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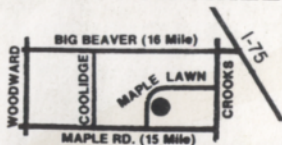
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**1984  
Waterford Digest**

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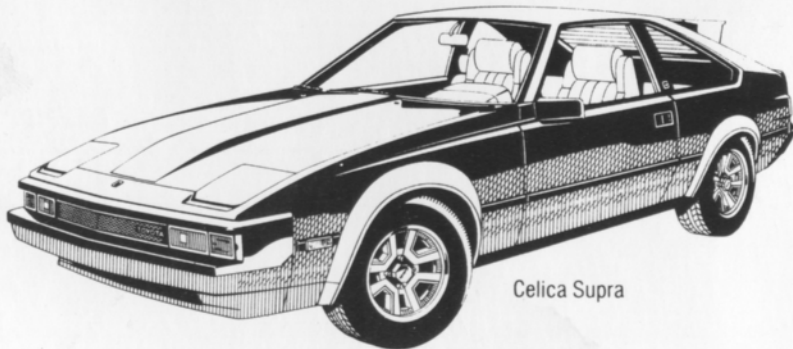
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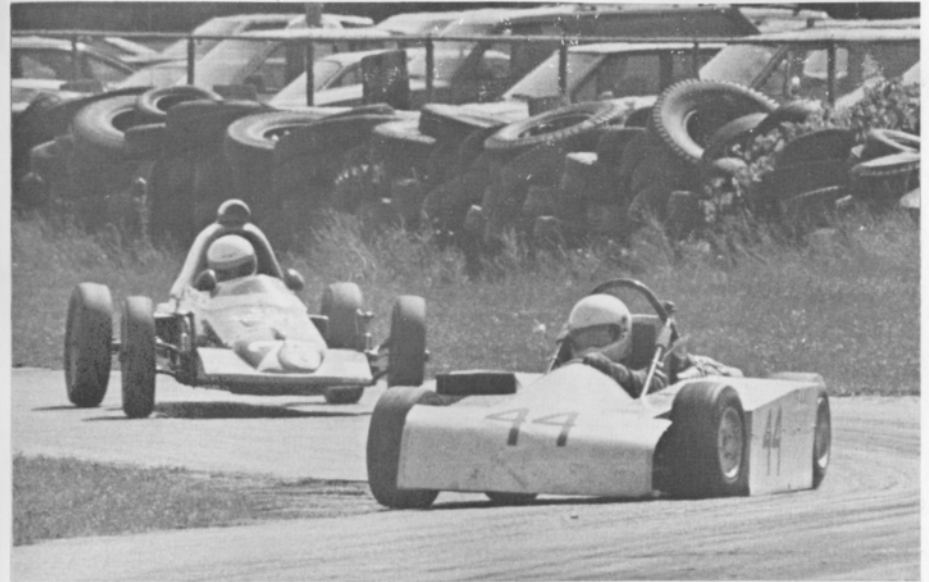
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# 1984 Waterford Digest



JOHN WILLYARD

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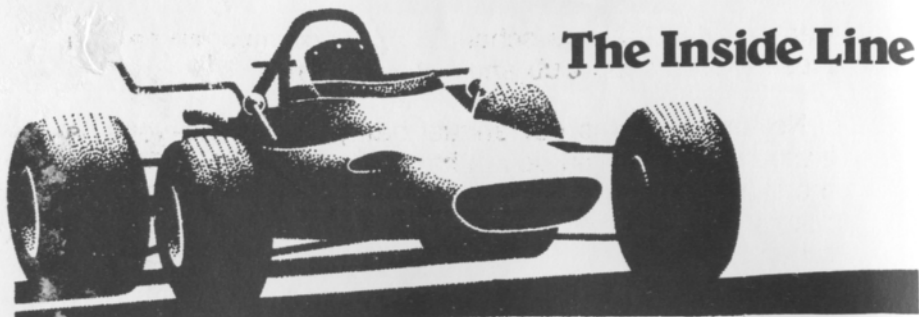


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## Staff

Editor: *DAN HILL*  
Feature Editor: *PETER QUENET*  
Advertising Director: *JERRY MORLEWSKI*  
Design and Production: *TAURUS ADVERTISING*  
Photographers: *AL BIZER*  
*JOHN J. WILLYARD*  
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Cover Photo by *JOHN WILLYARD*



## The Inside Line

Welcome to our final race of the season here at Waterford Hills.

