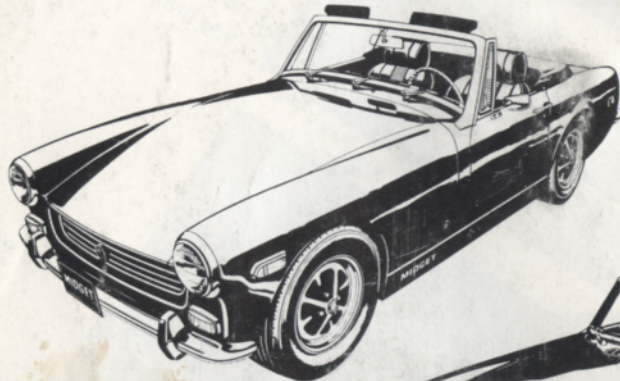
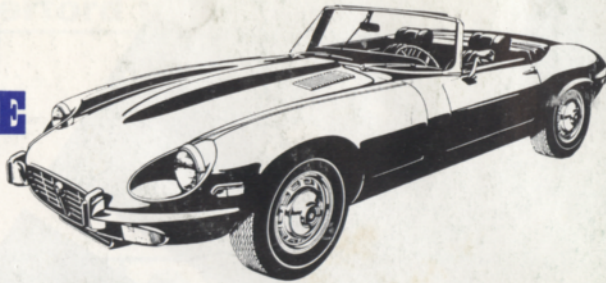


## JAGUAR V-12 CONVERTIBLE



## MG MIDGET



## MGB

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## waterford hills digest

fall classics  
september 1973 50¢



OCTOBER 7, 1973

# Grand Prix

for Formula Ford  
at Waterford Hills

vol. 13  
no. 6  
september 1973

# w h d

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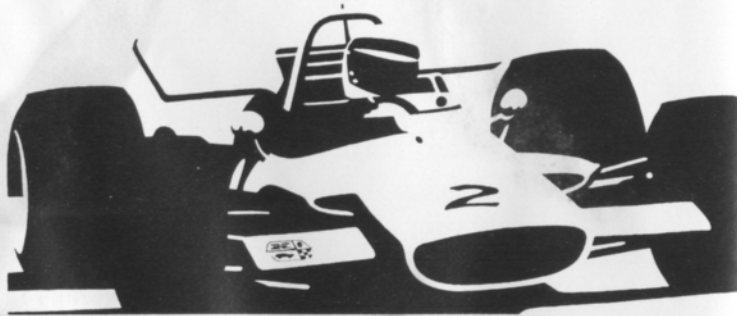
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## the inside line

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Frank Cizek



The Waterford Hills Top Ten Drivers Championship will not be decided until the end of the last class race Sunday.

The qualifications necessary for participation in this championship series are; one—a driver must be a member of WHRRI, and, two—hold a WHRRI competition license.

Only races held at Waterford Hills that are sponsored by Waterford Hills are counted towards the championship.

The best 75 percent of a driver's class-race finishes count on a 9 points for first, 6 points for second, etc., basis unless there is a tie, in which case, more races are included until the tie is broken. Each lap record broken during a race will add an extra two points to a driver's total.

At the end of the July Races, the top 12 drivers were: Doug Miller (62), Gary Berdik (61), Don Clining (58), Vince Muzzin (56), Larry Clingman (54), Mike Baldwin (54), Frank Cizek (52), Mark Davison (44), Paul Cameron (41), Vic Skizmants (38), Gary Pace (38), and Dean Batterman (38).

As you can see, from the pictures included, the August race week-end changed the point standings considerably.

Only six points separate the top three places, and in this sport, anything that can happen, will, so keep an eye on the points

leaders, as well as the leaders in each class race. Everyone of them will be trying to drive as close to the limit as possible—without exceeding it—and that's the name of the game.

