

# WATERFORD HILLS



## ROAD RACING • 1981



SEPTEMBER \$1.00

FALL CLASSIC

### 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 1981, we've assembled the largest field in our 23 year history! Watch over 130 top drivers battle it out in the finest racing machinery from American 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 1981 ROAD RACING CALENDAR

- May 16-17
- June 27-28
- August 29-30
- May 30-31
- July 25-26
- Sept. 26-27

### 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.R.I. Race Track is located just 6 miles north of Pontiac on Waterford Road, 1/4 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 2 1/2 miles.

### GREAT SOUNDS IN THE HILLS

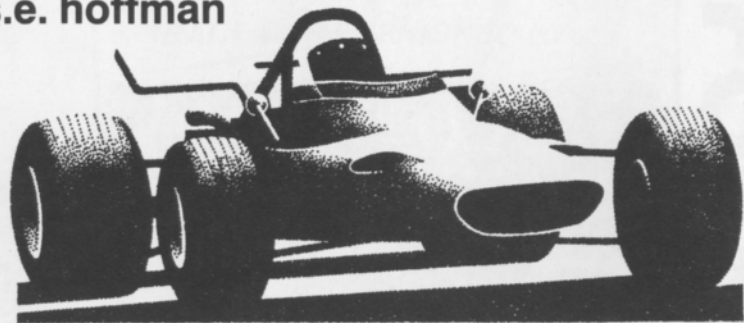
Published by Waterford Hills Road Racing Inc. 1981





# the inside line

s.e. hoffman



Welcome to the Annual Fall Classics Races at Waterford Hills Raceway!

August's cool weather combined with the smooth surface created by the track patching brought some terrific race competition and some new class records. Kirk Carlson in the brown Midget #57 set a new GP time of 1:18.6 on Saturday. Sunday he dropped another 6/10ths to take the GP class record down to a 1:18.0 in the feature. The dueling Mini's in GT-4 did some breaking of their own. Pushed hard in Saturday's race, Ross Becker dropped his own record to a 1:20.4 with the silver Mini #34 driving for the win. On Sunday Dan Hill in the #35 red and white Mini dropped a full second off that time, to a 1:19.4, when he won, with Ross taking second. The battle for this class championship will be decided this weekend!

Larry Ross brought his GT-2 Capri, brown #93, back to its first win since May and Jerry Shiloff's blue and silver Pinto #80 took second with a super pass on the outside at the end of the straight. Bill Wink and his IMSA Corvette #06 had a great dice with the Trans-Am Corvette of Jack Broomhall for the GT-X win. Both cars are classified as "X" because their pro series set-up is illegal in the regular GT-1 class. The FV series remained tight with Dennis Hamilton in blue #3 taking two wins to one for Lee McLeod in red #21. Stay tuned this weekend!

Some exciting racing action always happens in September, the last race weekend. It's that go-for-it-I've-got-all-winter-to-fix-it attitude! Somehow, the fenders and fiberglass always fly!!

At this time we would like to thank all of our volunteer workers who keep our races on schedule. Great job, gang, and we couldn't do it without you!

We would like to thank all of our drivers, their crews and families for another season of terrific competition here at Waterford Hills. Our drivers provide the best in clean racing, in super

sportsmanship, and in car preparation. For my (or anybody's!) money, our amateur racers put on the best show in town. Congratulations, drivers! In my book, you are all champions!

**We have a very special treat for our spectators this month with the first appearance of the Ford-Mercury Club members who will have a car corral on the hill and will do a parade lap on Sunday. Make them feel welcome!**

**A very special thank you to all of our loyal race fans who have spent this exciting season with us. Your cheers and applause mean so much to our drivers when they are racing and especially on the victory lap. It wouldn't be the same without you!**

Plan right now to join us for the 1982 race season. We will run the second weekend in May and the last full weekend from May through September. Come back! Right now enjoy the Fall Classics with us!

Happy viewing!!

