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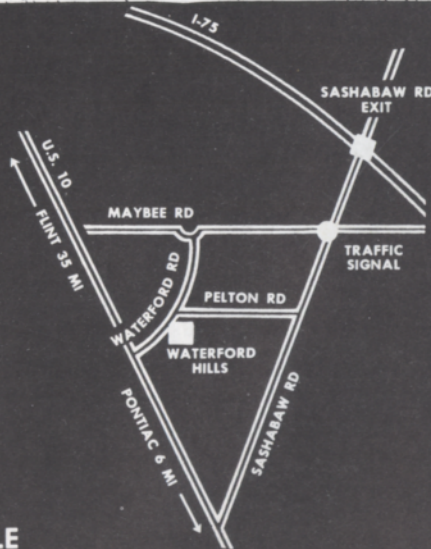
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Track opens at 10:00 a.m. for practice and qualifying. Racing begins 1:30 p.m. Saturday (7 races)—11:30 a.m. Sunday (10 races).



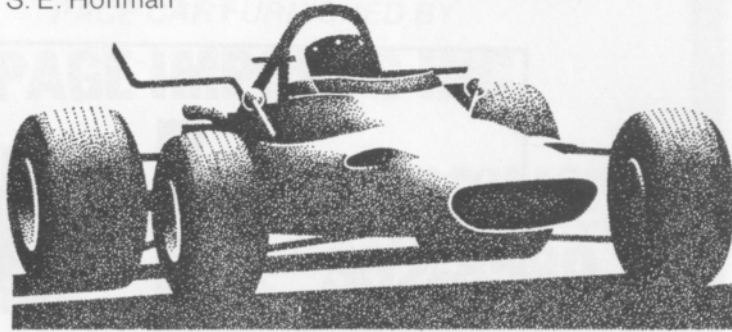
waterford
hills
digest

fall classics
september 1976 50¢



the inside line

S. E. Hoffman



Welcome to Waterford Hills Road Racing!

This year's September *Fall Classics* promises to be the best ever! This weekend's racing is always on the ragged, hairy edge. There's a lot at stake. Most important is who's going to be the 1976 champion. The finishing positions in the 1976 Top Ten Drivers list is by no means firm and the guys will be dicing for those spots. The big, rotating trophies for the class season winners will be awarded on Sunday night. In the hotly contested classes each of these races will make the difference. This weekend represents the last chance for those personal goals such as breaking a class record or just beating the dude whose tail lights you've followed all year. There's a "Let it all hang out; I've got all winter to fix it" attitude that makes for terrific racing at Fall Classics!

We did it again, we broke two class records in August. Bob Schneider set a new BSR record with his red Lotus Mallock, a car not seen much in the U.S. Barry Hartzel broke the FP time twice before getting it down to a 1:18 flat. Apologies to John Llewellyn of Chatham, Ontario — he set a new DS record in the June Can-Am Challenge and we didn't get it printed till this issue.

Some very special things are happening this Sunday. It is *Radio Station WDEE Day* and we welcome their promo winners, staff and celebrities! Also, there is a Porsche Club of America corral in the spectator area. And we want to thank the Corvette Club of Michigan for their corral and for providing the cars to parade the class contenders and trophies again this year.

At this time we'd like to say a very special "Thank You"

to all of our drivers, their pit crews and families for the splendid racing season. The high degree of competitiveness in conjunction with the super sportsmanship displayed is in the true tradition of sports car racing. At no other track I've worked, has there been such an attitude of "I want to beat you, but when we're both running right". Drivers loan each other car parts, tools and even "head wrenches" to insure that every driver can make the grids. That's real *esprit de corps*!!

We'd like to thank all of our race workers, all 150 or so. Without them we couldn't function. Those beautiful volunteers give their time, energies, money and enthusiasm to make sure the race weekend goes smoothly. A real tip of the top to you!

We'd especially like to thank all of our loyal fans whose cheers and applause put the frosting on our racing cake. Your enthusiasm is the spice of life to us racing hams! God bless you!

Happy viewing!!

officials

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|--|---------------------|
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The official time instruments used at Waterford Hills Road Racing Course are Siliconix electronic digital stop watches. These instruments are made available to W.H.R.R.I. through the courtesy of Siliconix Incorporated.

the legend of ecurie poverty

— Joe Charette as told to S. E. Hoffman

With a passing nod to the Bicentennial, and a hearty congratulations to WHRRI on its seventeenth birthday this race weekend, we give recognition to one of the early racing teams, *Ecurie Poverty*. Ecurie means team and poverty needs no explanation!