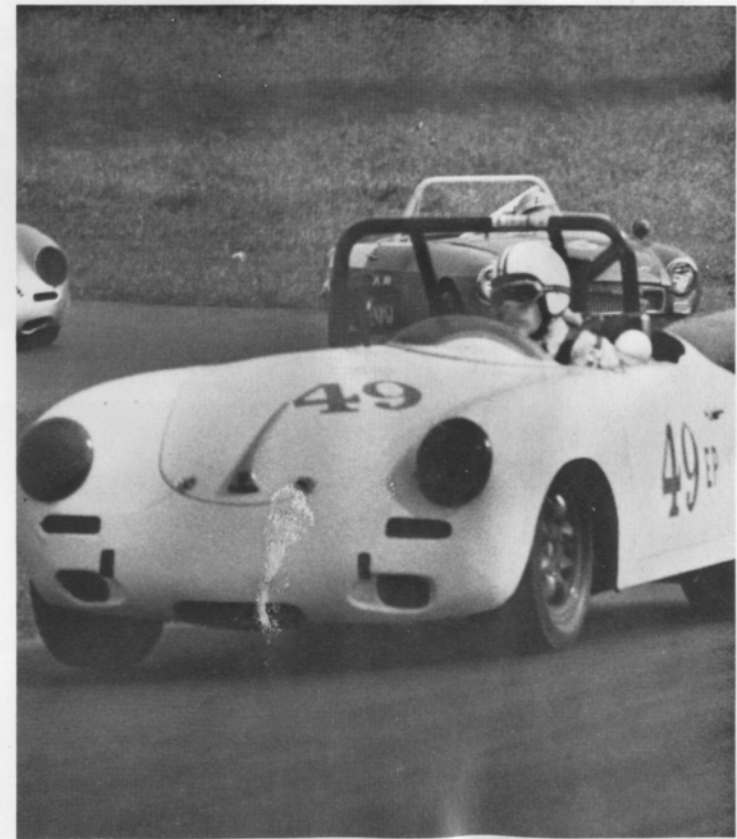
## top ten standings as of september 1st

---

Doug Miller

EP

80 pts.



Vince Muzzin

FF

78 pts.

2



Frank Cizek

GP

70 pts.

3



Mike Baldwin

HP

68 pts.

4



4

Larry Clingman

B-S

66 pts.

5

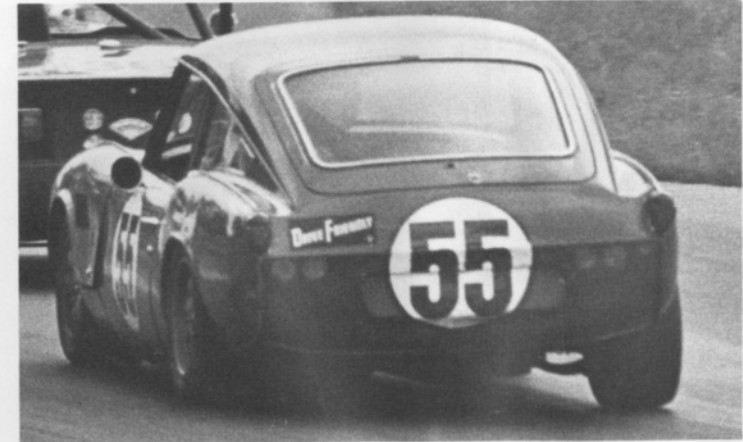


Gary Bendik

DP

61 pts.

6



Don Clining

CP

58 pts.

7



5

8



Gary Pace

SSS

52 pts.

9



Dean Batterman

SSS

49 pts.