## officials

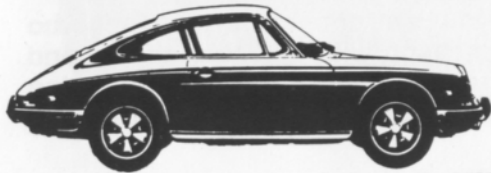
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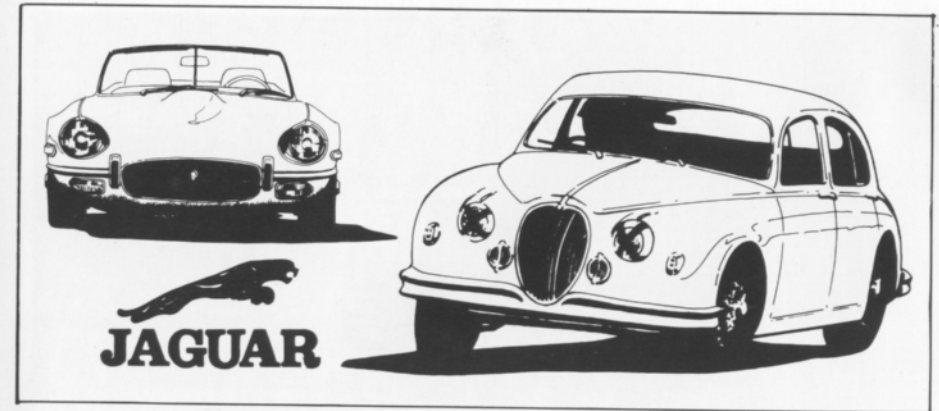
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art by art pryde

## august 29/30 race winners

### class races

#### saturday

Race 1	FV	dennis hamilton	lynx
Race 2	GP	hugo carlson	midget
	HP	dena hallandal	sprite
	GT-4	ross becker	mini
Race 3	FF	jon horgas	crossle
Race 4	EP	paul nawrocki	porsche
	FP	john kubiak	spitfire
Race 5	GT-2	larry ross	capri
	GT-3	jerry morlewski	fiat
	SSA	charlie henry	mustang
	SSC	mike white	rabbit
Race 6	GT-1	doug buist	corvette
	DP	ron mcconkey	yenko
	GT-X	bill wink	corvette
	S/R-X	bob schneider	mallock

#### sunday

Race 1	FV	lee mcleod	lynx
Race 2	GP	hugo carlson	midget
	HP	dena hallandal	sprite
	GT-4	dan hill	mini
Race 3	FF	jon horgas	crossle
Race 4	EP	paul nawrocki	porsche
	FP	john kubiak	spitfire
Race 5	GT-2	ken nelson	opel
	GT-3	cliff mckillop	datson
	SSA	charlie henry	mustang
	SSC	ron lindensmith	fiat
Race 6	GT-1	doug buist	corvette
	DP	dan neipling	tr-250
	GT-X	bill wink	corvette
	S/R-X	bob schneider	mallock

### feature races

Race 1			
1st	dennis hamilton	lynx	
2nd	lee mcleod	lynx	
3rd	john nolan	lynx	
4th	leon messler	ogre	
5th	terry abbott	zink	

Race 2			
1st	kirk carlson	midget	
2nd	dan hill	mini	
3rd	ron cline	spitfire	
4th	jim grams	spitfire	
5th	ross becker	mini	

Race 3			
1st	mark davison	crossle	
2nd	john horgas	crossle	
3rd	dan clark	crossle	
4th	dave shook	merlyn	
5th	bill shamick	zink	

Race 4			
1st	bob schneider	mallock	
2nd	doug buist	corvette	
3rd	jack broomhall	corvette	
4th	ken nelson	opel	
5th	jim mcintosh	corvette	



photo by john willyard



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## a family affair peter quenet

This is the last race weekend of 1981 -- September is almost over -- where has the season gone? By Monday all that will remain are fond memories of a great year. Without doubt, one of Waterford's greatest assets is the people. It matters not what you do nine to five -- everyone is united in a common interest in cars. Drivers, crew, workers, officials and spectators intermingle to create an atmosphere of friendliness which is rare in such a competitive arena.

