

wnic-fm radio weekend

# 61 CLOSURE

## OUR FIRST 21 YEARS 1958-79

### 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 1979 we've assembled the largest field in our 21 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 1979 ROAD RACING CALENDAR

- May 12 - 13 • May 26 - 27
- June 23 - 24 • July 28 - 29
- August 25 - 26 • September 29 - 30

### 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, ½ 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 79

Published by Waterford Hills Road Racing, Inc. 1979



# OUR FIRST 21 YEARS



TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA TOYOTA

PACE CAR FURNISHED BY

# PAGE TOYOTA



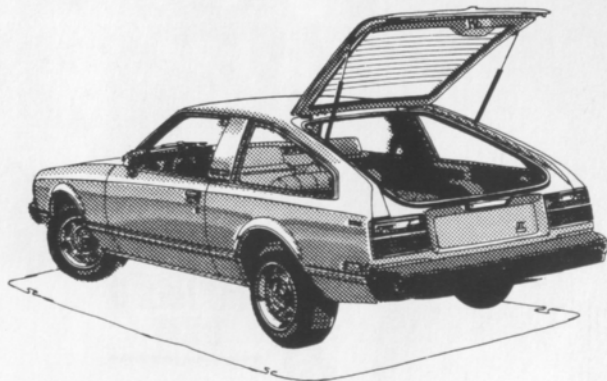
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# WATERFORD



photo by john gaciocch © Published by Waterford Hills Road Racing, Inc.

## contents

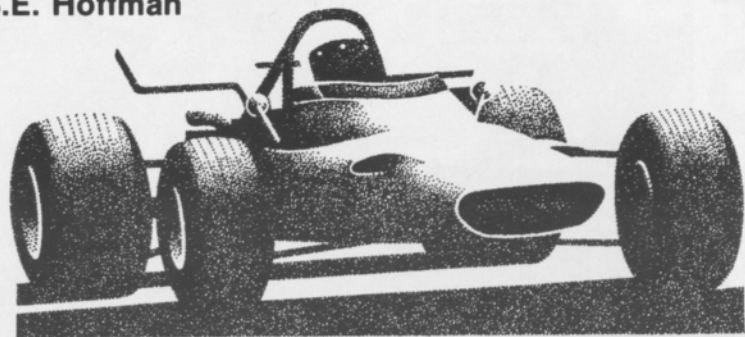
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- 3. officials
- 6. four wheel drift
- 10. guest article
- 19. nostalgia corner
- 25. average lap speed chart
- 25. class records
- 27. flags
- 28. course map
- 30. racing schedule

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## the inside line

S.E. Hoffman



This month we extend a special welcome to our new friends from radio station WNIC and their listeners who've joined us for the last race of the 1979 season, the Fall Classics. Jim Harper, the WNIC morning DJ and program director, has challenged 5 other FM-100 disc jockeys and one lucky listener to a race. Look for some real thrills and chills during our lunch break Sunday, as the "NICE" guys take off their headphones and put on their helmets!

September is the last chance for our drivers to take aim on that elusive track or class record; the last chance for the class championship and the honor of keeping that big trophy all winter; the last chance to make the "Top Ten Drivers for 1979" and to be honored at the annual banquet. 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 weekend this season and August stayed true to form. Charles Van Acker lowered his own Formula Continental record by a whopping 1 and 7/10ths by pushing his white Lola to a 1:09.8 time. The return of Andy Falbo's Formula and Vince Muzzin's Ford made for some exciting dicing in the big Formula and FF Class!

