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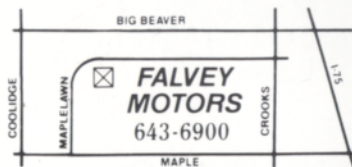
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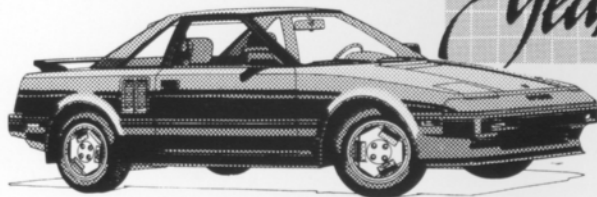
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**THE PRIX-RACE FAVORITE —
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DON CASTLE



Contents

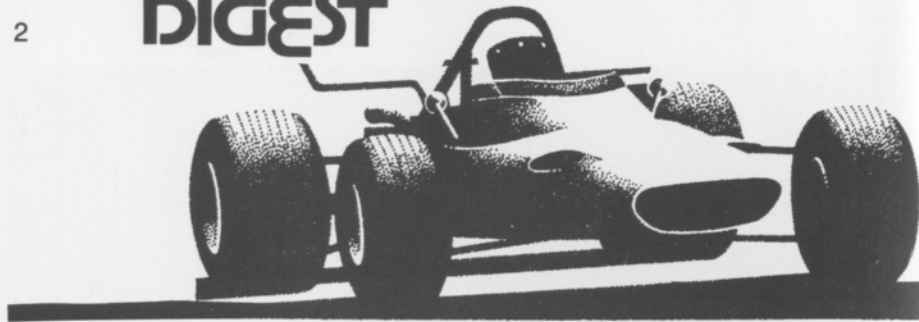


- 2. The Inside Line
- 3. Officials
- 10. Race Results
- 14. Feature Story
- 29. Looking Back With Bizer
- 32. Average Lap Speed Chart
- 32. Class Records
- 33. Racing Classes
- 34. Flags
- 35. Course Map
- 36. Racing Schedule

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The Inside Line

Welcome to the Waterford Hills Road Racing September Race Weekend. This is the final weekend of competition for the 1986 racing season. If it parallels past September weekends, you are in for some excellent racing.

This last weekend in the fall brings out the spirit of competition for many of Waterford's regular drivers. For most of them, they won't race again until next April. Because they know they have the winter to work on the cars, many of them see just what the car is capable of doing.

This is also the time of the year when many Waterford drivers prepare to go to the National runoffs held at Atlanta's Road Atlanta in October. Among those who have competed in national races since April and who are eligible to go are Ray Krom, Ted Wollesen. Vic Skirmants, Bob Schneider, Tom Downey, Tim Clark, Don Sac, Bill Demeter, Charlie Henry, John Thompson, Ed Clancy, Dennis Hamilton and Dwight Woodbridge.

These drivers represent the best drivers in the Sports Car Club of America Central Division. We at Waterford are proud of them and hope you'll join us in wishing well.

We also hope you'll remember Waterford Hills Road Racing throughout the winter and join us in April for both our Drivers School competition and our first race weekend. If you are interested in becoming a member of the organization, either as a driver or worker, or even if you are interested as a spectator, please join us the first Wednesday of every month for our membership meeting. It is held in the Oakland County Sportsman's Club Clubhouse and begins between 8 and 8:30 p.m.

WHRR is a division of the Oakland County Sportsman's Club.

Sherry Harrington

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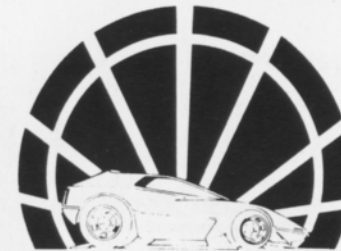
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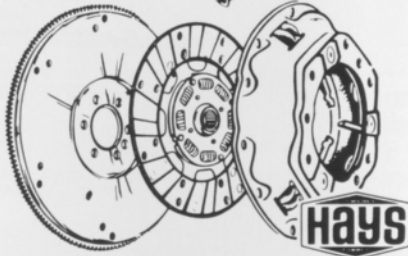
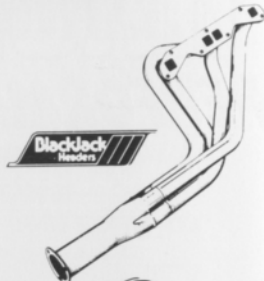
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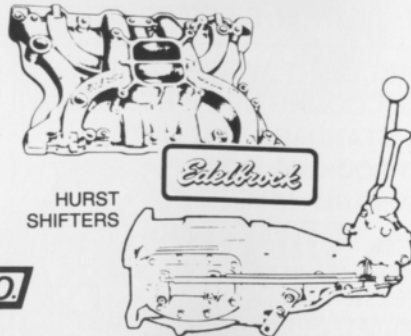
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SATURDAY CLASS RACES AUGUST 30-31, 1986 CLASS WINNERS

