

# WATERFORD HILLS



## ROAD RACING • 1981



JULY \$1.00

MID SUMMER SPRINTS

### 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 CALENDER

- 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) 623-0700.

### 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

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# WATERFORD



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photo by al bizer

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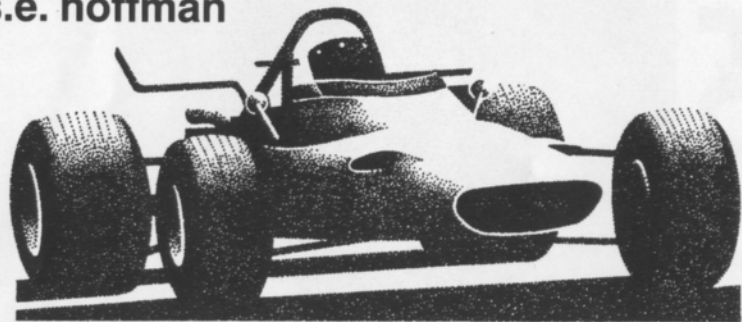
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## the inside line

s.e. hoffman



Welcome to road racing at beautiful Waterford Hills Raceway! Our June races saw the biggest entry of the season and July promises to keep up the trend!

One class record was set when Dave Buist returned with his blue and white Corvette and wiped out the record his brother, Doug, had set in May. Dave and #46 took a whopping 1.7 seconds off the time and moved around the course in a 1:15.4 — really flying! Brother against brother in Corvettes — what can September bring!

Some excellent battles are shaping up within our race classes. Both Jerry Morlewski in Fiat #11 and Bill Breen in Datsun #48 took wins in the GT-3 class. The battle of the Rabbits in SSC kept going with Mike White in #56 and Jim Broske in #58 taking first place trophies. Last year's EP champion, Lou Liven-good, returned for the Saturday win in #74 but Paul Nawrocki in #42 copped the Sunday class race. Some terrific dueling is going on in the FV and FF groups to keep everyone on their feet and cheering. The GT-4 class has several fast drivers with epic contests between Dan Hill in #35 Mini and Ross Becker in #34 and Bill Peake in #11. Stay tuned!

We have some very special visitors this weekend with the second annual appearance of the travelling Ford Motorsports Show on the spectator hill. There's a variety of customized vehicles there. Among these is the 1979 McLaren M-24 Indianapolis Race car that was piloted to four victories by Johnny Rutherford. Bob Glidden's 1978 ProStock Fairmont Futura which he campaigned in the NHRA series is there. This car was the 1978 world championship winner and was undefeated. Also in the show is the Mustang M-81 race car, prepared for Firestone by McLaren, which ran the "24 Hours at Daytona" and the "12 Hours of Sebring" on Firestone radials.

An IMSA GTP car, the Mustang is powered by a 2.0 litre Cosworth BDG engine and was clocked at 160 mph at Daytona. For a change of pace, take a look at the turbocharged 7700 series Ford Tractor with all kinds of goodies including a built-in sound system and air conditioning!

During the racing breaks, stroll over and look at the show. We would

like to extend our special thanks to assistant race starter, Mickey Matus, of the Ford Motorsport group for making this display possible.

We would like to remind our spectators that because of the time limits we run several race classes together. The different classes aren't racing for the overall win, they are racing with cars in their competition grouping. The winner of each class gets a victory lap for your applause and that's why there are several cars taking a post-race parade lap with the coveted checkered flag. Watch the sides of the race cars since the big number indicates the driver's number-of-record for the weekend and the small letters indicate his competition class. By using your entry lists and schedule, you can tell who is really racing with whom!

**A hearty welcome back to the members of the English Car Clubs of Michigan. They will be holding a super parade lap at the Sunday lunch break as they have done for the past several years.**

Come and enjoy the racing with us on August 29 & 30 when we will have the Michigan Street Rods back again and some celebrities from WRIF Radio. See you then.

