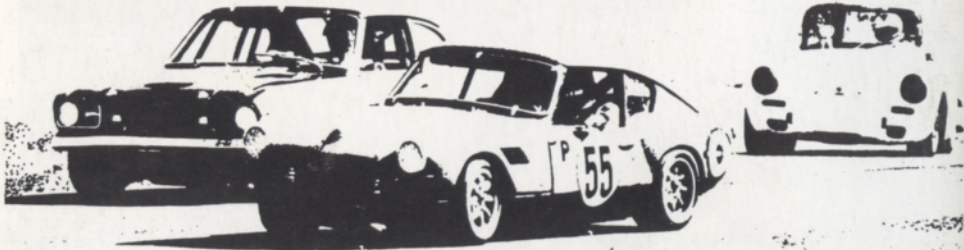


RACING RAIN OR SHINE



SEASON TICKET \$15.00

ADMISSION

\$2.50 Sat.

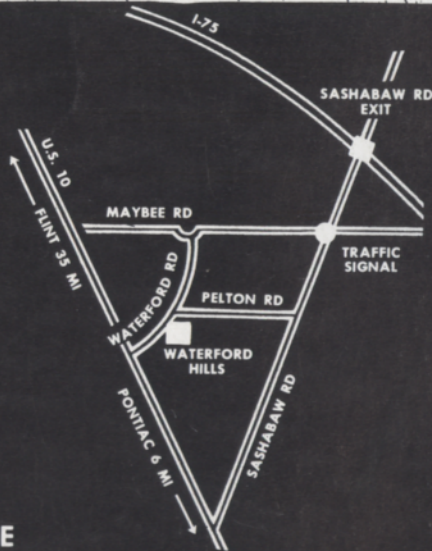
\$4.00 Sun.

\$5.50 Per Weekend

CHILDREN UNDER 12

ADMITTED FREE

Phone: (313) 623-0444



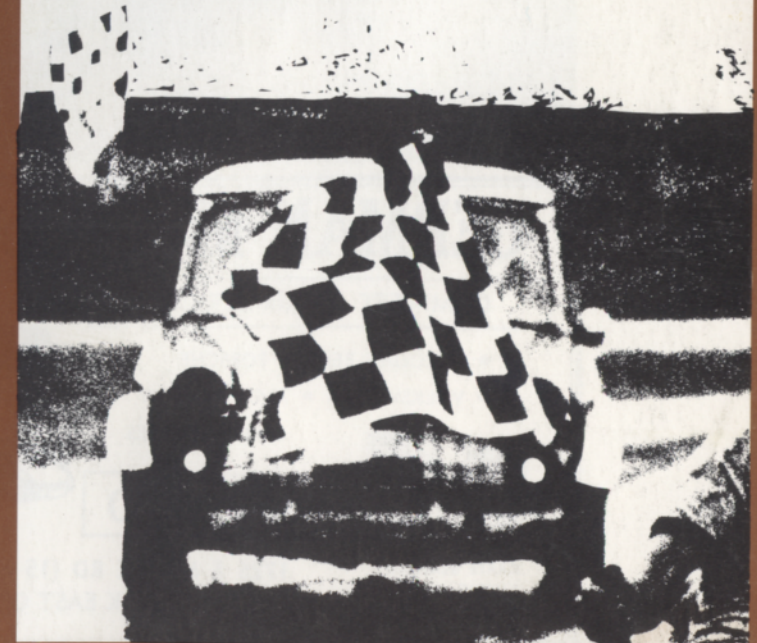
FREE PARKING CAMPGROUNDS AVAILABLE

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).

waterford hills digest

fall classics
september 1975 50¢





vol. 15
no. 5
september 1975

whd

contents

4	the inside line
5	officials
7	average lap speed chart class records
12	racing classes
13	flags
14	waterford hills

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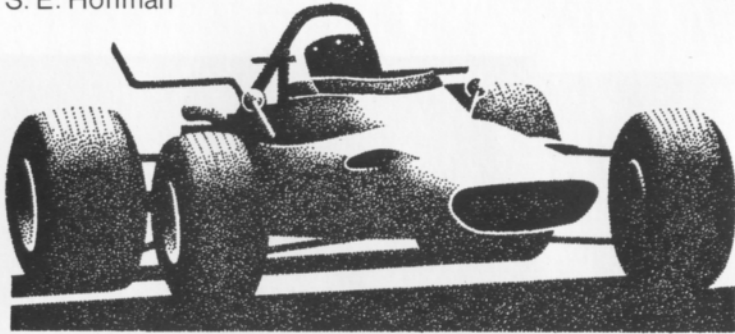
689-4940



1725 E MAPLE RD (15 MILE) TROY
1 BLOCK EAST OF I-75

the inside line

S. E. Hoffman



Welcome to Waterford Hills Road Racing!
Welcome to the Annual Fall Classics Sprints!