It is not surprising, therefore, that many people look on a Waterford weekend as a treat to be shared by the whole family. The myriads of laughing children in the paddock playpen and the blazing campfires on Saturday night attest to this.

With such involvement, as you might expect, the desire to participate often spreads to other members in the family. It is for that reason our Saturday program includes a race for "co-drivers" which gives someone else a chance to race.

There are many couples who share driving duties in this manner. One will drive the 10 lap races and the spouse drives the co-driver race. In some families the Sunday races are similarly split, one will drive the 10 lap race and the other the 15 lap feature race.

This may cause a little confusion at first, particularly if you are used to seeing a car run near the front of the pack and are wondering why it is now nearer the back, or vice versa. Since the car number remains the same, one must listen to the announcer or look carefully at the driver to discover a switch.

As you watch today's races, see if you can tell who is driving; Kathy or Randy Black (FP Saab Sonnet), Carol or Bob Clemens (GP Triumph Spitfire), Roberta or Bruce Foss (GT2 Opel Manta), Nancy or Jim Grams (GP Triumph Spitfire), Linda or Charlie Henry (SSA Mustang), Barb or Don Kitch (FV), Mary or Jerry Shiloff (GT2 Pinto), Lee or Mike White (SSC Rabbit). MCP's please note that their position in the race is not necessarily a clue to who's driving!

Dena and Bill Hallandal are a little different (? Ed.). Although they both drive an orange car numbered 1, they each have their own car and compete in separate classes. Dena in HP (Sprite) and Bill in S2000 (HRE). Both are regular recipients of chequered flags.

But husbands and wives are not the only example of family involvement. There are numerous instances where the interest has been passed on from father to son/daughter and, in many instances, they are all still competing. Again, look for Tom and Terry Abbot (FV), Bill, Jim and Kerry Bowman (FV), Hugo and Kirk Carlson (FP MG Midget), Charlie and Mark Davison (FF), Ed and Craig Horgas (FF), John and Bob Kubiak (FP Triumph Spitfire), Jim and Jan McIntosh (GT 1 Corvette) and Rob McIntosh (HP Sprite), Vince, Bob and Lee McLeod (FV), Bob and Chris Ohneck (GP Triumph GT6), Bill and Tom Stewart (EP Opel GT) and Pete and Bill Tubbs (DP Triumph GT6)



photo by al bizer

**Vince McLeod**

Perhaps the most successful family are the McLeod's. Vince, patriarch of the clan, started here in 1968 and was the FV champion in 1976 and, again, in 1978, establishing a new lap record for the class at the same time.

A firm believer in "quit while you're ahead", Vince assigned the driving to his two sons, both of whom went through drivers school here at Waterford in the spring of 1977. Taking over where dad left off, Bob was not only the class champion in 1979, but the overall club champion that year. Since 1980, Bob has been competing in the National race series organized by the Sports Car Club of America (SCCA) leaving Lee to uphold the McLeod name here at Waterford.

Formula Vee is one of the most competitive classes and although Lee has been a front runner all season, it will take this weekend's racing to determine who will be the FV champion. Regardless of the outcome, Lee has had a memorable year, one in which he bettered his father's lap record by more than a full second! A feat matched by Kirk Carlson last month when he lowered his dad's long standing lap record in G Production. A little hard on the ego, perhaps, but Vince and Hugo can take comfort in the fact that their sons are truly "chips off the old block".