**Happy viewing!!**

## officials

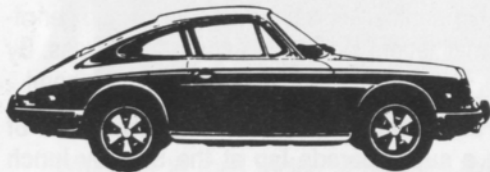
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## what class? peter quenet



During that season of the year when most of us are thinking of down-filled parkas and longjohns, the die-hard racer is analyzing the past season and planning for the next.

This normally means long hours in a cold garage in a search for more horsepower or better handling. Every now and then more drastic action is called for, such as selling the car and buying another in a different class. Drivers making such a switch tend to stay with the type of cars they are most familiar with be it stock, sports, GT or formula. While not common, moving from a closed wheel class to an open wheel car happens occasionally.

Ed Murray provides a curious variation on this theme - at the end of last season he decided to switch from an open wheel car to a closed wheel car, a move some purists might view as a backward step. However, the really interesting aspect of this move is that Ed made the switch without selling or buying a car.

That's right - hard to believe but true - the pretty yellow A Sports Racer (#99) competing here today is, in fact, the same car Ed raced here last year as a formula car.

The chassis was built by Chevron Cars Ltd. (England) as a type B29 Formula Atlantic car in 1975; by coincidence the same year Ed started his racing career here at Waterford. The 4 cyl. Ford engine (1.6 liters) has a 16 valve cylinder head designed by Cosworth Engineering Ltd. and produces well over 200 horsepower. Compare that with a street Corvette which develops less power from an engine 4 times the size. When you



consider that a Corvette weighs 3 times as much, one begins to acquire a better respect for Ed's driving abilities.

But his talents don't stop there, Ed handled almost all of the mechanical work himself which included extending the chassis to accommodate dual radiators, one on each side replacing the original single up-front radiator.

It's not clear just how much Ed's experience with military vehicles at AM-General played a part in the design of the body, but who can deny that the final product is one of the most attractive cars ever seen at Waterford. Thanks for this must go to Arnold Industries who, under the direction of member David Craddock, conceived and moulded the fiberglass shell.

The end result is a car which is, perhaps, even more competitive in the sports racing class than it was as a formula car. A lot of work, a lot of frustration no doubt, but worth the effort.

If there is a lesson to be learned from the Ed Murray story, it's -- "There's more to a shapely body than meets the eye".

photo by al bizer



photo by john williard



photo by al bizer



photo by al bizer



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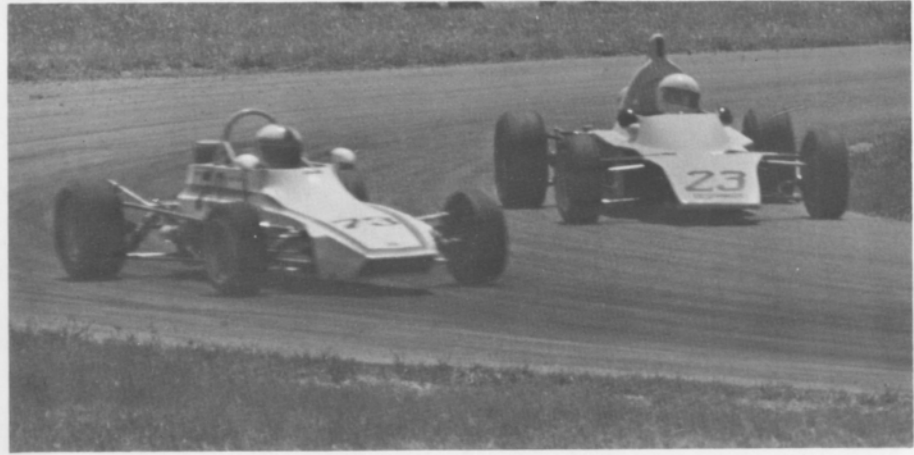