Fall Classics is always an exciting and suspenseful race weekend. According to the current drivers' point standings, several drivers are still in the running for the championship — Number One Driver for 1975! As per the last few years, this race will go down to the wire. The final positions for the 1975 Top Ten Drivers will go to the last checkered flag on the last race of the season, again!

On Sunday at the 11:30 A.M. lunch break, there will be a parade of the big rotating Perpetual Trophies with the top two contenders for the class championship these trophies commemorate. On Saturday, in honor of the International Women's Year, there will be a special ladies race featuring our own W.H.R.R.I. women drivers, entrants from SCCA and the Ontario Automobile Sport Club.

One of the reasons this is such an exciting weekend is that it presents the absolutely and positively *last chance* to take aim on that elusive course or class track record! There's a "Let it all hang out; I've got all winter to fix it" attitude not present the rest of the racing year. Brain-fade is likely to be more prevalent!

At this time we would like to say a most appreciative "Thank You" to all of our drivers, their crews and families for another highly successful race season. Their competitiveness and sportsmanship are in the highest tradition of club road racing. In no other form of the sport have I seen a driver loan his competitor replacement parts, time and/or his "head wrench" because "I want to beat you, dude, but when we are both running full bore and flat out!" We salute you!

We would also like to thank all of our beautiful volunteer workers whose time and effort make it possible to race — all 200 or so! The registration crew, the paddock marshals, timing and scoring crew, the flags and communication or turn marshal gang, the announcers, the publications and publicity group, the grid marshals, the tech. inspectors, the course marshals, the stewards, the race committee and the W. H. R. R. I. Board of Directors. All of you did a superb job of paving the way for our drivers to have a successful and enjoyable season. Well done!

We'd like to thank our faithful spectators. You are with us rain or shine and your cheers and applause put the real frosting on our racing cake. God bless you!

So, sit back, relax and enjoy our wacky and wonderful swan song for the 1975 season — Fall Classics.

Happy viewing!!

officials

oakland county sportsman club president	dan macdonald
waterford hills road racing club president	cliff dickenson
chief steward	tom abbott
assistants	doug anthony
	ken gebler
	art novak
	don clining
	tom francola
race coordinator	jerry shiloff
timing & scoring	debbie maloney
flags & communications	norm lash
	rich matus
paddock marshal	dave wallis
tech inspection	don kitch
grid marshal	gil bebeau
starters	hal goff
	ed houlehan
course marshal	stan gorman
safety chairman	tom francola
doctors	fred johnson m.d.
	hank larabee d.o.
	charles kessler m.d.
registrar	connie vancea
digest editor	larry conely
public relations	bob gustafson



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.

