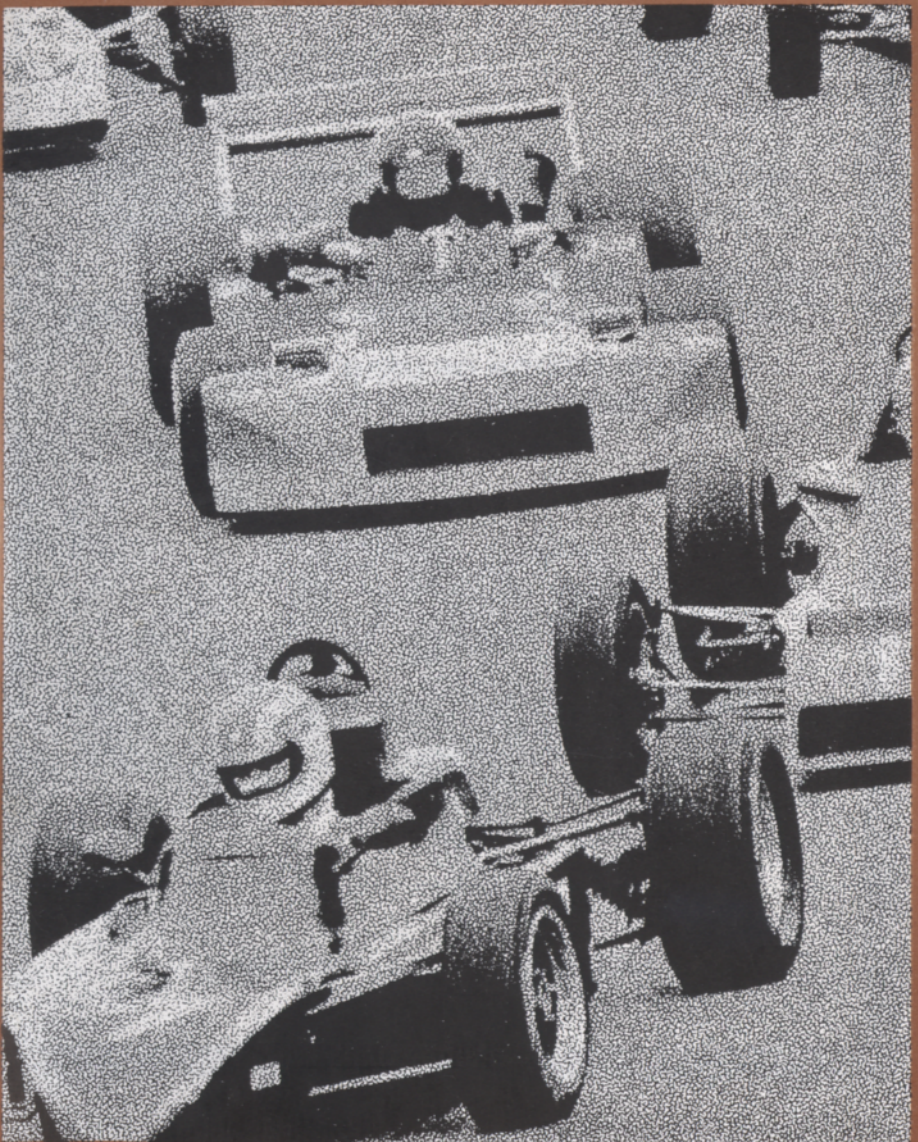


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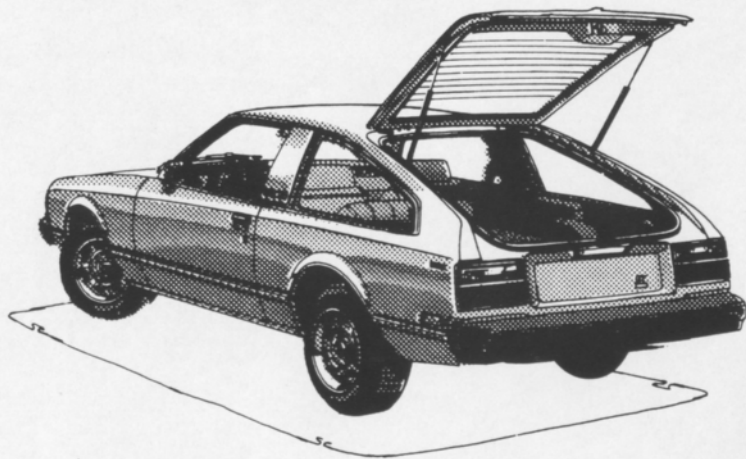
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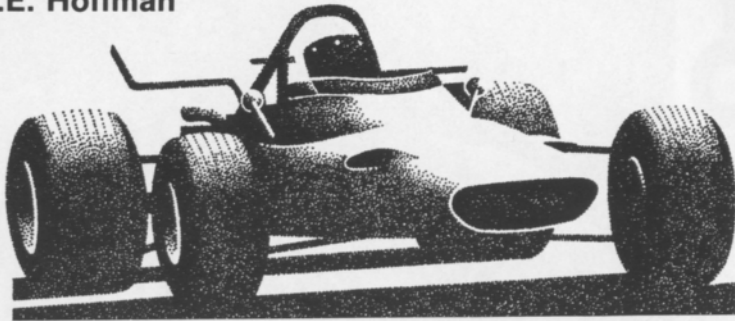
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the inside line

S.E. Hoffman



Welcome to the ANNUAL FALL CLASSICS races here at Waterford Hills!