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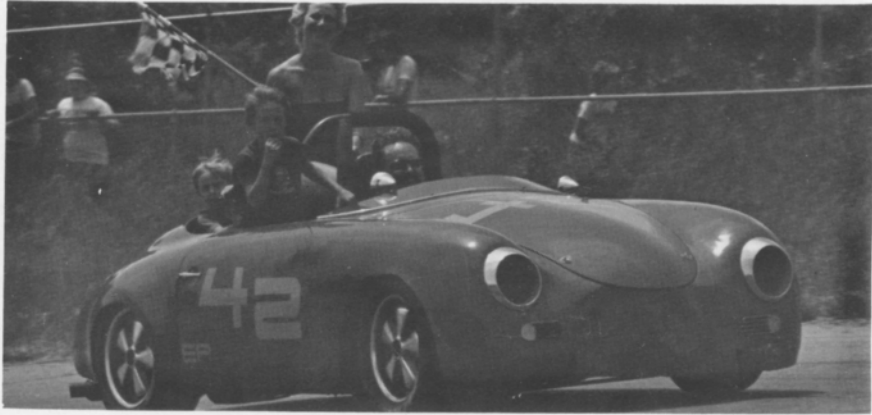
# winners circle

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**DAVE BUIST**  
GT-1

photo by john williard

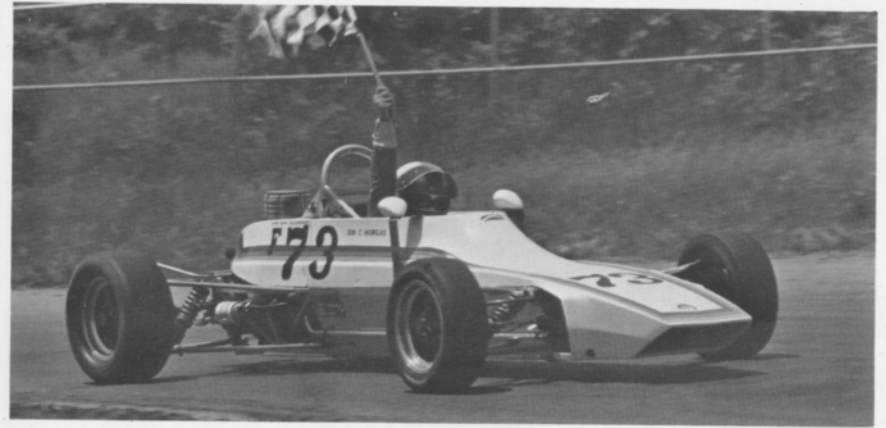


**PAUL NAWROCKI**  
EP

photo by al bizer



**KEN NELSON**  
GT-2



**JON HORGAS**  
FF

photo by john williard



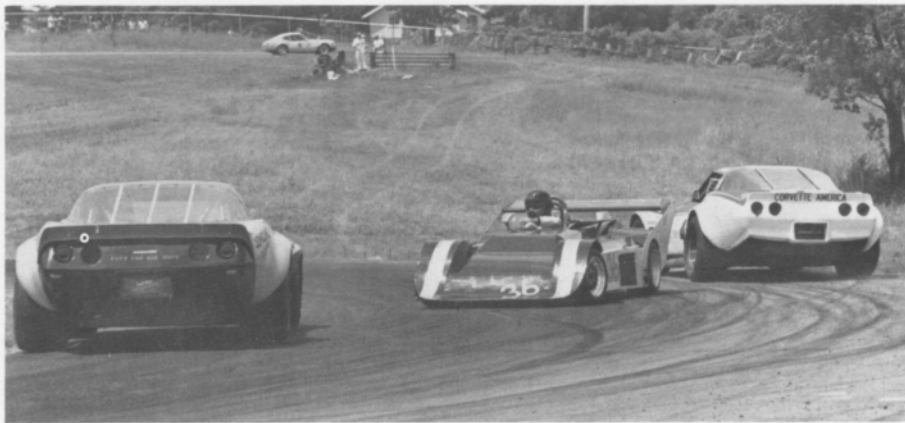
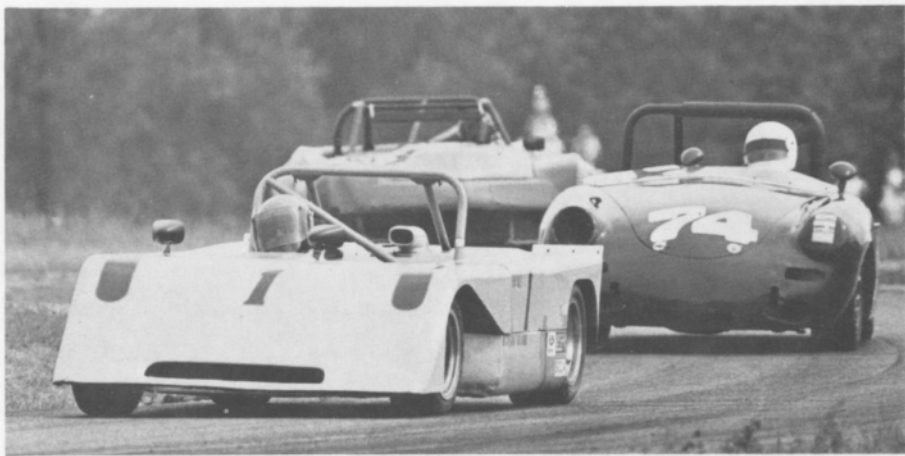
**GEORGE DOHRING**  
DP