10

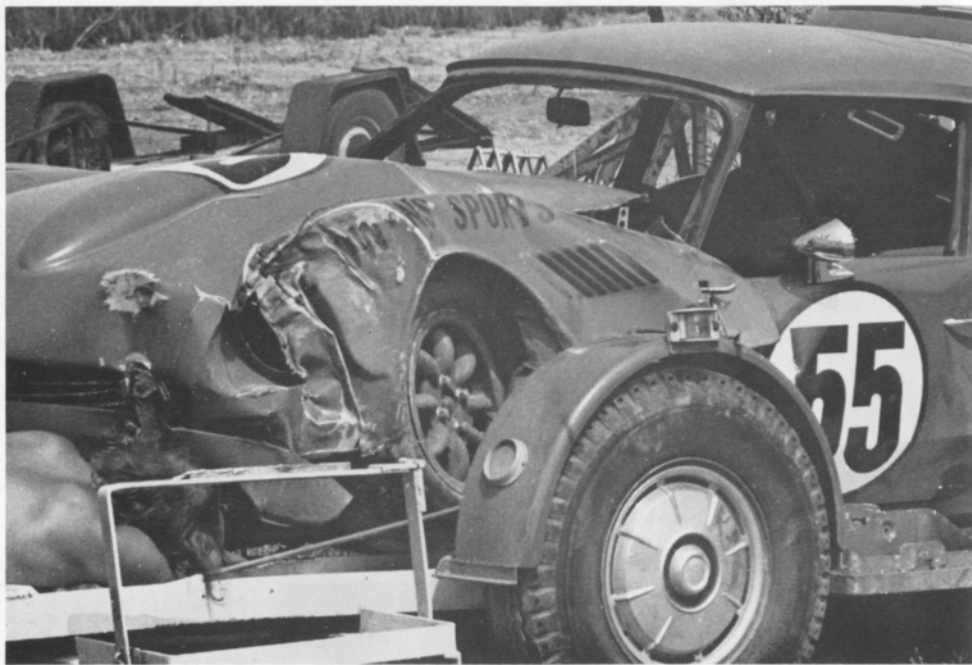


## sports car activities

1974 WHRRI sponsored races will be the last *full* weekend of the month, May through September. These dates are May 25-26, June 29-30, July 27-28, August 24-25 and September 28-29.

## officials

chief steward	tom abbott
assistant	doug anthony
race coordinator	jerry shiloff
timing & scoring	jerry morlewski
	jane morlewski
flags & communications	jack holth
	carl zahler
paddock marshal	dick grzybowski
tech inspection	jim velzy
course marshal	stan gorman
safety	doug mackinder
doctors	fred johnson m.d.
	hank larabee d.o.
registrar	connie vancea
chief starter	lou higgins
asst. starter	charlie pickett
asst. starter	hal goff
digest editor	larry conely



gary bendik and don parrish—the difference between on the limit and on the trailer is very small, but very expensive.



## 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	79.993	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.

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.

## class records

ASR	John Greenwood	Lola	1:12.8	5-72
BSR	Carl Armstrong	Porche 906	1:13.5	7-73
CSR	Warren Purdy	Lotus 23	1:16.1	8-73
DSR	Mill Mundus	Baker Mark II	1:24	N.D.
AP	John Greenwood	Corvette	1:16.3	9-72
BP	Mike Manner	Corvette	1:19.4	8-72
CP	Don Clining	TR6	1:19.9	6-73
DP	Gary Bendik	GT6	1:18.7	7-73
EP	Doug Miller	Porche	1:17.8	6-73
FP	Gary Riddell	MG Midget	1:20.4	6-73
GP	Hugo Carlson	MG Midget	1:20.0	7-73
HP	Mike Baldwin	Sprite	1:22.3	6-73
AS	Warren Tope	Mustang	1:18.6	5-71
BS	Don Eichstaedt	Pinto	1:20.1	7-73
CS	Geoff Foster	Mini Cooper	1:22.4	7-73
DS	Dave Dunham	Mini Cooper	1:26.8	7-73
SSS	Fred Hafner	Pinto	1:34.7	7-72
FB	Lew Cooper	Lola	1:09.1	7-73
FC	Norm Kirberger	Brabham	1:13.6	8-73
FF	Vince Muzzin	Crossle	1:12.0	8-73
FV	Ralph Ridge	Ben Lynx	1:18	7-72
F4	Gordon Green	P&G	1:19.5	7-73
FSV	Jim Purcell		1:12.4	6-73

## waterford profiles

by larry conely



**doug  
miller**

A few years ago, Doug Miller said that he "didn't know a sports car from a jeep." If you were to tell that now to a driver at Waterford, you would more than likely be put away.

