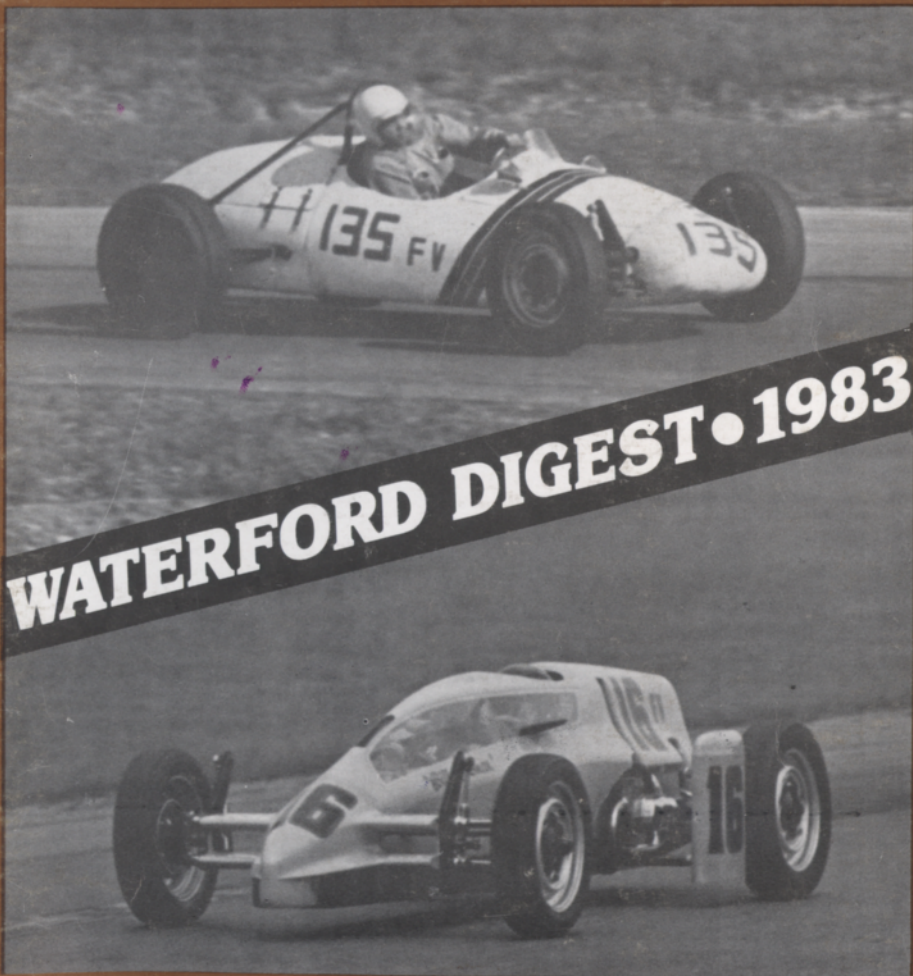


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- AUGUST 27-28
- MAY 28-29
- JULY 30-31
- SEPT. 24-25

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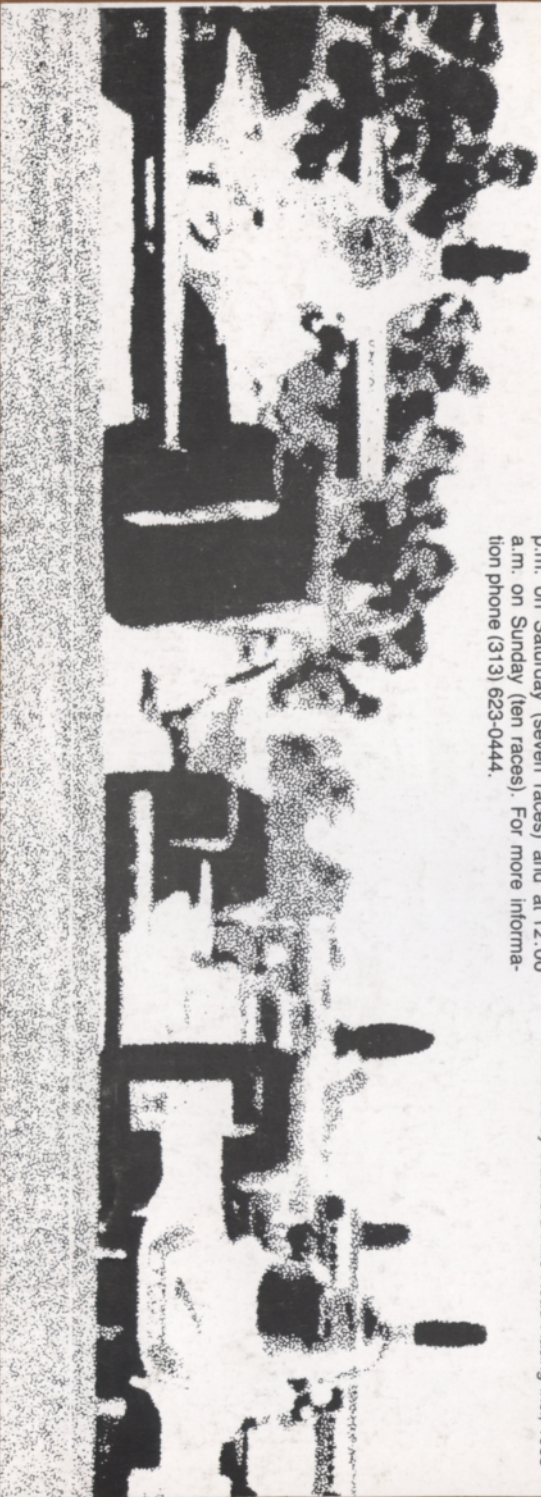
Admission is just \$3.00 for Saturday, \$5.00 for Sunday, or \$6.00 for the entire weekend. Children under 12 are always free and a Season Ticket is only \$25.00. The track opens at 10 A.M. for practice and qualifying. Racing begins at 1:30 p.m. on Saturday (seven races) and at 12:00 a.m. on Sunday (ten races). For more information phone (313) 623-0444.

