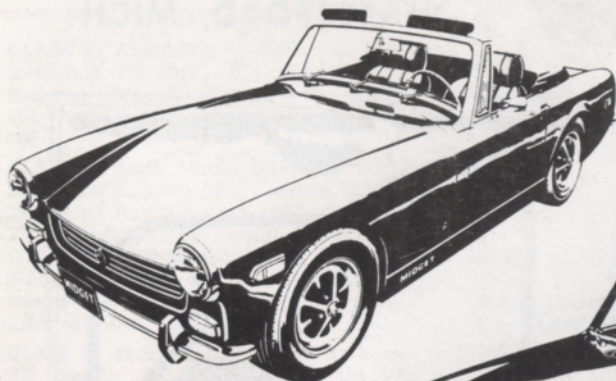


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# WATERFORD HILLS digest

September 23-24, 1972

50 CENTS



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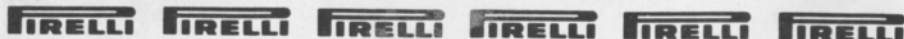
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## AVERAGE LAP SPEED CHART

<u>Min/Sec</u>	<u>MPH</u>	<u>Min/Sec</u>	<u>MPH</u>	<u>Min/Sec</u>	<u>MPH</u>	<u>Min/Sec</u>	<u>MPH</u>
1:10	73.137	1:20	63.995	1:30	56.884	1:40	51.196
1:11	72.106	1:21	63.204	1:31	56.259	1:41	50.689
1:12	71.105	1:22	62.434	1:32	55.647	1:42	50.192
1:13	70.131	1:23	61.681	1:33	55.041	1:43	49.704
1:14	69.183	1:24	60.947	1:34	54.463	1:44	49.227
1:15	68.261	1:25	60.230	1:35	53.890	1:45	48.758
1:16	67.363	1:26	59.530	1:36	53.329	1:46	48.298
1:17	66.488	1:27	58.846	1:37	52.779	1:47	47.846
1:18	65.635	1:28	58.177	1:38	52.240	1:48	47.403
1:19	64.805	1:29	57.523	1:39	51.713	1:49	46.968

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.

The Official Time Pieces used at the Waterford Hills Road Course are *CERTIFIED BULOVA MASTER WATCHES*. These instruments are made available to OCSRRC through the courtesy of *THE BULOVA WATCH COMPANY*.

## SPORTS CAR ACTIVITIES

### CLUB MEETINGS

are the first Wednesday of every month at the Waterford Hills Clubhouse at 8:00 p.m.

ALL INVITED

LOOK FOR A GREAT 1973 LINEUP OF RACES STARTING IN MAY. THANKS FOR A GREAT SEASON.



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# THE INSIDE LINE



I awoke a few mornings ago and there was a distinct chill in the air. It was my first taste of Fall and it reminded me that the sports car racing season was soon going to come to an end. The 1972 Season at Waterford Hills must be termed a successful one. While this has not been the best Michigan summer that I have ever experienced, the "Waterford Weather" has been great, and that is the gauge I use to decide whether or not I had fun. The only bad day was one Sunday in May when I had to seek refuge from the elements.

It also saw the resurfacing of our track for the second time in as many years. The first race weekend on the new

surface saw records tumble. The 1972 Season also brought some first class competitors to the track as well. John Greenwood made some appearances, once in the ex-Jackie Stewart Lola T260 and once in his B.F. Goodrich 'Vette. Herb Adam's and his group of engineering friends from Pontiac Motors made one trip to "The Hills" with his immaculate Trans-Am Firebird.

We shouldn't forget the competitors that make Waterford the enjoyable track that it is though. Regular competitors who over the course of the summer fight it out in various classes to gain points

toward the Club Championship. Since the Champion must be a member of Water

ford Hills to be eligible, a few names you might be familiar with won't appear in the standings.

First in points with 103 is Porsche Driver, Vic Skirmants. Vic already has one Championship under his belt and would like to add another. If he stays on the form that he displayed the past weekend, the victory may not be that difficult.

Only two points behind Vic and a driver who has been coming on strong over the past few races is John Kubiak in his Spitfire. Its great to watch someone like the Kubiaks race because you see that this is definitely a family sport. Watch for John on a Victory Lap and you'll see what I mean. They all pitch in and to get the car ready and seem to have a ball doing it.

Bob Allison in A Sedan has an easy way to go. He already has his trophy wrapped up. His nearest competitor is Bill Clawson who has raced infrequently this past year.

