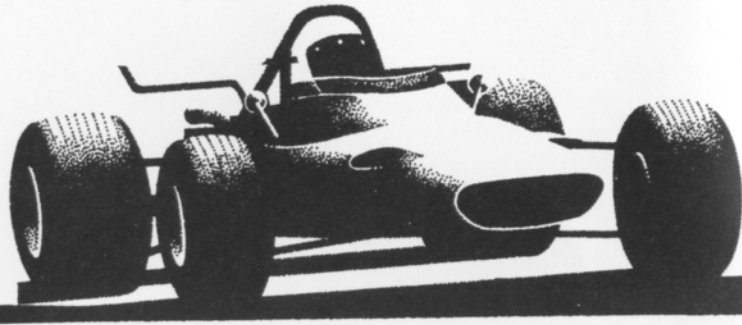
# WATERFORD DIGEST

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\$2.00





# WATERFORD DIGEST



## The Inside Line

Well! May, 1989 and here we are at Waterford Hills Road Racing. For those of you that were here last season and for those here for the first time, WELCOME!! This weekend is the start of a new racing season on the track, and a continuation of last year's activity in many ways.

You remember last year...second hottest weather in the history of Michigan? That heat really caused some problems with the track surface. The pavement formed ripples in some inopportune places and formed lots of little round marbles helping many drivers explore the potential of off-road racing. Despite all of that, class champions emerged victorious and ten drivers accumulated more points than anyone else, thus becoming (what else?) the Top Ten Drivers. Check page 18 and 19 in your DIGEST for our photo tribute to this hardy group. Good show!

Well enough reminiscing. This is a new game and there are a number of new things to be aware of and look ahead to. The sharp-eyed will notice something about the wall down the back straight. Yes it IS higher, a continuation of our sound control program. If the wall looks somewhat wavy, one of our club's work bees should put that right. Meanwhile, some corporate names and logos will appear on that wall as the season goes on. These and the folks whose ads appear on the pages of the DIGEST are real supporters of our racing program. When you patronize them, be sure and tell them you saw their sign, or ad, here. End of Plug.

Our recent drivers school has added many names to the driver roster for this season. This weekend they will be testing their mettle in competition. The more experienced drivers, hoping NOT to have their metal tested, will be mindful of these new folks driving the cars with the rookie triangles affixed to the rear end. It's always interesting. Don't fall asleep now, you might miss something!

Now, a couple of final items especially for those of you who have shown the uncommon good taste to buy a DIGEST. This year, each issue of the DIGEST will contain feature article for your enjoyment and, we hope, edification. Also, take a look through the magazine....NOW. There are many issues with strange symbols printed on various pages. Are there any in yours? If so, listen up! Every now and then, during breaks in the action, the public address announcer will refer to a symbol in a specific location. If you have the DIGEST with that symbol and location, go show the folks at the Boutique. They will give you the announced prize. At last! A chance to get your two bucks back. Neat huh?

Well, listen. This whole race weekend should be neat. So grab a seat and watch some road racing. We'll try not to disappoint.