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THE WATERFORD DIGEST

Published by Waterford Hills Road Racing Inc., 1983



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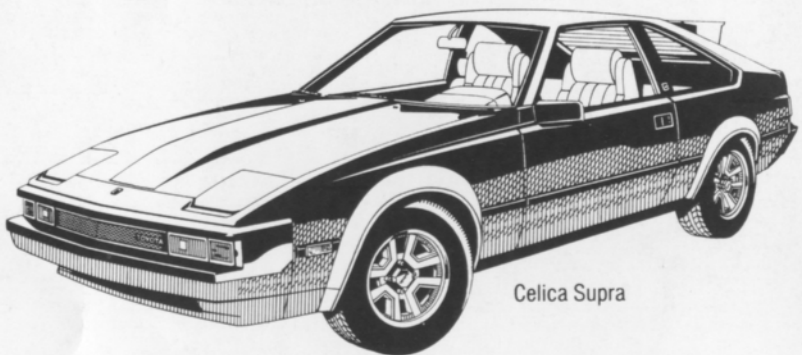
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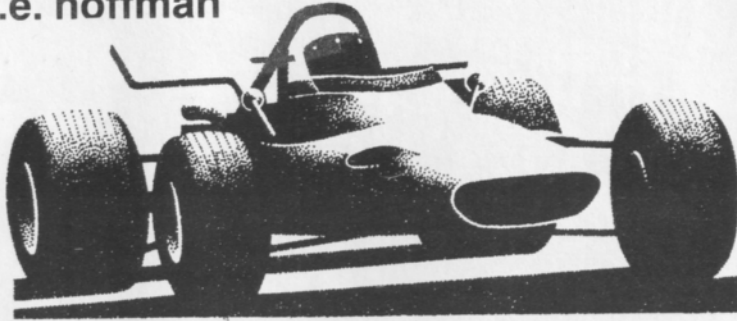
TOP — stu carter, formcar FV — sept. 27, 1964
BOTTOM — bill bowman, caracal FV — may 29, 1982

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the inside line

s.e. hoffman



Welcome to the Fall Classics races!

Last month's Silver Anniversary weekend was simply super with great crowds, lots of returning members from all over the country, and terrific racing! Ed Murray and his sleek red Jedi DSR set a new class record of 1:14.8 which dropped his old time by a whopping four seconds. Veteran driver Andy Falbo returned to his home track with a red March and broke the track record! Andy's time of 1:06.1 off the record which had stood since 1975. Congratulations, Andy!

This month marks the last of our 1983 race series. We have some very special happenings this weekend.

Sylvestre Racing and Kelsey-Hayes are holding an exhibit area on the hill with lots of their employees, friends and guests. Do take the time to stop by their area and talk with these nice people. Welcome to you all!

The Vintage Racers have returned for their annual appearance here at Waterford Hills. They will hold races on both Saturday and Sunday. It's good to have you all back!

On Sunday, the English Car Clubs will be holding a parade lap at the noon break and will have a corral in the spectator area. Between races, take the time to see these beautiful cars and welcome this group back to our events!