This weekend marks the twenty-first 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 drivers 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 Hills 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 and the closeness of the running. Yet 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

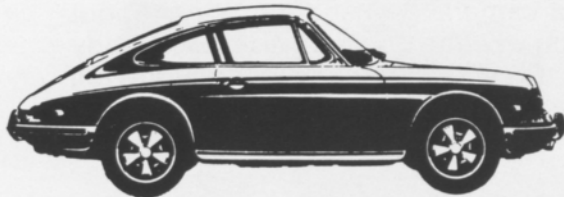
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One



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Two



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Three



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Four



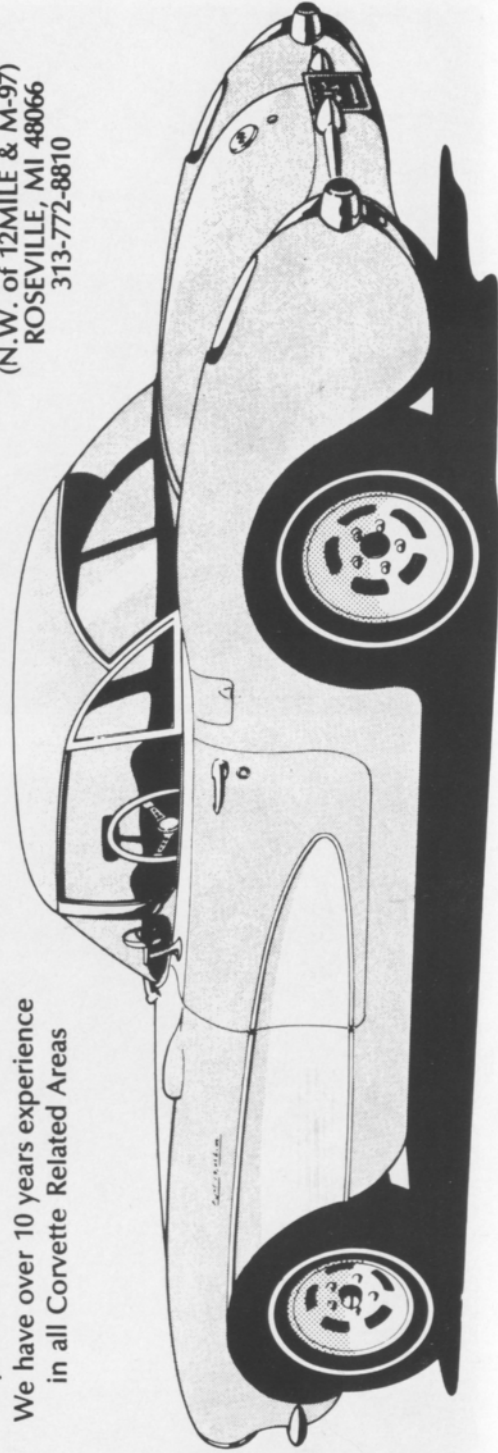
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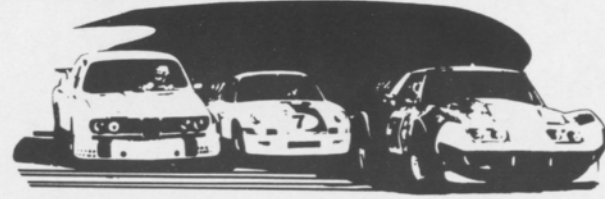
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## four wheel drift

Karl Nilsson



Ah, late September at Waterford Hills. . .the sight of geese flying south and fiberglass flying north. . .

September means it's time to thank our faithful advertisers, as well as our many new supporters, for joining us this season. The all-important ad revenue is what makes this digest possible, and it should be pointed out that the majority of our ad space is sold by one hard-working race driver — Jerry Morlewski. If you own a business, or know someone who does, we'd like to prepare an ad presentation for you, explaining our low rates and free design service. Our circulation isn't exactly huge, but we do guarantee that all our readers are famous, important, generous, rich people with thousands of extra dollars set aside in a special pocket, ready to spend in your store the minute they see your ad. Incidentally, our advertisers not only receive season pit passes and V.I.P. status around the track, but a measure of immortality as well. You see, unlike the short life expectancy of a normal magazine, our souvenir programs are kept around for years as reference. More ads mean more pages and more features, so please, direct all potential advertisers to Jerry, and all potential sponsors to me. Just kidding, Jerry — there's no more space left on my car anyway.