We would like to give a special welcome to the folks from Mac Tool and Ford Motorsport, this weekend sponsors. Also to all the folks from the Bumper to Bumper stores. We hope you all enjoy yourselves.

Another special welcome goes to the members of the British car clubs. On Sunday these clubs will take a parade lap of the track. We expect nineteen different clubs to be on hand, from as far away as Chicago and Toronto.

This is the last chance for the racers to get their points for class championships and the Top Ten. The competition should be great. The top 20 drivers and their classes are: Ted Wollesen GT-5, Ray Krom GT-1, Doug Goad GT-3 and SSGT, Bill Bayley SSGT and SSA, Mark Division FFR, Steve McNamara FV, Paul Nawrocki EP, Jim Lockwood FFR, Bill Demeter EP, Kevin Good GP, Ken Nelson GT-3, Dave Klockowski FV, Dave Dobry GT-4, Sam Hamilton HP, Jac Brown FFR, Pat Hill FF, Bob Schneider S2000, Robert Ohneck II GP, Randy Black FP, and Don Fitz FF.

Don't forget to stop by the Boutique on Sunday so you can buy your envelope to get next seasons schedule.

On Sunday, as has become our custom, I will be at the turn three safety station to answer your questions and take your comments.

Even though the racing season stops until May, Waterford Hills members are still active in the winter. Our meetings are the first Wednesday of the month in the clubhouse. If you

want to attend drivers school in April you must come to a meeting to join the club and get your forms.

November 2nd is our annual banquet and everyone is invited to attend. You do not have to be a member. Tickets are \$22.50 per person. Contact Jerry Shiloff at 422-6597 for tickets after 6 p.m. Jerry is also chairman of the drivers school.

If you go to AUTORAMA, at Cobo Hall in January, be sure and come over to our dispaaly. It is an annual event for us and some of our best looking cars will be on hand.

We want to thank everyone for supporting us this season. We hope you all enjoyed watching the races as much as we enjoyed putting them on for you. We hope to see each and everyone of you again next season.

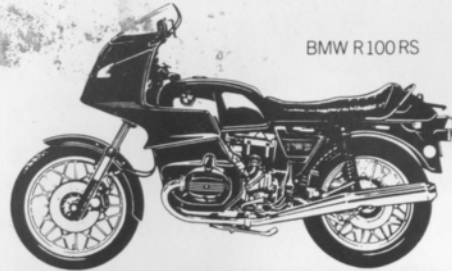
*Mike White*

## Officials

Waterford Hills Road Racing Club	
President	Jim McIntosh
Chief Steward	John Morris
Assistants	Ed Atkinson Barb Kitch
Stewards of the Meet	Dan MacDonald Peter Quenet Mike White
Director of Racing	Bernie Fling
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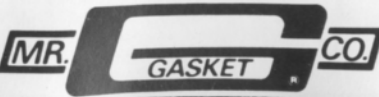















