



fall classics

81 CLOSURE

OUR FIRST 20 YEARS 1958-78

RACING RAIN OR SHINE

The peaceful hills of Waterford are being invaded... with a thundering army of sports cars, sedans and formula cars in fierce, wheel to wheel competition... and for 1978, we've assembled the largest field in our 20 year history! Watch over 150 top drivers battle it out in the finest racing machinery from America and Europe. Corvette. Porsche. Datsun. Everything from Capris to Camaros. McLarens to MGs. All together, fighting it out on a mile-and-a-half track with 13 right and left turns that twist up and down hills like no other road course in the U.S.A.

WATERFORD HILLS 1978

ROAD RACING CALENDAR

- May 13-14 • May 27-28
- June 24-25 • July 29-30
- August 26-27 • September 23-24

EASY ON THE WALLET

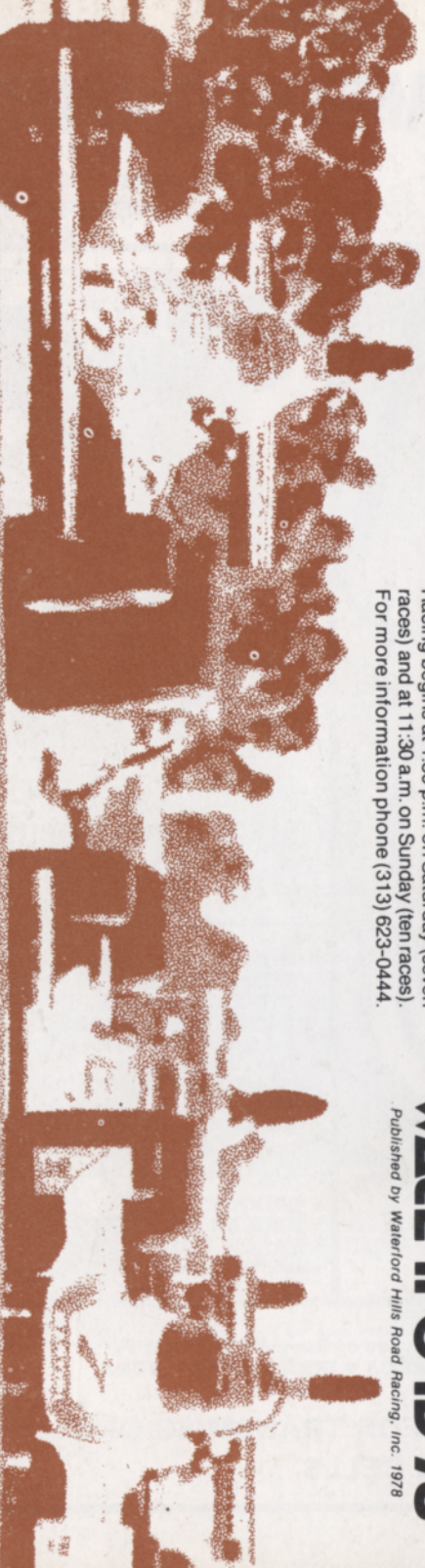
Admission is just \$2.50 for Saturday, \$4.00 for Sunday, or \$5.50 for the entire weekend. Children under 12 are always free and a Season Ticket is only \$20.00. The track opens at 10 A.M. for practice and qualifying. Racing begins at 1:30 p.m. on Saturday (seven races) and at 11:30 a.m. on Sunday (ten races). For more information phone (313) 623-0444.

EASY TO GET TO

Chances are you live within a few minutes of the Midwest's premier road course. The W.H.R.I. Race Track is located just 6 miles north of Pontiac on Waterford Road, ¼ mile east of Dixie Highway (U.S. 10) in Waterford, Michigan. The easiest route is to take I-75 to the southbound Sashabaw Exit. Take Sashabaw south to Pelton Road, then take Pelton west to Waterford Road. The total distance after exiting the expressway is 2½ miles.