September is also our last chance to thank a few of the people responsible for the success of the digest this year. Once again, E.T. Foss not only provided our cover artwork, but helped us stay in the black by supplying free photostats, proofsheets and enlargements. Switching our production over to Creative Graphics in Oak Park was a major improvement. They set the type, assembled the keylines and printed the booklet, all under one roof. . .and for the first time in years, the photos came out clear and sharp. Speaking of photographs, newcomer John Gacioch and veteran John Willyard are two photographers any editor would love to have on staff. Skilled, prolific and innovative, each one could probably fill up the total digest quota with

(Continued on Page 14)





photo by al bizer

One



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photo by al bizer

Three



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Five



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photo by al bizer

One



photo by al bizer

two



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Three



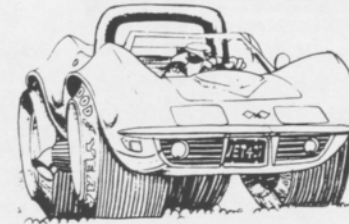
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Four

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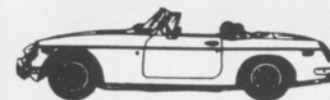
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(Four Wheel Drift — Continued from Page 14)

just his own quality prints. Turning his back on the track itself, Jay Olson concentrated his lenses on the human side of racing, giving us another year's cavalcade of candid faces, unguarded emotions and meaningful insights. When the green flag is out, Joe Costa is the talented turn marshall who puts down his flags and picks up his Hasselblad for some unique photographic vantage points. Another seasoned veteran, Bear, gets the "I-wish-I-could-afford-it-too" award for wearing the most sophisticated armada of high-tech camera gear this side of Star Wars. Al Bizer is the winner of this year's "Being-at-the-right-spot-at-the-right-time" award. Check this issue for several more of Al's terrific action sequences. We'll probably never know whether he has nerves of steel or is paralyzed with fear, but somehow Al stands there clicking when everybody else is running for cover. Fortunately, Al has survived long enough to give us a monthly glimpse backwards at our racing heritage with his popular "Looking Back With Bizer" feature on page 19.

Incidentally, you can meet all of these talented photographers at any of our general meetings (held on the first Wednesday night of each month at the O.C.S.C. clubhouse). They're usually busy selling excellent photos of Waterford racing action at very reasonable prices. An original enlargement could be the perfect gift for that hard to please race fanatic on your list. Spectators as well as drivers can choose from the literally hundreds of great shots taken at every race.

Road racing is a glamorous sport and it's only logical that lots of movie stars are taking it up for a hobby. However, in a recent race, actor Yul Brynner was protested by his fellow Showroom Stock competitors. As you know, no engine modifications are allowed in Showroom racing, and after a quick look in the rulebook, Yul was disqualified for shaving his head!



photo by john gaciocch



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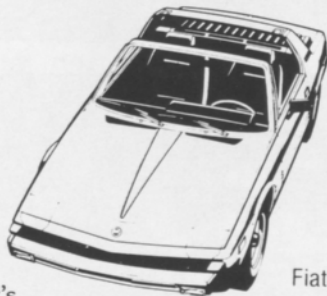