This particular success story had a very innocent beginning. Doug and his wife, Barbara, were in the market for a second car. She wanted a convertible and they both wanted a foreign car, so a VW seemed the logical choice; but a funny thing happened on the way to the car lot. They got side tracked by a thing called a TR 3. Since they both liked it, and the name was on the outside of the car, the classified ads soon turned up a powder blue Triumph.

One day while loading up "the grocery car," Barbara received an invitation to join a Triumph Owners Club. It wasn't long until the Millers were enthusiastic participants of the club's gymkhanas and rallies. Soon the TR 3 was sold in favor of an Austin Healey 3000. A little later, groceries being what they are, the Healey gave way to a Porche Super 90. By this time, Doug had also become a frequent spectator at Waterford races.

The catalyst which freed Doug's competitive spirit for racing was what he thought was a crank phone call from Indy winner Troy Ruttman. The call turned out to be Ruttman's request for Doug to assist in some top secret films of the soon to be released Riviera. In any event, Doug wound up with his Porche at GM's test track in mock competition with the Riviera. On film, of course, the Riviera topped all, but Doug knew better, and besides, "it was fun."

In 1963 Doug went through Waterford's driver school. It may be difficult to say what Barbara went through as Doug and 13 year old Brad stripped the car for the track on weekends. His first season, Doug won a novice race and his first licensed race. From then on racing became serious business. In the years that followed, Doug was plagued by minor mechanical troubles that kept him from winning, although his lap times were competitive.

Waterford profiles  
by Larry Smith

As Doug puts it, he was "always a chaser, not a winner." Then matters changed. Ex-Marine, son-in-law, and ace mechanic Barry arrived on the scene to put Doug's Porche right. At Waterford's last race of the 72 season, Doug broke the E Production record at 1:19.3, and finished as Waterford's number four driver.

Prior to this year's racing season, Doug and Barry rebuilt the



Porche from the ground up. The results? Nine checkered flags (two triple headers); another E Production record at 1:17.8; a Detroit News rating as present top Waterford contender for the Detroit News Trophy; and one more race weekend to go.

Doug's contribution to racing is by no means limited to driving. He remembers about six years ago attending a club meeting and asking a question about the finances. He was promptly elected





to the board and has served as Controller ever since. Doug played a vital role in guiding the club through financially stormy years to its current prosperous operating status enjoyed by very few race courses across the country.

Meanwhile, son Brad had returned from the Navy to menace his father on the track. In 1971 Brad purchased a Porche and set out to beat dad, as if one Miller on the track isn't enough. Waterford fans are familiar with the E Production father and



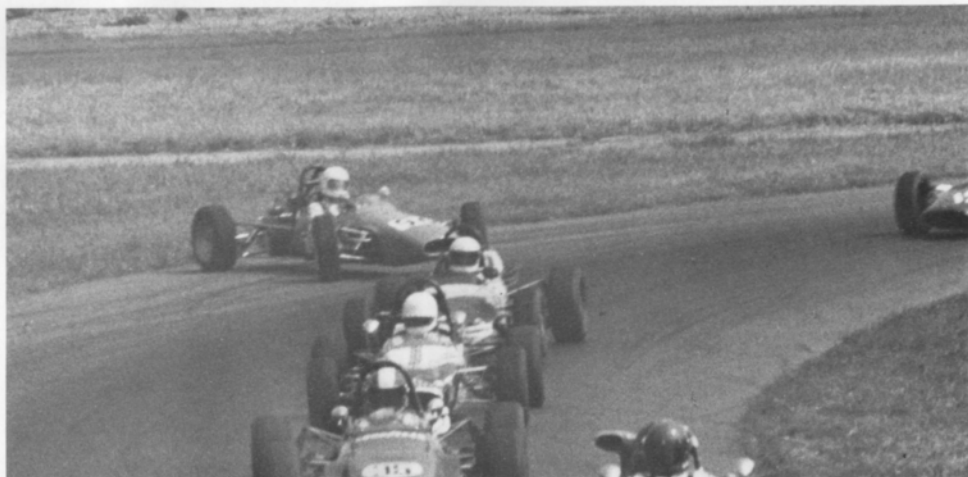
son duel.