This is our last race weekend of the 1980 season and the action is always fast and furious. This is the last chance for our drivers to make to Top Ten Drivers Club, that exclusive group that is "the best of the rest" over the entire eighteen race season! Up for grabs this weekend are the big rotating trophies that go to the class champions. Besides telling all the driver's friends that he was Number One in his racing class, they make a helluva nice centerpiece on the fireplace mantel! This weekend marks the last chance a driver can set a new class record or just plain whomp the socks off the guy he's been dicing with all season! All in all, Fall Classics is traditionally the "hairiest" racing of the season, and this weekend should not be any different!

We had some excellent racing here in August. The re-grouping of the sedan classes has made for some super competition. Those Mini's in GT-4 have been running so close together that they are developing mechanical problems and "Herbie" the VW is winning! Nevertheless, the only record broken was in this class and it was set by the silver Mini of Ross Becker! Ross broke his own record, set last May, by just the 2/10ths it takes. He dropped GT-4 to a 1:20.6 while running for a second place!

The other group, the GT-3 class, had no less than twelve cars all trying to be in the same place at the same time — the front! Action was hot and heavy with lots of lead changes, passes and re-passes, and even a little paint got traded! Stay tuned for this month!

Last Sunday's mid-day competition between the "NICE" guys of Radio Station WNIC was terrific. Even if St. James did have to be chased down in the infield and strapped in to run! After the dust had literally settled, the winner was Bill Bailey, the afternoon man, by a full four seconds over all the

challengers! Thank you, guys, you are all great!

Special thank you also to the Trans Am Club for the con-course in the parking area. There was some great "yankee iron" to watch!

This weekend is another great "W4 Day at the Races," and we look forward to a wild and wooly celebrity race between the 106-FM disc jockeys. Thanks to everyone involved, especially the W4 program director, Frank Holler.

Before we close this last column, we would like to take a moment to thank all of our drivers, their crews and their families for another superlative season of racing here at Waterford Hills. The competition was always hot and heavy, but the sportsmanship was of the best — a tradition here for the past twenty-two years! Our drivers represent the very best of club racing anywhere in the world. You are the greatest!

We would like to thank our worker crews for an excellent job over the year. It takes about 150 volunteer people "behind the scenes" to keep our racing schedule so tight. I salute you!

We would like to especially thank you, our loyal fans, for your enthusiastic support of our races. Your cheers on the victory laps add so much to the pleasure of winning! Plan right now to join us for the 1981 races. We'll be going the last full weekend of the month again. See you then!

officials

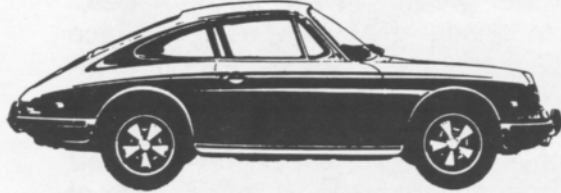
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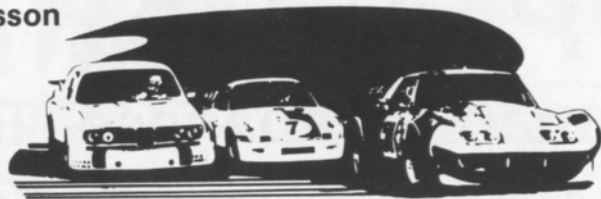
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four wheel drift

Karl Nilsson



Welcome to the Fall Classics, as we celebrate another "WWWW-FM Day at the Races." Not satisfied with his performance in June, W4's morning man, Howard Stern demanded a rematch against the Mad Doctor of Rock, Doug Podell. Watch for the rest of the 106 FM lead-foots at our lunch time celebrity race.