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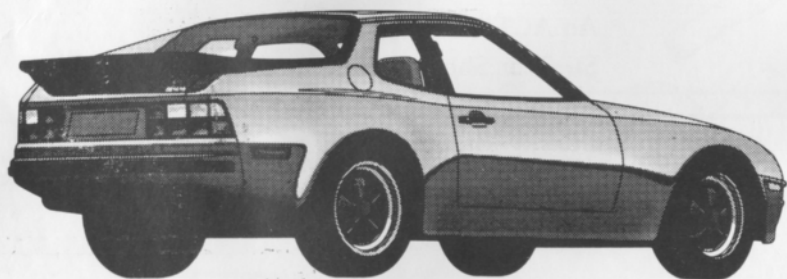
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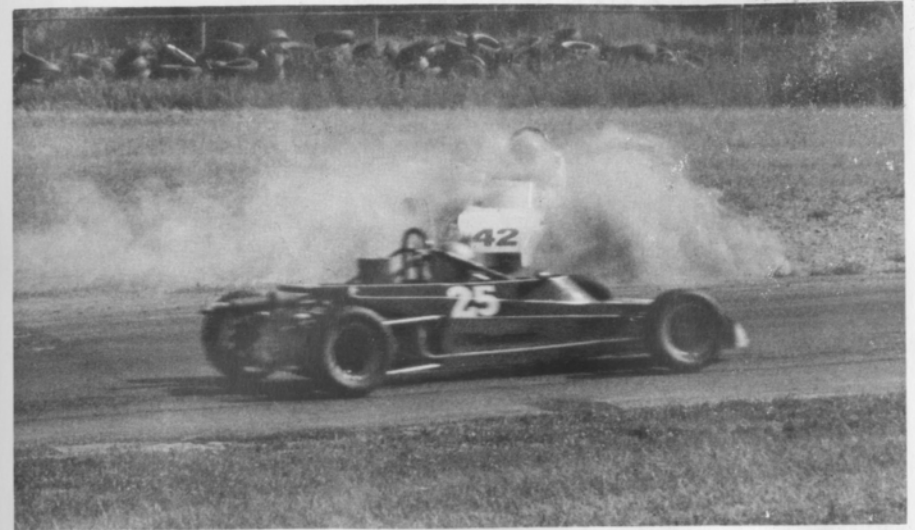
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VIC SKIRMANTS GP

AL BIZER AND JOHN WILLIARD

# 1984 Waterford Digest



AL BIZER

## AUGUST 25 RACE WINNERS CLASS RACES

		Saturday	Sunday
Race 1	GT-4	Jerry Morlewski	Jerry Morlewski
	GT-5		Ted Wollesen
	SSGT	Bill Bayley	Tom Goad
Race 2	FV	Michael Hunt	Michael Hunt
Race 3	S2	Bob Schneider	Bob Schneider
	GP	Vic Skirmants	Vic Skirmants
	FP	Randy Black	Randy Black
	HP	Sam Hamilton	Sam Hamilton
Race 4	FF	Pat Hill	Pat Hill
	FFR	Jac Brown	Jac Brown
Race 5	GT-1	Ray Krom	Doug Buist
	GT-3	Ken Nelson	Doug Goad

## FEATURE RACES

	Race 1	Race 2	Race 3	Race 4
1st	Michael Hunt	Tim Claucherty	Bill Hallandal	Bob Schneider
2nd	Dave Klockowski	Tim Downey	Scottie Duthie	Ray Krom
3rd	David Peacy	Jerry Morlewski	Pat Hill	Bill Demeter
4th	Larry Bradley	Ted Wolleson	Richard Young	Harry Drake
5th	Leon Mesler	Chris Ohneck	Bill Shamick	Doug Goad