Bill Martin is his purple Cortina has run consistently to

be in the lead in Sedans and to hold down fourth place in the overall standings.

Tied with Bill is Doug Miller in a Porsche. Doug put some new tires on his Porsche last month and instantly found about two to three seconds. If he runs well this weekend, it will mean that he could overtake Vic Skirmants in his pursuit of the Detroit News Trophy.

In sixth place we find Mark Davison in a Titan Formula Ford. What makes Mark's position remarkable is the fact that he is a Novice this season. I noticed him early in the season and with FF ace Lew Cooper dominating that class, it has meant that Mark has had to run very consistently to get into sixth.

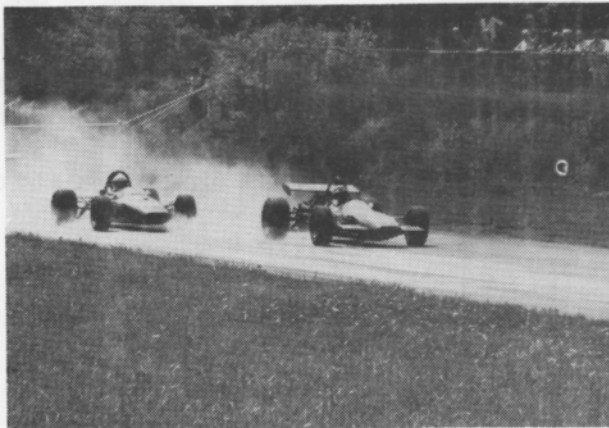
Paul Cameron in an H Production Sprite has moved into seventh with Larry VanOrsdale holding down eighth. Ron Southan in a Lotus Super 7 is ninth with John Alexander in tenth



John Kubiak's "Two Plus Three" Spitfire houses the major portion of the Kubiak Clan on one of his victory laps.



Lew Cooper in the Cook Ford FF dominated that class this season



Bill Hallandal's Lotus 41C kicks up a roostertail of sealer mistakenly placed on the track by the contractor two days before last month's races



I always wanted to try "Dirt Trackin'".



An A Sedan Mustang crests the top of the hill.



Don Clining's TR leads Skirmants, Miller and Ensley up the Hill.

## RAMBLING

I was born in Maine. That makes me a Yankee. When You're born in Maine, you have certain characteristics that mark your behaviour. You are conservative and depise the frivolous. And you don't race cars. Name me one famous driver that calls Maine his home. For that matter, name me one sports car track that is located in Maine. Now this is not meant to be a "put-down" on the great state that brings us lobster, blueberries and Ed Muskie, but folks up that way just don't think that racing cars "around some darn fool track" proves one thing.

Now Sam Posey is from New England, but he's no Yankee. Any person that displays his aptitude for verbal linguistics has to have had his blood line tainted somewhere along the line. But, after all, he has had Lime Rock as his private domain for years.

So you can imagine what kind of reaction I got from my parents when , in 1966, I wrote to my parents that I was racing a sports car. Their first reaction was "We didn't send you through college to kill yourself in some foolish race car". At least I wasn't disappointed. They are both still "Mainiacs" at heart, even though it's been thirty years since they could call it their real home.

Where did it all begin? Well, there was this fraternity brother of mine who owned a Porsche. And it seemed that he wanted to go see the 1961 U.S. Grand Prix at Watkins Glen. I had a tremendous hangover from too much Scotch the night before, but it sounded like a neat idea anyway. At that time, the Glen was only a few years from running on the streets and even the pit facilities were crude. The engines I remember were 1.5 liters (a new word to me)