Although it's not over yet, I don't have to wait for the final checkered flag to tell you that 1980 has been a terrific racing season at Waterford Hills. Thousands of new fans caught the road racing bug this year, and each race weekend broke the previous year's attendance record. If you enjoy the excitement of racing, Waterford can offer you a unique opportunity to get involved behind the scenes. If you want to be where the action is next year, we will train you as a volunteer worker in any skill you choose. Whether you get involved in Flagging and Communication, or Timing and Scoring, you'll be working side-by-side with the most fascinating people you'll ever meet. With dozens of positions to select from, like Tech Inspectors, Turn Marshalls, and Safety Crews, we guarantee you'll never get bored. If you're interested in volunteering for next year's racing season, we encourage you to get more information at one of our monthly meetings. The Waterford Hills Road Racing Club meets in the big log cabin building, near the entrance to the track, on the first Wednesday of every month. You are cordially invited to drop in at 8 p.m. and talk with us in person. I think you'll soon agree that our various chiefs of specialty are the friendliest folks in Michigan. They'll explain that no previous experience is necessary, and there's no obligation to continue if you don't enjoy it... however, I must warn you: working around the world's most exciting sport can be habit forming. For example, my publisher, Sue Hoffman, has been a Waterford volunteer for 17 years. The weather can be unpredictable, and the pay scale is zero, but the fringe benefits are spectacular!

I'm sure there are many of you who have wondered what it's like to actually drive a race car at Waterford. I can start

by telling you it's more fun than Disney World and Cedar Point combined, but until you try it for yourself, you'll never know what you're missing. If you're interested in getting behind the wheel, plan now on attending Waterford's nationally acclaimed Driver's School next April. The 3-day school is reasonably priced, our instructors are well-known racing champions, and any licensed driver over 18 years old is eligible. For more information on learning to race, stop by our monthly meeting, or call our Club President, Don Burry, at 547-4293.

September is the time I try to thank a few of the wonderful volunteers who have helped us publicize the track this year. First of all, I'd like to thank turn marshall Cliff Peters, who took over another huge responsibility this year by writing all of our press releases and personally mailing them to hundreds of newspapers. Cliff took over the work of an entire committee and did an incredible job. Each weekend, showroom racer Marc Robling faithfully phoned in all of our race results to Detroit's major sports writers. Being in the advertising business, I know the value of a good photographer, and I feel especially honored to have four excellent professionals supplying us with photos. By now you've seen their names on the photo credits dozens of times — Al Bizer, John Gacioch, John Willyard, and Joe Costa. Al also creates the popular feature "Looking Back With Bizer." Sharp-shooter John Gacioch has captured all 5 of our cover photos this year.

We'd also like to thank the wonderful people at Stroh's for their support of our racetrack this season, and look forward to the "Stroh's 1981 Road Racing Challenge." Of course, we thank the celebrities and staffs at WWW-FM and WNIC-FM for donating their time and support both on the air and by their personal appearances. Also, many thanks to Camaro-driver Bill Wink and his sponsor, WRIF-FM, for their great publicity this season. A special thank you goes out to the Ford Motorsport group for their fabulous promotion here in July, and also for supplying us with cars for our celebrity races.

Don't forget to visit the Waterford Boutique this weekend — this is your last chance of the year to stock up on beautiful Waterford Hills tee-shirts, hats, bags, and high-quality souvenirs. Pat Prato has plenty of unique Christmas gifts that you can hide under the bed for that special race

(continued on page 9)

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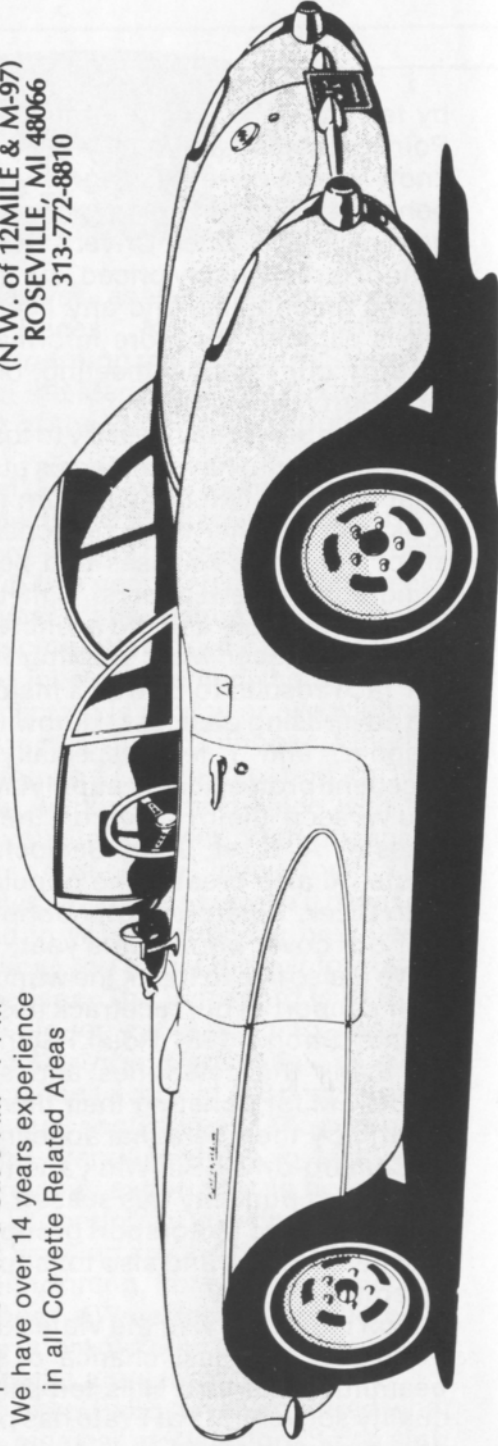


photo by john gaciocch



photo by john gaciocch

fan. The Boutique will be selling merchandise in the north end of the control tower as well as on the spectator hill near the concession stand.

