



**RACING RAIN OR SHINE**

# 1975 Race Dates

MAY 24-25

JUNE 28-29

JULY 26-27

AUGUST 30-31

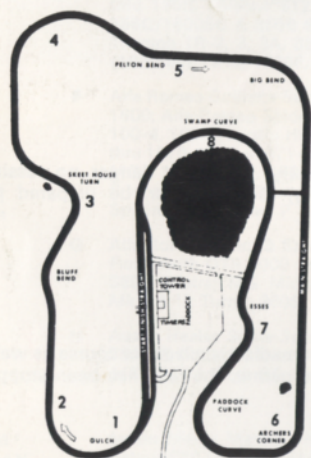
SEPTEMBER 27-28

ADMISSION

\$2.50 Sat. \$4.00 Sun. \$5.50 Per Weekend

SEASON TICKET \$15.00

{ CHILDREN UNDER 12  
ADMITTED FREE }

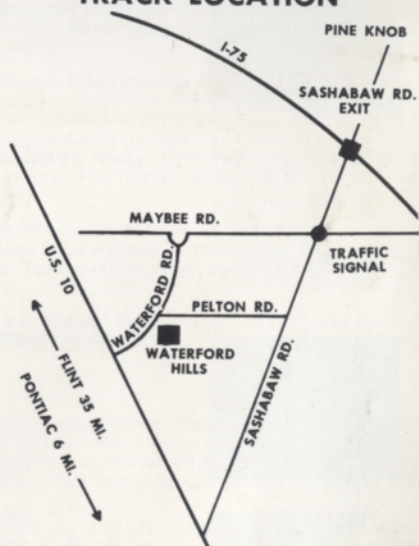


**WATERFORD HILLS**

Track opens at 10:00 a.m.

Phone: (313) 623-0444

## TRACK LOCATION



The track is an up and down hill, twisting mile-and-a-half of smooth blacktop with 13 right and left turns. Sterling Moss termed it the most challenging small road circuit in the world. This track is unique in that 90 percent of the road course can be seen from the spectator area. Bring your picnic basket to our grassy hillside and watch exciting Trans AM Sedans, Sports Cars, and Formula Cars. Beer, pop and food available at the concession stand.

Track opens at 10:00 a.m. for practice and qualifying. Racing begins 1:30 p.m. Saturday (7 races)—11:30 a.m. Sunday (10 races).