But this year, Doug remains on top. He is quick to point out that his success is due in great part to his mechanic, Barry, or to his new tires, or to something else. Yet you may have trouble convincing other drivers accustomed to seeing the back side of number 49 that this is entirely true. Doug's driving is so fast and skilled that it could almost be called savage, hardly reminiscent of a person who "didn't know a sports car from a jeep."





- 1 andy falbo of detroit finds himself on a shortcut to hilltop
- 2 bob owens of birmingham lifts a wheel entering hilltop turn.
- 3 fred burnham tries a different line out of skeet house.
- 4 al jacobson leads a herd of b-sedans through paddock bend.
- 5 doug miller leads e and f—production through gulch.



# racing classes

- PRODUCTION**
- A** Abarth Simca 2000; Cobra 427; Corvette Sting Ray Roadster & Coupe 350, 1970, 1971; Corvette Sting Ray Roadster & Coupe 396, 427, 454 thru 1973; DeTomaso Pantera 351, 1972-73; Griffith 200; Porsche GTS/904.
  - B** Alfa Romeo Montreal; AMX Sports Coupe 290 thru 1969; AMX Sports Coupe 343 thru 1969; Cobra 289; Corvette 283, 327 (1962); Corvette Sting Ray Roadster 327, 350, 1963 thru 1973; Ferrari 365 GTB 4 Daytona; Jaguar Series 3 (V-12); Porsche 911E Coupe/Targa, Cabriolet, 1969; Porsche 911S Coupe/Targa, Cabriolet, 1969; Porsche 911E Coupe/Targa, Cabriolet, 1970-1971; Porsche 911S Coupe/Targa, Cabriolet, 1970-1971; Shelby GT 350 thru 1966; Shelby GT 350 1-4V, 1967; Shelby Cobra GT 350 Coupe, 1969.
  - C** Alfa Romeo TZ; Datsun SRL 311U (Mikuni); Datsun 240Z Sports (Hitachi & Mikuni) thru 1973; Ferrari Dino 246 GT; Jaguar E 3.8 & 4.2; Lotus Elan thru S-4 (Roadster, Coupe & Drophead); Lotus Europa Twin Cam; Lotus Elan Plus Two; Lotus Seven Series Four; MGC, MGC GT; Porsche Carrera 1500, 1600; Porsche 911, 911S, 911I, (Coupes) thru 1968; Porsche 911T, Coupe/Targa, Cabriolet, 1969; Porsche 911T, Coupe/Targa, Cabriolet, 1970, 1971; Porsche 911T, E, S Coupe/Targa, Cabriolet, 1972; Porsche 914/6 thru 1972; Sunbeam Tiger 260; Triumph T-250; Triumph TR-5; Triumph TR-6 thru 1972.
  - D** Alfa Romeo Duetto 1750 thru 1971; Alfa Romeo 2000 Spider; Austin Healey 3000; Daimler SP-250; Datsun SRL 311U (Hitachi); Elva Mk III 1800 & Mk IV 1800; Elva Mk IV T 1800; Jaguar XK 120, 140, 150; Jensen Healey; Lotus Super Seven; Lotus Europa Mk 46, 54 (65); Porsche 914S; Triumph GT-6 & GT-6 Plus; Triumph GT-6 Mark III (2 carb.) thru 1972; Triumph GT-6 Mark III (1973 Swing Axle); Triumph TR-4; Triumph TR-4A IRS; TVR Mk III 1800; Yenko Stinger.
  - E** Alfa Romeo Duetto 1600; Alfa Romeo Giulia Spider Veloce 1600; Alfa Romeo Giulia GT & GTZ; Austin Healey 100-6; Elva Mark I, II, III, 1662; Elva Mark IV 1622; Fiat 124 Sport Spider 1600 (2 carb); MGB MGB GT; Morgan +4; Opel GT 1900; Porsche 912 Coupe/Targa, Cabriolet thru 1968; Porsche 912 Coupe/Targa, Cabriolet, 1969; Porsche 914/4 thru 1973; Porsche 356C/1600SC & 356B Super 90; Porsche 356 1600/1600 A, B, C; Saab Sonnet V-4, thru III; Triumph TR-2, 3, 3A, 3B; Turner 1500; TVR Mk III 1622; TVR Vixen 1600 Ford; Volvo 1800 (1990 cc) 1969, 1800E, 1800ES thru 1973.
  - F** Alfa Romeo Guilietta Super 1300; Alfa Romeo Sprint Speciale; Alfa Romeo Guilia Sprint & Super 1600; Alfa Romeo Spider 1300 Junior; Alfa Romeo Junior Z; Alpine A100 1100; Austin Healey 100-4, 100M; Austin Healey Sprite 1275; Datsun SPL 311 & SPL 311U; Fiat 124 Sport Spider thru 1970, 1600-1971-1973 (one carb); Fiat Abarth OT 1300/124 Coupe; Lotus 7 & 7 America; MGA 1500, 1600, 1622; MGA Twin Cam; MG Midget 1275 thru 1973; Morgan 4/4 Mk V; Sunbeam Alpine; Triumph Spitfire Mk III thru 1970; Triumph Spitfire Mk IV thru 1972; Triumph Spitfire 1500; Volvo P 1800 S (1780 cc).
  - G** Alfa Romeo Sprint & Spider 1300; Austin Healey Sprite 1100, AN 8 (1100); Datsun SPL 310U; Fiat Abarth OTS 1000 Coupe; Fiat Abarth 1000 Pushrod; Fiat Abarth OT 1000 Spider; Honda S800; Matra; MG Midget AN2, AN3; Porsche 1300; Rene Bonnet CRB; Triumph Spitfire Mk I & II; Turner 950S.
  - H** Austin Healey Sprite 948 Mk. I & II; Fiat 850 Spider, Racer thru 1973; Fiat Abarth 850S, 750 GT, 750MM; Honda S600; Mg Midget 948 MGTC, TD, TF 1250; MG TF - 1500; Morgan 4/4 Mk. IV; Opel GT 1100 thru 1971.