At this time we would like to thank all of our drivers, their crews and families for another terrific year of racing at Waterford. Our drivers will loan each other car parts, mechanical help and moral support to be sure that all cars are on the grid. They are noted for their attitude of "I want to beat you, but I want to beat you when we are both going full bore and flat out!" The competition is keen and clean. That is in the highest

traditions of club racing, the principle upon which we were founded twenty-five years ago! Thank you drivers!

We would like to thank all of our volunteer workers for their help and dedication. It takes about 125 behind-the-scenes people to hold a successful race weekend. Our workers come from all walks of life--a cute secretary up to her elbows in duplicating ink getting out the results lists may be doing her nine-to-five for the club or that turn marshal playing dodge-em-car-for-real earns a living teaching communications to high school students. We couldn't do it without you, gang! Thanks!

Most of all we want to thank our loyal fans in the spectator area. Your cheers of encouragement and waves on the victory laps mean so much to our drivers. Thank you for your continued support. You are the greatest!

Right now, enjoy the Fall Classics racing and plan to join us next year on the second weekend in May!

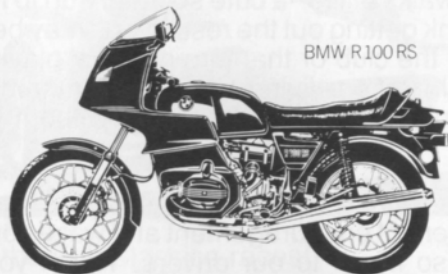
Happy viewing!

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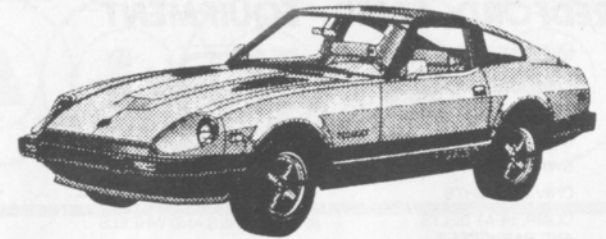


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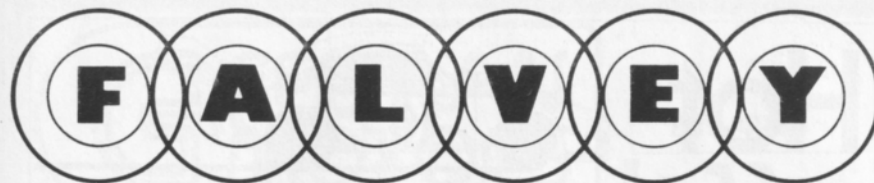
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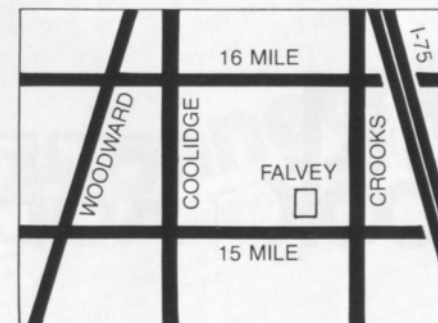
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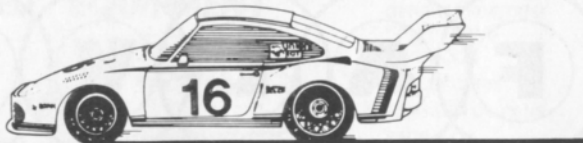
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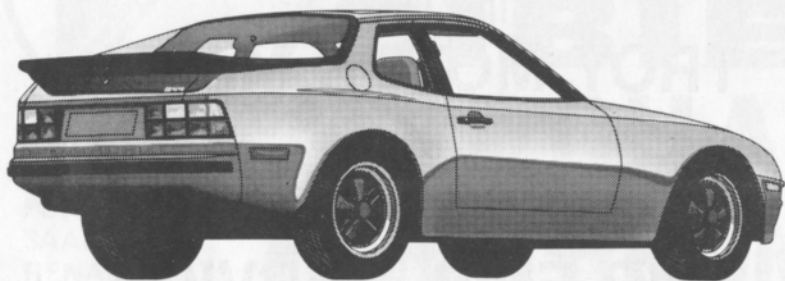
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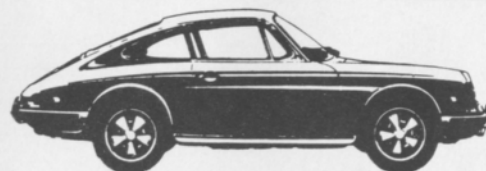
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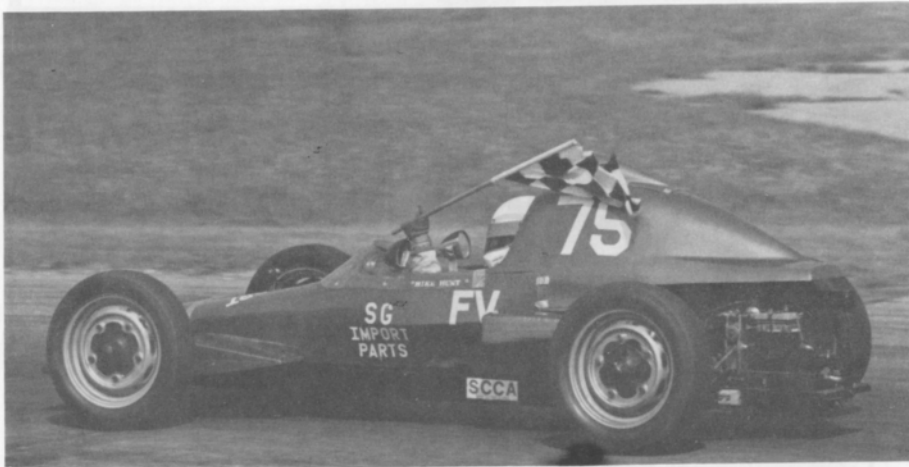
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winners circle