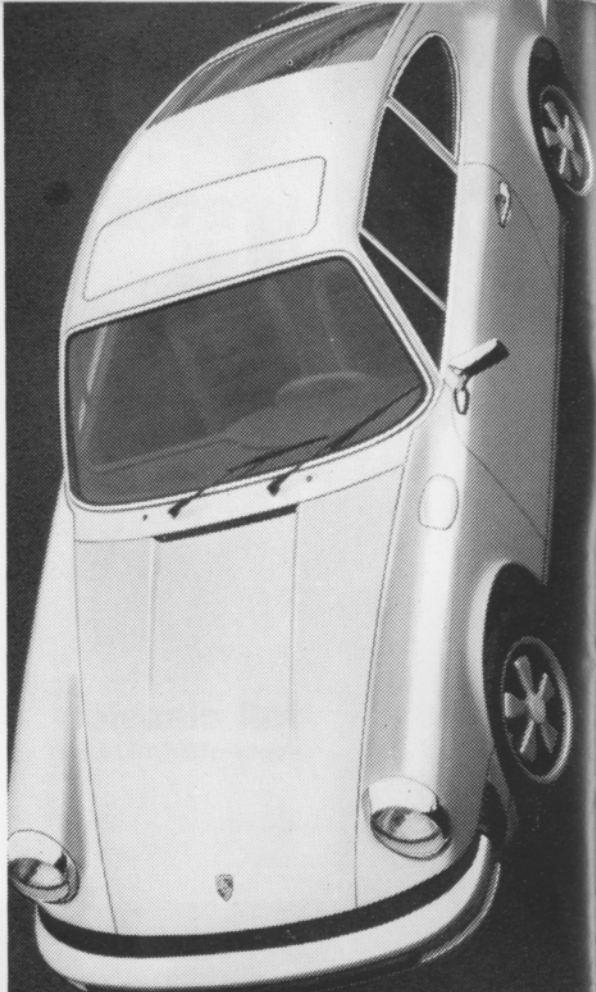
**FREE PARKING—CAMPGROUNDS AVAILABLE**

# waterford hills digest

## fall classics

september 1974 50¢





*One sports car will always dominate the imagination of driving enthusiasts. The Porsche 911. A hand-crafted car so soundly engineered it has been entered in competition right from the showroom. Powered by a 2.7-liter engine this year, the 911 combines unique Porsche handling and performance with 1974 economy. Like 24 mpg,\* regular gas, and a fuel tank capacity that gives a cruising range of over 500 miles. In an age where nothing seems to last very long, it's nice to know you can still count on a Porsche 911 as one of your goals in life.*

**THERE IS NO SUBSTITUTE.  
PORSCHE**

\* Mileage based on German Industry Test Track Standards.

TOM SULLIVAN PORSCHE AUDI  
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645-5930 48011

vol 14  
no. 1  
september 1974

**w h d**

## contents

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- 2 inside line
- 4 officials
- 7 avg. speed/class records
- 12 classes
- 13 flags
- 14 track layout

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publisher bob gustafson  
frank cizek  
editor larry conely  
photography jim jelenek

## the inside line

thomas c. abbott

For years Driver's Schools have been held without much forethought. Spring would come and it would be a new season and time for a driver's school. A date was set, someone was found to do the lecture and licensed drivers were asked to instruct. The night before the school, the lecture was held. And this time the "theory" was given and brief talks by the flag marshal and other race officials were given. On the day of school the students were walked around the course while an experienced driver drove thru the corners the correct way and the incorrect way. After that all the students got in their cars and practiced what they were supposed to have learned up to this point. The instructors would sometimes ride with the student on this "checkout" ride or sometimes they would bring out their own car and have the student follow them around the course. The whole school was good—but not good enough.

This year we are doing something totally different and innovative in driver education. We are sending our instructors back to school. Additionally, they must have at least two years experience in racing before we accept them as volunteer instructors. They must then be approved as competent drivers. Then he must be willing to devote some of his precious time in the next three months to his students. He must also be willing to take FULL responsibility for the student during that time. Finally, he must be willing to go back to school.

The instructors school will cover what and how to teach the new student, how to evaluate the student and how to make certain that he has learned all we have to teach. One of the main objectives of this class is to set uniform guide lines for the instructors. As in all other educational institutions, there are lesson plans and texts for the teachers to follow. That way everyone teaches the same subject matter. They may not all teach the same way, but more importantly, they will all teach the same thing.

The most important thing to our student is the "theory" of driving. All cars are different, but in theory they are all basically the same whether it be a Corvette or a Formula Vee. If he successfully learns to drive the "line" he has only one skill to master. When he later becomes proficient in this he can begin to deviate to suit the demands of his particular car.

The skills the instructor has acquired are now second nature to him, but he must put himself in the students seat and remember how baffling it all was when he went thru school. He must keep in mind that this is an altogether new experience

for the student just as it once was for him. Some of our students are naturals. They have been driving their cars back and forth to work and have perhaps entered a gymkhana or two and already have a basic understanding of their car. On the other hand, some of the students don't know the first thing about their car or racing. These are the ones that naturally require the most help. The instructor must have endless patience and yet make sure that the student understands what is being taught. He should remember that those first days for a student are just as foreign to him as the first few laps of a strange race circuit is to the experienced driver. He is so busy just trying to find out where the track goes that he doesn't have time to look at anything, including his all important gauges. Because of all this unfamiliarity, the simpler he can make his instruction to the student, the sooner the student will relax and begin to enjoy learning what motor racing is all about.

When the student first dons his helmet and suit and drives up to the Start-Finish line he is about to realize a dream that he has waited and prepared for, for many months, maybe years. For some this will be the beginning of a new world. For others it will be the realization of a dream because becoming a successful race driver does not simply come as a direct result of the desire. Racing is not for everyone. It is more than excitement and glamour, it is long sleepless hours, hard work, and more than a little determination. It will take endless concentration, sacrifice, bags full of money, and then in spite of it all, many disappointments. If the excitement and tinsel of motor racing are the only motivation, he is assured of failure. The racing "bug" can be deadly because it will never let go of some. To some of us racing is a way of life coming before all things. Jobs, family and wealth have been lost over racing, but then fame and fortune have come to a few. We have had drivers trained at our schools that have later gone on to international racing.