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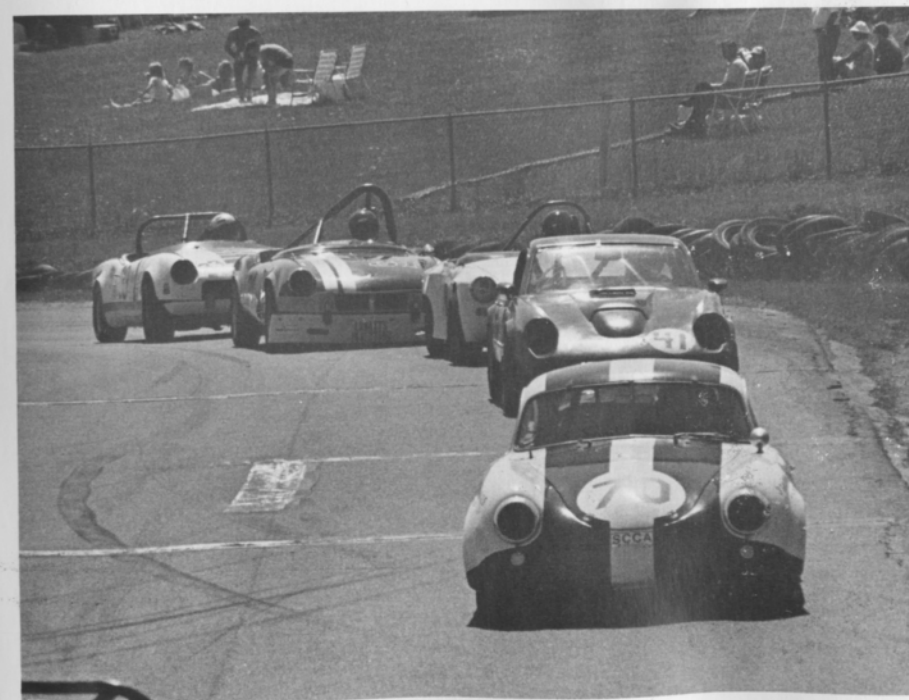
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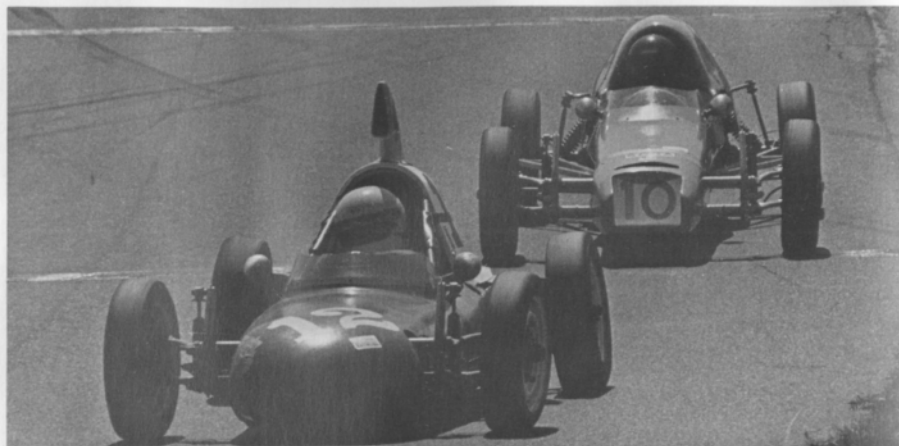


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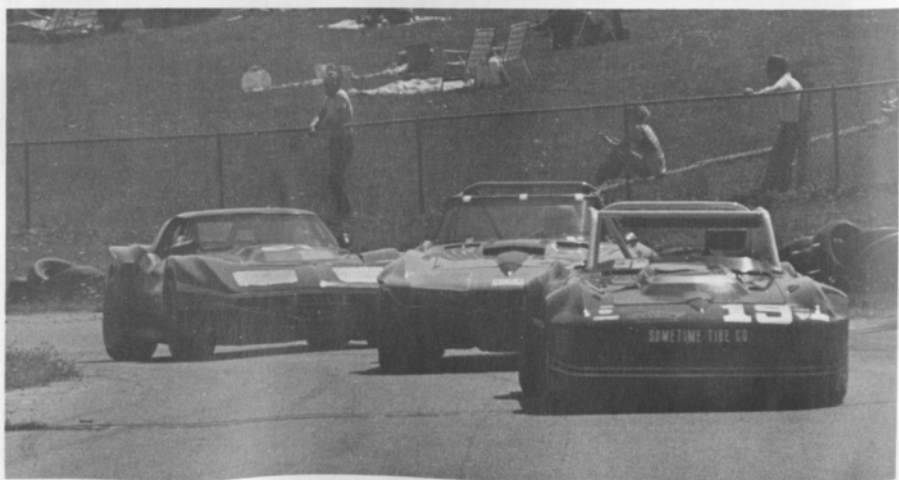