So far, we have only seen second generation racers. Who will be first with a fast grandchild? Come back next year and find out for yourself.



photo by al bizer

**Bob and Lee McLeod**





With such involvement, as you might expect, the desire to participate often



# winners circle

photo by al bizer



**DOUG BUIST**  
GT-1

photo by al bizer



**ROSS BECKER**  
GT-4

photo by john williard



**JOHN THOMPSON**  
EP

photo by john gaciocch



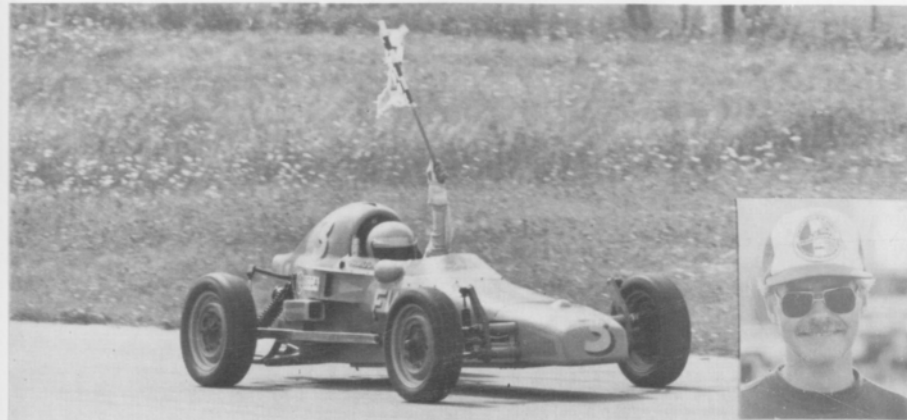
**MARK DAVISON**  
FF

photo by john williard



**DAN NEIPLING**  
DP

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**DENNIS HAMILTON**  
FV



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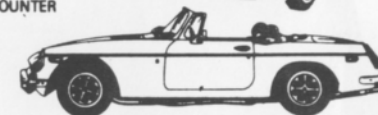


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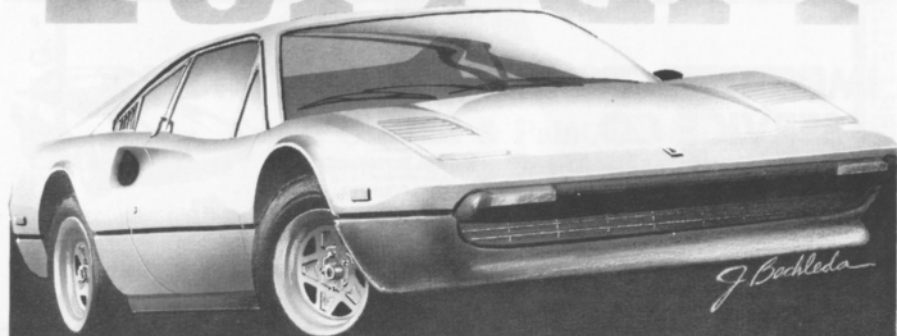
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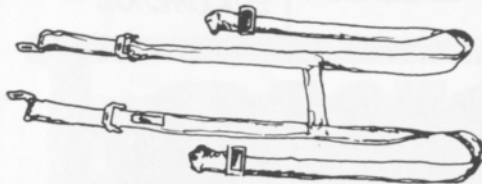
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# R.J.S. SAFETY EQUIPMENT

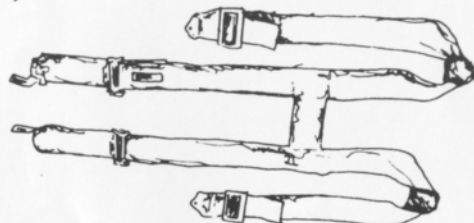
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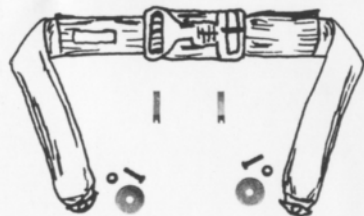
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## average lap speed chart