| CLASS | DRIVER | CAR | BEST LAP |
|---------------|-------------------|-----------------------|----------|
| RACE 1 | | | |
| GT4 & GT5 | JERRY MORLEWSKI | FIAT 124 — RED | 1:24.78 |
| ITS | JOHN HEENEY | DATSUN 280Z — YLW/WHT | 1:27.79 |
| ITA | GREGORY MANKIN | MAZDA RX2 — BLUE | 1:30.77 |
| ITB | PEGGY KROM | SCIROCCO — RED | 1:31.55 |
| ITC | CAL CORTRIGHT | FORD FIESTA-ORANGE | 1:33.26 |
| SSGT | BOBBY FEHAN | VETTE — WHITE | 1:22.27 |
| SSA & SSC | SCOTT MCNEIL | DODGE SHELBY — RED | 1:28.51 |
| RACE 2 | | | |
| FV | JAMES BOWMAN | LYNX C-BL/YLW/WH | 1:18.51 |
| RACE 3 | | | |
| S2 & CSR | STAN KASIEWICZ | LOLA — WHITE | 1:15.28 |
| SREN | TOM KOZAK | SP RENAULT — RED | 1:20.89 |
| EP | SKIP FROH | PORSCHE — BLUE | 1:16.90 |
| GP | ROBERT OHNECK II | SPITFIRE — RD/SIL/BK | 1:20.57 |
| HP | TONY MESSINA | FIAT — RED | 1:22.38 |
| RACE 4 | | | |
| GT1 | BILL WINK | CAMARO — RED/WHITE | 1:15.06 |
| GT3 | KEN NELSON | OPEL MANTA — SILVER | 1:17.87 |
| RACE 5 | | | |
| FA | BRUCE CAMBERN | MARCH 78A — YELLOW | 1:10.03 |
| FFF | DWIGHT WOODBRIDGE | SWIFT DB1 — BLACK | 1:11.52 |
| FFFF | GREG WILKINSON | TITAN 6 — BLUE | 1:21.22 |

SUNDAY CLASS RACES AUGUST 30-31, 1986 CLASS WINNERS

| CLASS | DRIVER | CAR | BEST LAP |
|---------------|-------------------|-----------------------|----------|
| RACE 1 | | | |
| ITS | JOHN HEENEY | DATSUN 280Z — YLW/WHT | 1:26.34 |
| ITA | GREGORY MANKIN | MAZDA RX2 — BLUE | 1:30.51 |
| ITB | MICHAEL JONES | MUSTANG — BROWN | 1:30.29 |
| ITC | CAL CORTRIGHT | FORD FIESTA-ORANGE | 1:32.96 |
| SSGT | BOBBY FEHAN | VETTE — WHITE | 1:22.60 |
| SSA & SSC | SCOTT MCNEIL | DODGE SHELBY — RED | 1:28.11 |
| RACE 2 | | | |
| FV | KERRY BOWMAN | CARACAL C — YELLOW | 1:17.83 |
| RACE 3 | | | |
| S2 & CSR | STAN KASIEWICZ | LOLA — WHITE | 1:14.22 |
| SREN | TOM KOZAK | SP RENAULT — RED | 1:20.65 |
| EP | SKIP FROH | PORSCHE — BLUE | 1:17.48 |
| GP & HP | TODD CLAUCHERTY | SPRITE — WHITE | 1:20.97 |
| RACE 4 | | | |
| GTX | HAL PRINGLE | CORVETTE — BROWN | 1:19.00 |
| GT1 | BILL WINK | CAMARO — RED/WHITE | 1:14.42 |
| GT3 | KEN NELSON | OPEL MANTA — SILVER | 1:19.12 |
| RACE 5 | | | |
| FA | BRUCE CAMBERN | MARCH 78A — YELLOW | 1:09.41 |
| FF | DWIGHT WOODBRIDGE | SWIFT DB1 — BLACK | 1:10.75 |
| FFR | GREG WILKINSON | TITAN 6 — BLUE | 1:23.30 |