Cal Cortright

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Race Coordinator	Jim Lockwood
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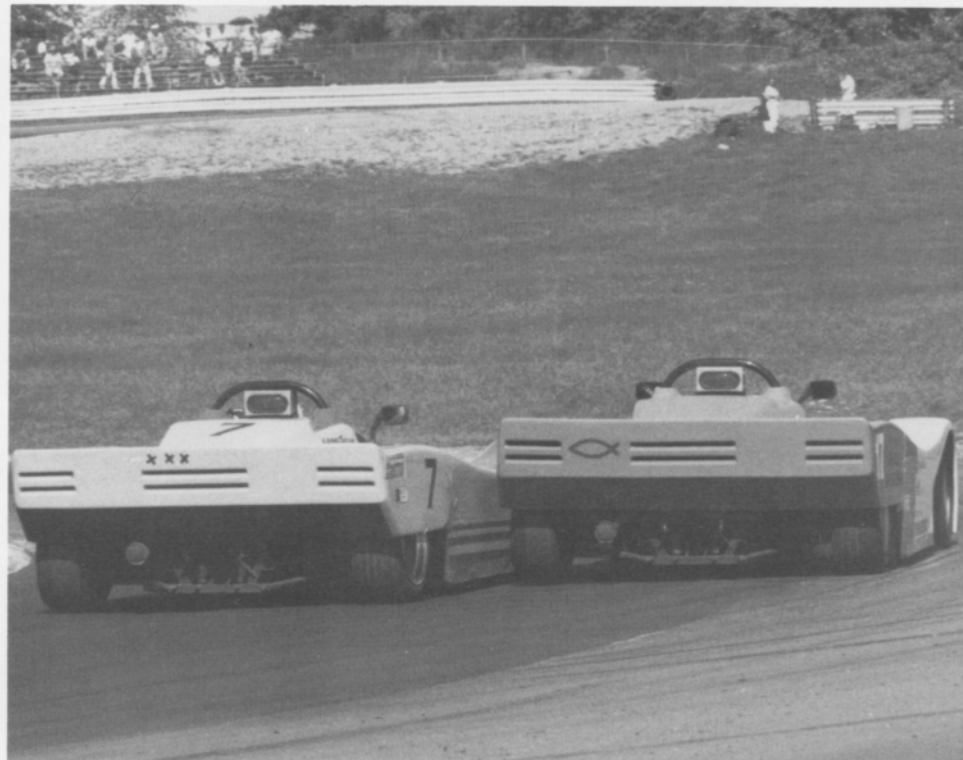
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# A History of Formula Ford Racing

Story by Mark Davison  
Layout and Photos by Al Bizer

Formula Ford started in England in 1967 as an alternative to the more expensive and exotic formula classes and quickly became the world's most popular racing class. It's the most competitive open-wheel class in America, and is truly an international class.



Jeff Lance is congratulated by Ed Houlehan - May 1968.



Close up of a Lotus 51 - May 1968.

Formula Ford racing started in the U.S.A. during the 1968 season and became recognized in 1969 as an official class. The Lotus 51 from England (\$2995, less seat belts and fire extinguisher) was the first example and was soon followed in this country by the Caldwell from Massachusetts. Others were soon to emerge. The idea was to have a class of cars which were fast, easy to maintain, and with low initial cost.



Peter Quenet in a Caldwell D-9 - July 1970.

A flock of Formula Fords - June 1970.



The early Lotus 51 Formula Ford was a take-off of the previous Lotus 31 Formula Three which was derived from the Lotus 22 and Lotus 20 Formula Junior. The engine was the nearly indestructible five-main bearing Cortina 1600 while the gearbox was Renault. The wheels were stamped steel, and the tires were Dunlop or Firestone. The time was right, and the cost was little more than a Formula Vee . . . with more than two times the power plus adjustable suspension and disk brakes. The cars sold quickly.

Grid line up - October 1969.

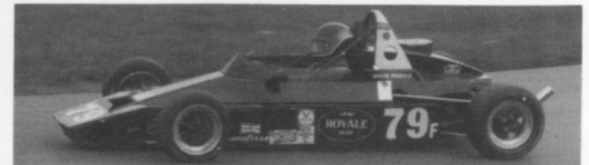


Because of a change in rules concerning tires, (the English raced on treaded radial tires) differences in design became apparent between the English cars and the American versions. It didn't take long before the American cars were equipped with Hewland gearboxes, aluminum wheels and racing slicks. The costs went up and the cars went even faster. The \$2995 soon disappeared and the number of choices expanded. Waterford has seen its share of different Formula Ford manufacturers since the class started in America, with at least one model of each being represented on the grid. Titan, Lola, Winkelman, Nike, Merlyn, Alexis, PRS, Elden, Royale, Dulon, Van Diemen, Tiga, Crossle and Hawke became competitors on and off the track.