As you watch the races this weekend, keep in mind that there are 150 hard-working volunteers who make Waterford possible. I only wish I had the room in this article to thank each and everyone of them by name. However, to show that we really do appreciate you, and to save valuable space, we have printed all of your names inside the tiny dot at the end of this sentence.

See you next Spring!

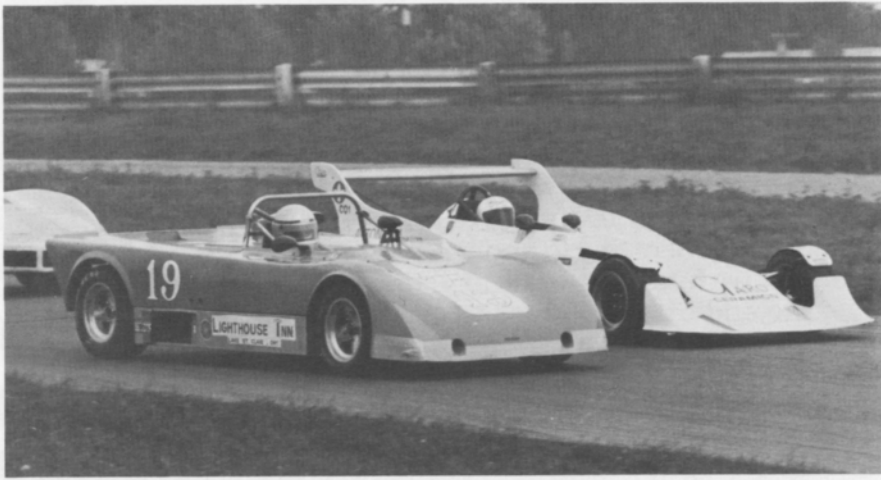


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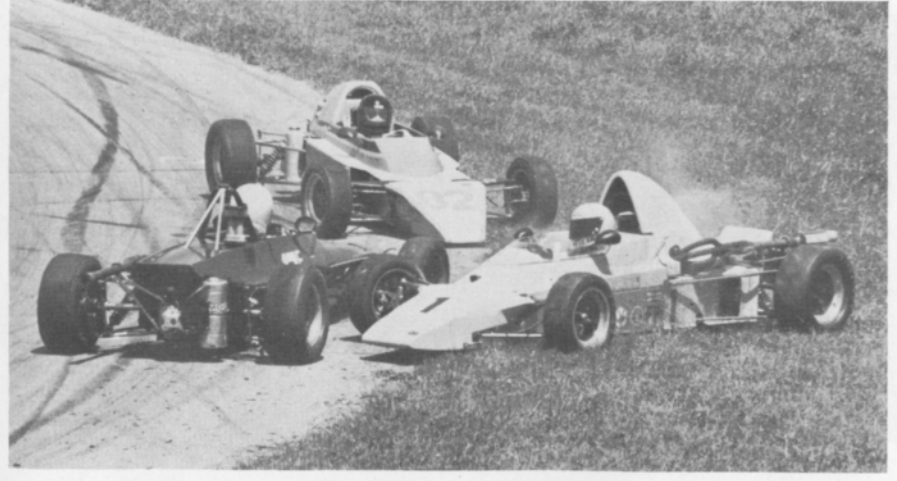


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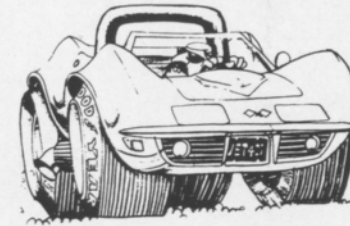