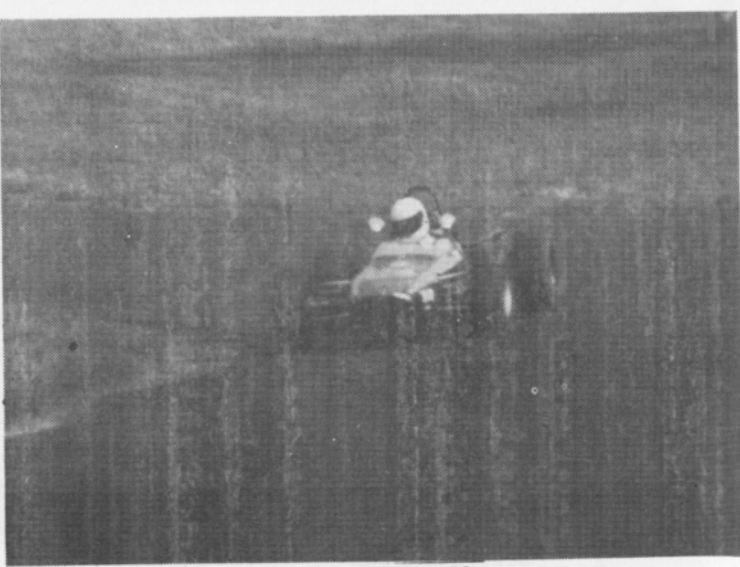
and the sounds were great. Security was very lax at those first few races, and gaining entry to the pits was no problem for an agile college freshman. Innes Ireland won. I remember that. And I remember some crazy dude in a lavender suit waving the flag perilously close to Mr. Ireland. I can also remember seeing a neat car with doors that folded up - a gullwing Mercedes.

As the years went on, my interest grew. So did the crowds at the U.S. Grand Prix. It became impossible to get into the pits. But the names of Dan Gurney, Jim Clark, and John Surtees took on meaning. I knew it was something I had to do.

Soon I started finding ways of getting south to the course whenever I saw the trailers come by my fraternity house on their way south to Watkins Glen. At SCCA races, it was still easy to sneak in and watch the races.

Soon, I had to have my own sports car. The chosen vehicle was a 1957 Triumph TR3 with (by my own count) the sum total of twenty-nine holes in the body-with the added advantage of ventilated floors. A whole summer of restoration work saw me back at Hobart College with a burgundy TR3. It was in this car that I practiced my heeling and toeing and power slides.

An interest like racing is a disease. For most, it is a pleasant one. Unfortunately the majority of people only experience it in a vicarious manner. It matters little that I will never be a World Champion. I have felt the thrill of driving a race car to the limits of my ability. I have driven a car to and beyond its limits. I have driven wheel-to-wheel with other drivers, winning some and losing some. But more than anything else, I have lived in and liked the world of racing. Many have spent their entire life seeking that kind of satisfaction, but I have found it.



## Norm's Brabham Rings A Bell

When Norm Kirnberger copped his first overall victory in his Brabham BT21 Formula C during the August it also signalled a victory for Cupid as well. It seems that Norm had promised his fiancée, Sandra Jones, that when he won overall that they would get married. That victory came August 20th and will be witnessed by competitors and spectators on Saturday at the Start-Finish Line.

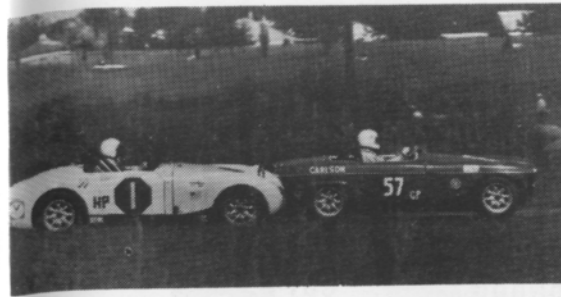
It all began in 1968 when Sandy saw Norm's Devon parked in a lot in Warren. She decided that she wanted to meet the driver and the romance progressed from there.

Their first day of married life will be spent apart though, since Norm will be looking for more checkered flags, while Sandy is working a corner.

Confirming their position as "car nuts" is the fact that they found a house with a five car garage - to store two race cars, two street cars, two motorcycles, the Devon and a TR4.

Serving as Bridesmaid at the ceremony will be Sandy's sister, Sybil Remus, while Henry VanDosen will be Best Man. Rounding out the wedding party are Vic Skirmants and Jimmy Goodyear and Joyce Skirmants and Joanne VanDosen.

The best to Norm and Sandy.



Bob Gustafson, last year's Club Champion shared the driver's seat with son, Gary, and sacrificed points that could have put him on top again.



Larry Clingman, in the O'Hara Datsun showed the tenacity that made him a winner in E Production.



Deane Planeaux's Mini set a new lap record as well as kicking up its heels around the track.