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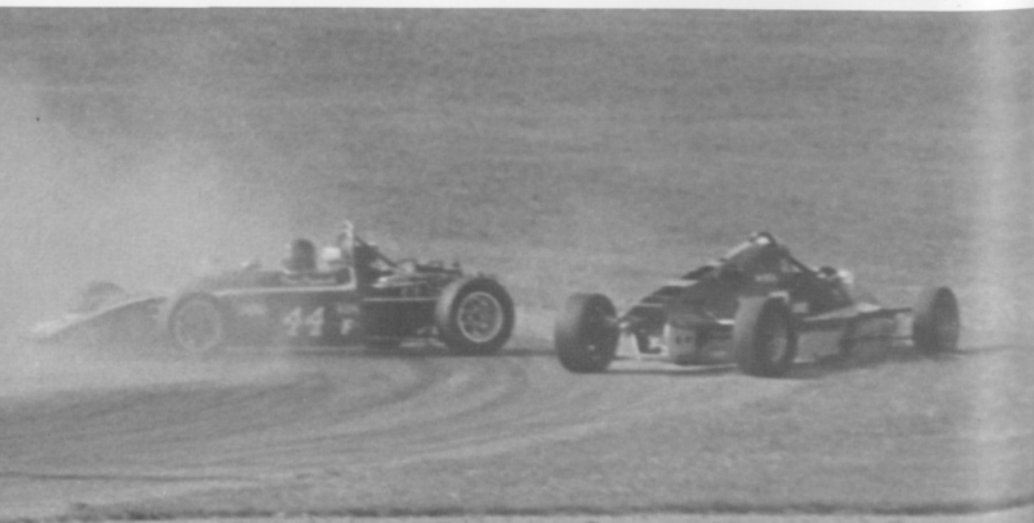
FEATURE RACES AUGUST 30-31, 1986

| POS CLASS | DRIVER | CAR | BEST LAP |
|------------------|---------------------|-----------------------|----------|
| FEATURE 1 | | | |
| 1-FV | TOM SHAVER | LYNX TJS — RED/BLUE | 1:16.59 |
| 2-FV | JAMES BOWMAN | LYNX C-BL/YLW/WH | 1:17.58 |
| 3-FV | KERRY BOWMAN | CARACAL C — YELLOW | 1:17.28 |
| 4-FV | DAVID SHELBO | ZINK C4 — BLACK | 1:18.58 |
| 5-FV | MARK DRASTAL | LYNX — ORANGE | 1:20.88 |
| FEATURE 2 | | | |
| 1-GP | TIM CLAUCHERTY | SPRITE — WHITE | 1:18.35 |
| 2-GP | ROBERT OHNECK II | SPITFIRE — RD/SIL/BK | 1:20.97 |
| 3-SSGT | BOBBY FEHAN | VETTE — WHITE | 1:21.61 |
| 4-GP | GARI CHAFFIN | ALFA SPIDER — RED | 1:22.77 |
| 5-HP | TONY MESSINA | FIAT — RED | 1:23.40 |
| FEATURE 3 | | | |
| 1-GT1 | DOUG BUIST | CORVETTE — RD/BLK/SIL | 1:15.97 |
| 2-EP | SKIP FROH | PORSCHE — BLUE | 1:17.14 |
| 3-GT1 | DAVE BUIST | FIERO — SILVER | 1:17.86 |
| 4-GTX | PETE MORGAN | CORVETTE — YELLOW | 1:18.81 |
| 5-GT3 | KEN NELSON | OPEL MANTA — SILVER | 1:18.92 |
| FEATURE 4 | | | |
| 1-FA | BRUCE CAMBERN | MARCH 78A — YELLOW | 1:09.92 |
| 2-FF | J. LEWIS COOPER III | SWIFT DB1 — BLACK | 1:13.32 |
| 3-FF | KIRK KABFLEISCH | ZINK Z10 — WHITE | 1:14.49 |
| 4-FF | KEITH MUNROE | VAN DIEMAN RF83 — GR | 1:14.72 |
| 5-FF | ROBERT ZIMMERMAN | PRS — YELLOW | 1:14.19 |

DON CASTLE



PHOTOS BY DON CASTLE



The People in White, We Couldn't Race Without Them by Sherry Harrington

When you are sitting on spectator hill, or watching from the paddock, it's hard to miss the people in white. They're the only individuals who stand around on the corners of the track.