There's a bunch of crazy things that happened to the team, according to legend, that is. Joe Brancik rolled his Sprite in the first turn on lap one and the race was red flagged. They righted the car, put it back in the grid and Joe won the race on the restart. On Ralph Yeakley's first trip to the new Mid-Ohio race course, his plastic windscreen shattered on the long straight. Uncle Ralph maintains to this day it was the wind pressure of going so fast, couldn't have been a stone. Then there's the story that Jim Syze flipped into the swamp and got snake bit crawling out. Joe Charette had to win the last feature race in 1962 and set a new record doing it to win the championship. He did, even minus third gear. Joe Brancik once arrived for a race at the old North Branch horse racing dirt track in the middle of the night and had to bunk down in one of the horse barns. He shared the hay with some creepy-crawlies and blamed his spin out the next day on not being able to decide whether to scratch before or after the turn.

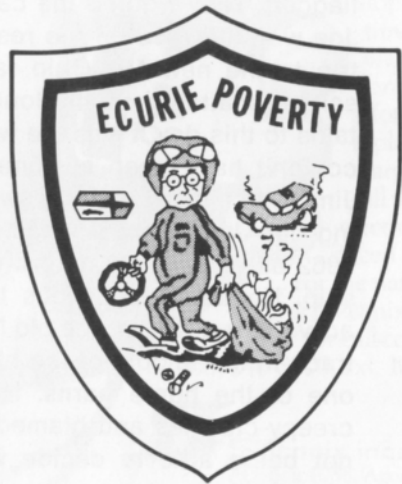
With the advent of increased interest in sports car racing in the fifties and sixties, it was a racing adage that the lowly Sprite was an inexpensive way to go racing. But as the amateurs soon found out, there is no inexpensive way to go racing. Poverty is your constant fate.

That's when a bunch of Sprite drivers at Waterford decided to band together, so they started the 1962 racing season with a loose knit organization. They made a list of all the major Sprite parts they would need or like to have as spares, divided it up and each bought his share. That way they had a larger parts pool at the races to draw from. The strategy worked because that first year they had every car ready to race every race they entered. Of course, there were a few times that all the drivers pitched in to do a major motor rebuild right in the pits just to get one guy's blown engine together.

(continued)

It didn't take long before the group began calling themselves "Ecurie Poverty", an apt name for a team that mostly drove its street cars to the track, made some minor changes, and raced it. Pit crew people were so scarce that the drivers used to attach small pieces of tape to the dash (one for each lap) and tear them off each time they crossed the start-finish line.

Joe Brancik designed the Ecurie Poverty team patch, the sad-eyed little guy dragging his bag of broken car parts.



The team won more than their share of trophies, especially against the SCCA drivers at Mid-Ohio and on the Canadian tracks. Two of the originals, Bob Kliffel and Jack Gardella, made the SCCA national run-offs several times each. Other original members are Joe Charette, WHRRI champ, Ralph Yeckley, Bill Larson, Bob Crane and Jim Syze. Later members of the team are: Fred Salo, Dave Johnson, Bob Mynek, Bob Seghi, Dave MacKinder and John Alexander.

Over the years sports car racing has gotten more sophisticated and more expensive. The drivers on the track today owe a lot to the pioneer sports car drivers. Their struggles and enthusiasm made it all happen. So, let's tip a bit of the foamy to them today; they've earned it!