## COURSE RECORDS

CLASS	DRIVER	CAR	TIME
<b>Production</b>			
AP	J. Greenwood	Corv.	1:17.6
BP	Mike Manner	Corv.	1:19.4
CP	Don Clining	TR6	1:20.8
DP	Ron Southan	Lot. S-7	1:21.5
EP	Vic Skirmants	Porsche	1:20.5
FP	Dan O'Connor	Midget	1:21.5
GP	John Kubiak	Spitfire	1:22.5
HP	Paul Cameron	Sprite	1:25.7
<b>Sports Racing</b>			
ASR	J. Greenwood	Lola	1:12.8*
BSR	Dr. C. Armstrong	Por. 906	1:20.0
CSR	Bill Barber	Lotus 11	1:21.2
DSR	Bill Mundus	Berga	1:24.8
<b>Formula</b>			
F/B	Bill Hallandal	Lotus 41C	1:14.7
F/C	Norm Kirnberger	Brabham	1:15.2
F/F	Lew Cooper	Merlyn	1:14.7
F/V	Ralph Ridge	BenLynx	1:18.0
<b>Sedans</b>			
AS	Warren Tope	Mustang	1:18.6
BS	Evan Walters	Pinto	1:21.8
CS	Deane Planeaux	Aus. Cooper	1:24.5
DS	Dave Mackinder	NSU	1:28.5
SS	Fred Hafner	Pinto	1:34.7

All times recorded on BULOVA WATCHES courtesy of KINCAID JEWELERS, 205 E. Maple, Birmingham.

## Flags



**Yellow with Red Stripes:** Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look down 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.

**Yellow** (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.

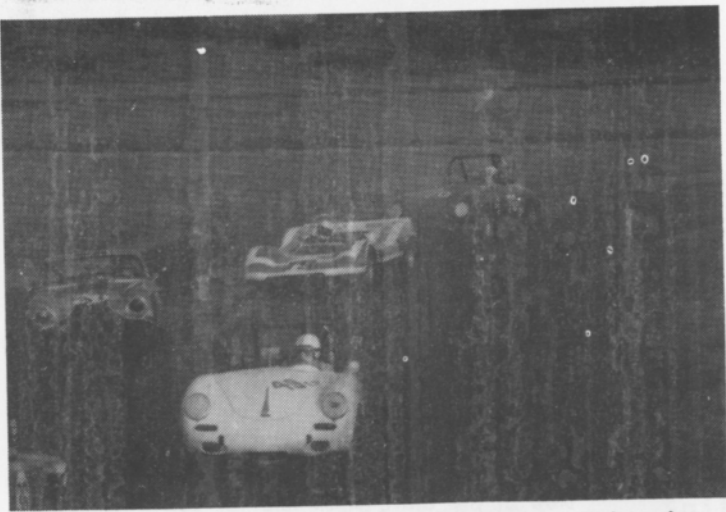


**Blue with Diagonal Yellow Stripe** (motionless): Another competitor is following you closely.

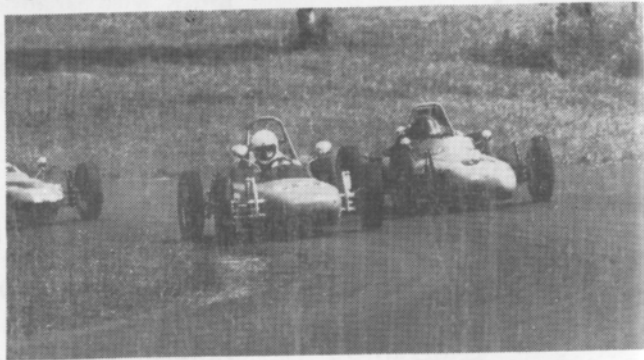


**Checkered:** You have finished the race (or practice session). Complete one "cool-off" lap at reduced speed before entering the pits.