dave buist -- GT-1



mike hunt -- FV



dan wyse -- FV



photo by al bizer

AUGUST 27/28 RACE WINNERS CLASS RACES

| | | saturday | sunday |
|--------|-------|----------------|-----------------|
| race 1 | GT-4 | al ciaramitaro | jerry morlewski |
| | GT-5 | ross becker | ted wollesen |
| | SSA | bill bayley | bill bayley |
| | SSB | peggy krom | peggy krom |
| | SSC | ron miller | ron miller |
| race 2 | FV | michael hunt | michael hunt |
| race 3 | S2000 | bob schneider | bob schneider |
| | CSR | don parish | j. byron walker |
| | EP | paul nawrocki | paul nawrocki |
| | FP | tony brakora | tony brokora |
| | GP | rick deye | rick deye |
| | HP | conrad miesiak | conrad miesiak |
| race 4 | FA | andy falbo | andy falbo |
| | FF | doug plzak | david johnson |
| | FFR | jim vollmers | jim vollmers |
| race 5 | GT-1 | ray krom | ray krom |
| | GT-3 | doug goad | doug goad |
| | DP | tim pott | craig allen |

FEATURE RACES

| | race 1 | race 2 | race 3 | race 4 |
|-----|--------------|-----------------|----------------|---------------|
| 1st | dan wyse | rick deye | jason byers | bob schneider |
| 2nd | michael hunt | tim claucherty | jerry bell | jim cook |
| 3rd | jim bowman | tony brakora | bill catton | dave buist |
| 4th | dave shelbo | kevin good | bill shamick | ray krom |
| 5th | david peacy | jerry morlewski | doug chynoweth | doug buist |

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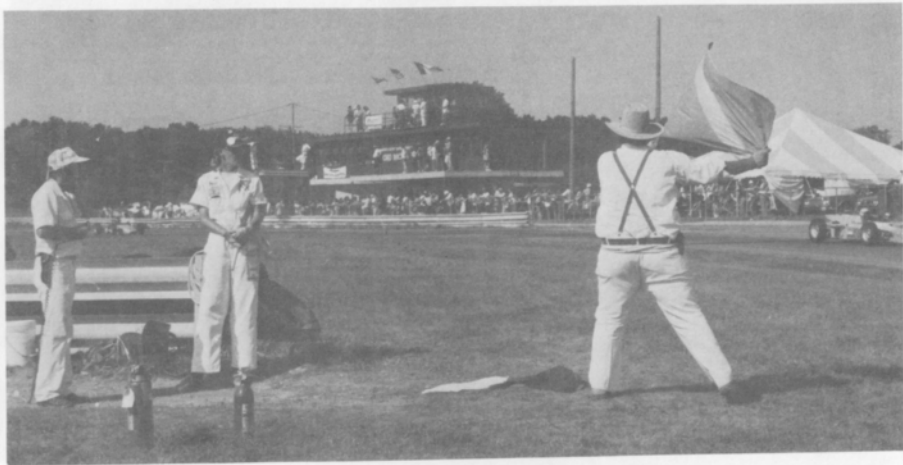