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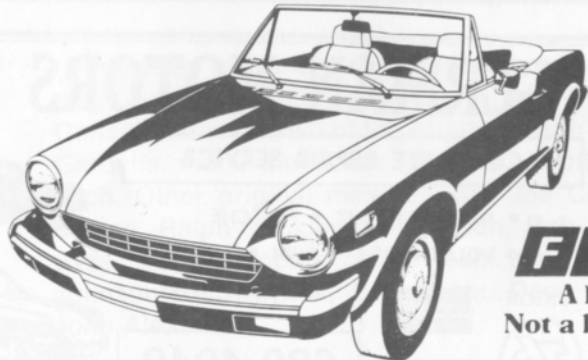
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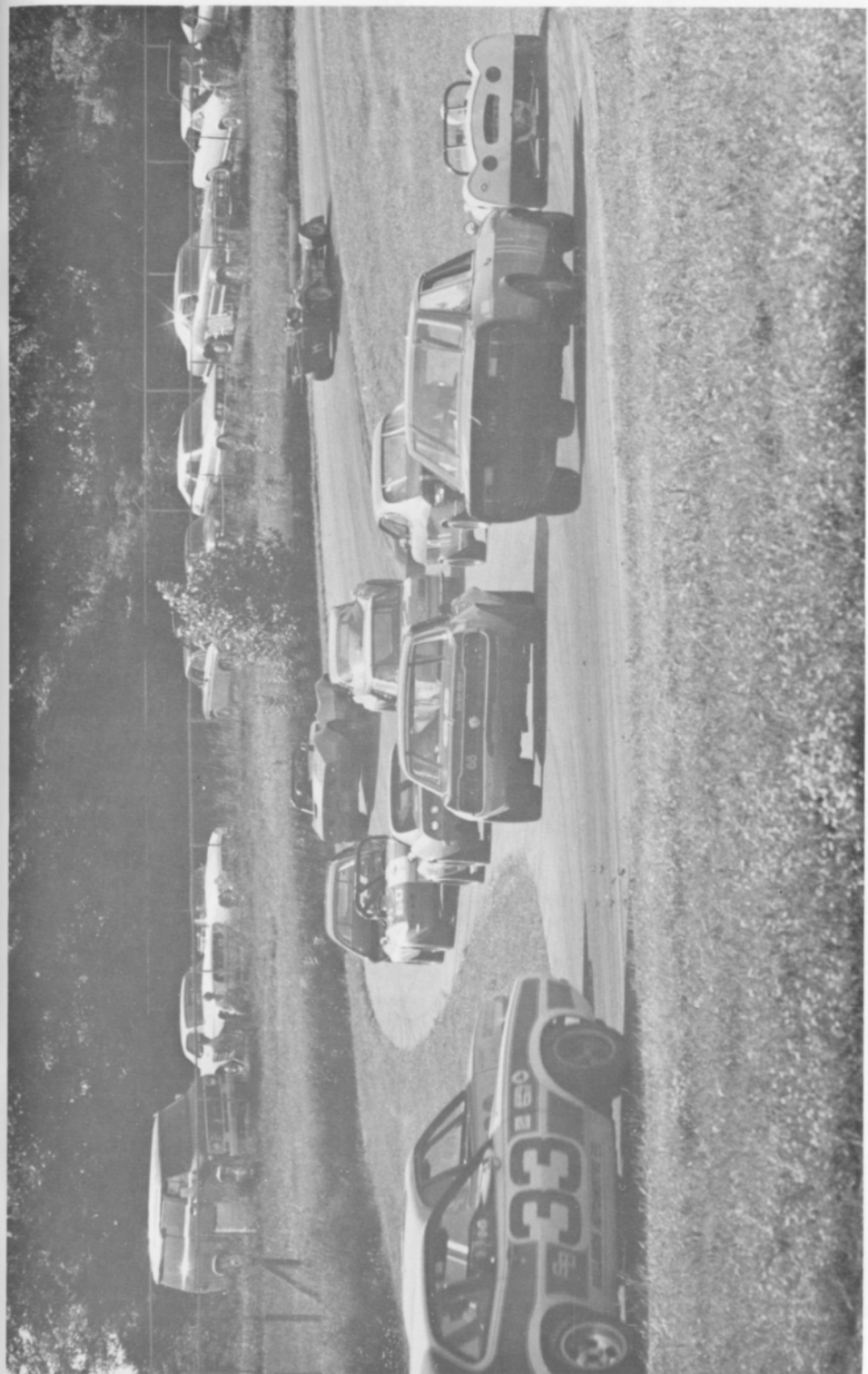
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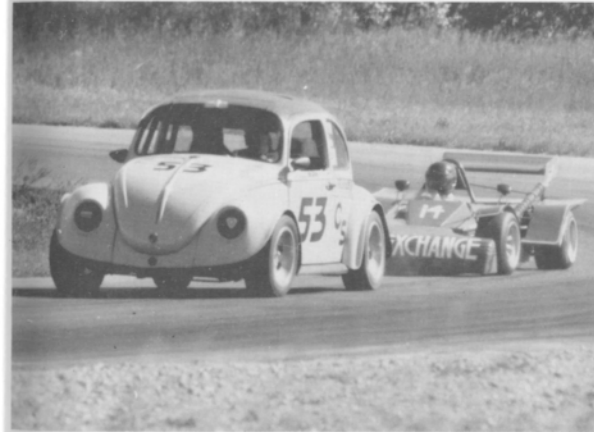
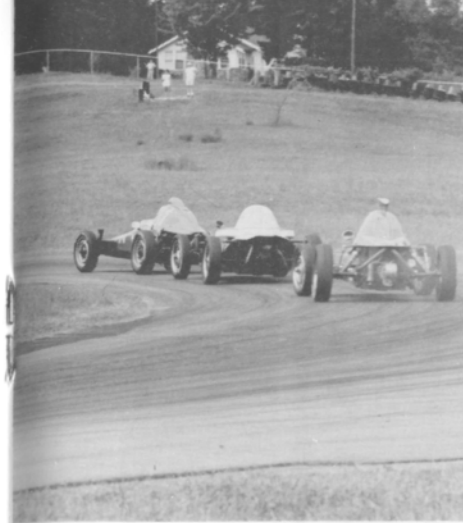
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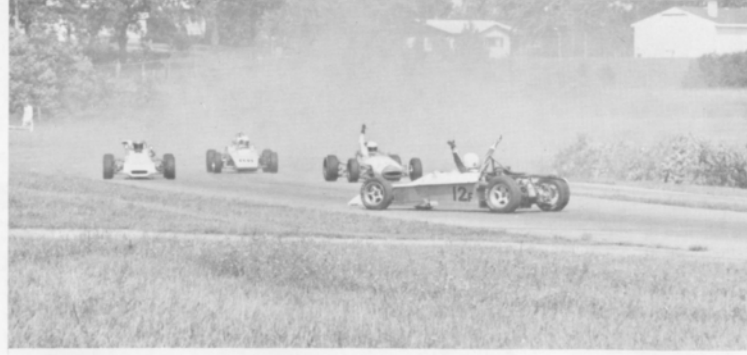
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waterford hills road racing schedule