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
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
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	Kirk Carlson	MG Midget	1:18.0	8/81
HP	Paul Cameron	Sprite	1:20.4	7/78
GT-1	Dave Buist	Corvette	1:15.4	6/81
GT-2	J. Byron Walker	Datsun 510	1:16.5	9/80
GT-3	Dave Huard	Toyota	1:18.9	7/80
GT 4	Dan Hill	Mini Cooper	1:19.4	8/81
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	1:30.1	9/80
FF	Vince Muzzin	Royale	1:09.4	6/78
FV	Lee McLeod	Lynx	1:15.7	7/81
**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 groups are: Production (sports cars), Showroom Stock (GT cars and sports cars with minimal modification), Sports Racing (highly modified engine and body over wheels), GT (enclosed cockpit passenger cars and former big production cars), and Formula (open wheels and single cockpit). Race groups are subdivided into classes of equally competitive cars based upon engine size and handling characteristics.

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

## PRODUCTION

- CP** Datsun "Z" series, Mazda RX7, Porsche 914/6 & 924 Turbo, Sunbeam Tiger, Triumph TR-6 & TR-8
- DP** Lotus Super 7, Datsun 2000, Triumph GT-6, Yenko Stinger, Porsche 914-S
- EP** Porsche 356 series, MGB, Opel GT, Porsche 914/4, Triumph TR-4
- FP** Saab Sonnet, MG Midget Mk III & IV, Lotus 7, Triumph Spitfire Mk III & IV & 1500
- GP** MG Midget Mk I & II, Triumph Spitfire Mk I & II, MGA, Porsche Coupe, Austin Healy Sprit 1100, Fiat X1/9, Fiat 124 Spider
- HP** Austin Healy Sprite Mk I & II, Fiat 850, MG Midget 948, Fiat Abarth

## SHOWROOM STOCK

- SSA** Porsche 924, Datsun 280Z, Capri V-6, Mustang Cobra, Mazda RX-4 & RX-7
- SSB** Datsun 200 SX, Fiat 124, Scirocco, Dodge Colt
- SSC** Pinto, VW Rabbit, Renault LeCar, Mustang 2.3, Fiesta, MGB Pontiac Astre, Honda Civic, Toyota Carolla

## SPORTS RACING

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

## GT CLASSES

- GT-1** Camaro, Dodge Aspen, Ford Cobra II, Corvette, Shelby GT-350, Porsche 911 SC
- GT-2** Opel 1900, Datsun 510 1800, Mustang 2300, Pinto 2000 & 2300, Cosworth Vega,
- GT-3** Ford Escort/Lynx, VW Scirocco, VW Rabbit, Datsun 200 SX, Mazda RX 2, Toyota Celica, Pinto 1600, Fiat 124 Sports Coupe, Datsun 510 1600, Dodge Colt, Toyota Carolla 1600
- GT-4** Honda Civic, 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 with driver's weight included in total legal weight, very equal class
- FV** Formula Vee - all Volkswagen components, 1200 cc engine, driver's weight included in total legal weight, very competitive class
- F/AKTC** Formula Atlantic - choice of engines in 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 - engine up to 1100 cc, rear wings allowed, combines the modifications of the previous Formula C and Formula Super Vee classes
- F440** Formula 440 - utilizes Fuji two-cycle snowmobile engines and drive train, rigid suspension, wings permitted
- F4** Formula Four - Canadian class, motorcycle engine power plant, engine size determines weight and transmission allowed

# flags

**yellow with red stripes**



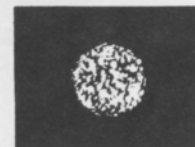
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

**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**



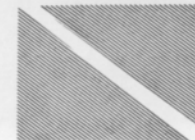
(Stationary) Take care, danger, no passing.  
(Waving) Great danger, be prepared to stop, no passing.

