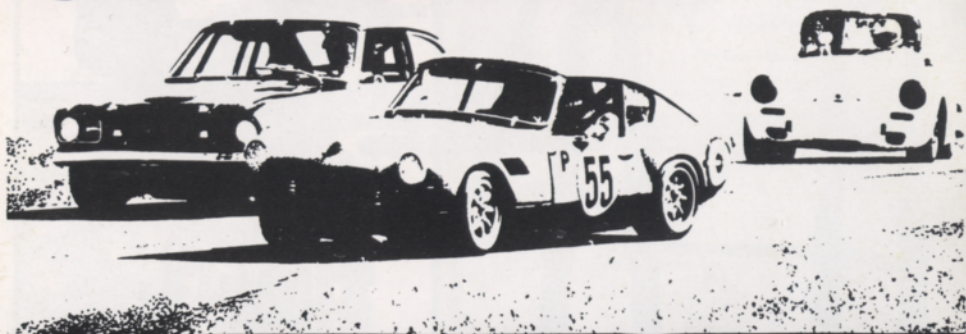


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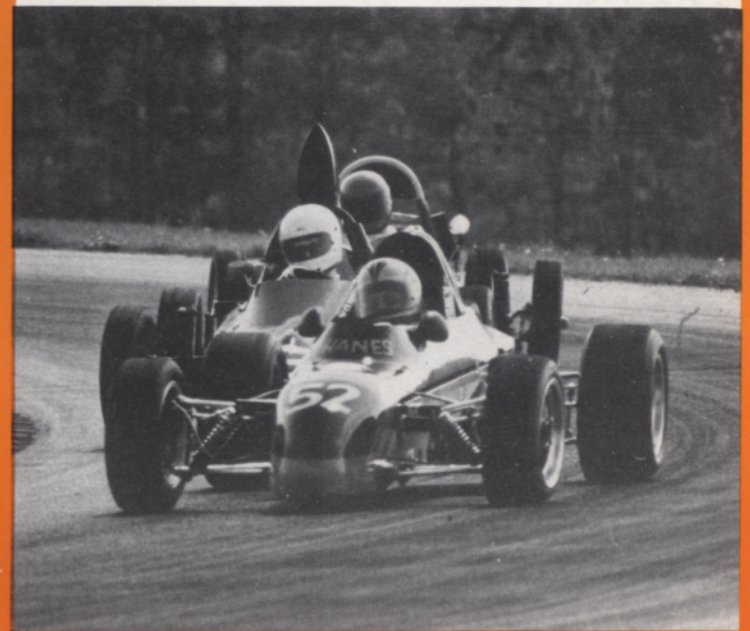
Track opens at 10:00 a.m. for practice and qualifying. Racing begins 1:30 p.m. Saturday (7 races)—11:30 a.m. Sunday (10 races).



waterford
hills
digest

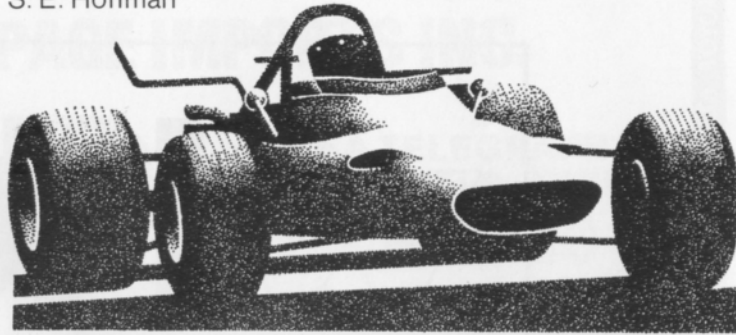
fall classics

september, 1977 50¢



the inside line

S. E. Hoffman



Welcome to Waterford Hills Road Racing!

Welcome to our last race of the 1977 season, the Fall Classics. There's going to be some super competition this weekend. It's the last chance for our drivers to take aim on that elusive track or class record; the last chance to become class champion; the last chance to make the "Top Ten Drivers of 1977". A definite go-for-broke-attitude, pun intended, makes this weekend's competition one of the hairiest of the whole season.