May 15 & 16
May 29, 30 & 31
June 26 & 27

July 24 & 25
August 28 & 29
September 25 & 26

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.

class records

| | | | | |
|-----------|-----------------------|---------------|--------|------|
| ASR | John Greenwood | Lola | 1:12.8 | 5/72 |
| BSR | R. W. (Bob) Schneider | Mallock U2 | 1:12.2 | 8/76 |
| CSR | Warren Purdy | Lotus 23 | 1:16.1 | 8/73 |
| DSR | Don Clining | Meister Honda | 1:20.8 | 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 | Vic Skirmants | Porsche | 1:16.5 | 6/76 |
| FP | Barry Hartzel | MG Midget | 1:18.0 | 8/76 |
| 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 | J. Byron Walker | Datsun | 1:18.1 | 6/76 |
| CS | Gary Allott | Mini Cooper | 1:21.0 | 6/76 |
| DS | John Llewellyn | Austin Cooper | 1:26.2 | 6/76 |
| SS/A | Donald Gibboney | Porsche | 1:32.0 | 8/74 |
| SS/B | Richard Koplín | Opel | 1:30.0 | 5/76 |
| SS/C | Joe Nonnamaker | Pinto | 1:35.3 | 5/76 |
| 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 | Harold MacDonald | Lola T 324 | 1:09.7 | 6/76 |
| ** F/ALTC | Vince Muzzin | March | 1:06.7 | 5/75 |