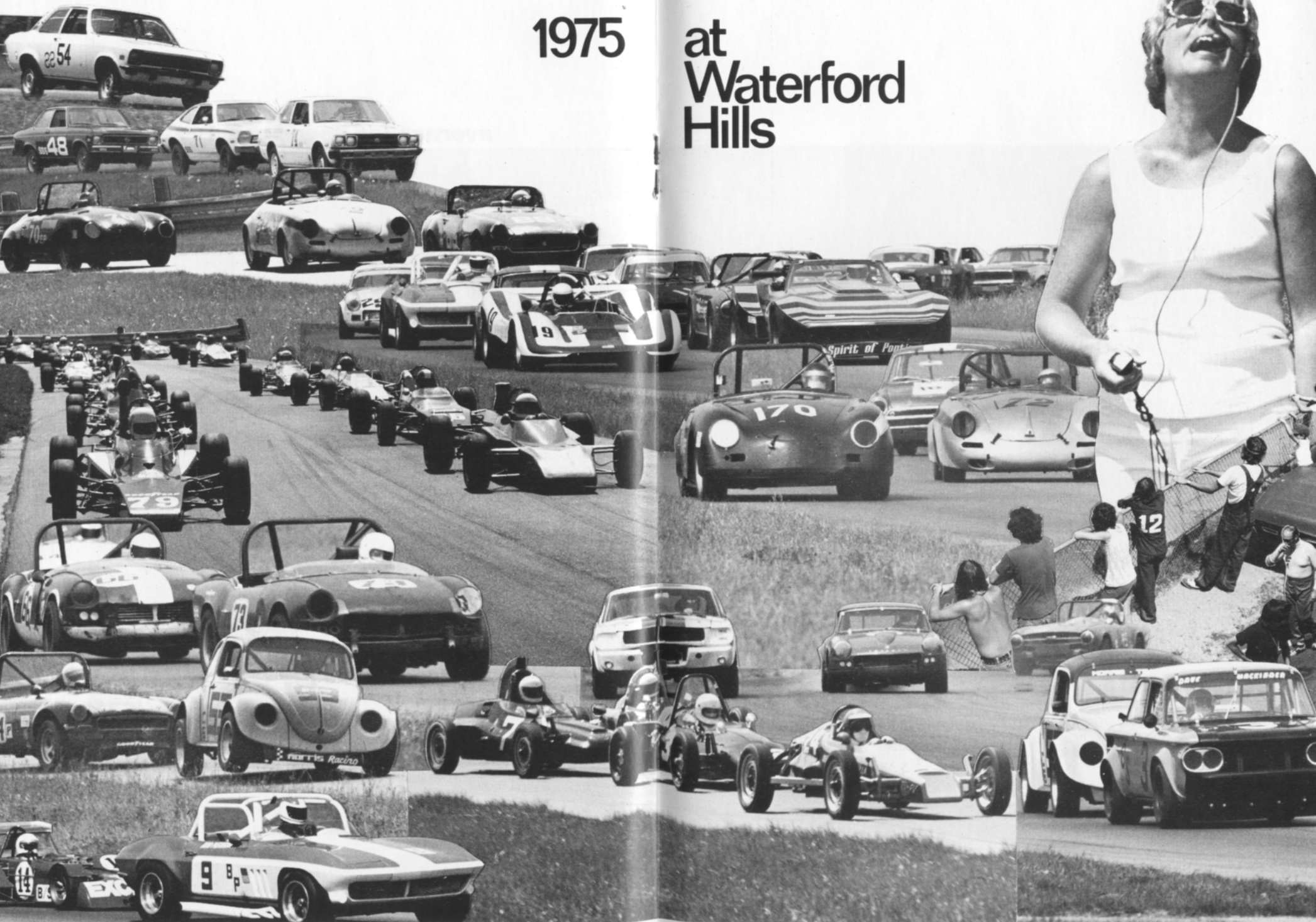
The Official Time Pieces used at the Waterford Hills Road Course are CERTIFIED BULOVA MASTER WATCHES. These instruments are made available to OCSRRC through the courtesy of THE BULOVA WATCH COMPANY.