**SHOWROOM STOCK SEDAN**

Austin Morris Marina, 1800 cc; Chevrolet Vega, 2300 cc; Datsun 510 (1972 only), 1600 cc; Datsun 610 (4 door); Dodge Colt, 1600 cc; Fiat 124S, 1437 cc; Ford Pinto, 2000 cc; Opel 1900 Sedan (2 dr or 4 dr), 1900 cc; Plymouth Cricket; Renault R12, 1565 cc; VW Super Beetle & Beetle, 1600 cc; SAAB 96 Sedan; Subaru 1400 Sedan; Toyota Corona, 1900 cc or 2000 cc.

**SHOWROOM STOCK SPORTS CAR**

Fiat 124 Spider, 1592 cc or 1608 cc; MGB and MGB-GT, 1800 cc; MG Midget, 1275 cc; Opel GT, 1900 cc; Porsche 914/4, 1679 cc; Triumph GT-6 Mark III, 2000 cc; VW Karmann Ghia Coupe or Convertible, 1679 cc.

**SPORTS RACING**

<b>ASR</b>	Over 2000 cc	<b>FORMULA</b>	<b>FF</b>	FORD
<b>BSR</b>	Over 1300 cc to 2000 cc		<b>FSV</b>	SUPER-VEE
<b>CSR</b>	Over 850 cc to 1300 cc		<b>FV</b>	VEE
<b>DSR</b>	Below to 850 cc		<b>FA</b>	1100 cc to 3000 cc
			<b>FB</b>	1100 cc to 1600 cc
			<b>FC</b>	Up to 1100 cc

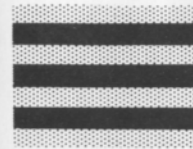
**SEDAN**

- AS** Over 2500 cc with proper homologation forms.
- BS** Over 1300 cc to 2500 cc with proper homologation forms.
- CS** Up to 1300 cc with proper homologation forms.
- DS** Separate Waterford Class

# flags

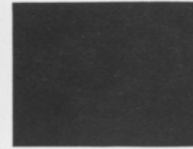
**yellow with red stripes**

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



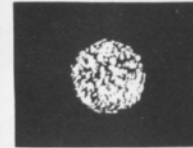
**black**

Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.



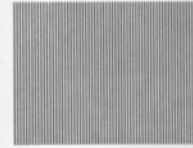
**black with orange ball**

(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.



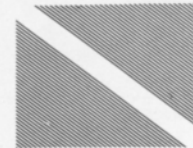
**red**

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.