Last month's tenth annual Waterford-Canadian Challenge saw the biggest entry of the season with 168 drivers. Three class records were set. Barry Hartzel in the yellow F/P MG Midget broke his own 1976 record on Saturday and lowered it again on Sunday to a 1:17.5. Pete Rosewig who drives the yellow Camaro in A/S set a new class record of 1:17.7 and, in doing so, broke the oldest record at Waterford. The A/S record had been held *since 1971* by the late Warren Tope in his Mustang. There were *five drivers tied for the Waterford-Canadian Challenge Trophy*: Bill Holler, FV; Hugo Carlson, G/P; Alf Zeller, BSR (top Canadian finisher); Dann Hill, C/S; Lou Liven-good, E/P. With the tie-breaker being the number of cars beaten, the trophy was awarded to Bill Holler. All four of the runners-up received special trophies, too. It was a super racing weekend!

This weekend celebrates our nineteenth year of road racing here at Waterford. We are really proud of our drivers. At the rate of nearly three per year, our Waterford drivers have gone on to becoming SCCA national champions, Canadian national champion, professional

race drivers or professional road rallyists. Stirling Moss took some test runs here a few years back and termed Waterford the most challenging small circuit in the world. Barry Hartzel tells what it's like to drive on "another" track in his fine article, "WOR Stories", later in the issue.

At this time we would like to thank our drivers, their crews and families for another fantastic season of racing here at Waterford. Our competition is fierce, as can be seen by the number of new records set. But there is a camaraderie and closeness about our club racing that you will find nowhere else. Everybody wants to win, but only when all the guys are running full bore and flat out; so we lend car parts and "wrench time" to make sure all are on the grid. Our drivers make it happen!

We want to thank our volunteer race workers, all 150 or more. Without your dedication, the racing days couldn't happen. You're the best!

Most of all, we want to *thank you, our loyal fans*. Your applause is the icing on our racing cake. You help us be the hams, we am! God Bless!

Come and see us next season; we run the last *full weekend* of the month from May through September. See you all then!

Happy viewing!!

officials

oakland county sportsman club president	charles e. scribner
waterford hills road racing club president	don burry
chief steward	earl clark
director of racing	tim evans
race coordinator	jim mcintosh
timing and scoring	casey o'brien
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flags and communication	joe davis
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chief starter	hal goff
assistants	gayle lash
	dick mccarthy
tech inspection	john morris
paddock marshal	gil bebeau
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WOR STORIES

— Barry Hartzel

With the running of the Fall Classics Sprints this September weekend, the Waterford racing season will be over. That means it's time to start rebuilding the old race car for next year. Right? Wrong!! There's one more chance for Waterford racers to put that car to good use. The first weekend in October brings us a challenge known as the "WOR Games" (pronounced war games!). These games are not played upon a battlefield with weapons, but rather on a race track with racing cars. The track is Indianapolis Raceway Park. The combatants are teams of drivers from the various central regions of the Sports Car Club of America (SCCA), the Midwest Council of Sports Car Clubs, and our own Waterford Hills.

What rules of engagement are there for these WOR Games? To begin with, the event is sanctioned by the *Western Ohio Region* of SCCA. Hence the name, WOR Games. The SCCA's General Competition Rules are used for the running of the event with few exceptions. One important exception is that Waterford and Midwest Council competition licenses are recognized in addition to SCCA licenses. The thing that makes the WOR Games unique is that it is a team competition event. Teams are organized by the individual regions and clubs to compete for the revolving WOR Games trophy. A team is comprised of six drivers plus two alternates (8 members) with no more than two cars per each SCCA racing class. A region or club can enter as many teams of eight or less drivers as it can field. The greater the number of racing classes a team can cover, the greater its' chances of winning the "WOR". Winning is accomplished by accumulating more points than the other teams. Points are awarded to individual team members based on their finishing position in their respective races.

That's a pretty basic description of the WOR Games. It doesn't say a thing about: How big is the event? How many cars will be there? Is it efficiently run? How about the track itself? Can Waterford drivers be competitive at IRP? I think the most important question is: Was it fun? I can't speak for everyone who attended the 1976 WOR Games, but I can sure speak from my own experience there.

(continued)

How big is the event? All I can say is HUGE! Last year there were 374 entries. It was the fourth largest sports car race in the United States last year. In my race alone there were over 40 cars. Imagine all 40 trying to be first into Turn One! This year the Western Ohio Region is anticipating an entry over 400.

With such a large entry, how can an event be run efficiently? There seemed to be an air of total cooperation between all the officials and drivers which produced a smoothly run and hassle-free weekend. I found the registration speedy, tech inspection helpful and the turn marshalling outstanding. A well run event indeed.

How about the track? What's it like? In a word, different! While Waterford Hills is a tight and twisting course that is fairly narrow, Indianapolis Raceway Park is sweeping turns and very wide. Where Waterford has several substantial elevation changes, IRP is just plain flat. To give an example of the speed difference between Waterford and IRP, my top speed at Waterford in the Bob Owens Midget is barely over 100 mph, while at IRP it is well over 120 mph. And the IRP track presents an entirely different type of challenge to a Waterford driver.