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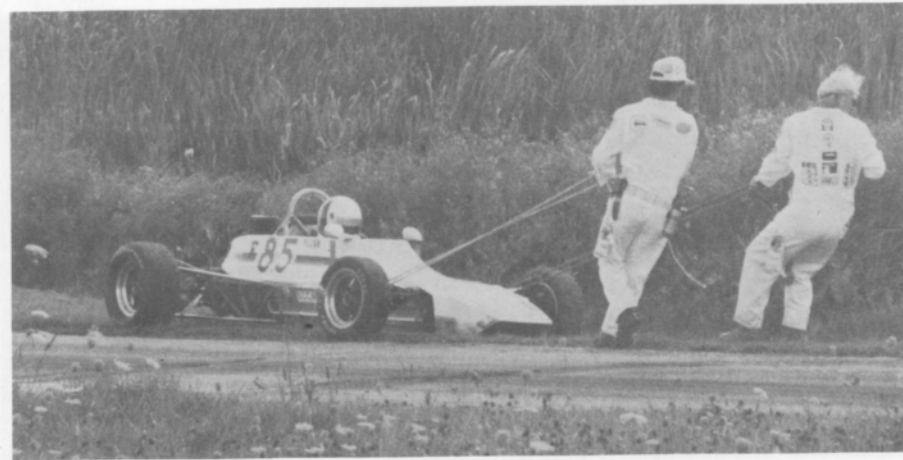


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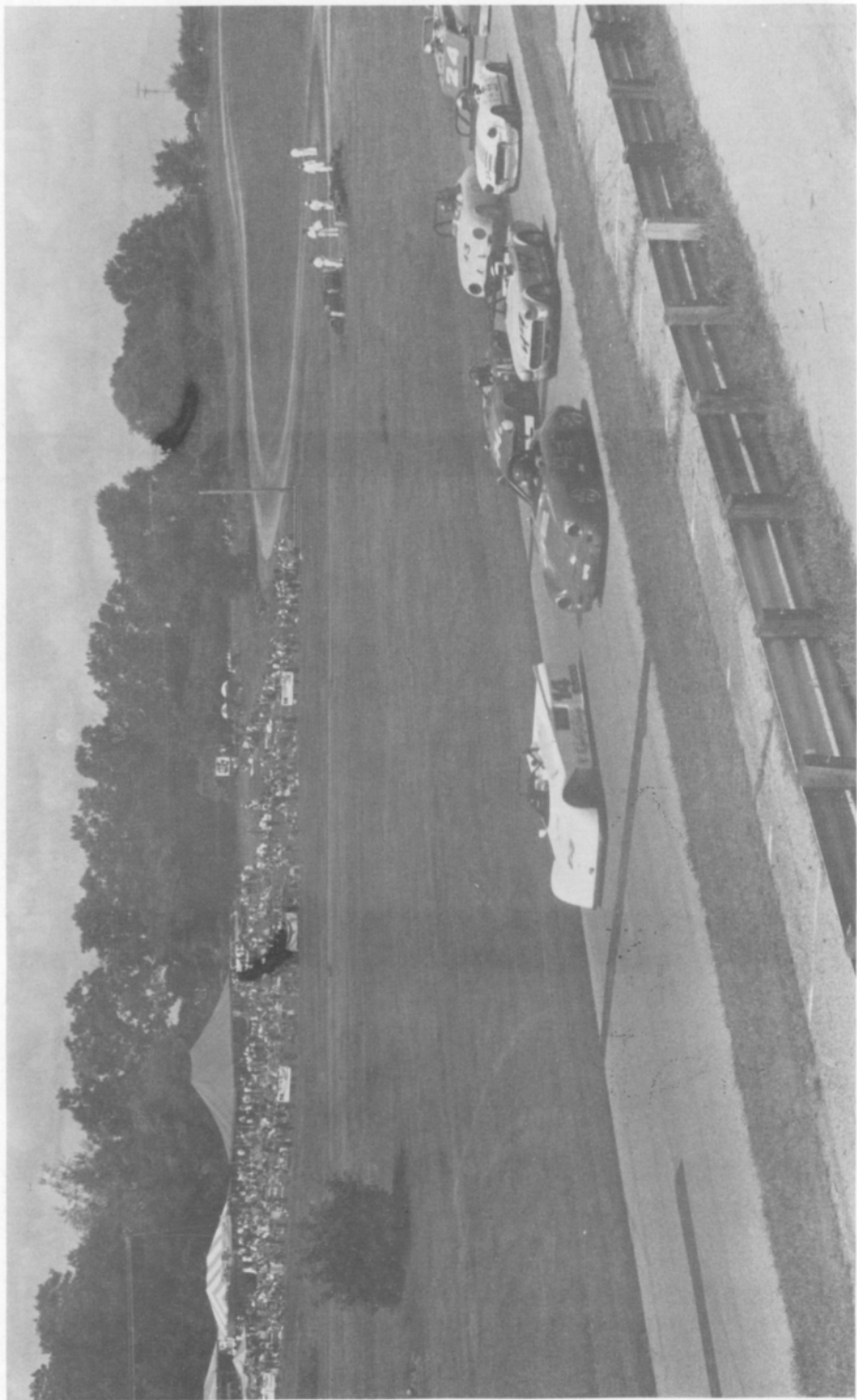