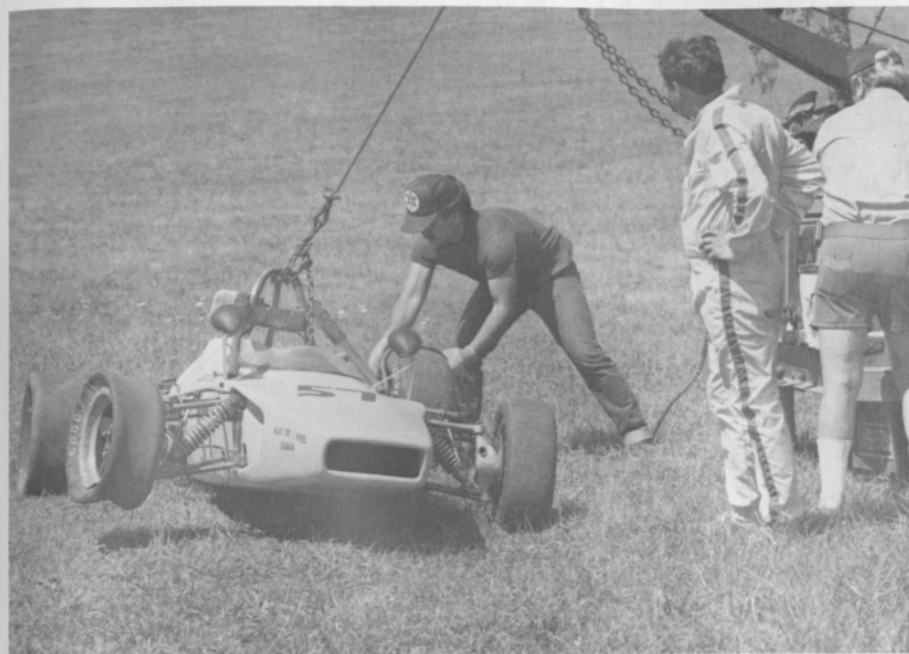
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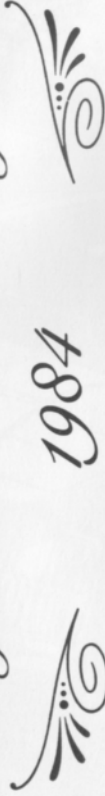


JOHN WILLIARD



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*Friday, November 2, 1984*

*Club Venetian*

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*7:00 p.m. Cocktails - Open Bar*

*8:00 p.m. Dinner*

*9:30 p.m. - 1:00 a.m.*

*Music & Awards - Open Bar*

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MAC TOOLS, INC. is sponsoring a Ford Mustang SVO in the 1984 SCCA Midwest Region/Central Division racing circuit. The 2.3-liter, 4-cylinder turbocharged Special Vehicle Operations car is considered one of the strongest contenders for top honors among the new high performance, showroom stock cars.

Driving the SVO machine, sporting the distinctive Mac Tools colors and decaling, is Bob Fehan of Bojax HiTech Automotive, co-sponsors of the car, and well-known to SCCA and SS-GT series fans.

Competition for the Mac Tools Mustang SVO will be stiff and includes the most exotic of the production-based vehicles such as the Porsche, Datsun, Mazda, Firebird, Camaro and Corvette. The car was entered in many races over the season. Track locations include: Indianapolis Raceway Park, Blackhawk Farms, Nelson Ledges, Road America, Mid-Ohio, Brainard and Waterford.

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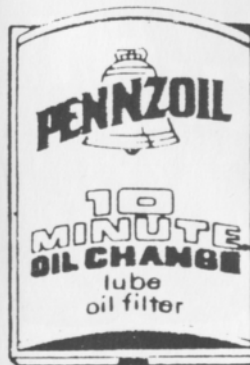


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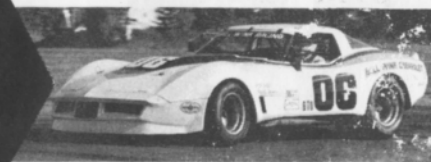
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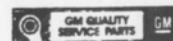