It takes a certain breed to be a corner worker. Though some of us kiddingly say you have to be crazy to work a corner, we only say that because not all of us want to take on the responsibility of being a corner worker.

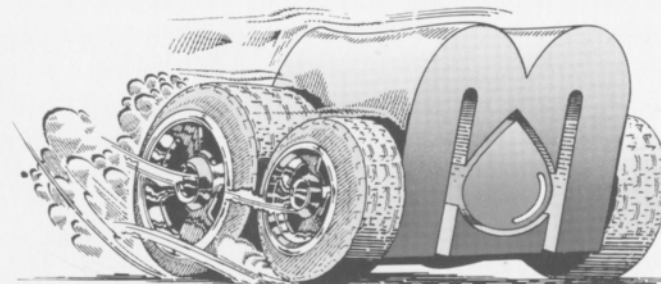
The races literally could not happen if these volunteers were not willing to provide safety personnel, communicators and flaggers on each of the track's corners. Any time a car goes off the track, for any reason, the corner workers are there, to check on the driver, to react if there is an emergency and to get the car off the track if necessary. They are the communication link between race control and the drivers. They let control know if something happens on their corner. They display flags to drivers to let them know what is happening on the course around them.

Corner workers are seldom inexperienced. They are required to go through flagging and communication school prior to going out on a corner. And there's a lot to remember from that training. Corner workers must know what all the communications flags mean. They need to



know how to react to all emergencies. They need to know how to cut the engine on all of the race cars. They need to know how to use fire extinguishers and they must know how to react to an injured driver in those first few minutes before the ambulance has arrived at the corner. And besides all that, they must never take their eyes off the moving cars. They can never have their backs to oncoming traffic. That is, all of them but one.

There is one person who watches traffic after it has gone by the corner. The yellow flagger is not watching the cars coming at him or her. It is this person's job to report if there is an incident between his or her corner and the next corner. The yellow flagger is stationed next to the blue flagger. The blue flagger's responsibility is to alert drivers that there is a car close behind, possibly getting ready to pass. It is also the blue flagger who alerts the yellow flagger to get out of the way if a car loses control and travels in the direction of the flagging stations. You have to have a lot of faith in the blue flagger if you have drawn yellow flag duties.



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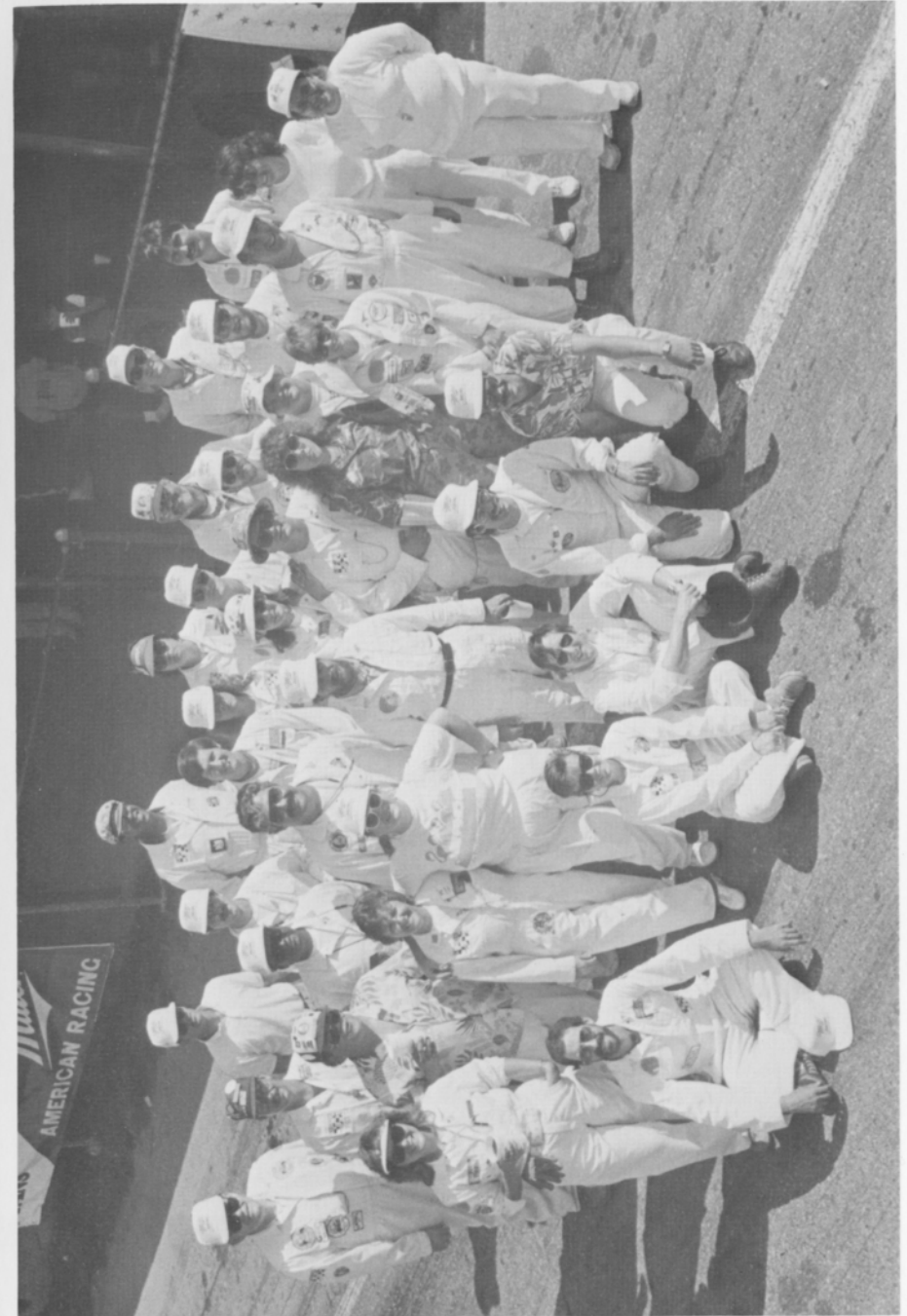