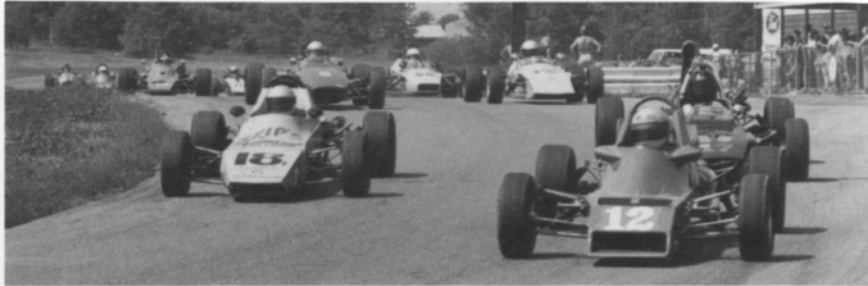
Crossle driven by Mark Davison - May 1978.

Royal driven by Vince Muffin - May 1979.



Merlyn driven by Jim Fogolini - June 1980.

American manufacturers such as Caldwell soon had their own competition from Zink and LeGrand. Lola had difficulty keeping up with the demand from both sides of the Atlantic, and sold more cars than all others combined during the early seventies.



An other flock of Formula Fords - June 1980.

Front radiators gave way to side radiators; air scoops replaced air filters; outboard suspension went inboard and the cars became more streamlined, more sophisticated and faster. Wide track cars replaced narrow track; then narrow track replaced wide...and back again. Fuel cells replaced fuel tanks. Chrome moly was substituted for mild steel. Cockpit adjustable brakes and sway bars left everything to the drivers imagination...or nightmare.

Eagle won the runoffs but lost in sales. Centurion replaced Zink while Viking was created for Atlanta and then disappeared. Mondiale became an Irish sister to Crossle and Lola quit making Formula Fords. The Swift arrived from California and sent everyone off into the weeds. Reynard, Van Diemen and Crossle have now made their cars smaller and more aerodynamic hoping to capture more wins and additional sales. Everybody wants to win.



A state of the art Swift leads the pack - August 1987.

The class officially recognized in America in 1969 now celebrates its 20th anniversary and a lot of exciting competition since the early days. Formula Ford is here to stay, and almost every driving school now offers a part of their program in one of the single seat cars. There is nothing to compare to a Formula Ford for excitement and competitiveness. In twenty years some things never change.

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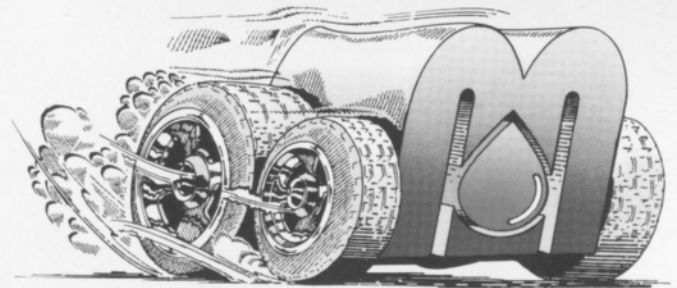
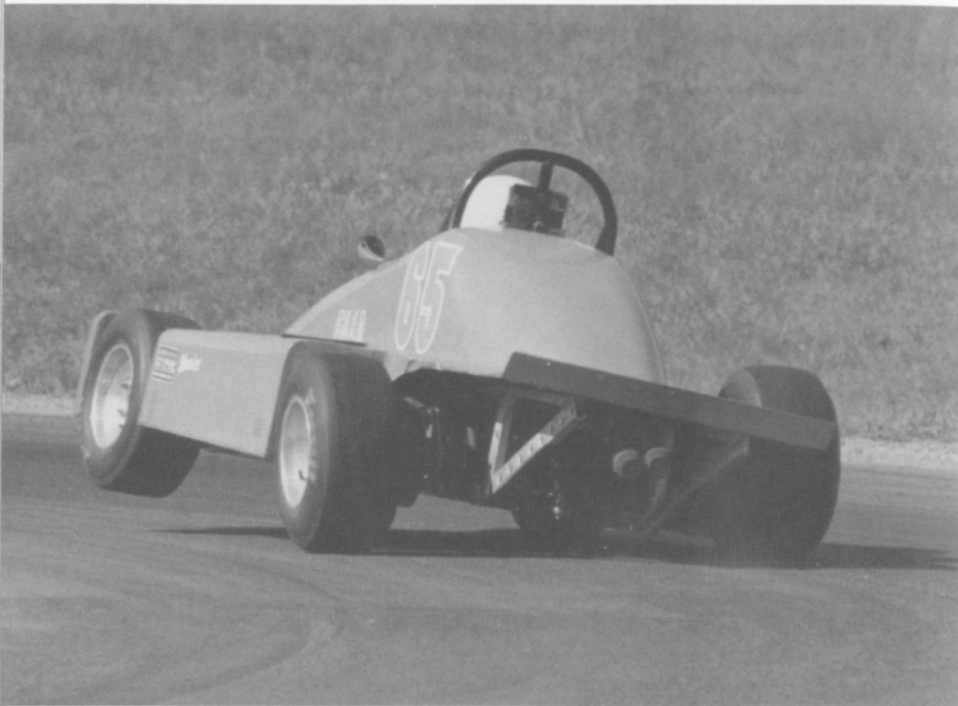
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TED  
WOLLESEN