WATERFORD 78

Published by Waterford Hills Road Racing, Inc. 1978



1958-78 OUR FIRST 20 YEARS

TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA

PACE CAR FURNISHED BY

PAGE TOYOTA

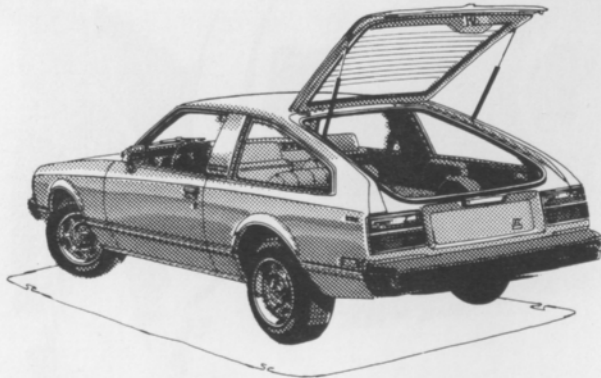


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WATERFORD



photo by jay olson

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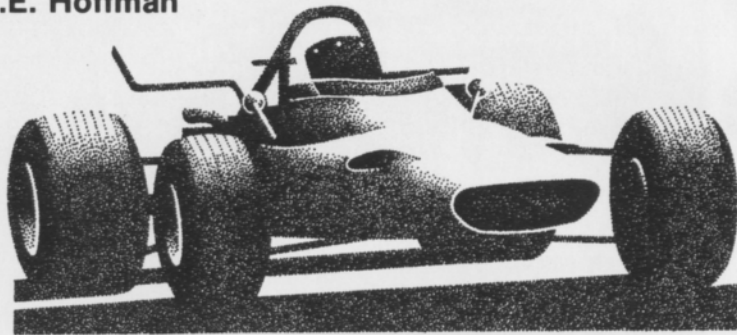
- 2. the inside line
- 3. officials
- 6. four wheel drift
- 10. guest article
- 19. nostalgia corner
- 25. average lap speed chart
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- 30. racing schedule

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the inside line

S.E. Hoffman



Welcome to our last races of the 1978 season, the Fall Classics. There's always 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 for 1978". A definite go-for-broke-attitude, pun intended, makes this weekend's competition one of the hairiest of the whole season!

We've been breaking class records every month this year and the August racing stayed true to form! Western Michigan invader, Wayne Rogers, made his second appearance of the season in his white Datsun 240Z and dropped the C-Production record to a 1:19.4. Wayne took 2/10ths off Don Clining's old time, a record that had stood since May of 1974. Watching Wayne racing made it hard to remember his buddy had come within an inch of destroying the car in an April drivers' school. Some comeback!

WHRRI's own Bob Schneider got his sleek red and black Bobsy Ford really rolling and took a whopping one and 2/10ths seconds off his own C-Sports Racer record set just this June. Terrific performance, Bob!

Going into this weekend's racing, nine class records have fallen! What more can Sunday bring?

This weekend marks the twentieth year of road racing here at Waterford Hills. We are very proud of our drivers. At the rate of nearly three a year, our WHRRI drives have gone on to becoming SCCA national and regional champions, Canadian champions, professional money drivers and professional road rallyists. This only proves how right Stirling Moss was when he took some test runs here a few years back and termed Waterford the most challenging small circuit in the world!

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 drivers are running full bore and flat out; so we lend car parts and "wrench time" to make sure all are on the starting 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 in the world!

Most of all, we want to thank you — our loyal fans. Your enthusiasm and applause really puts 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 second weekend in May (the traditional shakedown race) and the last full weekend from May through September. See you all then!

Happy viewing!!

officials

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waterford hills road racing club president	don burry
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photo by john williard