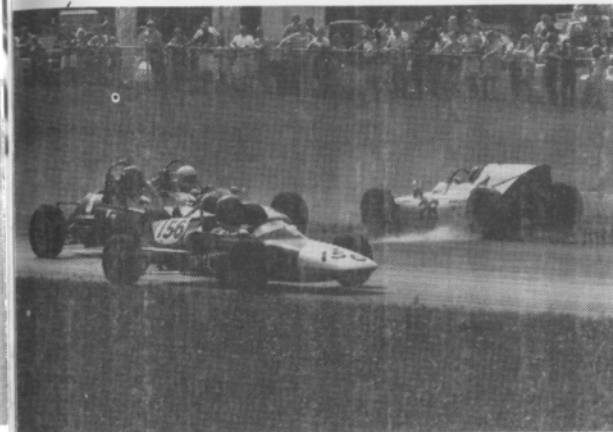
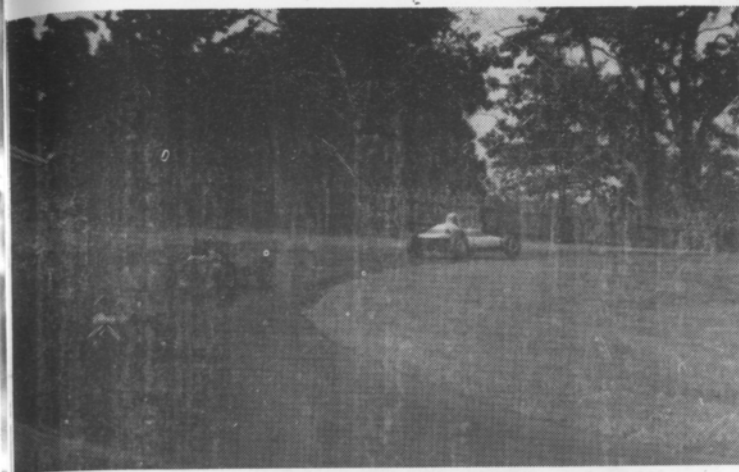
Doug Miller, in a Porsche, checks his mirror as he leads the pack.



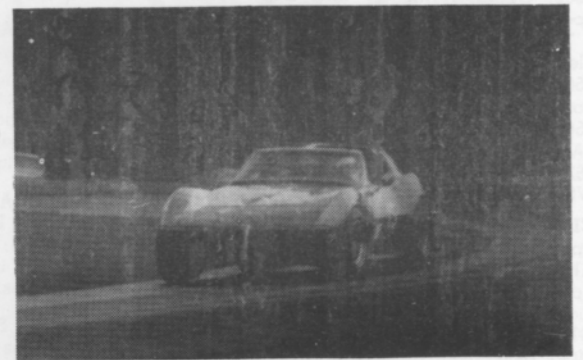
Bruce Davis, in The Oakland Mall Special takes the inside up the Hill



A "Showroom Stock" Pinto nips a Mini in Skeet House.



The Vee Feature finds a group of drivers taking evasive action to avoid a spinning car in Skeet House.



Mild-mannered Mike Manner came back to Waterford in his 'Vette to set a new B Production lap record.

At top, Gary Pace leads the Vees during the Formula Ford Feature.

# RACING CLASSES

## PRODUCTION SPORTS CARS

"Production" Sports Cars (i.e., cars not designed primarily for racing) are grouped in classes according to their racing performance. This system of classing makes driver skill rather than car performance the primary factor in winning races.

**CLASS A:** Abarth Simca 2000; Cobra 427; Sting Ray 427 (thru 1967); Sting Ray 427 Roadster (1966); Griffith 200; Porsche GTS/904; Shelby GT500 (thru 1967); Sting Ray 396.

**CLASS B:** Aston Martin DB4, DB5, DB4GT and Zagato; Cobra 289; Corvette 327 and 283; Sting Ray 327 (thru 1967); Sting Ray 327 Roadster (1968); Ferrari 250GT0, 275-GTB, Berlinetta Lusso, 250GT (SWB), GT (California, coupe and cabriolet), 2-plus-2; Jaguar E 3.8 and 4.2; Shelby GT350 (thru 1966, and 1-4V 1967).

**CLASS C:** Abarth Simca 1300; Alfa Romeo TZ; Datsun SRL311U; Ginetta, G4-1500; Lotus Elan (roadster, coupe and drophead); Mercedes Benz 300SL; MGC; MGC-GT; Morgan SS; Osca 1600 GT; Porsche Carrera 1500 and 1600; Porsche 356B, C2000 GS, 911, 911 S, (11L; Sunbeam Tiger 260; Toyota 2000GT; Triumph TR250 and TR5.

**CLASS D:** AC Bristol; Aceca Bristol; Alfa 2600 Sprint and Spider; Arnolt Bristol; Austin-Healey 3000; Daimler SP250; Elva Mk. 3 and 4 (1800); Elva Mk. 4 (T1800); Fairthorpe Electron; Fiat Abarth 1000 DOHC; Ginetta G4-1000; Jaguar XK120, 140, 150; Lotus Super 7; Marcos GT1000; Speedwell GT2A and 2B; Triumph TR4, TR4A (IRS); Turner Climax; TVR Mk. 3 1800; TVR Climax; Yenko Stinger.