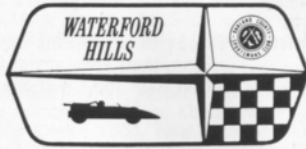


**checkered**

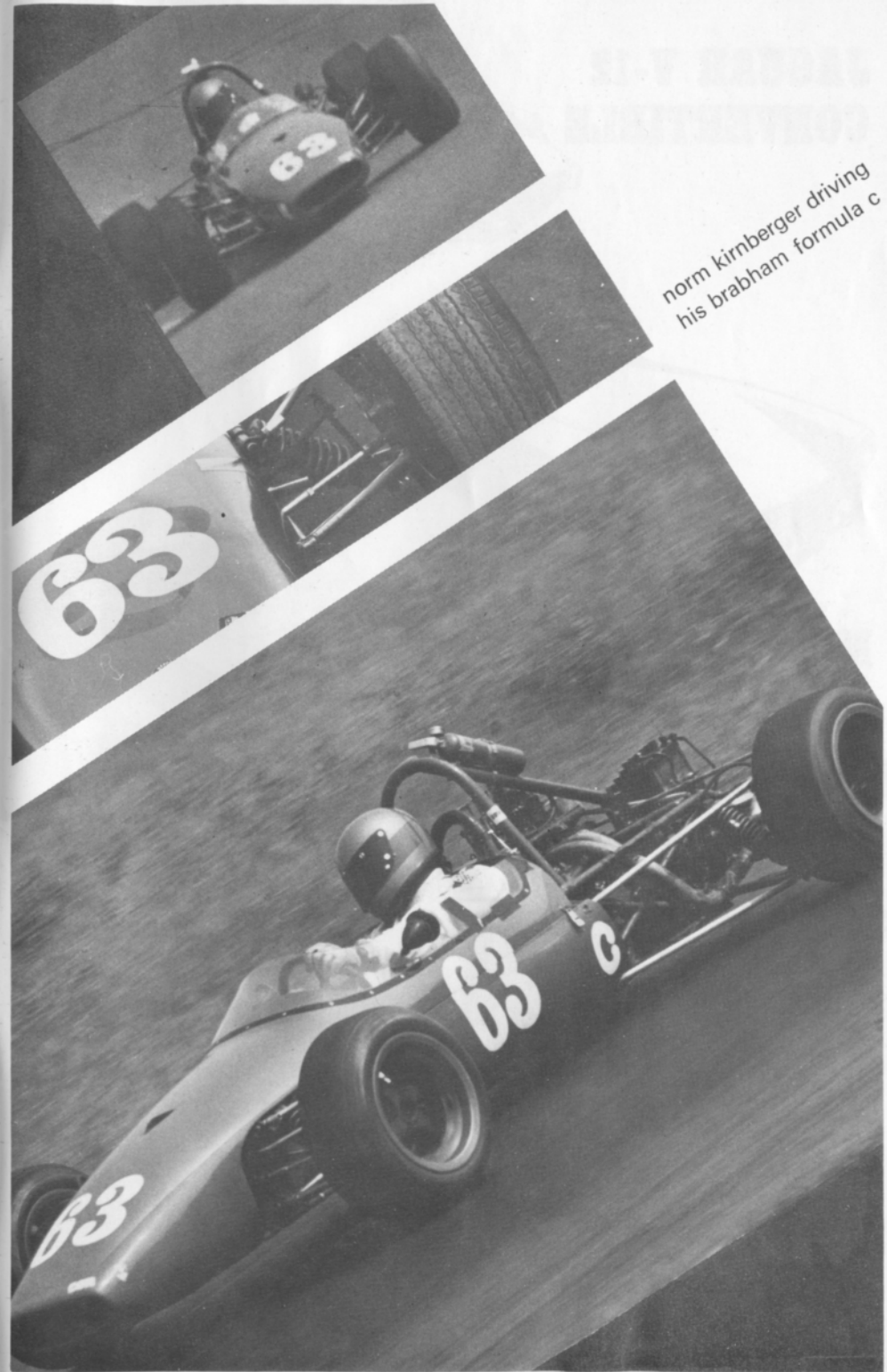
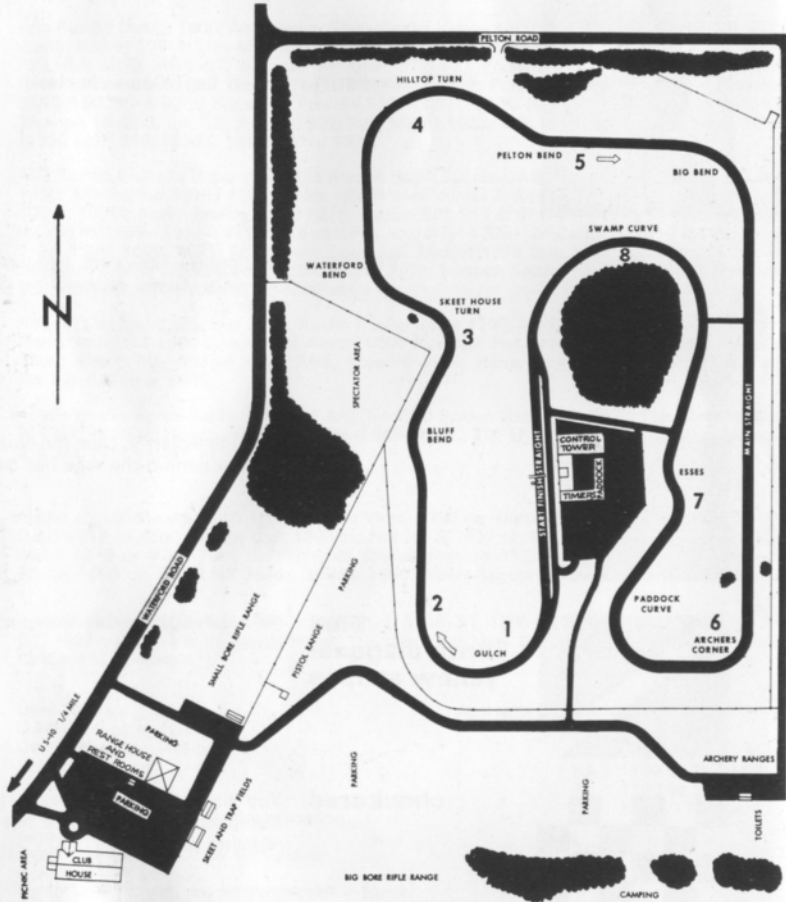
You have finished the race (or practice session). Complete one "cool-off" lap at reduced speed before entering the pits.



# waterford hills



a 1.5 mile asphalt road course at waterford, michigan



norm kimberger driving his brabham formula c