**3**  
MIKE  
ST. LOUIS



**4**  
JOE  
O'CONNER



**5**  
DENNIS  
WHITEHEAD

# TOP TEN



**6**  
STEVE  
IVES



**7**  
MARK  
JAMES



**8**  
LEW  
COOPER III



**9**  
MICHEAL  
NEAL



**10**  
DON  
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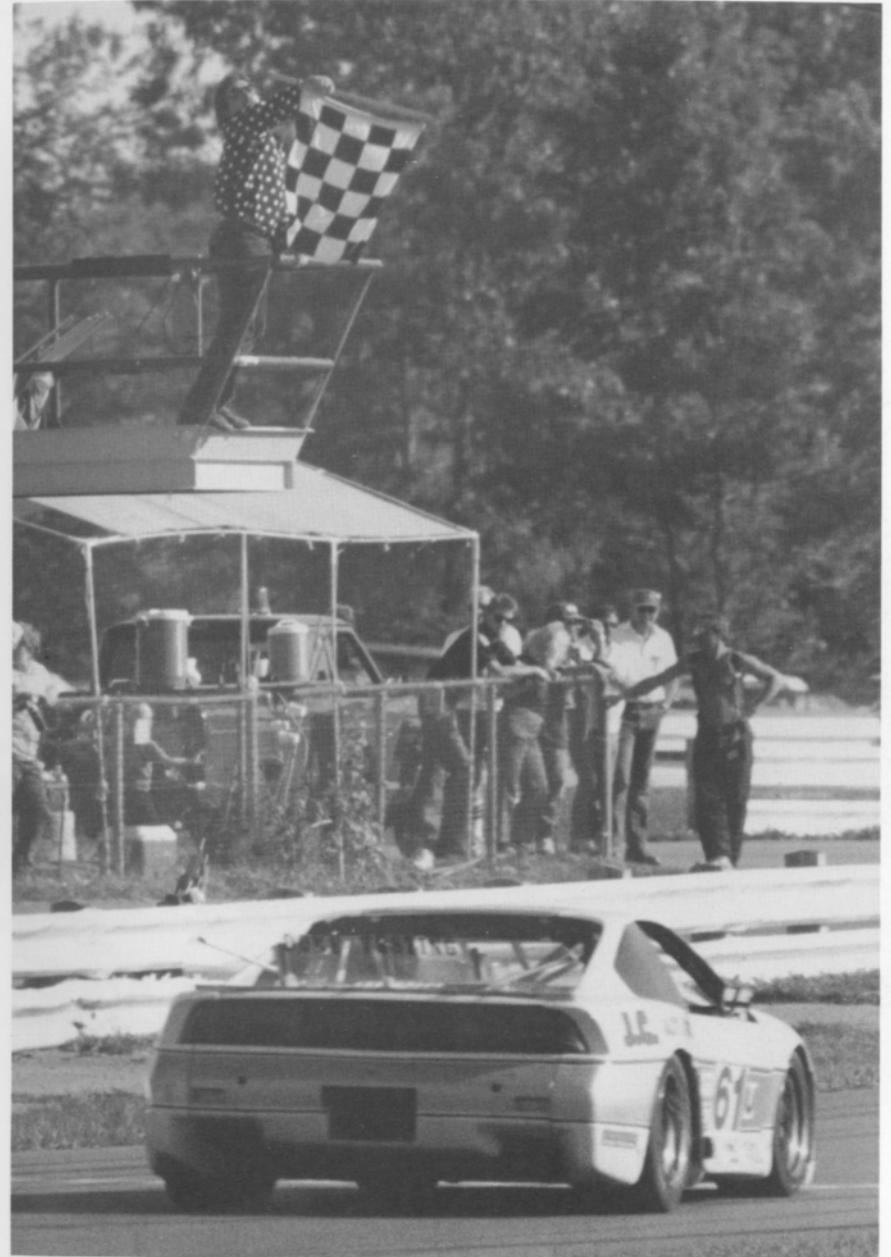




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PHOTOS BY DON CASTLE



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\*RWL: Raised White Letters  
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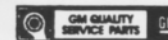
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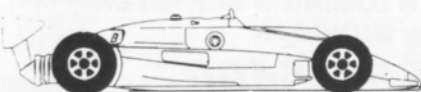
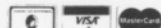
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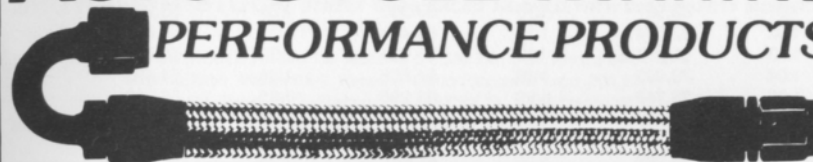
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# WATERFORD DIGEST

## Average Lap Speed

Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:00	85.326	1:15	68.261	1:30	56.884
1:01	83.927	1:16	67.363	1:31	56.259
1:02	82.574	1:17	66.488	1:32	55.647
1:03	81.263	1:18	65.635	1:33	55.041
1:04	79.993	1:19	64.805	1:34	54.463
1:05	78.762	1:20	63.995	1:35	53.890
1:06	77.569	1:21	63.204	1:36	53.329
1:07	76.411	1:22	62.434	1:37	52.779
1:08	75.288	1:23	61.681	1:38	52.240
1:09	74.197	1:24	60.947	1:39	51.713
1:10	73.137	1:25	60.230	1:40	51.196
1:11	72.106	1:26	59.530	1:41	50.689
1:12	71.105	1:27	58.846	1:42	50.192
1:13	70.131	1:28	58.186	1:43	49.704
1:14	69.183	1:29	57.523	1:44	49.227