** track record

racing classes

| | |
|-----------------------|---|
| PRODUCTION | A Abarth Simca 2000; AMX Sports Coupe 390 — 1969 & 1970; Corvette Sting Ray Roadster & Coupe 396, 427, 454; Ford Boss 429 Mustang — 1969 & 1970; Griffith 200; Shelby Cobra 427; Porsche Turbo Carrera. |
| PRODUCTION | B AMX Sports Coupe 290, 343 — thru 1969; Corvette 283, 327; Corvette Sting Ray Roadster & Coupe 327, 350 — 1963 thru 1975; De Tomaso Pantera; Ferrari 275 GTB & 365 GTB 4 Daytona; Jaguar Series 3E (V-12); Jaguar XJ-S, Porsche 904; Porsche 911 SC Coupe/Targa Cabriolet — 1973 thru 1976; Shelby Cobra 289; Shelby GT 350 — 1965 thru 1967, 1969. |
| PRODUCTION | C Alfa Romeo Giulia TZ; Alfa Romeo Montreal; Datsun 240Z, 260Z, 280Z; Datsun 280Z 2+2; Ferrari Dino 246 GT; Jaguar 3.8, 4.2; Lotus Elan 1600, S-2, S-4 Roadster, Coupe & Drop-head; Lotus Elan +2; Lotus Europa Twin Cam; Porsche 911T, 911E, 911S Coupe/Targa — 1969 thru 1976; Porsche 914/6; Sunbeam Tiger 260; Triumph TR-5, TR-6. |
| PRODUCTION | D Alfa Romeo Spider 2000, Veloce thru 1976; Austin-Healey 3000, MkI, MkII, MkIII; Daimler SP-250; Datsun SRL 311U (SU), 311 U (Solex); Elva Courier Mk III 1800, Mk IV 1800; Elva Courier Mk IV, Roadster & Coupe; Jaguar XK 120, XK 140, XK 150, 3.4 & 3.8; Jensen-Healey & GT; Lotus Seven Series Four; Lotus Super 7; Lotus Mark 46, 54 65 Eurpoa; MGC, MGC-GT; Porsche Carrera 1500, 1600; Porsche 911, 911L, 911T, 911S Coupe/Targa — thru 1968; Porsche 914S; Triumph GT-6, GT-6plus; Triumph GT-6 MkIII — thru 1972; Triumph GT-6 MkIV — 1973 & 1974; Triumph TR-250; Triumph TR-6, TR-7; TVR Mk III 1800; Yenko Stinger Coupe. |
| PRODUCTION | E Alfa Romeo Giulia Spider Veloce, Giulia Sprint GT, GTC; Alfa Romeo Spider Duetto — thru 1971; Alfa Romeo Spider Veloce 1750 — thru 1971; Austin-Healey BN4, BN6 (100-6); Elva Courier Mk I, Mk II, Mk III, Mk IV (1622); Fiat 124 Spider 1600 (2 carb); MGB, MGB-GT; Morgan plus-4; Opel GT 1900 Model 77; Porsche 356, 356A, 356B, 356C (1500, 1600); Porsche 356C/1600 SC, 356B Super 90, Cabriolet; Porsche 912E, 912 Coupe/Targa Cabriolet — thru 1969; Porsche 914/4; Triumph TR-2, TR-3, TR-3A, TR-3B, TR-4, TR-4A, IRS; TVR Mk III 1622. |