The bottom line is that corner workers have to know their job well enough to react automatically. There isn't much time to think about how to react.

There's not a lot of reward for being a corner worker. You stand out in the hot sun, or in the pouring rain. You get two breaks in a day which begins at 10 a.m. and ends at 6 p.m. It's totally voluntary. Why do it?

Because these people love racing. They like the danger, they care about making the track a safe place to be. They are dedicated and responsible members of Waterford Hills Road Racing, Inc.

If you are interested in becoming a corner worker, join us at our regular monthly meetings held the first Wednesday of every month at the Oakland County Sportsman's Club. Look for Willie Perez, chief of flagging and communications. He and a whole group of corner workers can usually be found at the first table inside the door. They're a good group of people to call your friends.

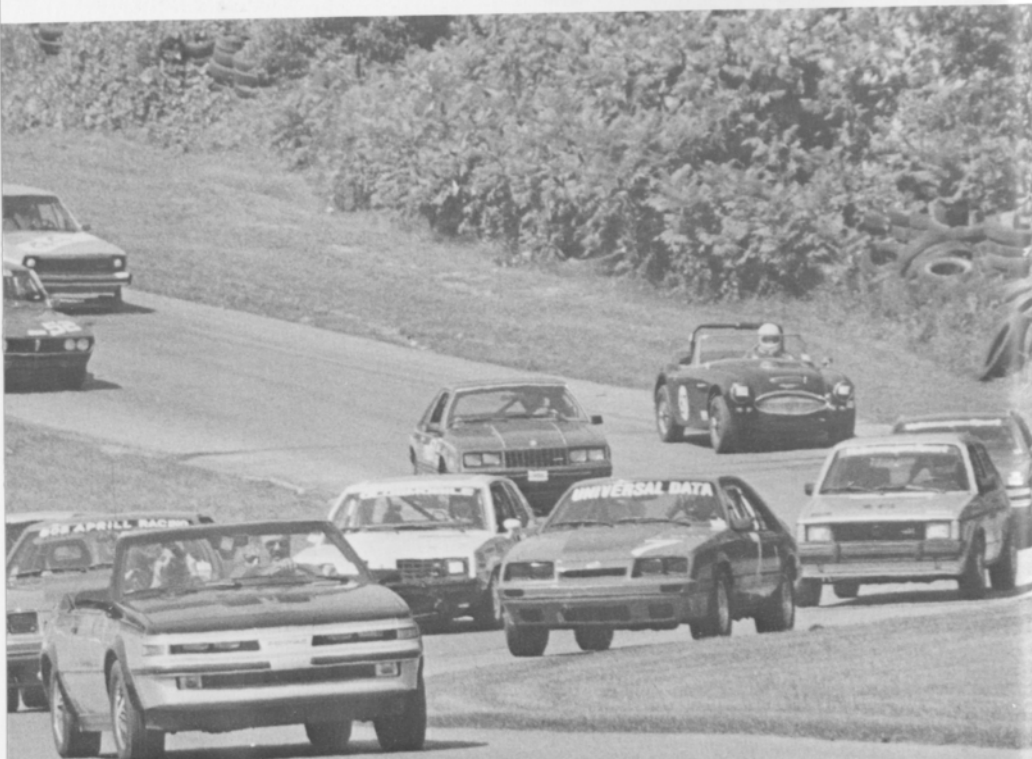




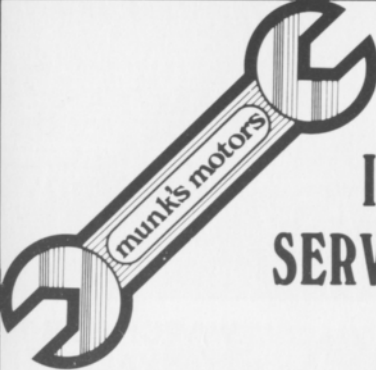
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1985 THE CHAMPIONSHIP SEASON • IMSA CAMEL GTO: CHAMPION JOHN JONES, MOTORCRAFT FORD MUSTANG — FORD WINS: 14 OUT OF 17 RACES — 12 POLE POSITIONS — 13 FASTEST RACE LAPS — MANUFACTURERS' CHAMPIONSHIP • **NASCAR WINSTON CUP:** FORD WINS 14 OF 28 RACES — BILL