Can Waterford drivers be competitive in the WOR Games? Just ask the SCCA people who ran against us last year! Even though we were few in number and had some severe mechanical problems, our team drove to a third place finish among the twenty-four teams there in 1976. Vic Skirmants and I managed outright wins in E and F Production, respectively, and Tim Morgan had a demon drive in his B Production Corvette. Tim started from the back of the pack with a sick engine, worked his way to first on the last lap only to have a head gasket blow in the last turn. What would have been a win for Tim became a hard fought second place. Vic Skirmants, for his drive from 20th to 1st over-all in the E and F race, received the award for the best drive of the race weekend! Now consider this: Vic, Tim and I had never raced at IRP before. The same is true for all the 1976 Waterford team members. Can we be competitive? You bet!

Was it fun? My family and I had a ball. Everyone I spoke to seemed to feel the same way. The track was great, the races well run, and the competition fierce. Am I going back for a return match next month? I wouldn't miss it for the world!

After a six year absence from the "WOR Games", our assault on IRP with a loosely organized and small team last year produced a third place finish. We had won several battles, but lost the "WOR". This year we are

(continued on page 18)

mich. midget racing club 1977

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July 12-19-26

Aug. 2-9-16-23-30

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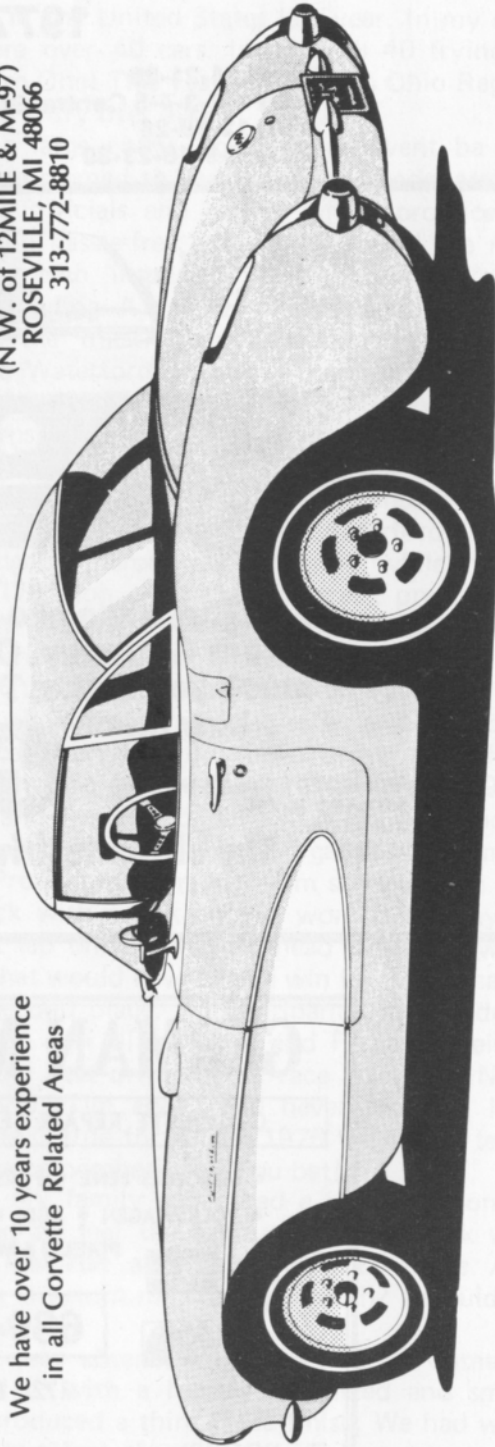
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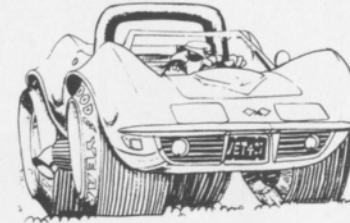
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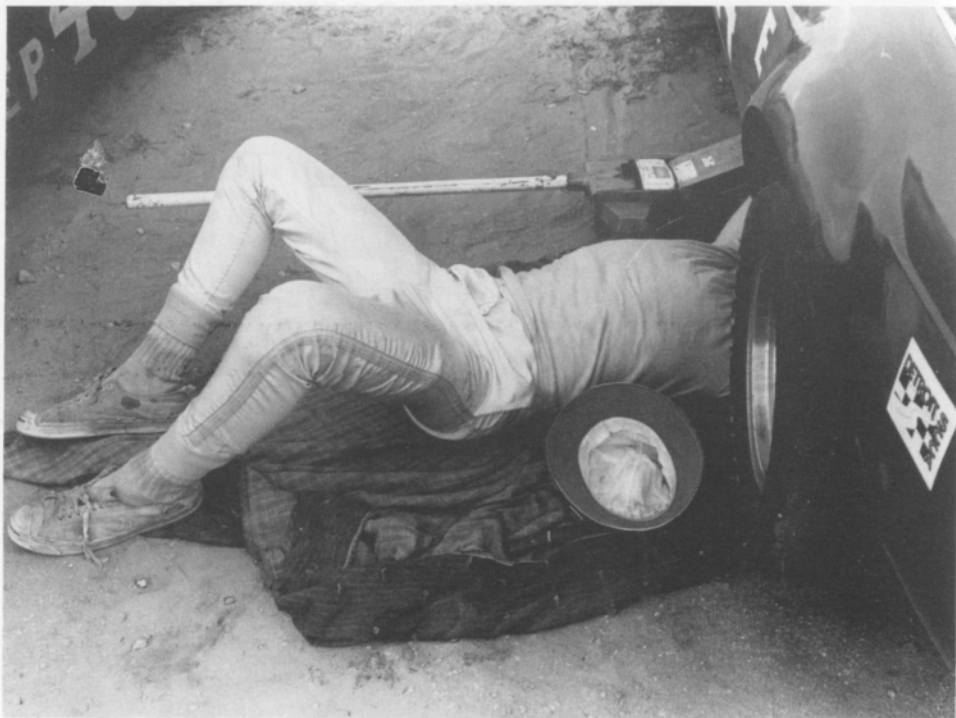
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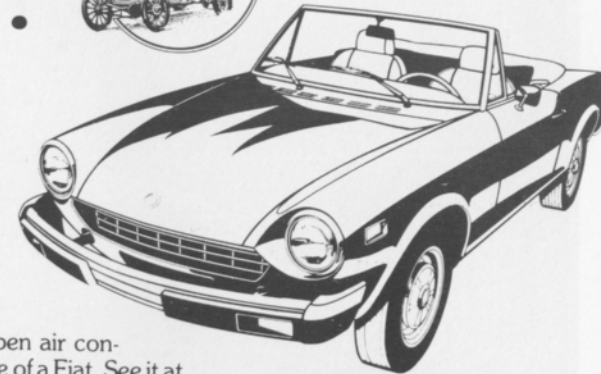