photo by john williard



**JIM DAVIS**  
SSB

photo by al bizer



# photo contest winner



photo by scot french

# honorable mention

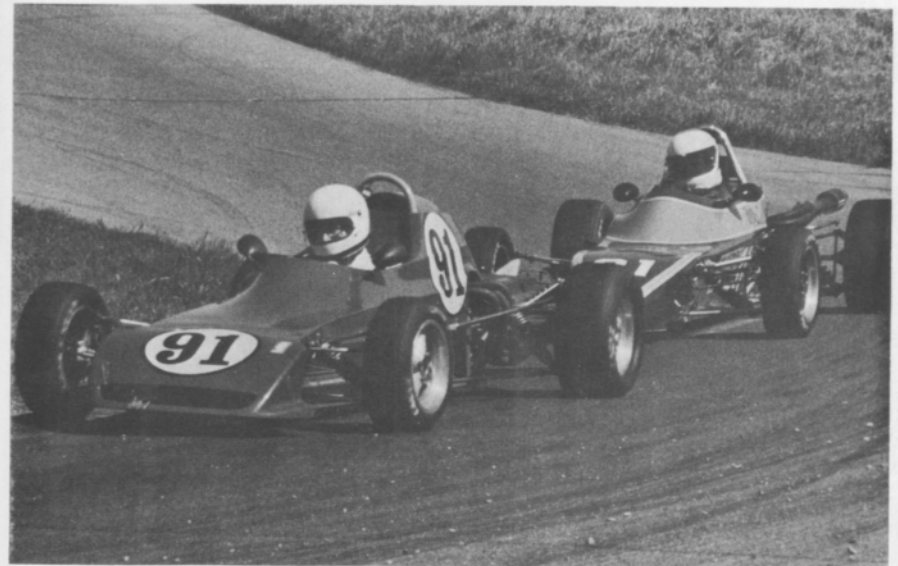


photo by karl racenis

photo by john gaciocch



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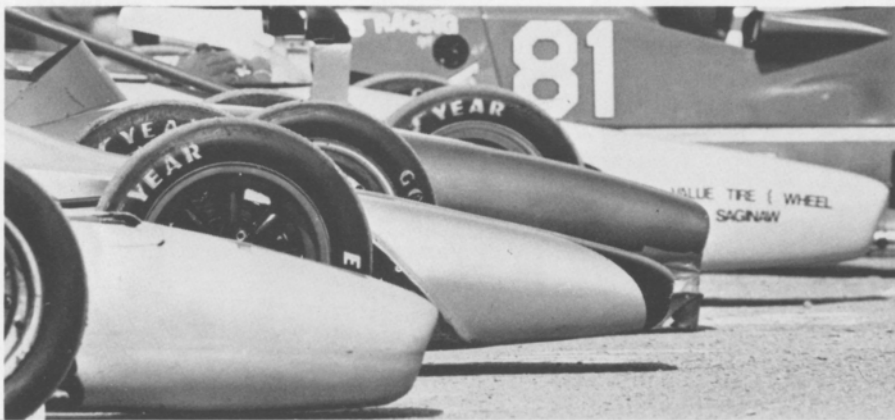