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

OCTOBER 22-23, 1988

CLASS	DRIVER	CAR	DATE	LAP TIME
FA	ANDY FALBO	MARCH	8/83	1:06.10
FC	DAVID BARNETT	REYNARD	9/88	1:06.75
FF	LEW COOPER III	VAN DIEMEN	9/88	1:09.30
CFF	MARK JAMES	LOLA	9/88	1:09.56
FFR	MARK DAVIDSON	CROSSLE 32	5/84	1:17.00
F4	STUART LAMONT	XPIT	7/83	1:12.50
FV	TERRY ABBOTT	ZINK	9/88	1:15.00
F440	DON GIBBONEY	NOVAKAR	9/88	1:13.22
ASR	ED MURRAY	CHEVRON	9/81	1:10.90
CSR	CRAIG BENNETT	RALT	7/88	1:09.90
DSR	ED MURRAY	JEDDI	9/85	1:12.80
S2	JOE O'CONNOR	LOLA	9/88	1:10.77
SR	MIKE NEAL	SP RENAULT	9/88	1:19.59
EP	LOU LIVENGOOD	PORSCHE 356	6/80	1:16.30
FP	BARRY HARTZEL	MG MIDGET	7/78	1:16.20
GP	KIRK CARLSON	MG MIDGET	8/81	1:17.00
HP	PAUL CAMERON	SPRITE	7/78	1:20.40
GT1	DOUG BUIST	FIERO	9/88	1:12.09
GT2	R.A. ALBO	FIERO	9/88	1:28.24
GT3	CRAIG ALLEN	LOTUS ELAN	9/83	1:16.40
GT4	JERRY MORLEWSKI	FIAT 124	9/88	1:18.37
GT5	DICK NOONAN	TOYOTA	8/88	1:18.50
ITS	DION JOHNSTON	DATSUN	9/88	1:23.74
ITA	GREG MANKIN	MAZDA RX2	9/87	1:27.70
ITB	MIKE JONES	MUSTANG	8/88	1:24.70
ITC	ROBIN BURNETTE	FIESTA	9/88	1:25.98
SSGT	MICHAEL ST. LOUIS	CORVETTE	9/88	1:20.39
SSA	BILL BAYLEY	FIREBIRD	8/88	1:25.10
SSB	MIKE MEIMAR	CHARGER	9/88	1:25.54
SSC	BILL ARTZBERGER	HONDA	9/88	1:25.24

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

### SHOWROOM STOCK STREET CARS RACED AS SOLD WITH ONLY SAFETY MODIFICATIONS ALLOWED.

SSGT	Camaro IROC-Z, Firebird T/A, Mustang GT, 300 ZX, Turbo, Porsche 944, Supra,
SSA	Daytona Turbo, Mazda RX-7, Fiero 2.8, Starion/Conquest Turbo, 300 ZX,
SSB	Charger 2.2, Toyota MRZ, Spectrum, Honda CRX SL, GTI/Scirocco 16V Cavalier Z24
SSC	Civic, VW GTI, Chevy Sprint Turbo, Alliance GTA, Fiero

### IMPROVED TOURING STREET CARS RACED AS SOLD EXCEPT WITH SUSPENSION AND OTHER MINOR MODIFICATIONS ALLOWED.

ITS	Datsun Z, Mazda RX-7, Porsche 914/924, Triumph TR8
ITA	Mustang/Capri V6, Mazda RX-2/RX-3, Corvair, Monza/Skyhawk V6, VW GTI
ITB	Mustang/Capri 2.3, Vega, Charger 2.2, Opel 1.9, Scirocco/Rabbit/Jetta
ITC	Alliance, Colt 1.6, Fiesta, Chevette, Arrow, Corolla, Datsun 510

### PRODUCTION SPORTS CARS, MODIFIED FOR RACING.

EP	Porsche 356 1.6L, 914 1.8L, Datsun 2000, Alfa 1750, Triumph TR-4, Lotus Super 7
FP	Midget 1275/1500, Spitfire 1500, Sprite 1275, Fiat X1/9 1.5L, Lotus 7
GP	Midget/Sprite 1100, Fiat X1/9 1.3L, Datsun 1600, Spitfire, Alfa 1.3L, Porsche 356 1.3L
HP	Austin Healy Sprite Mk I and II, Fiat 850, MG Midget 948, Fiat Abarth

### GT CLASSES CLOSED PRODUCTION CARS, MODIFIED FOR RACING.

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 Corolla 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 Corolla 1200