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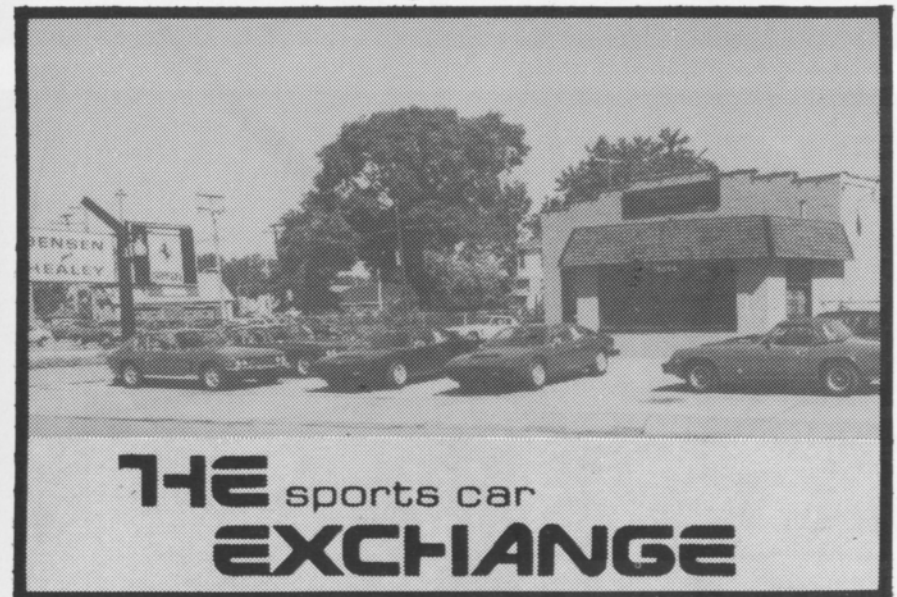
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