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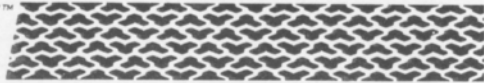


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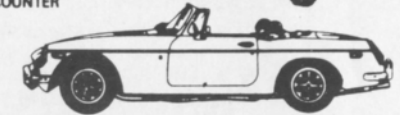
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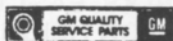


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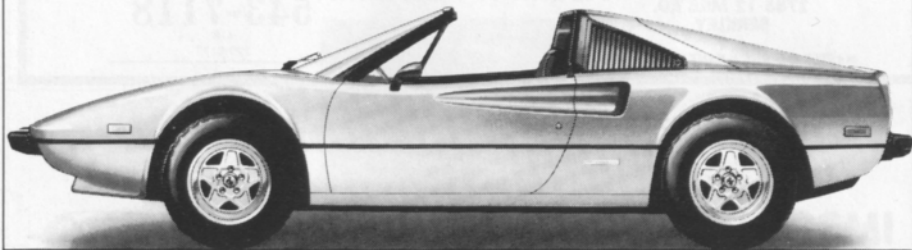
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*JUNE 25, 1960 - LINING UP FOR QUALIFYING.
NOTE THE ROLL BAR ON THE END CAR.*

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 | | |

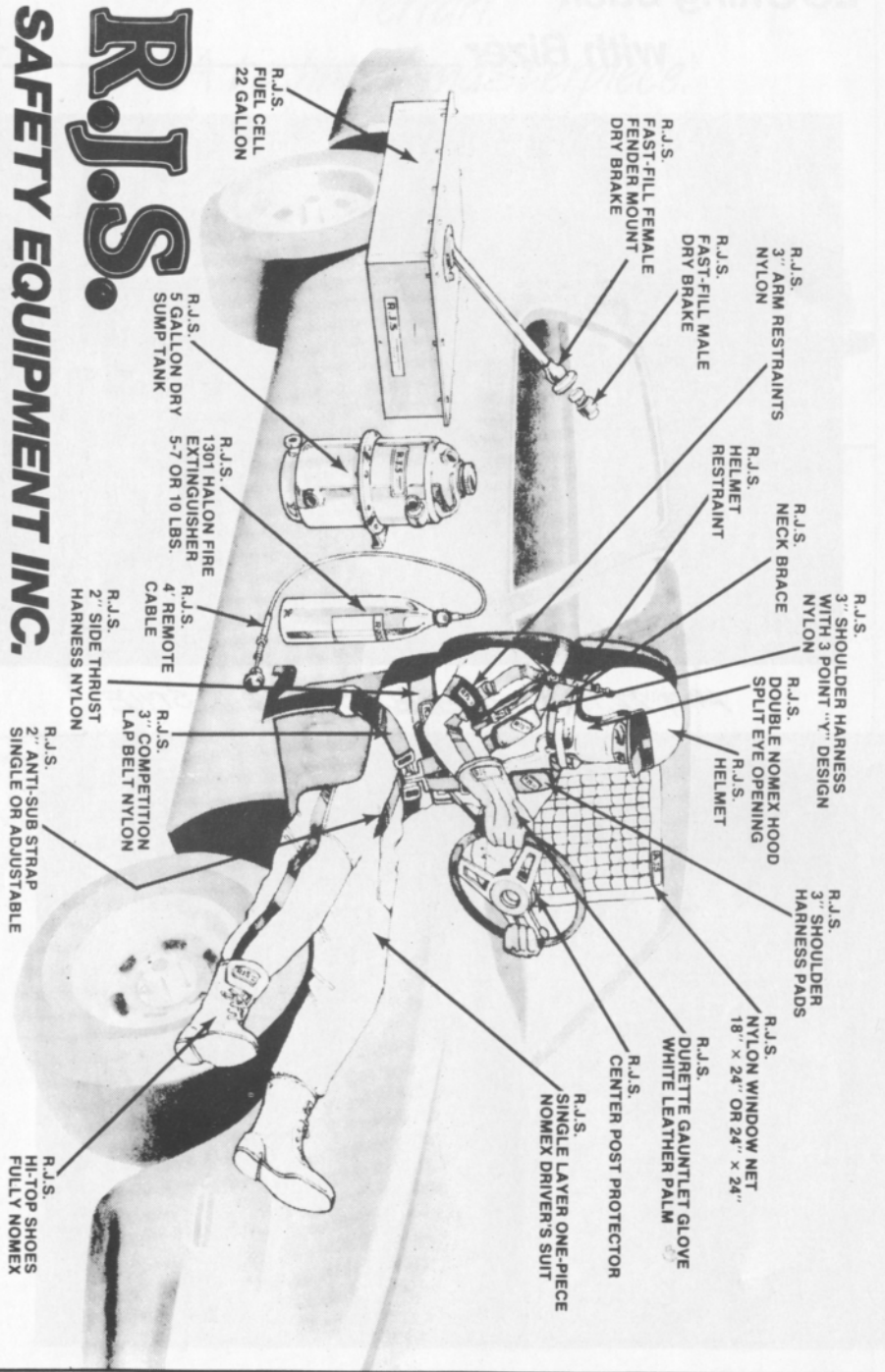
The Waterford Hills Road Course is 1.4221 miles long (7,509 ft. center line of track). To determine the speed of any individual car, time it for one complete lap and read off the speed from this table.