### SPORTS RACING OPEN COCKPIT, CLOSED WHEEL (BODY OVER TIRES) RACE CARS.

ASR	over 1300 cc but less than 6000cc
CSR	over 850 cc up to 1600 cc (with restrictions)
DSR	below or equal to 850cc
S/2000	uses Ford 2000 cc overhead cam engines only
S/R	spec racing - identical, restricted cars with 1.5L Renault engines

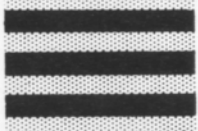
### FORMULA SINGLE SEAT, OPEN WHEELED RACE CARS

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 in an inexpensive race car
F/CNTL	Formula Continental - combines old Formula C (similar to Atlantic but engines less than 1100), Super Vee (VW 1600) and F2000 (Ford 2000 cc)
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
CFF	Club Formula Ford - the cars are the same as the above class but with restricted suspension geometry and tires
FV	Formula Vee - all Volkswagen components, 1200 cc engine, driver's weight included in total legal weight, very competitive class
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**



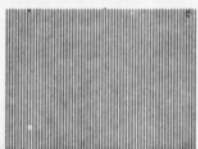
Sloppy or dangerous driving. Complete the lap you are on, stop at the Start/Finish line for consultation with Chief Steward. Waving Black Flag (displayed on all corner stations) means the race is stopped. Slow down immediately and proceed around the track with extreme caution to the pit lane for a re-start.

**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**



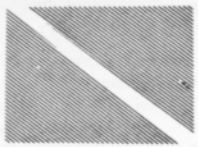
(Stationary) Take care, danger, no passing. (Waving) Great danger, be prepared to stop, no passing.

**red**



Waving red (displayed by the Starter only) means the race is stopped, slow down immediately and proceed around the track with extreme caution to the pit lane.

**blue with diagonal yellow stripes**



(Motionless) Another competitor is following you closely.