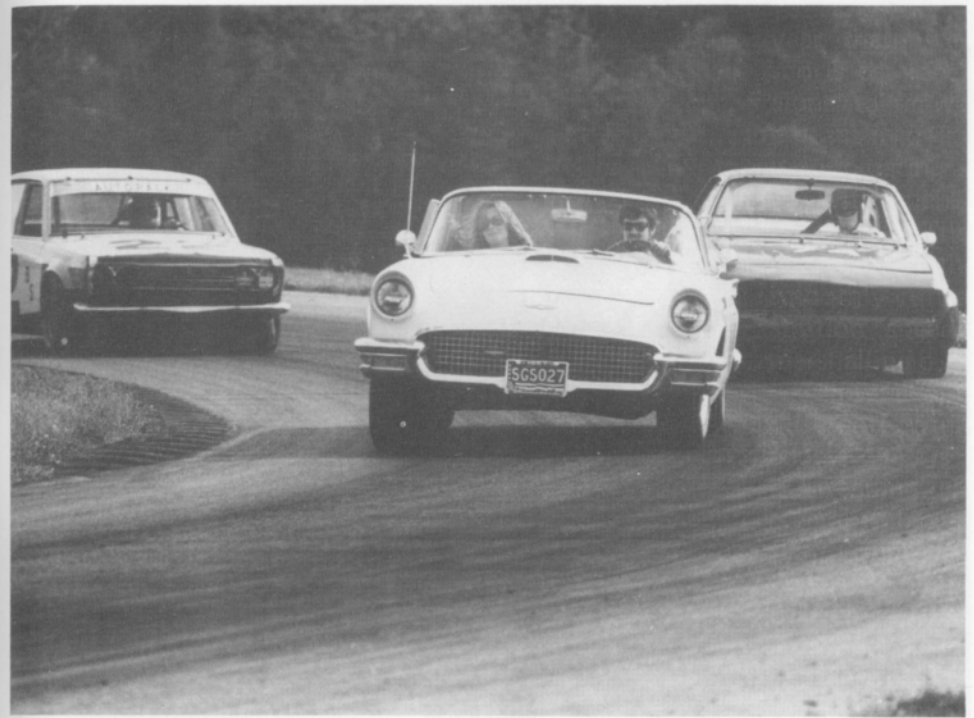
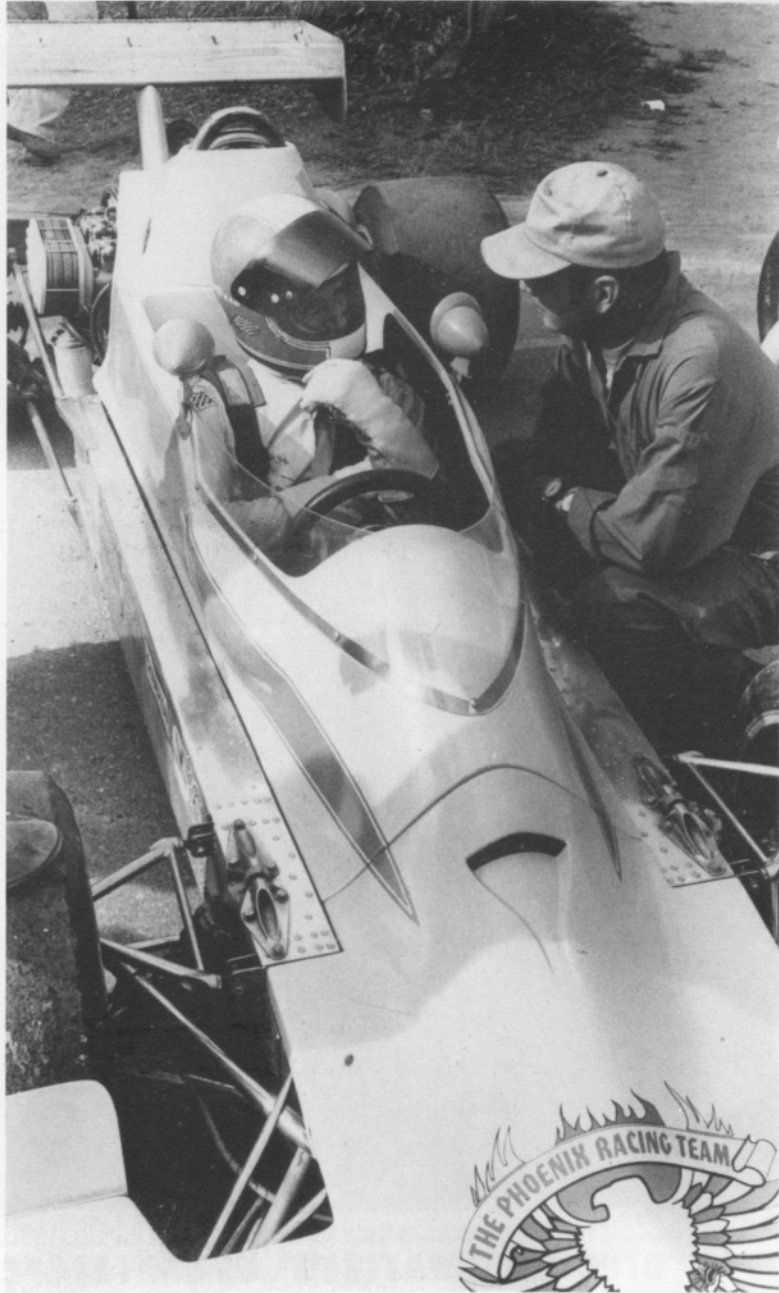
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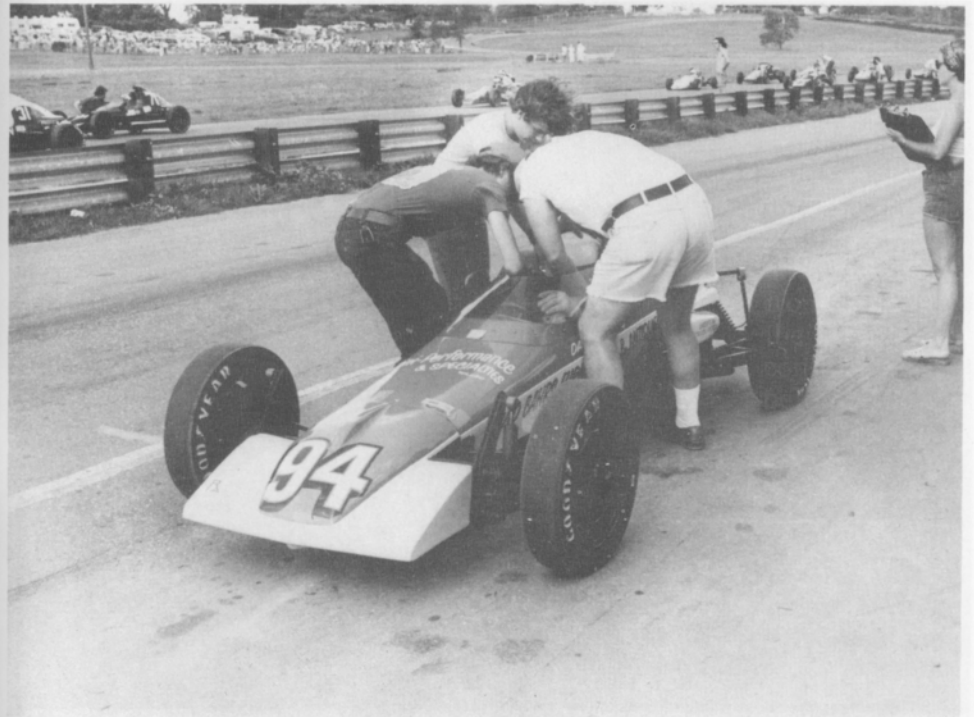