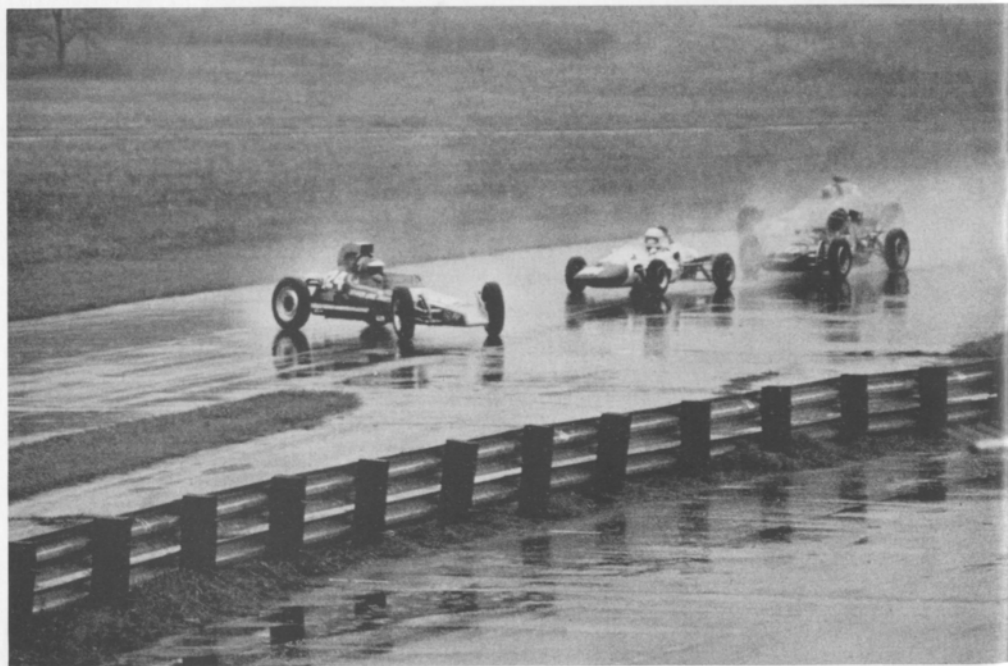
class records

ASR	John Greenwood	Lola	1:12.8	5/72
BSR	Barry Hartzel	Mallock U2	1:13.3	5/75
CSR	Warren Purdy	Lotus 23	1:16.1	8/73
DSR	Don Clining	Meister Honda	1:22.8	5/75
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	Bill Tann	MG Midget	1:19.9	7/75
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	Opel	1:33.2	7/75
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	Andy Falbo	Crossle	1:10.9	7/75
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

1975

at
Waterford
Hills





racing classes

- PRODUCTION A** Abarth Simca 2000; Cobra 427; AMX Sports Coupe (390) 1969 & 1970 ; Corvette Sting Ray Roadster & Coupe 396, 427, 454; DeTomaso Pantera 351; Ford Boss 429 Mustang 1969, 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 & Coupe 327, 350, 1963 thru 1975; Ferrari 365 GTB 4 Daytona; Jaguar Series 3 (V-12); Porsche 911 SC Coupe/ Targa Cabriolet 1973-75 ; 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; Porsche911T, 911E, 911SCoupe/Targa Cabriolet1969 thru 1975; Porsche 914/6 thru 1972; Sunbeam Tiger 260; Triumph T-250; Triumph TR-5; Triumph TR-6 (SU); Triumph TR-6 (F.I.); Jensen Healey.
- D** Alfa Romeo 2000 Spider Veloce '75-'75 : Alfa Romeo 2000 Spider; Austin Healey 3000; Daimler SP-250; Datsun SRL 311U (SU); Elva Mk III 1800 & Mk IV 1800; Elva Mk IV T 1800; Jaguar XK 120, 140, 150; Lotus Super Seven; Lotus Europa Mk 46, 54 (65); Porsche 914S Porsche 911, 911L, 911T, 911S (coupes) thru 1968; Triumph GT-6 & GT-6 Plus; Triumph GT-6 Mark III(2 carb.)thru 1972;TriumphGT-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; Triumph TR-2, 3, 3A, 3B; Turner 1500; TVR Mk III 1622; TVR Vixen 1600 Ford.
- F** Alfa Romeo Spider 1300 Junior; Alfa Romeo Junior Z; Alfa Romeo Giulietta Sprint Speciale & Zagato; Alfa Romeo Giulietta Super Sprint & Spider; Alfa Romeo Giulia Sprint & Spider ; Alpine A100 1100; Austin Healey100-4, 100M; Datsun SPL 311 & SPL 311U; Fiat124 Sport Spider thru 1975; Fiat Abarth OT 1300/124 Coupe; Lotus 7 & 7 America; MG Midget Mk III, IV & 1500 MGA 1500, 1600, 1622; MGA Twin Cam; Morgan 4/4 Mk V; Saab Sonnet V4, 97 Sonnet III; Sunbeam Alpine; Triumph Spitfire Mk III thru 1970; Triumph Spitfire MkIV thru 1972; Triumph Spitfire 1500; Volvo P 1800 S (1780 cc); Volvo 1800, 1800E, 1800ESSports Coupe.
- G** Alfa Romeo Sprint & Spider 1300; Austin Healey Sprite 1100, AN 8 (1100); Datsun SPL 310U; Matra; MG Midget AN2, AN3; Porsche 1300; Rene Bonnet CRB; Triumph Spitfire;Mk II; Turner 950S; Fiat X 1/9
- H** Austin Healey Sprite 948 Mk. I & II; Fiat 850 Spider, Racer thru 1973; Fiat Abarth 850S, 750 GT, 750MM; Mg Midget 948; Morgan 4/4 Mk. IV; Opel GT 1100

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 CARS

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



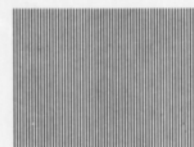
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

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



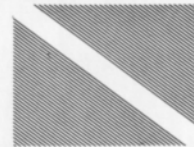
(Stationary) Take care, danger, no passing.
(Waving) Great danger, be prepared to stop, no passing.

red



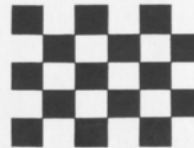
Stop immediately, clear the course as well as circumstances permit; the race has been stopped.

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 course map

a 1.5 mile
asphalt road course
at waterford,
michigan