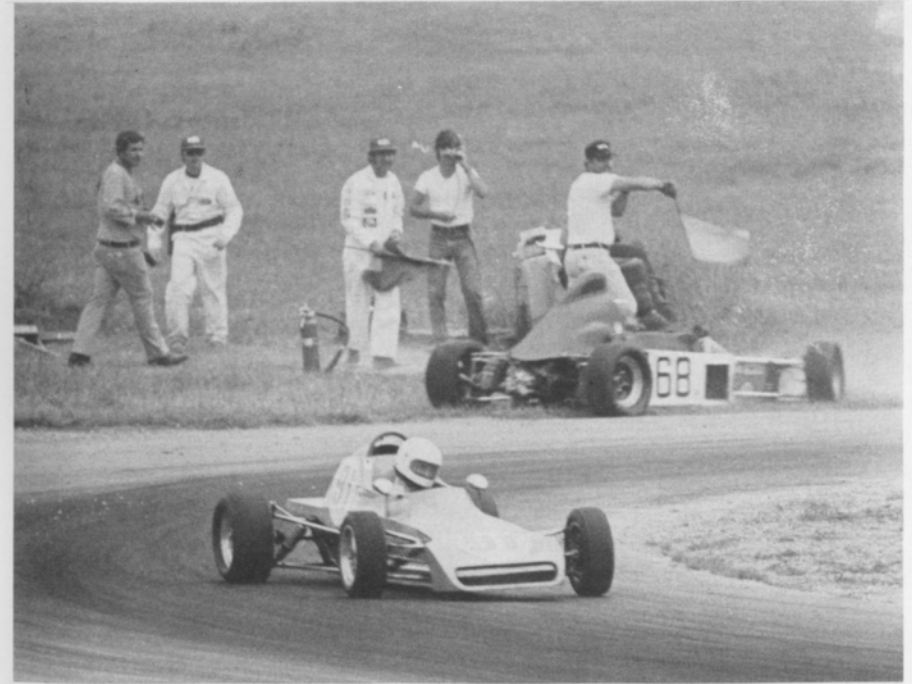


photo by john williard

I can still remember my friends and I tearing around the neighborhood on bicycles, making race car noises at the top of our lungs. Even though our imaginary gearboxes must have had 40 speeds, our throats never missed a shift. Just before I lost my voice forever, we discovered that clothespins and baseball cards made even better sound effects. Later on, in junior high, we'd all sit around the hi-fi and listen to recordings of the 'Summer-Nationals' over and over at top volume. In high school, we blew the insides of our mufflers out with huge firecrackers, and drilled holes in our exhaust pipes to achieve the perfect rumble. Today, frustrated teenagers can drop the beads out of their catalytic converters, but anything louder than a low "whoosh" will guarantee a quick ticket. In this era of quiet elegance, I was curious to see if the sound of a real race car would still make the average man's blood pressure rise. In the name of science, I glued a Sony to the floor of my race car with about six feet of silver tape, and recorded a qualifying session from the inside. That Saturday night, we played the cassette over the public address system of my friends' CB radio. We drove sedately by rows of bored hot rodders, loitering in front of the speed shops like rebels without a cause. At the push of a button, a hundred cruising teenagers started salivating. Conversations halted and french fries froze in midair as puzzled couples craned their necks to find the invisible Porsche on Woodward Avenue. Maybe it was a cruel thing to do. . .but try to imagine wrinkled old streetracers telling their grandchildren about the night they heard the ghost of James Dean.

As the roar of engines fades into the distance, it's time to disinfect my driver's suit and thank the talented characters who helped pull this year's Digest together. On the top of my list is E.T. Foss. He not only did the high contrast drop-outs for our covers, but he also printed dozens of enlargements and photostats at his own expense. Some of you may remember E.T.'s "last ride" during the glory days of showroom stock a few years back. In those days, it was not unusual to see three Sciroccos and a half dozen Opels pounding each others doors off in a combination road race and demolition derby. E.T.'s brand new Manta was promptly destroyed in a skirmish that resulted in two Opels rolling over in Turn Six. If you don't remember the crash, perhaps you remember the fist fight that followed. After a forced retirement, E.T. and his brother Bruce Foss are

returning next season to co-drive a Wilber-powered B-Sedan.

After years of seeing photos of anonymous race cars, I decided that this year's format would focus more on personalities. After all, 'Waterford' is primarily people — drivers, workers and crews. . .and we deserve a chance to see them all close up. With that in mind, a new generation of volunteer-photographers set out to capture the human interest side of racing.

Jay Olson returned this year with his friendly, relaxed attitude and an impressive array of photos. This Olson never worked for the Daily Planet, but his eye for composition could easily earn him a job with any newspaper.

Two newcomers contributed plenty of action shots this year. It seems like Bear just happened to be at exactly the right spot at exactly the right time to grab more stop-action crash shots than anybody. Bear is either very lucky or he sabotages the race cars. His friend, John Willyard has discovered several unique vantage points to shoot the races from, but his real specialty seems to be pretty girls. John must have perfected his photography skills on the fire escape of the Y.W.C.A.