**CLASS E:** Alfa Duetto, Giulia Spider Veloce 1600, Giulia Sprint GT and GTC, Sprint Speciale; Austin-Healey 100-6; Elva Mk. 4 T Ford, Mk. 1, 2, 3, 4 1622; Fairthorpe Electron Minor; Lotus Elite; Mercedes 250 SL; MGB; MGT-GT; Morgan plus-4; Porsche 912, 356C/1600SC and 265B, S90, 356 1500/1600 A, B, C; Triumph TR2, 3, 3A, 3B, GT6; Turner 1500; TVR Mk. 3 1622; TVR Vixen 1600 Ford (provisional); WSM GT; GSM Delta.

**CLASS F:** Alfa Giulietta Super 1300, Sprint Speciale, Giulia Sprint and Spider 1600; Alpine A110-1100; Austin Healey 100-4, Sprint 1275; Datsun SPL311 and SPL 311U; Fiat Abarth OT 1300/124 coupe; Glas GT1700; Lotus 7 and 7A; Mercedes 230SL; MGa 1500, 1600, 1622, twin cam; MG Midget 1275; Morgan 4/4 Mk. 5; Sabra Sport; Sunbeam Alpine; Spitfire Mk. 3 1300; Volvo P1800; GMS Delta (Ford 105E).

**CLASS G:** Alfa Sprint and Spider 1300; Abarth OTS 1000 coupe; Alpine A108-1000; Sprite 1100 and AN8; Datsun SPL 310U; Fiat Abarth 700, 750DOHC, 1000 pushrod, OT1000 Spider; Fiat 1500 Spider DOHC, 1500 Spider and cabriolet, 124 Sport Spider; Glas 1300GT; Honda S800; Matra; Midget 1100 and AN3; Porsche 1300; Rene Bonnet CRB; Spitfire Mk. 1 and 2; Turner 950S.

**CLASS H:** Sprite 948 Mk. 1 and 2; DB HBR5 851-954; Fiat 850 Spider; Fiat Abarth 850S, 750GT, 750MM; Fiat 1200 Spider; Honda S600; Midget 948; MG TC, TD, TF 1250, TF 1500; Morgan 4/4 Mk. 4; NSU Wankel Spider.

## MODIFIED OR SPORTS RACING CARS

"Modified" Sports Cars (i.e., sports cars designed specifically for racing, and "Production" cars that have been modified for racing) are grouped according to engine size.

**CLASS A:** Over 2000 cc (over 122 cu. in.); **CLASS B:** 1300 to 2000 cc (111½ cu. in.); **CLASS C:** 850 to 1300 cc (46 to 111½ cu. in.); **CLASS D:** Under 850 cc (under 46 cu. in.).

## SEDANS

**CLASS I:** Renault; Simca 994 & 1290; BMW 700; Mini-Minor 850; Saab Standard 750, 850 and 750 Sport; Ford Anglia 997; Fiat 600, 750, 850, 1100 and 1300; Opel Kadette 1078; Hillman Imp 875; MG 1100; NSU 1000 L, S, C, 996 cc; Volkswagen 1500; Honda 750.

**CLASS II:** Alfa Giulia 1300; Ford Anglia 1198; Mini Cooper S 970 and 1071; Renault Gordini R8 1108; Saab 850 Sports; Hino Contessa 1251; Datsun 1595; Saab 1498; NSU TT-1085; NSU TTS-996; NSU 1200 TT-1117; Fiat Abarth 1000, Volkswagen 1600; Mini Cooper 997.

**CLASS III:** Alfa TI 1600; BMW 1600 and 1800 TI; Corvair Monza; Ford Cortina 1498; Isuzu Bellet 1991; Sunbeam and Hillman 1725; Toyota Carona 1899; Volvo 1600 and 1800; Valiant 2786; Mini Cooper S 1275; Renault Gordini 1300; NSU 1200 TTS and TTC 1177; Fiat 1200.

**CLASS IV:** Alfa TI Super 1600 and GTA; BMW TISA, Lotus Cortina; Corvair Corsa, Porsche 911; Fiat Abarth 1200; Sedans over 180 cu. in. to 5 liters, 112" wheelbase, and 3500 lbs. maximum.

**CLASS V:** Sedans exceeding Group II Specifications (i.e., Canadian & FIA Group 5).

# WATERFORD HILLS



A 1.5 MILE ASPHALT ROAD COURSE AT WATERFORD, MICH