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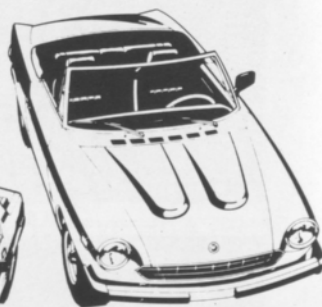
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## PHOTO CAPTION WINNERS



photo by jay olson

**Photo 1:** "3 CPO, you were supposed to help Herbie, not hurt him."  
Submitted by Nancy Waggoner of Detroit.

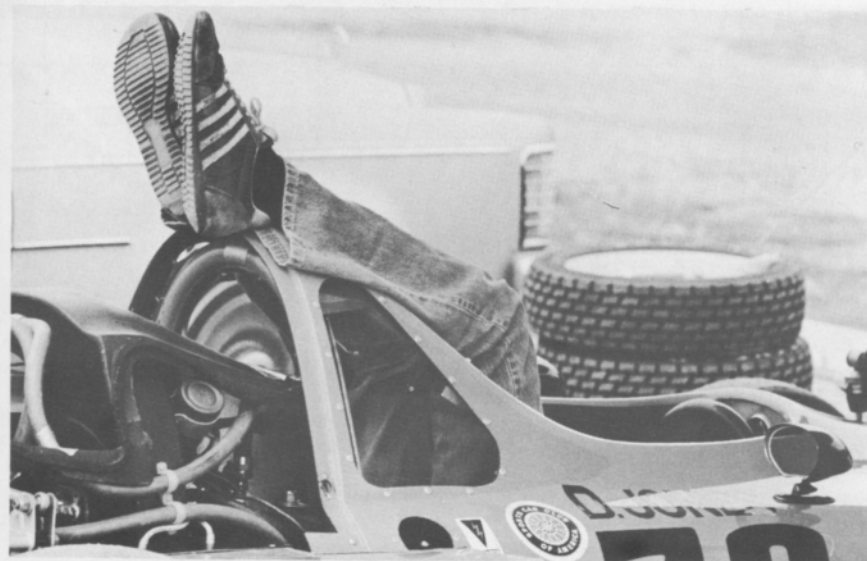


photo by jay olson

**Photo 2:** "Wake up, Mork! It's time for our class race!"  
Submitted by Jim Miller of Grosse Pointe Park.

Special thanks to our runner-ups, Dennis Whitehead: "I don't think this is what Earl meant when he said 'Can it' and David Yardley: "Aerodynamic Driving Position." Nice try, guys. . . See you next year!

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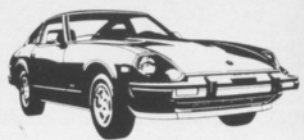
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# THINK WINK

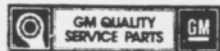
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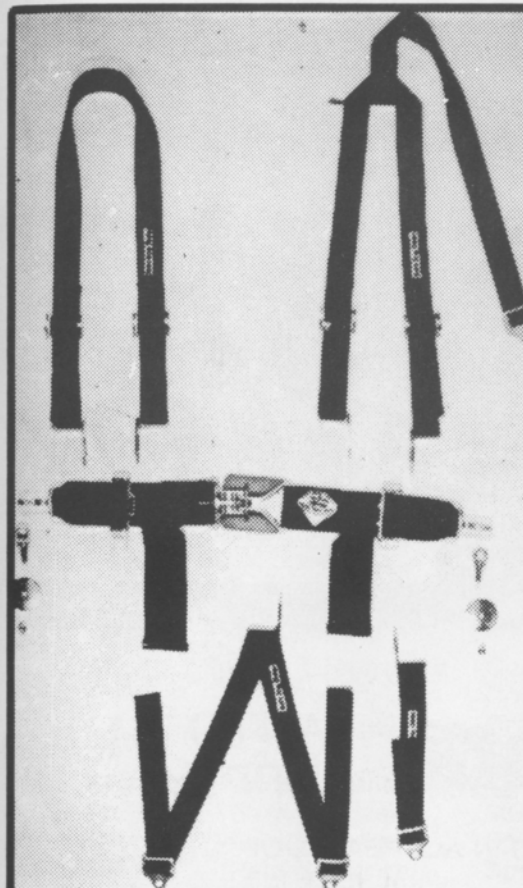
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**average lap speed chart**