Al Bizer has contributed literally hundreds of excellent photos over the years at Waterford Hills. From his own archives, Al assembled the extremely popular "Looking Back With Bizer" pages. We could never afford to hire talented professionals like Al Bizer, and the many hours they spend helping us are deeply appreciated by our publisher, Sue Hoffman and myself.

I'd also like to thank radio station WWWW-FM for supporting the track again this year, with their sponsorship and valuable publicity. W4's program director, Jim Johnson and general manager, Bart Walsh both deserve a 'victory lap' for their help.

It's just about time to put away the rubber cement, turn off the typewriter and climb out of the basement studio for another season of rebuilding. Between paragraphs, I've been calling junkyards for a squashed Porsche with a decent motor. Yes folks, faithful old 106 blew it's engine this year, but at least I have a consolation. Although my mechanics were not impressed, I think I accidentally invented the four-cylinder Osterizer. If my hundred horsepower blender can slice, dice and pulverize a set of aluminum pistons in two seconds, just think how fast it can make cole slaw!

Could this explain why my crew poured salad dressing over my head instead of champagne?

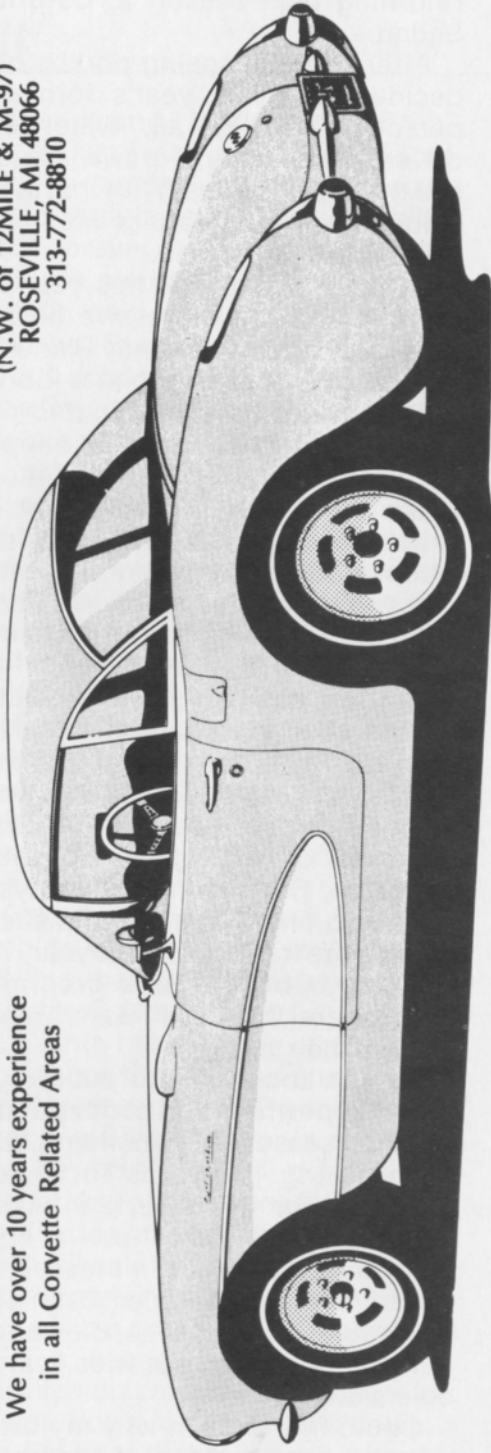
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Despite some disadvantages, having one leg does save money on driving shoes.



Car thieves tried to hide a formula car under a pile of tires.