class records

| | | | | |
|--------|-------------------|---------------|--------|------|
| ASR | Ed Murray | Chevron | 1:10.9 | 9/81 |
| CSR | Evan MacDonald | M — 2 | 1:10.5 | 9/78 |
| DSR | Ed Murray | Jedi | 1:14.8 | 8/83 |
| S/2000 | Larry Campbell | Lola | 1:11.5 | 9/79 |
| DP | Craig Allen | Lotus Elan | 1:16.4 | 7/83 |
| 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 | 1:17.0 | 8/81 |
| HP | Paul Cameron | Sprite | 1:20.4 | 7/78 |
| GT-1 | Tim Taylor | Corvette | 1:14.9 | 8/82 |
| GT-2 | Wayne Rogers | Datsun 240Z | 1:19.4 | 8/78 |
| GT-3 | Doug Goad | Opal | 1:18.0 | 5/83 |
| GT-4 | Jerry Morlewski | Fiat | 1:19.4 | 5/83 |
| GT-5 | Ross Becker | Mini | 1:21.3 | 5/83 |
| SS-GT | Larry Rehagen | Mustang Turbo | 1:27.3 | 5/83 |
| SSA | Bobby Fehan | Mustang II | 1:27.4 | 7/80 |
| SSB | Charlie Henry | Dodge Charger | 1:28.4 | 9/82 |
| SSC | Ron Lindensmith | Fiat X1/9 | 1:29.6 | 9/82 |
| FF | Vince Muzzin | Royale | 1:09.4 | 6/78 |
| FV | Lee McLeod | Lynx | 1:15.7 | 7/81 |
| ** F/A | Andy Falbo | March | 1:06.1 | 8/83 |
| F/C | Charles Van Acker | Lola | 1:09.8 | 8/79 |
| F440 | Greg Assenmacher | Stinger | 1:19.0 | 7/80 |
| F4 | Stuart Lamont | Xpiti | 1:12.5 | 7/83 |

**track record

R.J.S.
SAFETY EQUIPMENT INC.
HAZEL PARK, MICHIGAN 48030 (313) 548-5727



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 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

- 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, Austin Healy Sprite, Fiat X1/9, Fiat 124 Spider, Alfa Romeo, Porsche Coupe
HP Austin Healy Sprite Mk I & II, Fiat 850, MG Midget 948, Fiat Abarth

SHOWROOM STOCK

- SS-GT** new class with current model cars of SSA plus additional modifications allowed.
SSA Mustang Cobra, Mazda RX series, Porsche 924, Capri V-6, Datsun 280Z
SSB Triumph TR-8, Scirocco, Dodge Colt, Datsun 200SX, Fiat 124
SSC Fiat X1/9, Pinto, VW Rabbit, Renault LeCar, Mustang 2.3, MGB, Honda Civic, Toyota Corolla, Pontiac Astre

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

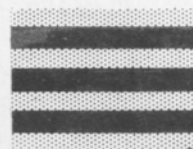
- GT-1** Corvette, Camaro, Ford Cobra II, Shelby GT-350, Porsche 911 SC, Dodge Aspen
GT-2 Datsun Z series, Mazda RX7, Porsche 914/6 & 924 Turbo, Sunbeam Tiger, Triumph TR-6 & TR-8
GT-3 Opel 1900, Datsun 510 1800, Mustang 2300, Pinto 2000 & 2300, Cosworth Vega
GT-4 Fiat 124 Sports Coupe, Pinto 1600, Toyota Celica, Dodge Colt, Toyota Corolla 1600, Renault LeCar, Datsun 510 1600, Ford Escort/Lynx, VW Rabbit & Scirocco
GT-5 Datsun 200SX, Austin/Morris Mini Cooper, VW 1300, NSU TT, Honda Civic, 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
FFR Formula Ford Radial — the cars are the same as the above class except they must use BF goodrich T/A radial tires.
FV Formula Vee — all Volkswagen components, 1200 cc engine, driver's weight included in total legal weight, very competitive class
F/ATLC Formula Atlantic — choice of engines in over 1100 cc up to 16000 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

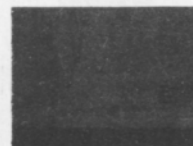
flags

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.