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	Bob Schneider	Mallock U2	1:11.1	5/79
BSR	Bob Schneider	Mallock U2	1:11.5	9/78
CSR	Evan MacDonald	M - 2	1:10.5	9/78
DSR	Don Clining	Meister Honda	1:20.8	5/75
AP	John Greenwood	Corvette	1:16.3	9/72
BP	Tim Clark	Corvette	1:14.7	9/78
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	Grant Brady	Spitfire	1:18.9	9/78
HP	Paul Cameron	Sprite	1:20.4	7/78
AS	Bill Wink III	Camaro	1:16.9	9/78
BS	J. Byron Walker	Datsun	1:16.3	6/79
CS	Gary Allott	Mini Cooper	1:21.0	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	Jim Davis	Vega	1:31.6	7/79
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	Vince McLeod	Lynx	1:16.5	7/79
F4	Gordon Green	P & G	1:16.8	6/74
FSV	Harold MacDonald	Lola T 324	1:09.7	6/76
F/CONT	Charles Van Acker	Lola	1:09.8	8/79
**F/ALTC	Vince Muzzin	March	1:06.7	5/75

\*\*track record

# racing classes

To insure fairness in competition, all road racing cars are grouped into racing classes by the Sports Car Club of America in its General Competition Rulebook (GCR). Waterford Hills Road Racing observes the GCR regulations with some minor exceptions.

The five competition classes are: Production (sports cars), Showroom Stock (sedans and sports cars with minimal modification), Sports Racing (highly modified engine and body over wheels), Sedan (enclosed cockpit passenger cars), and Formula (open wheels and single cockpit).

The cars listed below are representative of their racing classes and include most of those you will see at Waterford Hills.

## PRODUCTION

- AP** Corvette (large block), Boss Mustang, Shelby Cobra 427
- BP** Corvette (small block), Shelby Mustang, Porsche 911 series
- CP** Datsun "Z" series, Lotus Elan, Porsche 914/6, Sunbeam Tiger
- DP** Triumph GT 6, Triumph TR-6 and TR-7, Datsun 2000, Lotus Super 7, Yenko Stinger Corvair
- EP** Porsche 356, Porsche 914, MGB, Opel GT, Triumph TR-3 and TR-4, Elva Courier
- FP** Saab Sonnet, MG Midget Mk III and IV, Lotus Seven, Triumph Spitfire Mk III and IV and 1500
- GP** MG Midget Mk I and II, Triumph Spitfire Mk I and II, MGA, Porsche Coupe, Austin Healey Sprite 1100, Fiat X-1/9, Fiat 124 Spider
- HP** Austin Healey Sprite Mk I and II, Fiat 850, MG Midget 948, Fiat Abarth

## SHOWROOM STOCK

- SSA** Datsun 260Z and 280Z, Capri V-6, Mustang Cobra, Porsche 914, Cosworth Vega, BMW 2002
- SSB** Dodge Colt, Mustang V-6, Opel Sedan, Volkswagen Scirocco and Rabbit, Capri 2300, Toyota Celica, Saab 99, Fiat 124 and 131
- SSC** Pinto Stallion, AMC Pacer, Vega GT, Datsun 210, Fiat X-1/9, MG Midget, Honda Civic, Pontiac Astre, Renault R5

## SPORTS RACING

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

## SEDAN

- AS** Camaro, Mustang, Pontiac Firebird, AMC Javelin
- BS** Datsun 510, 610 and 710, Capri, Pinto, Fiat 124, Toyota, Opel Manta, Dodge Colt, Mazda R-X
- CS** Austin Cooper S, Volkswagen Beetle, NSU TT, Datsun B-210