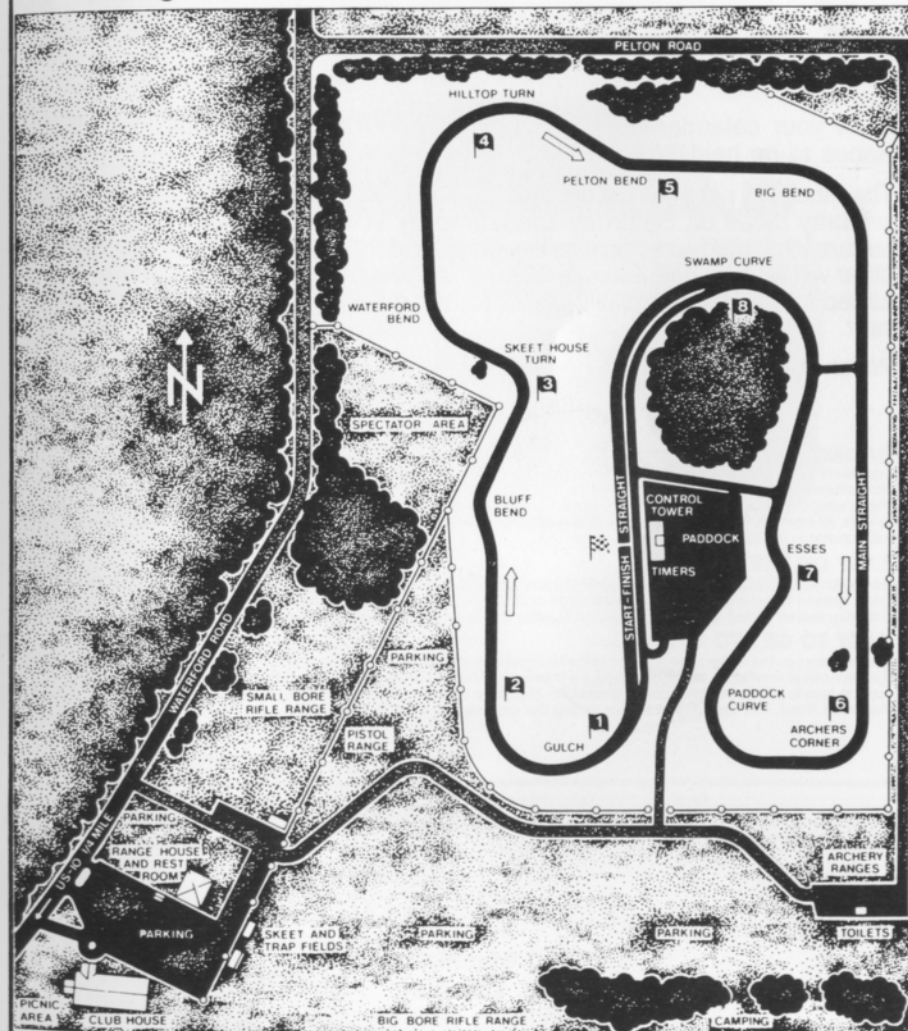
**checkered**

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



# WATERFORD DIGEST

## Waterford Hills 1989 Road Racing Calendar Schedule

Race 1	May 27-28	Race 4	July 29-30
Race 2	June 24-25	Race 5	Aug. 26-27
Race 3	July 8-9	Race 6	Sept. 23-24

Mark your calendar now for the Fifth Annual Meadowbrook Historic Races to be held August 5 and 6 at Waterford Hills.

The races will not only feature vintage automobiles, there will also be two celebrity races on Saturday sponsored by Volkswagen. One race will feature local media representatives racing identically equipped VWs, the other will feature national media reps. in the same cars. Last year these turned into very competitive matches and it appears they will again this year.

Watch for more details in coming Digests and plan to be there.