If he had a decent battery he wouldn't need a push start.

ready. Our numbers are greater, our drivers more experienced and our organization solid. I'm betting on a Waterford victory this year: but even if we don't win the "WOR", we'll have a great time! Besides that, we'll all have some WOR stories to tell next season.



Honey, I think we made a wrong turn back on Woodward.



I don't care if he did bite your finger; you hold him down while I strap him in.



shortly before being run over.

waterford hills road racing schedule

May 14 & 15
May 28 & 29
June 25 & 26

July 30 & 31
August 27 & 28
September 24 & 25

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	Alf Zellar	Mallock U2	1:11.8	6/77
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	Paul Prill	Lotus Super 7	1:18.5	9/76
EP	Vic Skirmants	Porsche	1:16.5	6/76
FP	Barry Hartzel	MG Midget	1:17.5	8/77
GP	Hugo Carlson	MG Midget	1:20.0	7/73
HP	Paul Cameron	Sprite	1:21.7	5/77
AS	Peter Rosewig	Camaro	1:17.7	8/77
BS	J. Byron Walker	Datsun	1:17.9	7/77
CS	Gary Allott	Mini Cooper	1:21.0	6/76
DS	John Llewellyn	Austin Cooper	1:26.2	6/76
SS/A	Lowell James	Porsche	1:30.0	6/77
SS/B	Thad Gutowski, Jr.	Scirocco	1:29.6	9/76
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