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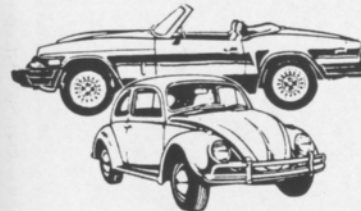
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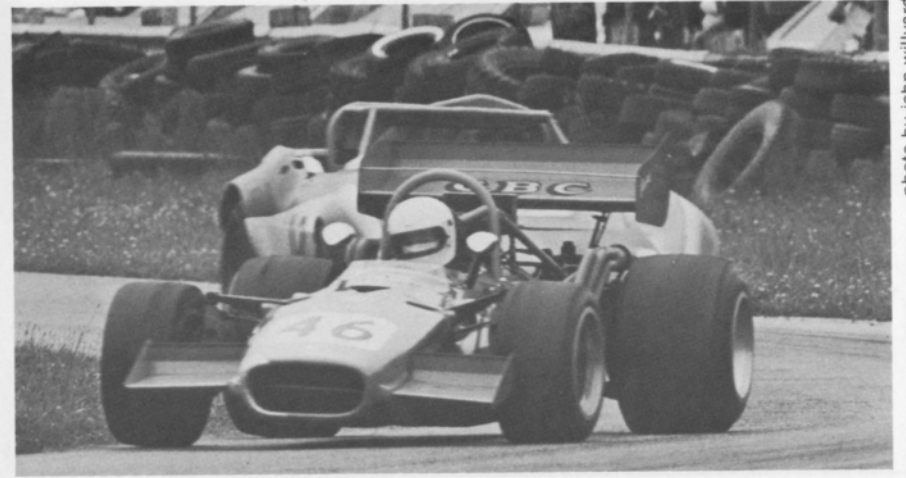


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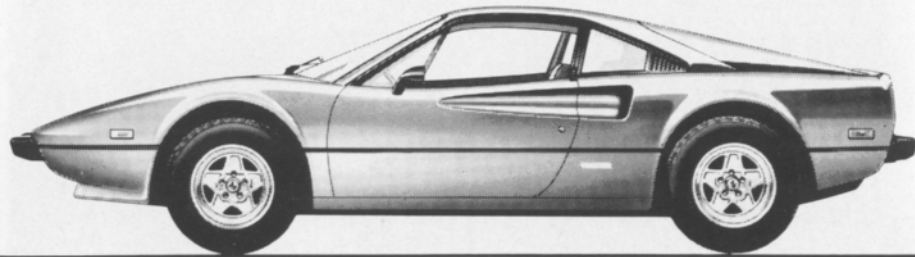


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Only those who dare... truly live

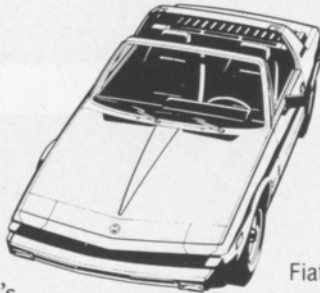


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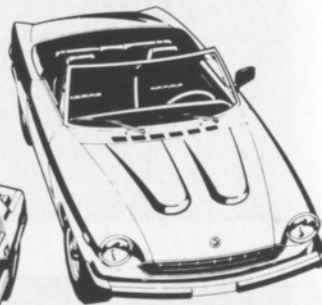
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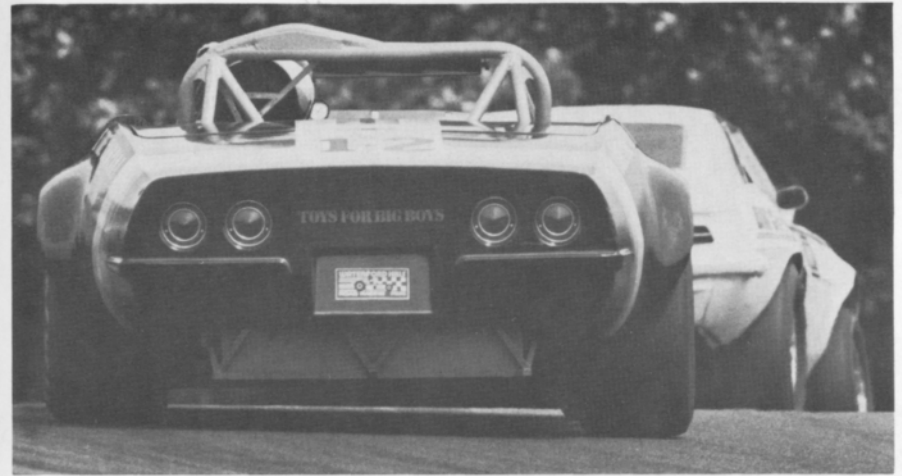