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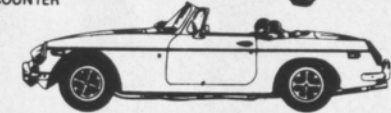
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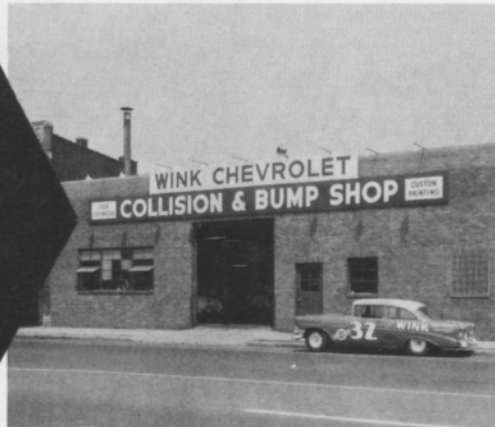
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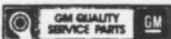
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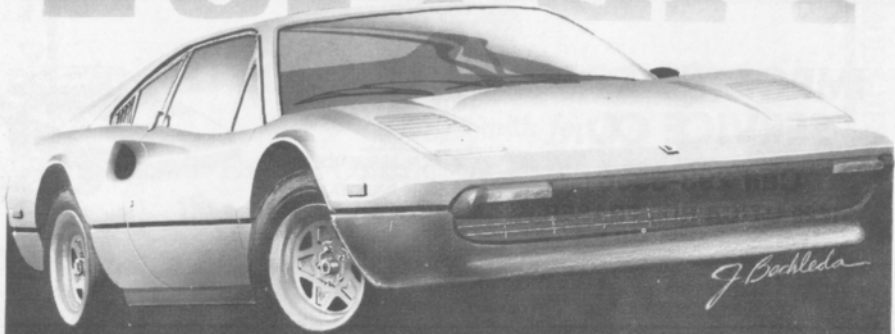
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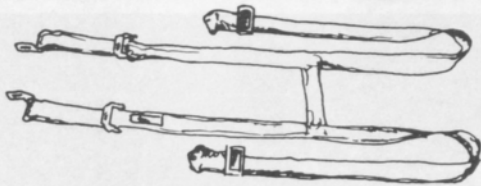
DAN HILL!  
TAKE NOTE.



# R.J.S. SAFETY EQUIPMENT

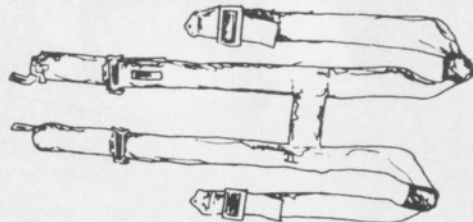
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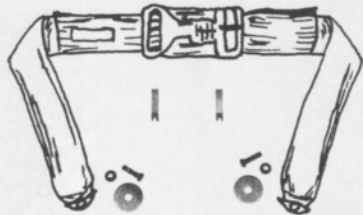
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## average lap speed chart

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	Grant Brady	Triumph Spitfire	1:18.9	9/78
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	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	1:30.1	9/80
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 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**



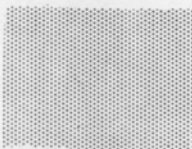
(Meatball black flag) There is something mechanically wrong with your car. Proceed to your pits at reduced speed.

**green**



(Or no flag) Course is clear.

**yellow**



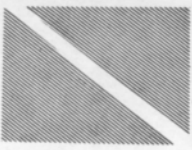
(Stationary) Take care, danger, no passing.  
(Waving) Great danger, be prepared to stop, no passing.

**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.