The future of motor racing is up to us, the experienced driver, and we must train our new drivers correctly. We are all aware of what it is like out there on the highway and we must do all we can to prevent its happening on our race tracks. Some day soon we will be racing wheel-to-wheel with these students we are teaching today. We must make sure that our school is turning out the best prepared and informed competent driver, a product of the educated instructors that represent the best possible future for this sport we hold so dear.



Austin

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## race officials

chief steward	tom abbott
assistants	doug anthony
	don clining
race coordinator	jerry shilof
timing and scoring	jerry morlewski
	jane morlewski
flags and communications	norm lash
	len hoffman
paddock marshal	dick grzybowski
tech inspection	don kitch
course marshal	stan goreman
safety	larry ross
doctors	hank larrabee
	jasper lilly
	fred johnson
registrar	connie vancea
chief starters	hal goff
	ed houlihan
digest editor	larry conley
advertising sales	jerry morlewski
grid marshal	gil bebow
trophies	geri goff

## average lap speed chart

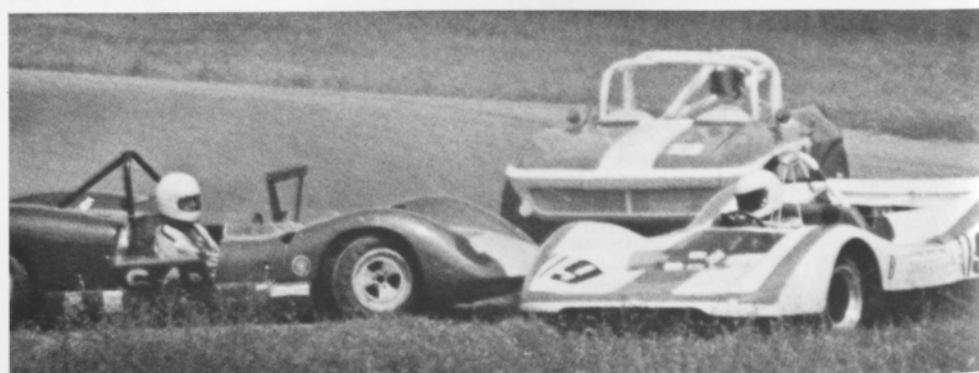
Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:00	85.326	1:17	66.488	1:34	54.463
1:01	83.927	1:18	65.635	1:35	53.890
1:02	82.574	1:19	64.805	1:36	53.329
1:03	81.263	1:20	63.995	1:37	52.779
1:04	79.993	1:21	63.204	1:38	52.240
1:05	78.762	1:22	62.434	1:39	51.713
1:06	77.569	1:23	61.681	1:40	51.196
1:07	76.411	1:24	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 OCSRR through the courtesy of THE BULOVA WATCH COMPANY.

## class records

ASR	John Greenwood	Lola	1:12.8	5/72
BSR	Carl Armstrong	Porsche 906	1:13.5	7/73
CSR	Warren Purdy	Lotus 23	1:16.1	8/73
DSR	Bill Mundus	Baker Mark II	1:24	N.D.
AP	John Greenwood	Corvette	1:16.3	9/72
BP	Tim Morgan	Corvette	1:15.4	8/74
CP	Don Clining	TR6	1:19.6	5/74
DP	Gary Bendik	GT6	1:18.7	7/73
EP	Doug Miller	Porsche	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	Larry Clingman	Datsun	1:19.0	5/74
CS	Geoff Foster	Honda Civic	1:21.7	8/74
DS	Dave Dunham	Mini Cooper	1:26.8	7/73
SSS	Dean Batterman	Pinto	1:33.4	9/73
SS/SC	Donald Gibboney	Porsche	1:32.0	8/74
FB	Lew Cooper	Lola	1:09.1	7/73
FC	Norm Kirnberger	Brabham	1:13.6	8/73
FF	Vince Muzzin	Crossle	1:11.1	8/74
FV	David Glenn	Lynx	1:16.9	8/74
F4	Gordon Green	P & G	1:16.8	6/74
FSV	Jim Purcell		1:12.4	6/73