| PRODUCTION | F Alfa Romeo Giulietta Super Sprint, Spider; Alfa Romeo Giulietta Sprint Speciale, Zagato; Alfa Romeo Giulietta Sprint, Spider; Alpine A-110 1100; Austin-Healey Sprite Mk IV 1275; Austin-Healey BN, BN2 (100-4, 100M); Fiat 124 Sport Spider — thru 1976 (except 1438); Fiat Abarth OT 1300/124 Coupe; Lotus 7 plus 7 America; MG Midget Mk III, Mk IV 1275; MG Midget 1500; Morgan 4/4 Mk V; Saab Sonnet V-4, 97 Sonnet III; Sunbeam Alpine; Triumph Spitfire Mk III, IV (1300); Triumph Spitfire 1500; TVR Vixen; Volvo P1800, 1800 E. |
| PRODUCTION | G Alfa Romeo Giulietta Sprint, Spider; Alfa Romeo Spider 1300 Junior; Alfa Romeo Junior Z; Austin-Healey Sprite 1100, AN8 (1100); Datsun SPL 310 U, SPL 311, SPL 311 U; Fiat XI/9; Fiat 124 Spider 1438; MGA 1500, 1600, 1622; MGA Twin Cam; MG Midget AN2, AN3; Matra MB8, DJET 5 & MB8S, DJET 5S; Porsche 1300; Rene Bonnet CRB/1; Triumph Spitfire, Spitfire Mk II; Turner 950 S. |
| | H Austin-Healey Sprite Mk I, Mk II (948); Fiat 850 Spider, Racer — thru 1973; Fiat 850 S Record Monza, 750 GT, 750 Millie Miglia; MG Midget 948; Morgan 4/4 Mk IV; Opel GT 1100. |
| SHOWROOM STOCK | A Alfa Romeo Alfetta, Berlina, GT, GTV & 2000 Spider; BMW 2002, T1 & TII; Datsun 260Z, 280Z; Capri V-6; Jensen-Healey; Mazda RX 3, RX 4; Porsche 912E; Porsche 914 2.0; Triumph TR-6, TR-7. |
| | B Audi Fox, Dodge Colt 1600; Dodge Colt 5-speed 2000; Fiat 131 2-door/4-door; Fiat 124 Spider; MGB, MGB-GT; MG Midget 1275, 1500; Opel 1900 Sedan 2-door/4-door; Opel Manta 57, Rallye; Opel GT; Porsche 914/4 1.7, 1.8; Saab 99 2-door/4-door; Saab Sonnet, Toyota Celica ST. GT; Triumph GT-6 Mk III; Triumph Spitfire 1500; VW Dasher, Rabbit, Scirocco. |
| | C Alfa Romeo Alfasud 2-door/4-door; Austin Marina; Chevrolet Monza 2+2 2300; Chevrolet Vega, Vega GT 4-speed; Datsun B210, 610, 710; Fiat 128 Sedan, SL Coupe, 3P; Fiat 124 S, 124 TC Sedan; Fiat XI/9; Ford Mustang II 2-door/3-door 2300; Ford Pinto 2000 & Pinto 2-door/3-door 2300; Honda Civic, CVCC (Including 5-speed) 2-door/3-door; Mazda 808 Coupe 2-door; Plymouth Cricket; Pontiac Astre 4, GT 4-speed; Renault 5 & 12; Saab 96 Sedan; Subaru 1400 Sedan, GL Coupe; Toyota Corolla 1600 2-door Sedan, Coupe 4-speed; Toyota Corolla SR-5, Toyota Corona SR-5; VW Super Beetle, Beetle; VW Karmann Ghia Coupe, Convertible. |
| 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 |
| 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. |
| FORMULA | FF FORD FSV SUPER-VEE FV VEE FA 1100 cc to 3000 cc FB 1100 cc to 1600 cc FC up to 1100 cc |