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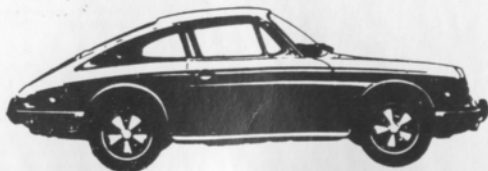
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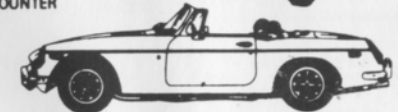
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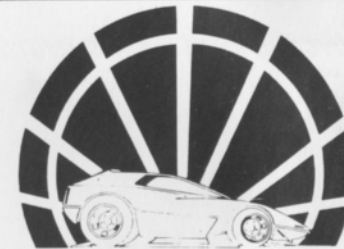
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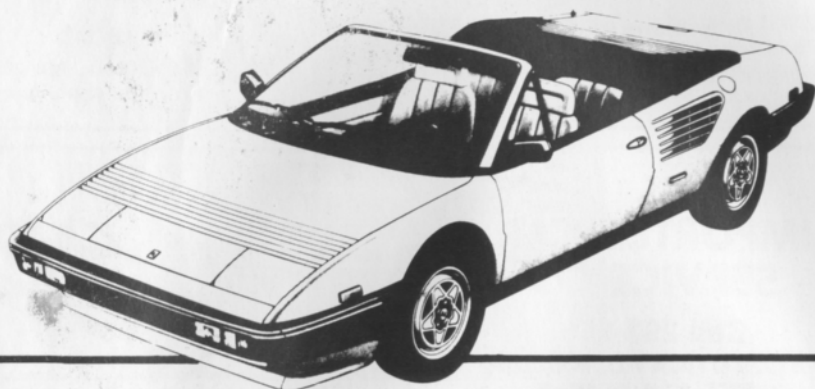
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with Bizer

*Sept 1967*

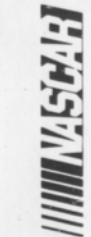
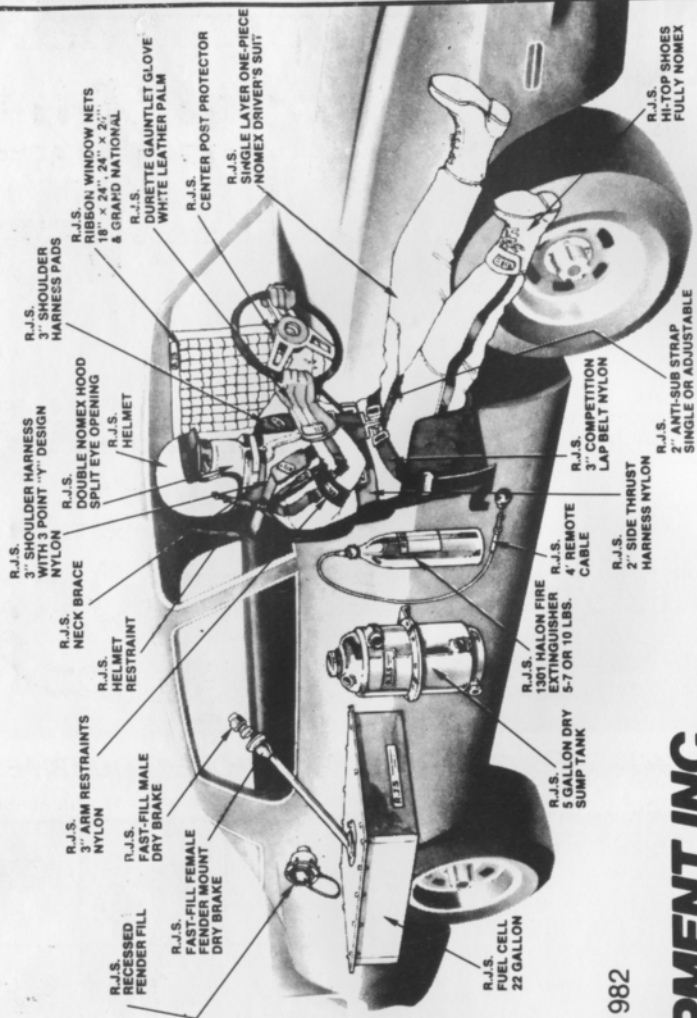