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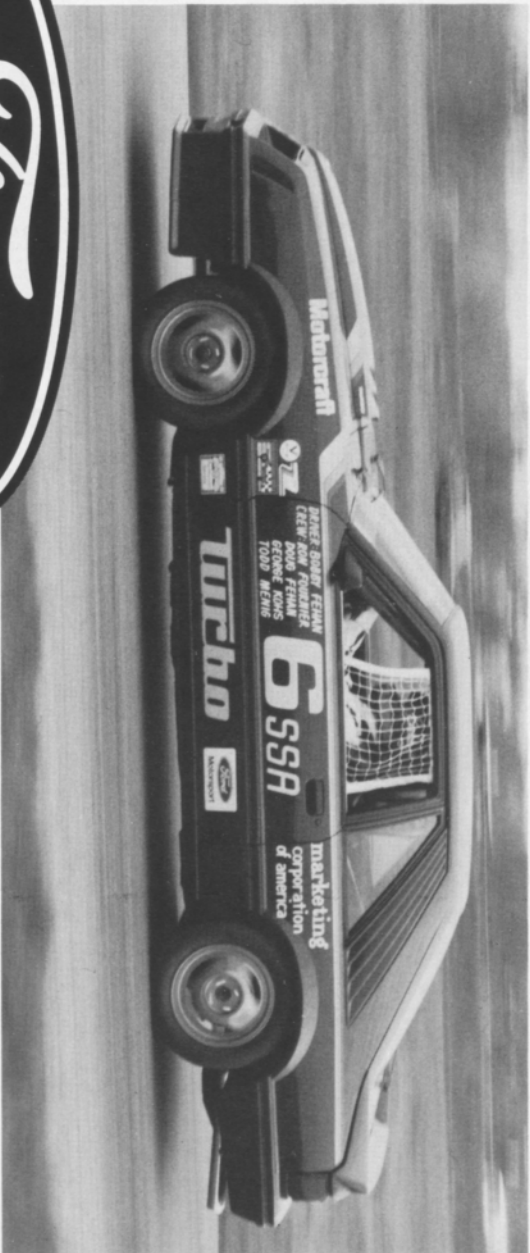


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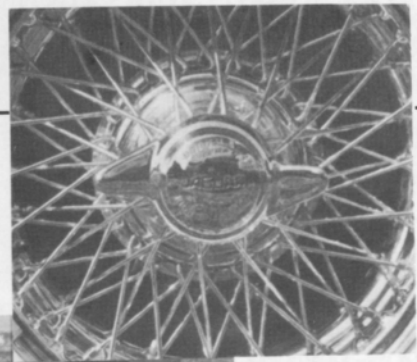


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Motorsport



LOOKING back with Bizer



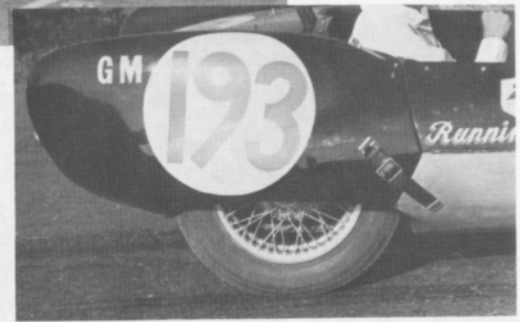
*WHITHER WENT
THE WIRE WHEEL?*



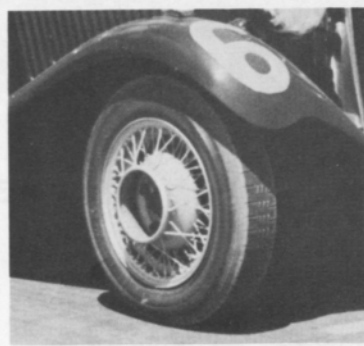
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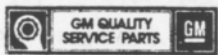
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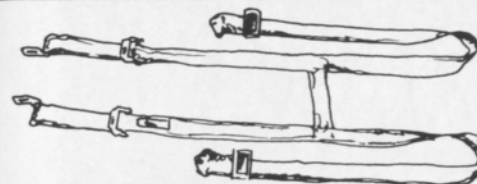
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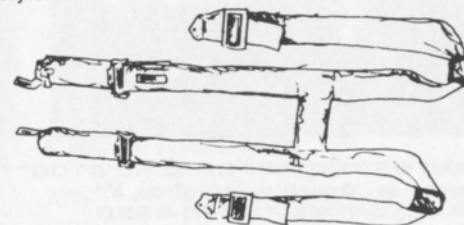
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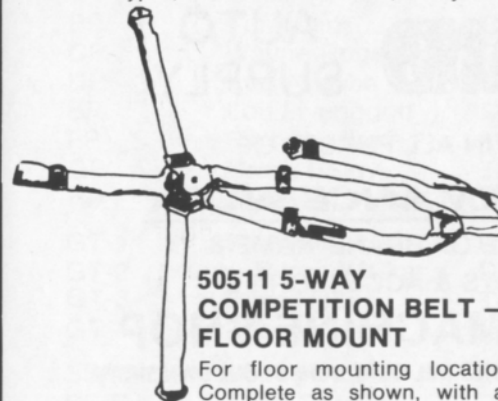
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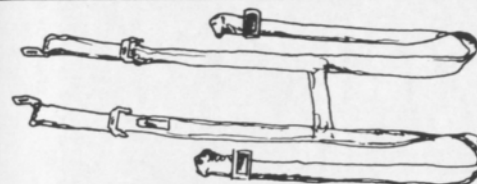
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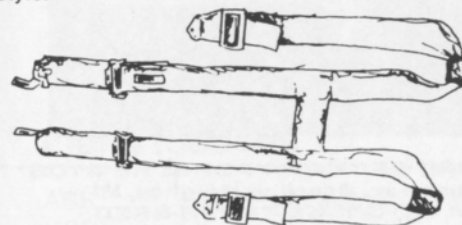
(Formerly Bob's Safety Equipment)