### Vintage Race Aug. 5-6

#### RACING RAIN OR SHINE

The hills of Waterford are being invaded . . . with any army of sports cars, sedans and formula cars in fierce, wheel to wheel competition . . . and for 1989 we've assembled the largest field in our 31 year history! Watch over 130 top drivers battle it out in the finest racing machinery from America and Europe. Corvette, Porsche, Datsun. Everything from Capris to Camaros, McLarens to MG's. 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.

#### EASY ON THE WALLET

Admission is just \$3.00 for Saturday, \$5.00 for Sunday, or \$6.00 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, 1/4 mile each of Dixie Highway (U.S. 10) in Waterford, Michigan. The easiest route to take is 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.

**WILLIAM A. KIEFER**  
President

**SCOTT W. KIEFER**  
Vice-President

*Micro Gauge, Inc.*

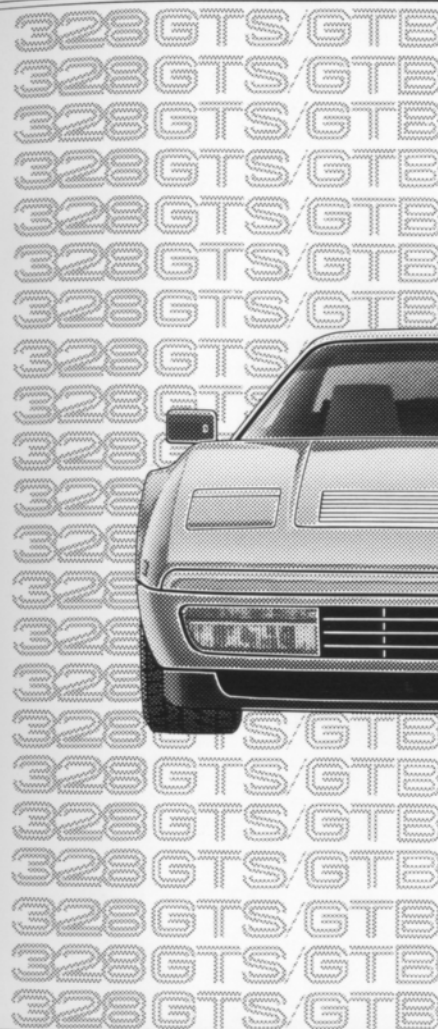
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## THE WATERFORD DIGEST

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