*A MUSTANG ABOUT TO GOBBLE UP A GINETTA*



*TIGHT ACTION ON TURN THREE*





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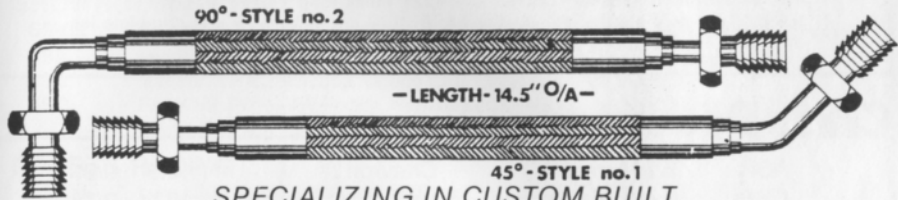
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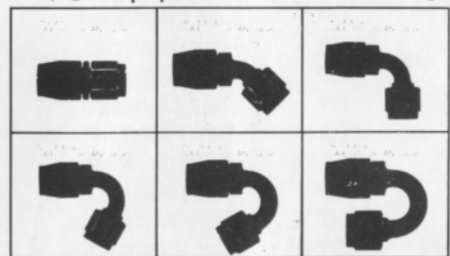
THE LARGEST SUPPLIES OF  
**RACING STAINLESS**  
**BRAIDED FUEL & OIL LINES**  
 • BRAKE LINES • RADIATOR  
 HOSE • OIL COOLERS

- Stainless Braided Hose
  - Hose Fittings
  - AN Fittings
- PRO-CLAMP**  
**IN LINE FUEL & OIL FILTERS**



**Aeroquip**  
 high performance hose and fittings.

Aeroquip aluminum reusable fittings



Aeroquip ADAPTER FITTINGS



## Average Lap Speed

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	58.178	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
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	1:13.7	9/83
GT-2	J. Byron Walker	Datsun	1:16.5	9/80
GT-3	Craig Allen	Lotus Elan	1:16.4	9/83
GT-4	Jerry Morlewski	Fiat 124	1:19.0	9/83
GT-5	Ted Wollesen	Mini Cooper	1:19.9	5/84
SS-GT	Bill Bayley	Firebird	1:24.5	5/84
SSA	Bobby Fehan	Mustang II	1:27.4	7/80
SSB	Charlie Henry	Charger	1:27.7	9/83
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	Jay Novak	EPEE	1:16.0	8/84
F4	Stuart Lamont	Xpit	1:12.5	7/83
FFR	Mark Davidson	Crossle 32	1:17.0	5/84

\*\*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 single cockpit). Racing 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

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

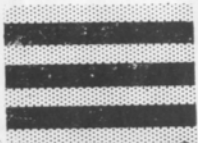
### FORMULA

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, stop at the Start/Finish line for consultation with 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**



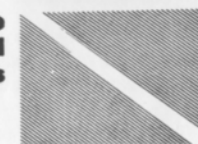
(Stationary) Take care, danger, no passing. (Waving) Great danger, be prepared to stop, no passing.

**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.

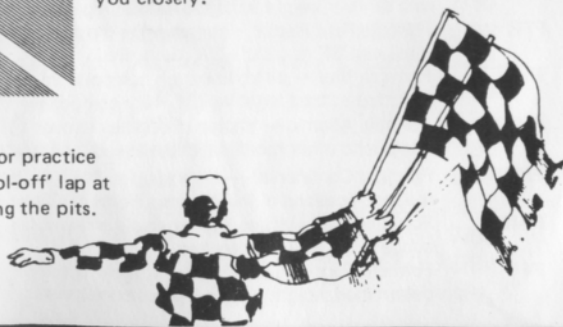
**blue with diagonal yellow stripes**



(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.



## GAVCO ASSOCIATES INC.

GAVCO Associates is a manufacturing and tooling consulting company specializing in Aircraft and Aerospace Programs. In addition to consulting, we have a group of companies providing design and building services for any size program.

Composite tooling is our specialty . . . Starting with the latest state-of-the-

art in designs, we continue with NC digitizing and machining of master models. Our plastic shops provide plastic mandrels for electroforming nickel tools. Casting houses provide standard aluminum bases and hardware for any type fixture.