ELLIOTT, COORS/MELLING FORD THUNDERBIRD: RECORD 11 NASCAR SUPERSPEEDWAY WINS — 11 POLE POSITIONS — ELJER DRIVER-OF-THE-YEAR AWARD — VOTED NASCAR'S MOST POPULAR DRIVER — ALL-TIME SEASON EARNINGS RECORD OF \$2,383,186 — WORLD STOCK CAR QUALIFYING RECORD AT 209.398 MPH — WORLD RECORD FOR 500-MILE RACE AVERAGE SPEED AT 186.288 MPH • **NHRA PRO STOCK:** SIXTH-TIME CHAMPION BOB GLIDDEN, CHIEF AUTO PARTS FORD THUNDERBIRD — WINNER 5 OF 13 NHRA EVENTS — TOP QUALIFIER 10 TIMES — SET NHRA NATIONAL PRO STOCK RECORDS FOR TOP SPEED (186.87 MPH) AND ELAPSED TIME (7.49 SECONDS) — 4 ELAPSED TIME TRACK RECORDS — 2 TOP SPEED TRACK RECORDS • **LYN ST. JAMES, FORD MUSTANG PROBE:** FASTEST WOMAN IN RACE HISTORY ON A CLOSED COURSE AT 204.233 MPH — SET 13 NATIONAL AND INTERNATIONAL SPEED RECORDS • **NASCAR WINSTON CUP ROOKIE OF THE YEAR:** KENNY SCHRADER, SUNNY KING FORD THUNDERBIRD • **SCORE/HDRA OFF-ROAD CHAMPIONSHIP:** CLASS 7 CHAMPION MANNY ESQUERRA, CHIEF AUTO PARTS FORD RANGER — WINNER 5 OUT OF 10 EVENTS — OFF-ROAD RACING "TRIPLE CROWN" WINNER FOR SECOND TIME — FIFTH CLASS 7 CHAMPIONSHIP IN 6 YEARS • **NHRA FUNNY CAR:** CHAMPION KENNY BERNSTEIN, BUDWEISER KING/MOTORCRAFT FORD TEMPO — WINNER 6 OF 13 NHRA EVENTS — TOP QUALIFIER 6 TIMES — 5 ELAPSED TIME TRACK RECORDS — SET NHRA ELAPSED TIME NATIONAL FUNNY CAR RECORD (5.569 SECONDS)