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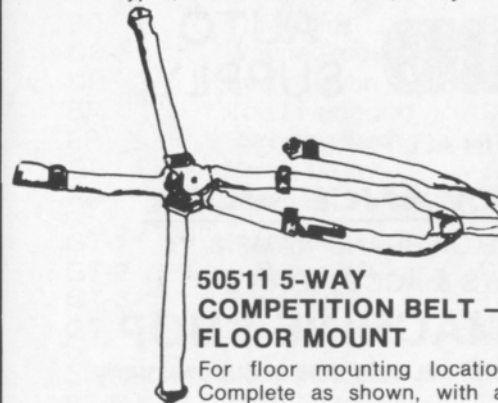
2" SHOULDER HARNESS

Meets new SCCA mandatory safety requirements for all competition cars. To install, you must have new "H Type" floor mount harness. 2" style.



3" SHOULDER HARNESS/SPRING

New "H Type", floor mount harness, 3" style.

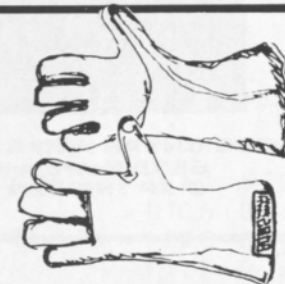


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Black Leather Outside, Nomex Batting Inside.



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White or orange.

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OPEN 6 DAYS A WEEK — CLOSED SUNDAY



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
CSR	Evan MacDonald	M - 2	1:10.5	9/78
DSR	Don Clining	Meister Honda	1:20.8	5/75
S/2000	Larry Campbell	Lola	1:11.5	9/79
BP	Tim Clark	Corvette	1:14.7	9/78
CP	Wayne Rogers	Datsun 240Z	1:19.4	8/78
DP	Karl Nilsson	Porsche 914	1:17.5	9/79
EP	Lou Livengood	Porsche 356	1:16.3	6/80
FP	Barry Hartzel	MG Midget	1:16.2	7/78
GP	Grant Brady	Triumph Spitfire	1:18.9	9/78
HP	Paul Cameron	Sprite	1:20.4	7/78
GT-1	Bill Wink	Camaro	1:17.4	5/80
GT-2	J. Byron Walker	Datsun 510	1:16.9	6/80
GT-3	Dave Huard	Toyota	1:18.9	7/80
GT-4	Ross Becker	Mini	1:20.6	8/80
SS/A	Bobby Fehan	Mustang II	1:27.4	7/80
SS/B	Thad Gutowski	Scirocco	1:29.6	9/76
SS/C	Marc Robling	Pinto	1:30.6	9/79
FF	Vince Muzzin	Royale	1:09.4	6/78
FV	Vince McLeod	Lynx	1:16.5	7/79
**F/ALTC	Vince Muzzin	March	1:06.7	5/75
F/CNTL	Charles Van Acker	Lola	1:09.8	8/79
F4	Robert Long	Xpit	1:13.2	9/79
F440	Greg Assenmacher	Stinger	1:19.0	7/80

**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 (GT cars and sports cars with minimal modification), Sports Racing (highly modified engine and body over wheels), GT Class (enclosed cockpit passenger cars, formerly sedan class), 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

- BP** Corvette (small block), Shelby Mustang, Porsche 911 series
- CP** Datsun "Z" series, Lotus Elan, Porsche 914/6, Sunbeam Tiger
- DP** Porsche 914, Lotus Super 7, Datsun 2000, Yenko Stinger Corvair, Triumph GT-6, TR-6 and TR-7.
- EP** Porsche 356, MGB, Opel GT, Porsche 914, Triumph TR-3 and TR-4, Elva Courier
- FP** Saab Sonnet, MG Midget Mk III and IV, Lotus 7, 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-19, 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-19, MG Midget, Honda Civic, Pontiac Astre, Renault R5

SPORTS RACING

- ASR** over 1300 cc but less than 6000 cc
- CSR** over 850 cc up to 1600 (with restrictions)
- DSR** below or equal to 850 cc
- S/2000** uses Ford 2000 cc overhead cam engines only

GT CLASS (Formerly A, B and C Sedans)

- GT-1** Camaro, Mustang V-8, Capri V-8, Pontiac Sunbird and Firebird
- GT-2** Pinto 2000 and 2300, Datsun 510 1800, Mustang 2300, Opel 1900,
- GT-3** Datsun 200 SX, Mazda RX 2, Toyota Celica.
Pinto 1600, Fiat 124/Sports Coupe, Datsun 510 1600, Dodge Colt, Toyota Corolla 1600.
- GT-4** Austin/Morris Mini Cooper, VW 1300, NSU TT, Renault LeCar, Fiat 124 1200, Toyota Corolla 1200.