photo by john willyard

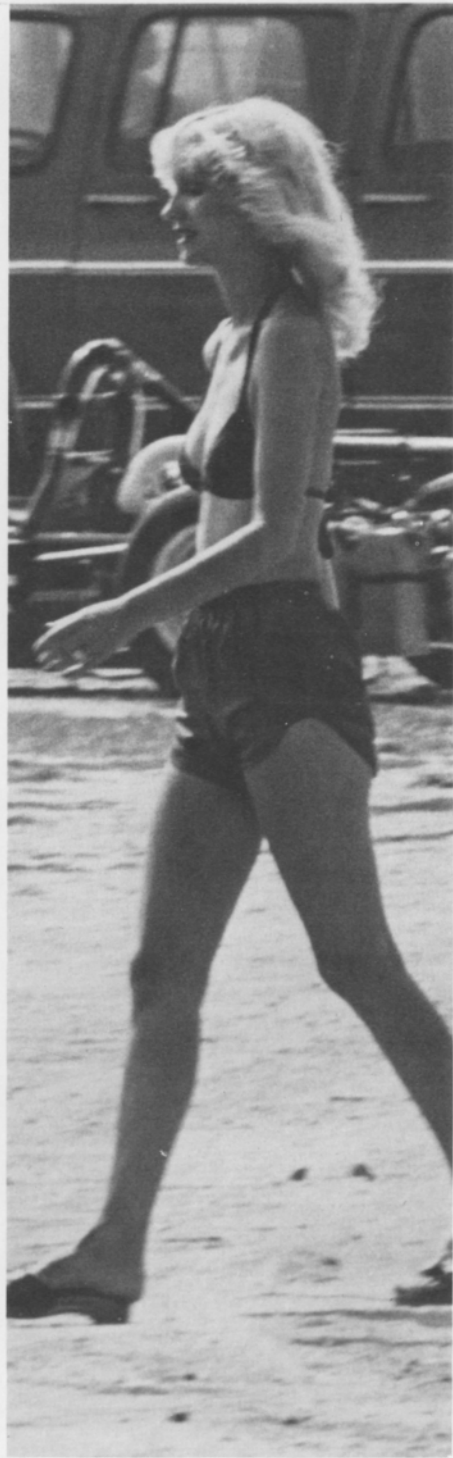


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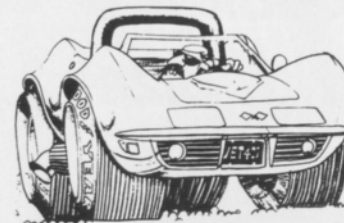


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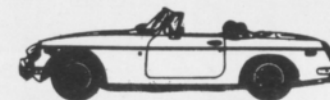
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LOOKING back with Bizer



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THE BATTLES BETWEEN
JERRY THOMPSON AND
JOE MULHOLLAND.



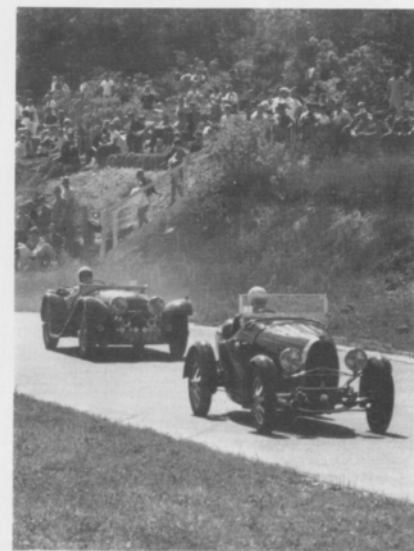
SEPT. 1960 DAVE SCHACKS FIAT ABARTH
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SEPT. 1960 ... IT'S TRUE... HE REALLY WAS HERE ... OUR KING... STIRLING MOSS!



JUNE 1964 AND STILL ONE OF
MY FAVORITE PHOTOS.



NO... WE DIDNT GO BACK
THIS FAR BUT ON AUG. 1965
WE HELD A SPECIAL CLASSIC
CAR RACE.



AUG. 1965 DON GROHS FACES THE OPPOSITION... WOW!



Ferrari 308 GTS

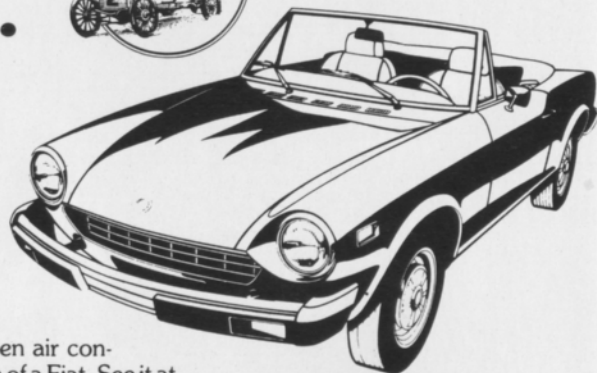
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Unlucky showroom stocker runs over a land-mine near Turn 5.