## FORMULA

- FF** Formula Ford - Cortina or Pinto 1600 cc engine, strict weight to engine ratio, very equal cars
- FV** Formula Vee — all Volkswagen components, 1200 cc engine, only formula class where total legal weight includes driver's weight, very competitive class
- FSV** Formula Super Vee — Volkswagen 1600 cc engine, air-cooled (water-cooled with restrictions), rear wing allowed, popular with amateur drivers going professional in Mini-Indy Series
- FB** Formula B — 1100 cc to 1600 cc engines, more modifications allowed, rear wing allowed, not meant to be an inexpensive race car
- FC** Formula C — below 1100 cc engines, more modifications than FSV with less weight, rear wing optional, can be competitive with FSV
- F4** Formula Four — Canadian class, motorcycle engine power plant, engine size determines weight and transmission allowed, competitive with FV

# 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**



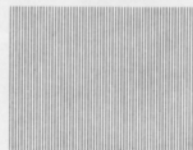
Sloppy or dangerous driving. Complete the lap you are on, then stop at the Start/Finish line for consultation with the Chief Steward.

**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**



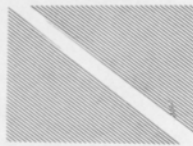
(Stationary) Take care, danger, no passing.  
(Waving) Great danger, be prepared to stop, no passing.

**red**



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

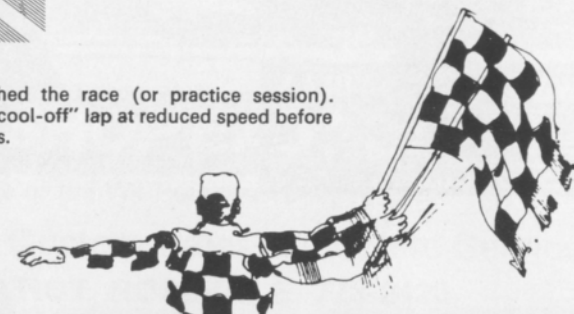
**blue with diagonal yellow stripes**



(Motionless) Another competitor is following you closely.

**checkered**

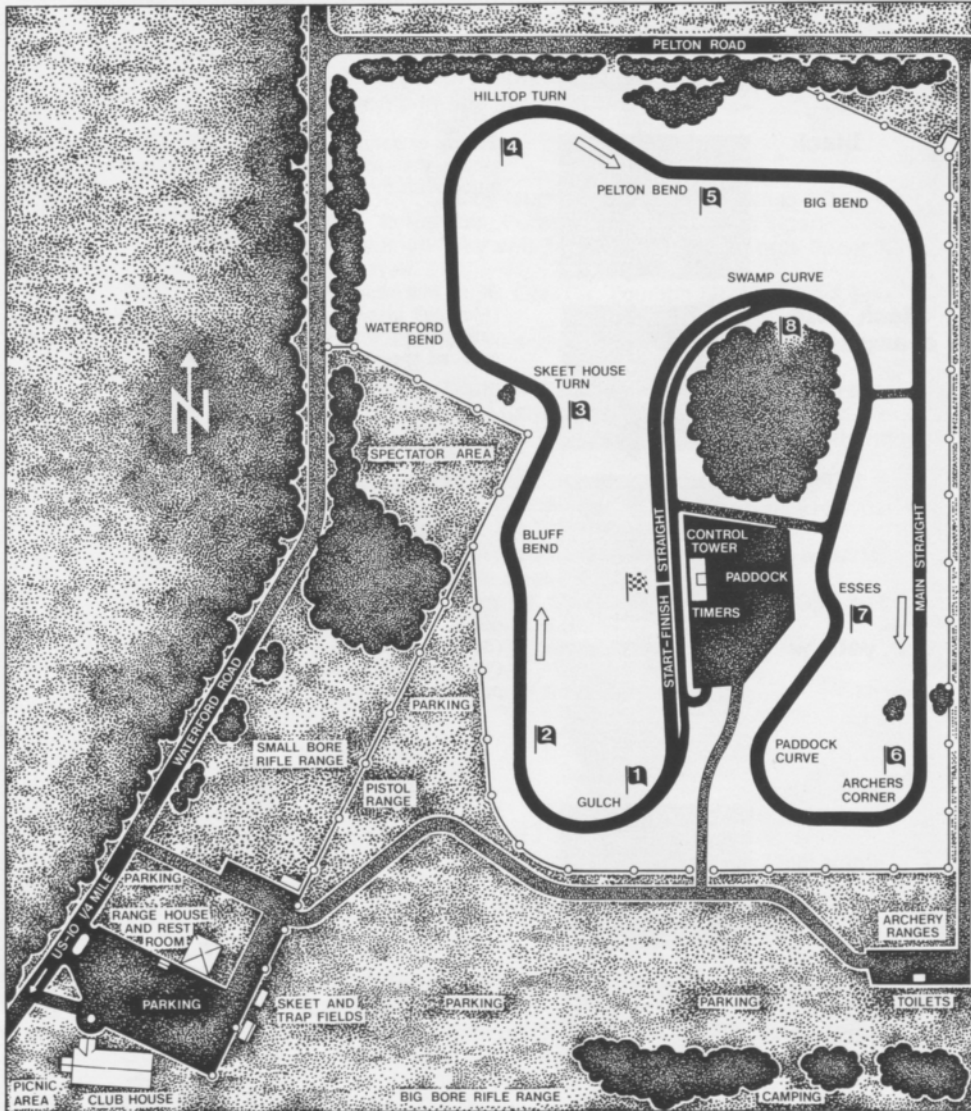
You have finished the race (or practice session). Complete one "cool-off" lap at reduced speed before entering the pits.