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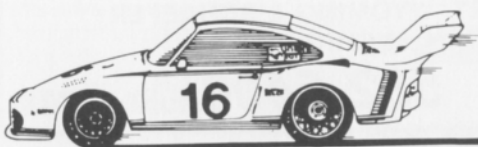
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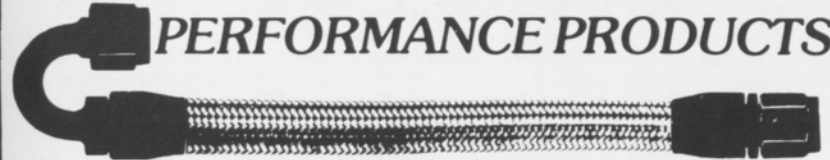
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Average Lap Speed

| Min/Sec | MPH | Min/Sec | MPH | Min/Sec | MPH |
|---------|--------|---------|--------|---------|--------|
| 1:00 | 85.326 | 1:15 | 68.261 | 1:30 | 56.884 |
| 1:01 | 83.927 | 1:16 | 67.363 | 1:31 | 56.259 |
| 1:02 | 82.574 | 1:17 | 66.488 | 1:32 | 55.647 |
| 1:03 | 81.263 | 1:18 | 65.635 | 1:33 | 55.041 |
| 1:04 | 79.993 | 1:19 | 64.805 | 1:34 | 54.463 |
| 1:05 | 78.762 | 1:20 | 63.995 | 1:35 | 53.890 |
| 1:06 | 77.569 | 1:21 | 63.204 | 1:36 | 53.329 |
| 1:07 | 76.411 | 1:22 | 62.434 | 1:37 | 52.779 |
| 1:08 | 75.288 | 1:23 | 61.681 | 1:38 | 52.240 |
| 1:09 | 74.197 | 1:24 | 60.947 | 1:39 | 51.713 |
| 1:10 | 73.137 | 1:25 | 60.230 | 1:40 | 51.196 |
| 1:11 | 72.106 | 1:26 | 59.530 | 1:41 | 50.689 |
| 1:12 | 71.105 | 1:27 | 58.846 | 1:42 | 50.192 |
| 1:13 | 70.131 | 1:28 | 58.176 | 1:43 | 49.704 |
| 1:14 | 69.183 | 1:29 | 57.523 | 1:44 | 49.227 |

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 | Jeddi | 1:12.8 | 9/85 |
| S/2 | Larry Campbell | Lola | 1:11.5 | 9/79 |
| SREN | Dave Finch | SPT Renault | 1:21.3 | 6/84 |
| 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 |
| GT1 | Don Sak | Corvette | 1:13.2 | 5/86 |
| GT2 | | | | |
| GT3 | Craig Allen | Lotus Elan | 1:16.4 | 9/83 |
| GT4 | Jerry Morlewski | Fiat 124 | 1:18.7 | 9/85 |
| GT5 | Ted Wollesen | Mini Cooper | 1:19.2 | 9/85 |
| ITA | Dean Voltmer | Mustang II | 1:30.9 | 5/86 |
| ITB | Ray Krom | Scirocco | 1:28.8 | 9/85 |
| ITC | Dave Vestrand | Fiesta | 1:32.6 | 8/85 |
| ITS | John Heeney | Datsun 280Z | 1:26.2 | 5/86 |
| SSGT | D.J. Fazckas | Porsche Turbo | 1:22.7 | 5/86 |
| SSA | Bill Bayley | Mustang | 1:26.2 | 6/85 |
| SSB | Ron Miller | Honda CRX SI | 1:27.0 | 5/86 |
| SSC | Ray Krom | VW-GTI | 1:28.8 | 5/86 |
| **FA | Andy Falbo | March | 1:06.1 | 8/83 |
| FC | Jay Novak | Novakar | 1:09.3 | 9/84 |
| FF | Vince Muzzin | Royale | 1:09.4 | 6/78 |
| FFR | Mark Davidson | Crossle 32 | 1:17.0 | 5/84 |
| F4 | Stuart Lamont | Xpit | 1:12.5 | 7/83 |
| FV | Lee McLeod | Lynx | 1:15.7 | 7/81 |
| F440 | Jay Novak | Epee | 1:14.8 | 9/85 |

**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 (sport 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



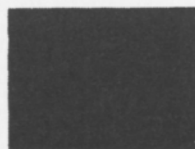
(Or no flag) Course is clear.

yellow



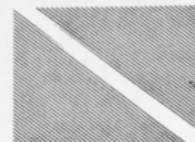
(Stationary) Take care, danger, no passing.
(Waving) Great danger, be prepared to stop, no passing.

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.