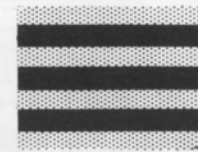
** track record

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 Europa; 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 Giulia 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 Sonett 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 American Motors Gremlin X 305; BMW 2002, T1, T11; Capri V-6, II V-6; Chevrolet Cosworth Vega, 4-speed; Datsun 260Z, 280Z; Fiat 124 Spider; Ford 302 Mustang II, Mach I, Cobra II; Mazda Cosmo; Mazda RX-3, RX-4, 2 & 4-door; Porsche 914 2.0; Porsche 912E; Porsche 924; Saab 99 EMS; Triumph TR-6, TR-7.
	B Alfa Romeo Alfetta, Alfetta GT; Alfa Romeo Berlina; Alfa Romeo 2000 Spider; Audi Fox 1471, 1588, fuel injection, 2 & 4-door; Dodge Colt, Colt GT 2000, 5-speed; Ford V-6 Mustang II, Mach I, Cobra II, Fiat 128 TC Sedan; Fiat 131 2 & 4-door; Opel 1900 Sedan, Manta, Manta Rallye; Oldsmobile Starfire V-6; Plymouth Arrow, Arrow GT 2000, 5-speed; Saab 99 Le, G1, 2 & 4-door; Saab Sonnet III; Toyota Celica ST, GT, GT Liftback; Triumph GT-6 Mk III; Volkswagen Dasher, 1471, 1588, fuel injection, 2 & 4-door; Volkswagen Rabbit, all models 1471, 1588 carburetor only; Volkswagen Scirocco 1471, 1588, carburetor & fuel injection.
	C AMC 258 Gremlin, Gremlin X, 2-barrel, 3-speed; AMC 258 Pacer, Pacer X, 2-barrel, 3-speed; Austin Marina, Marina GT; Capri 2000, II 2300; Chevrolet Chevette 1.4, 1.6; Chevrolet 2300 Monza 2+2, Town coupe, 4-speed; Chevrolet Vega, Vega GT, 4-speed; Datsun B-210, all models; Datsun 710, all models except station wagon; Dodge Colt 1600 2-door & 2-door hardtop; Fiat 124S Sedan; Fiat 128 Sedan, SL, 3P; Fiat X-1/9; Ford 2300 Mustang II, Mach I, Cobra II; Ford 2300 Pinto, Pinto Stallion, Sedan, Hatchback; Honda Civic, all models & engines, 4 & 5 speed; Honda Accord; Mazda 808 2-door 1600; MG Midget; Opel Isuzu, standard & deluxe models; Plymouth Arrow 1600; Pontiac 2300 Astre, Astre GT, 4-speed; Pontiac 2300 Sunbird 4-speed; Renault 5, TL, GTL; Renault 12, TL, GTL; Subaru, all models except station wagon, 4 & 5-speed; Toyota Corolla and Toyota Corona, all models except station wagon, 4 & 5-speed; Triumph Spitfire; Volkswagen Beetle, Super Beetle.
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



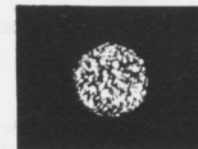
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

black



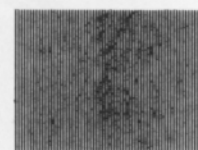
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

black with orange ball



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

green



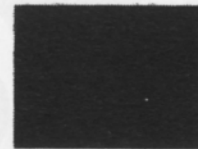
(Or no flag) Course is clear.

yellow



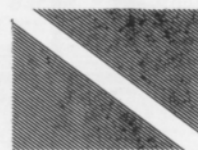
(Stationary) Take care, danger, no passing.
(Waving) Great danger, be prepared to stop, no passing.

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.