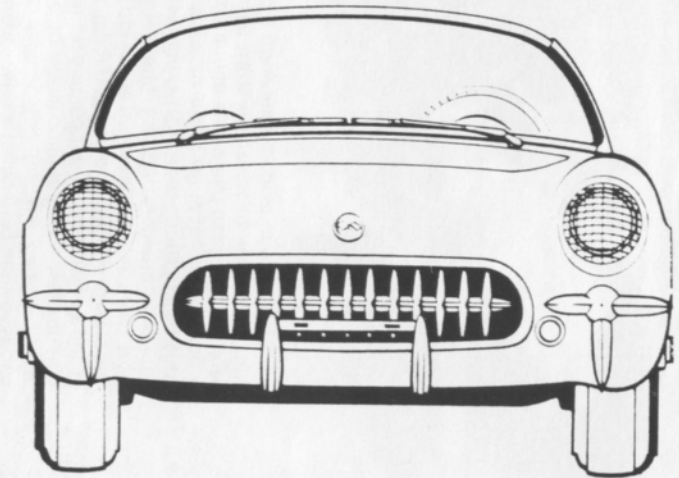


# waterford hills course map

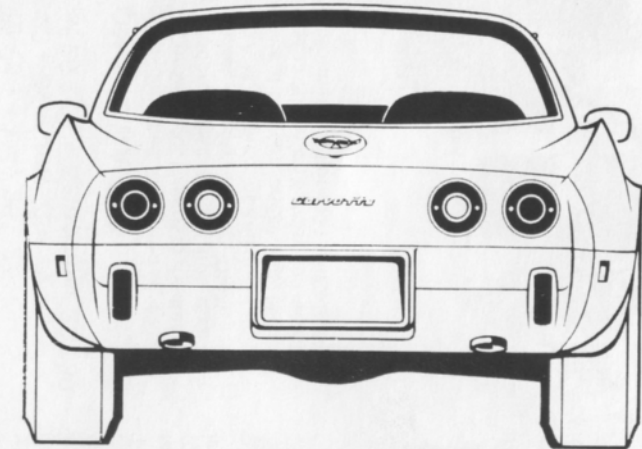
a 1.5 mile  
asphalt road course  
at waterford,  
michigan



# FROM THIS...



# ...TO THIS...



# ...AND EVERYTHING IN BETWEEN!



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