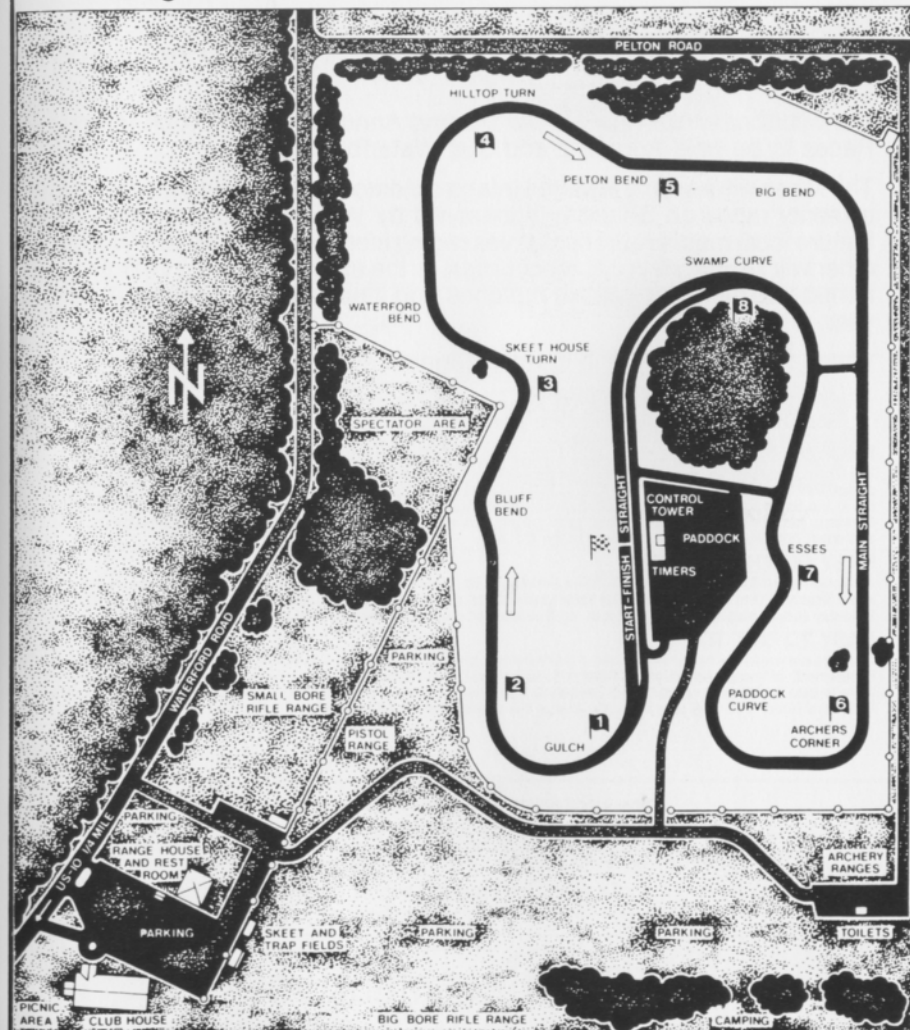
checkered

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



Waterford Hills Course Map

a 1.5 mile asphalt road course at waterford, michigan



Waterford Hills 1986 Road Racing Calendar Schedule

| | | | |
|--------|------------|--------|-------------|
| Race 1 | May 3-4 | Race 4 | July 26-27 |
| Race 2 | May 24-25 | Race 5 | Aug. 30-31 |
| Race 3 | June 28-29 | Race 6 | Sept. 27-28 |

Mark your calendar now for the Second Annual Meadowbrook Historic Races to be held August 2 and 3 at Waterford Hills.

The races will not only feature vintage automobiles, there will also be two celebrity races on Saturday sponsored by Volkswagen. One race will feature local media representatives racing identically equipped VWs, the other will feature national media reps. in the same cars. Last year these turned into very competitive matches and it appears they will again this year.

Watch for more details in coming Digests and plan to be there.

Vintage Race Aug. 2-3

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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 \$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 each 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.

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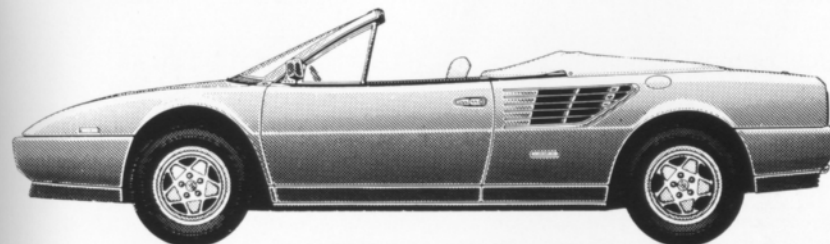
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