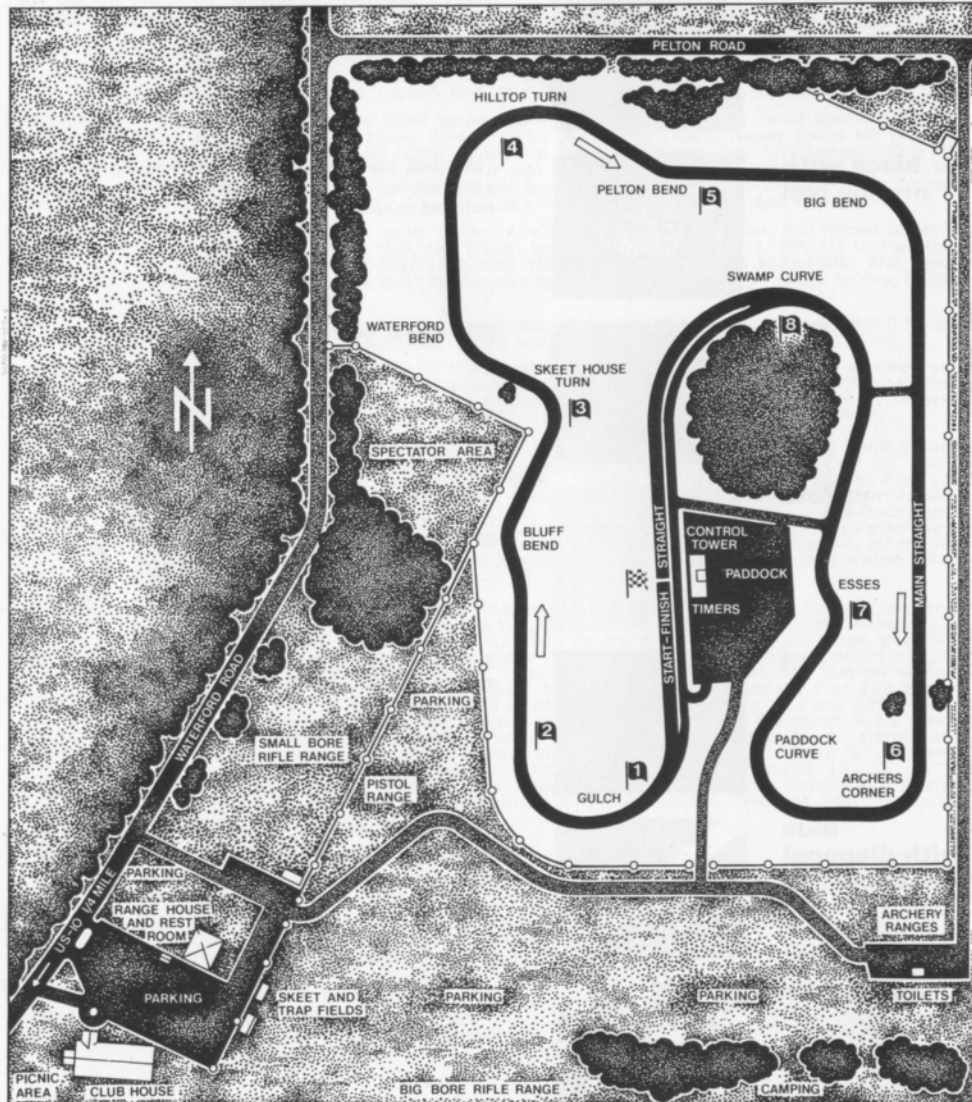
checkered



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

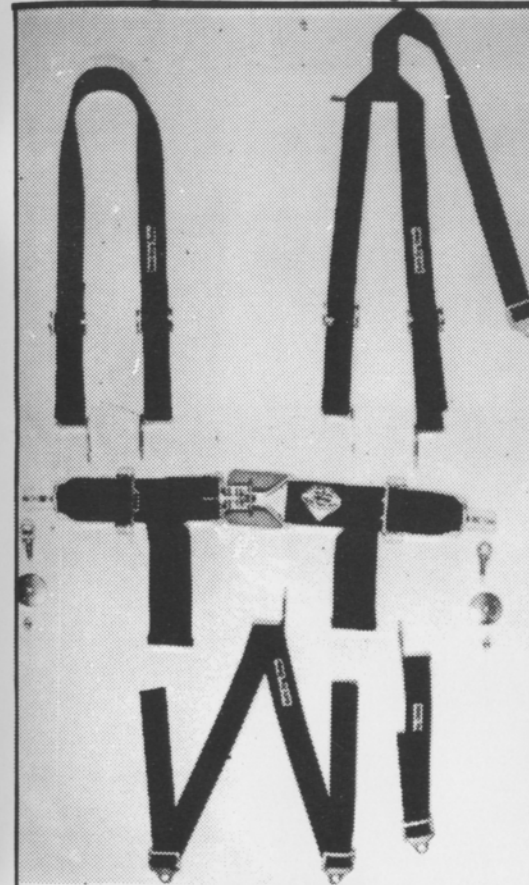
waterford hills course map

a 1.5 mile
asphalt road course
at waterford,
michigan



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