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photo by john williard

A turn worker describes the smallest fish he ever caught.

Jaguar S-type

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MGB

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TR7



Maybe it's a Jaguar S-type taking five Category I victories in its first Trans Am racing season, or an MGB winning SCCA's Class E Production six out of seven years. Or the Triumph TR7 taking two SCCA divisional championships in Class D Production in 1977. British Leyland builds cars that perform wherever they drive. Drive any one of our action machines, and see how much fun that can be.



photo by al bizer

Steve Steeb

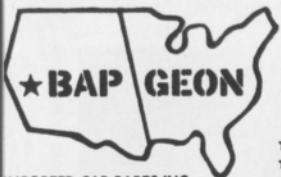
"British Leyland Driver of the Month"



photo by jay olson



photo by jay olson



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photo by al bizer



photo by john gacioc

Startled corner worker sights a UFO.

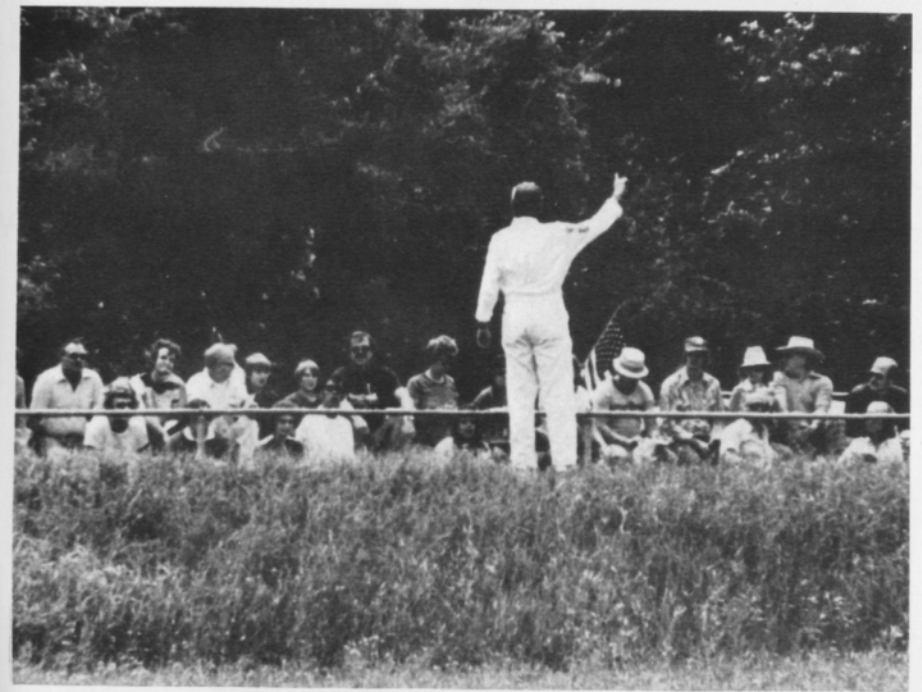


photo by john gacioc

Now everybody sing, "He's a jolly good fellow."

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June 6, 13, 20

July 11, 18, 25
August 1, 29

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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	Bob Schneider	Bobsy Ford	1:14.2	8/78
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	Wayne Rogers	Datsun 240Z	1:19.4	8/78
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	1:16.2	7/78
GP	Vic Skirmants	Porsche Coupe	1:19.5	7/78
HP	Paul Cameron	Sprite	1:20.4	7/78
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	Larry Rehagen	Pinto	1:32.8	7/78
FB	Lew Cooper	Lola	1:09.1	7/73
FC	Norm Kirnberger	Brabham	1:13.6	8/73
FF	Vince Muzzin	Royale	1:09.4	6/78
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

racin 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-6-plus; 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 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.
- PRODUCTION** 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 F-10 2-door Sedan; Datsun 610, all models except station wagon; 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, 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



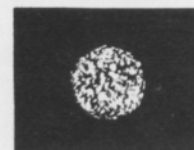
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

black



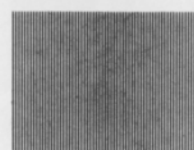
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

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



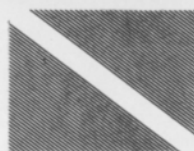
(Stationary) Take care, danger, no passing.
(Waving) Great danger, be prepared to stop, no passing.

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.