Waving black flag (displayed on all corner stations) means the race is stopped. Slow down immediately and proceed around the track with extreme caution to the pit lane for a re-start.

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



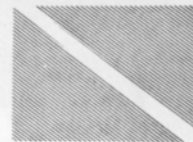
(Stationary) Take care, danger, no passing.
 (Waving) Great danger, be prepared to stop, no passing.

red



Waving red (displayed by the Starter only) means the race is stopped, slow down immediately and proceed around the track with extreme caution to the pit lane.

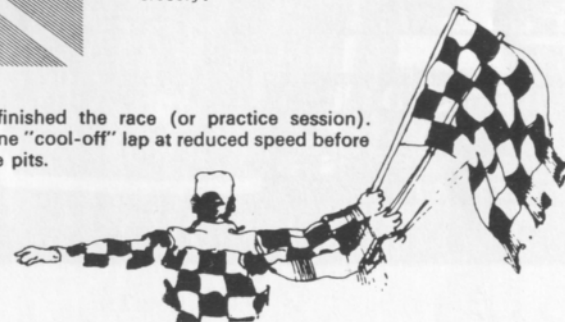
blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

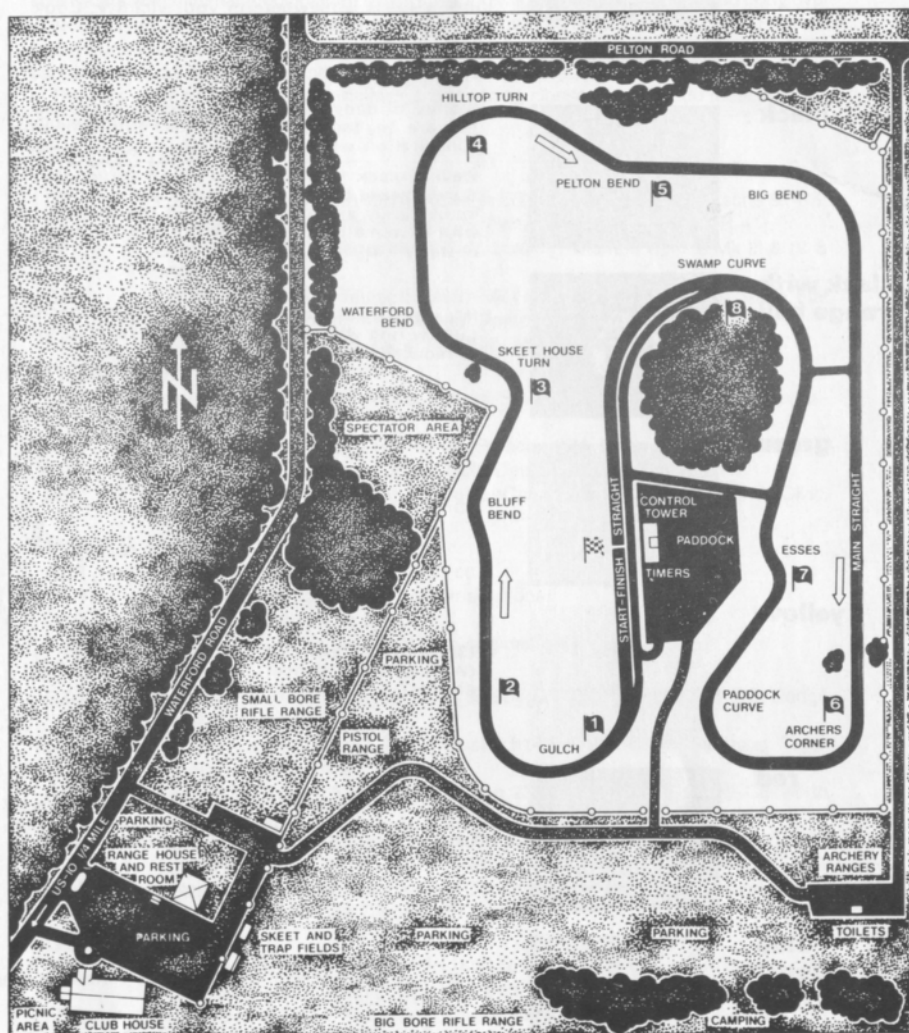
checkered

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 BOSS 1983

FORD MUSTANG

FORD DIVISION