The following is a list of some of the services available through GAVCO:

- ENGINEERING CAD/CAM
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- NC MACHINING (CRITICAL FLIGHT PARTS)
- FIXTURE AND SPECIAL MACHINE BUILD
- FOUNDRY- ALUM. & STEEL
- PLASTIC TOOLING MATERIALS
- QUALITY CONTROL AUDITING

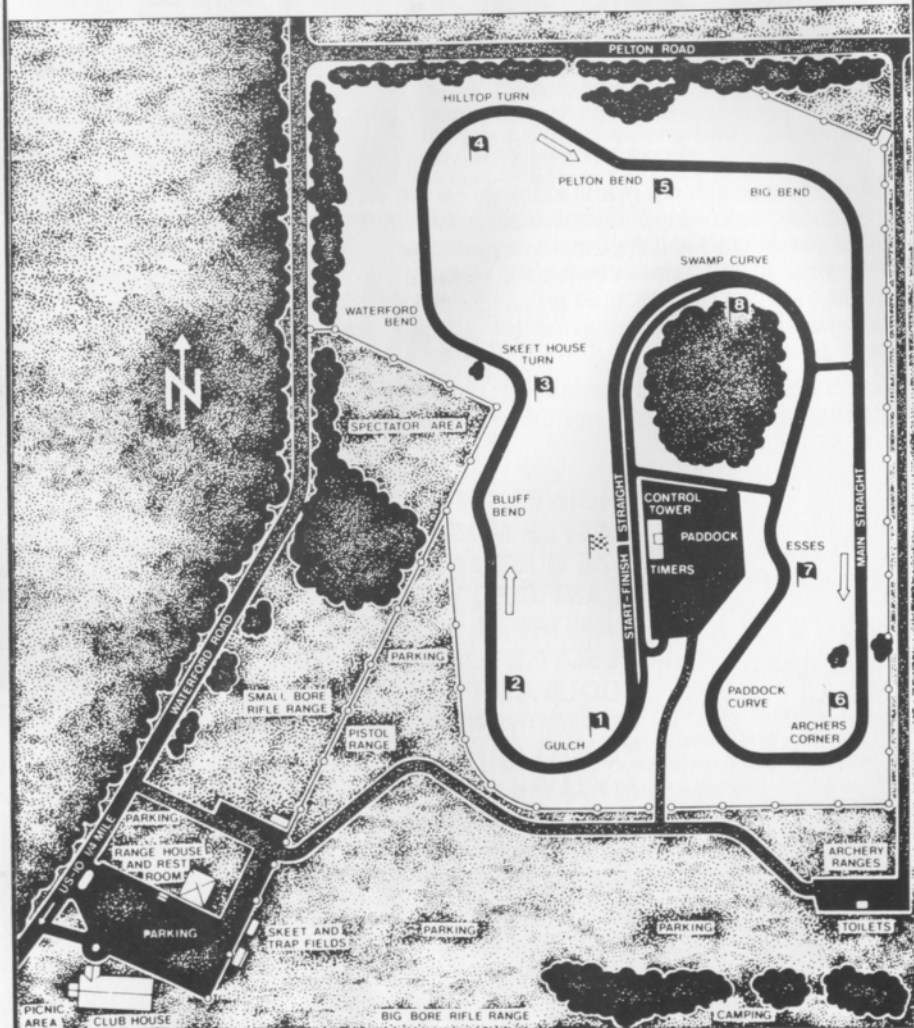
Gene A. Vaughn  
President

35700 STANLEY DRIVE STERLING HEIGHTS, MI 48077

# 1984 Waterford Digest

## Waterford Hills Course Map

a 1.5 mile  
asphalt road course  
at waterford,  
michigan



## Waterford Hills 1985 Road Racing Calendar Schedule

RACE 1	MAY 5 - 6
RACE 2	JUNE 1 - 2
RACE 3	JUNE 29 - 30
RACE 4	JULY 27 - 28
RACE 5	AUGUST 3 VINTAGE RACE IN CONJUNCTION WITH MEADOWBROOK CONCOURSE
RACE 6	AUGUST 24 - 25
RACE 7	SEPTEMBER 28 - 29

### RACING RAIN OR SHINE

The hills of Waterford are being invaded . . . with an army of sports cars, sedans and formula cars in fierce, wheel to wheel competition . . . and for 1984 we've assembled the largest field in our 26 year history! Watch over 130 top drivers battle it out in the finest racing machinery from America and Europe. Corvette, Porsche, Datsun. Everything from Capris to Camaros, McLarens to MG's. 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.

### EASY ON THE WALLET

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 \$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, 1/4 mile east of Dixie Highway (U.S. 10) in Waterford, Michigan. The easiest route to take is 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.

### THE WATERFORD DIGEST

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