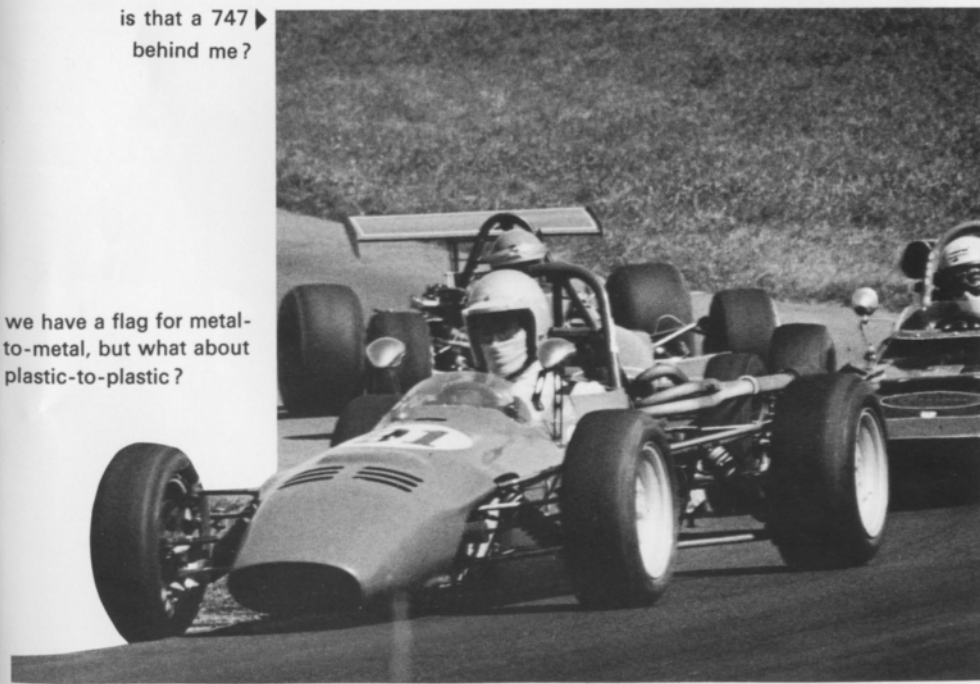
the start of the first annual stewards folly feature race.



who was that masked man?

is that a 747 behind me?

we have a flag for metal-to-metal, but what about plastic-to-plastic?



# FOREIGN CAR OWNERS!

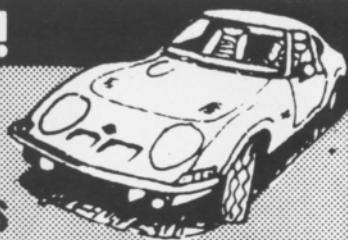
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turn 1 tribal totem.  
question: what's a mallock u2?



big bore viewed from  
from turn 6



turn 1 disorder

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don "kitching" the leaders  
(did we really say that?)

## 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 9145; 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 1500/1600 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 Giulia 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

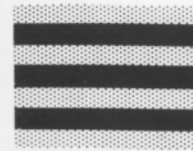
- ASR** Over 2000 cc  
**BSR** Over 1300 cc to 2000 cc  
**CSR** Over 850 cc to 1300 cc  
**DSR** Below to 850 cc

- FORMULA**
- |            |                    |
|------------|--------------------|
| <b>FF</b>  | FORD               |
| <b>FSV</b> | SUPER-VEE          |
| <b>FV</b>  | VEE                |
| <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



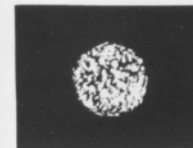
**yellow with red stripes**

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



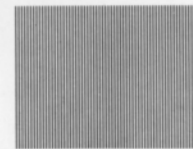
**black**

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.



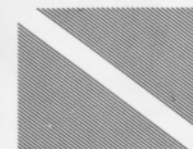
**yellow**

(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.