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
- F/ALTC** Formula Atlantic - choice of engines in the over 1100 cc up to 1600 cc range, wings and other modifications allowed, not meant to be an inexpensive race car.
- F/CNTL** Formula Continental - engines up to 1100 cc, rear wings allowed, combines the modifications of the previous Formula C and Formula Super Vee classes
- F 440** Formula 440 - utilizes Fuji two-cycle snowmobile engines and drive train, rigid suspension, wings permitted
- F 4** Formula Four - Canadian class, motorcycle engine power plant, engine size determines weight and transmission allowed

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



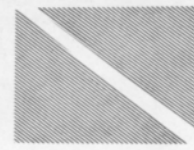
(Stationary) Take care, danger, no passing.
(Waving) Great danger, be prepared to stop, no passing.

red



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

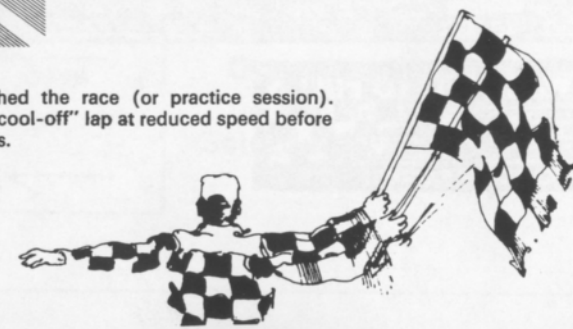
blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

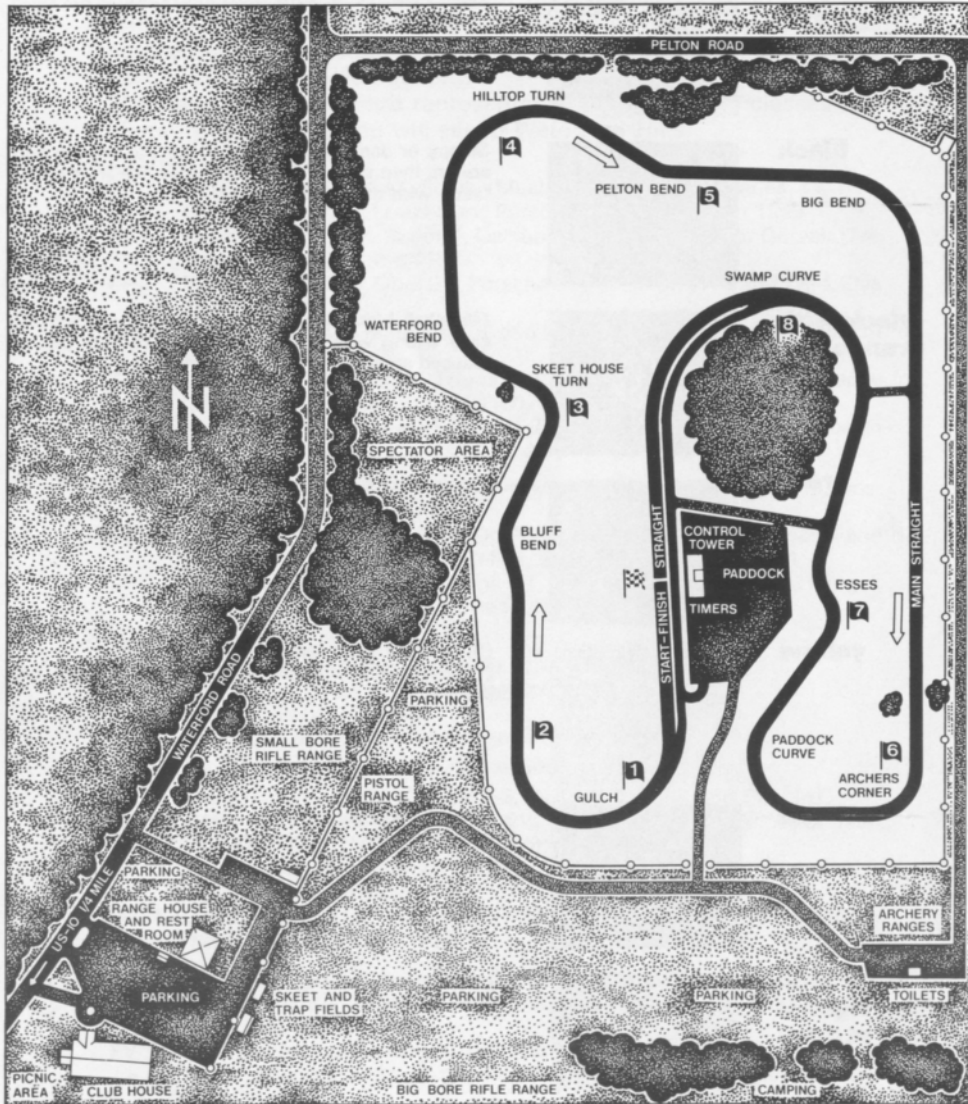
checkered

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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