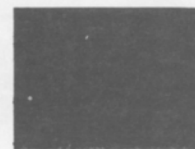
flags

yellow with red stripes



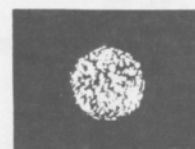
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

black



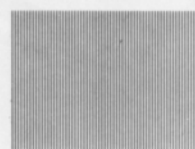
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

black with orange ball



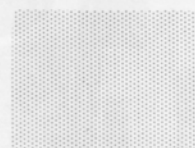
(Meatball black flag) There is something mechanically wrong with your car. Proceed to your pits at reduced speed.

green



(Or no flag) Course is clear.

yellow



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

red



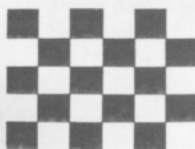
Stop immediately, clear the course as well as circumstances permit; the race has been stopped.

blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

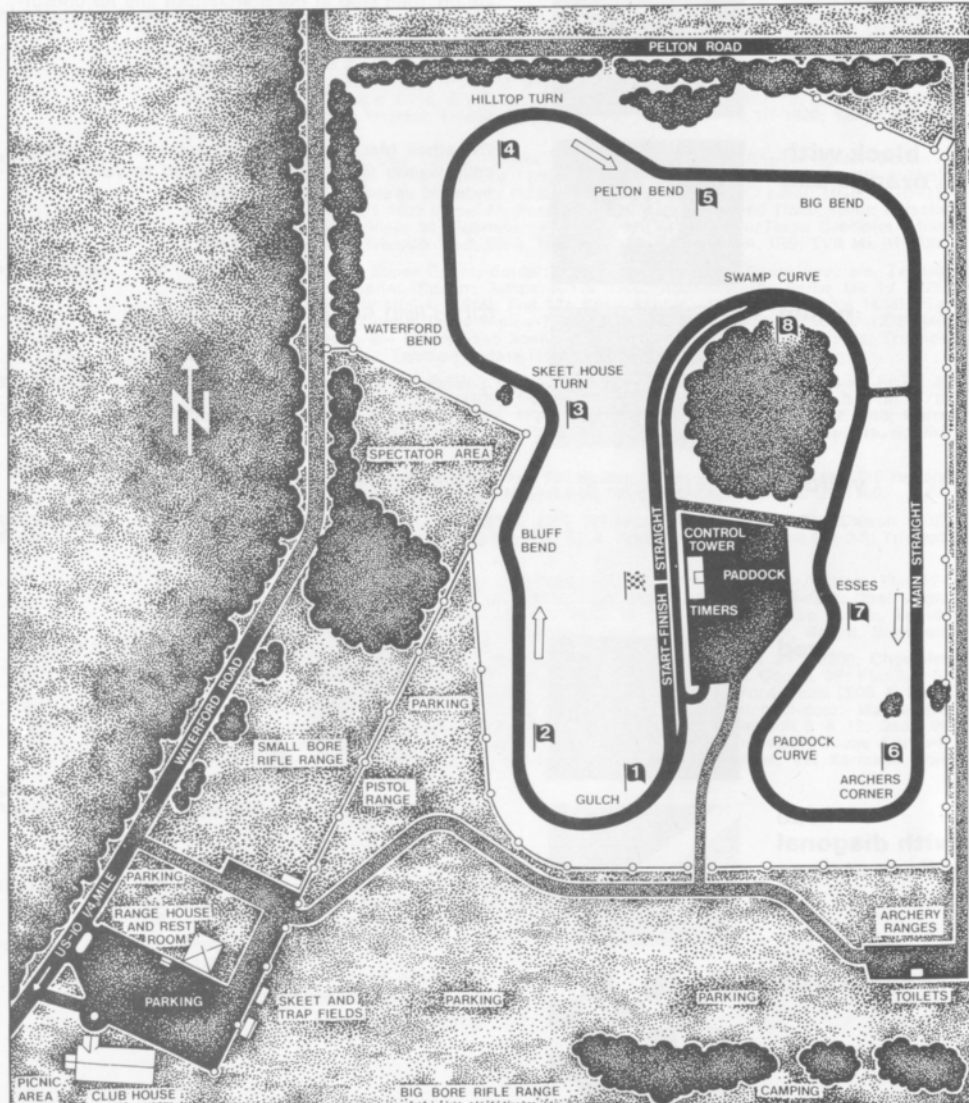
checkered



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

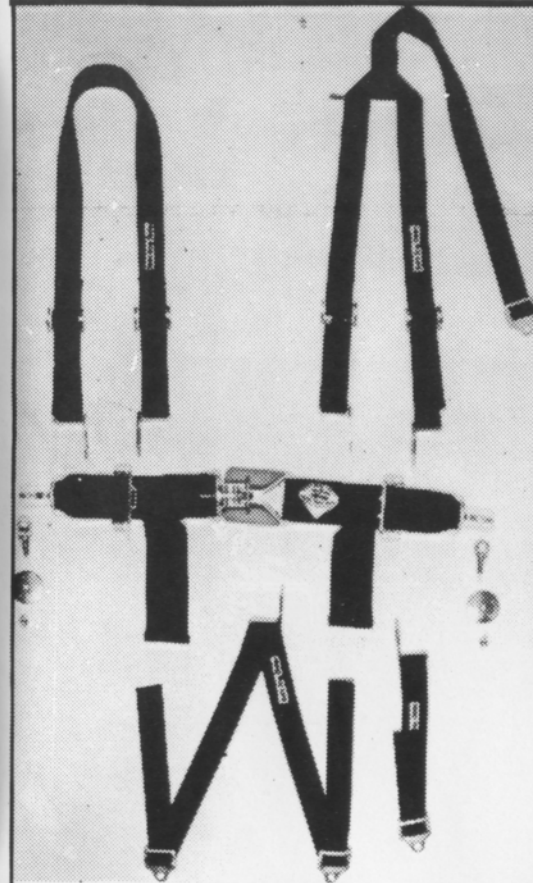
waterford hills course map

a 1.5 mile
asphalt road course
at waterford,
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BOB'S DRAG CHUTES AND SAFETY EQUIPMENT

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