**red**



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

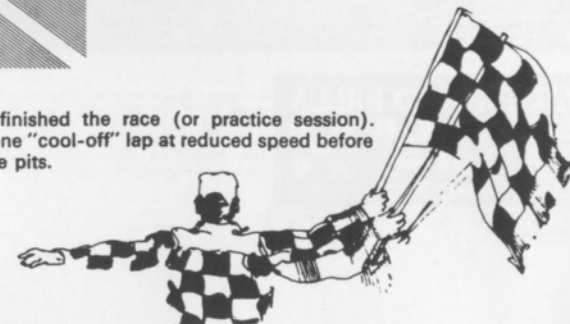
**blue with diagonal yellow stripes**



(Motionless) Another competitor is following you closely.

**checkered**

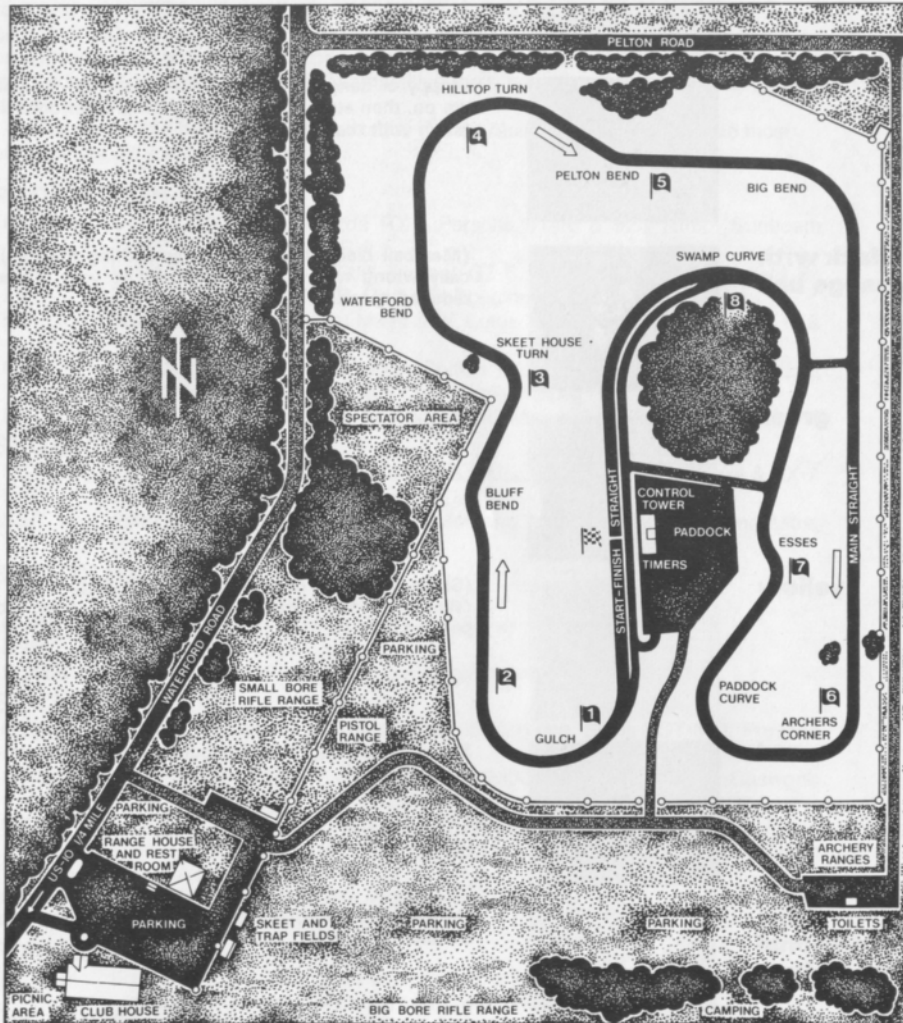
You have finished the race (or practice session). Complete one "cool-off" lap at reduced speed before entering the pits.





# waterford hills course map

a 1.5 mile  
asphalt road course  
at waterford,  
michigan



# THE SPIRIT OF COMPETITION



# A CONTINUING TRADITION

FORD DIVISION 