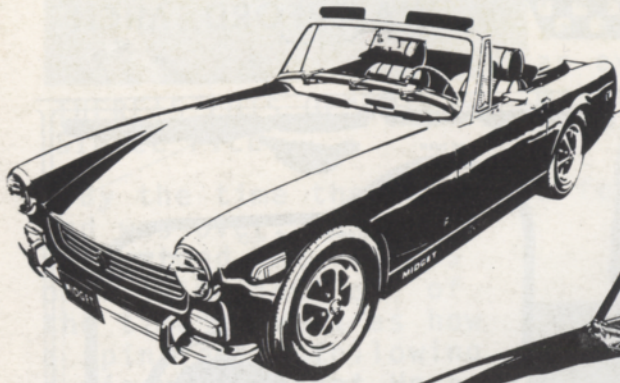
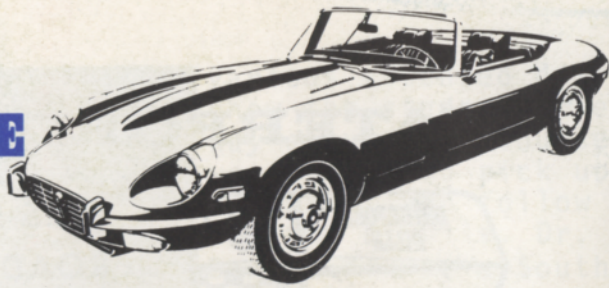


JAGUAR V-12 CONVERTIBLE



MG MIDGET



MGB

For further information and a test drive,
see the authorized Austin/MG/Jaguar
dealer in your area.

DETROIT METROPOLITAN AREA AUTHORIZED DEALERS:

Falvey Imported Cars
Ferndale

Bob Owens Sales Inc.
Westland

*Redford Stables, Inc.
Detroit

Sports Cars, Inc.
Flint

Brooks Imported Cars
Lansing

Bob Leppan Sales & Service
Mount Clemens

Sample Sports Cars Sales Inc.
Detroit

Pontiac Sports Cars, Inc.
Pontiac

Overseas Imported Cars, Inc.
Ann Arbor

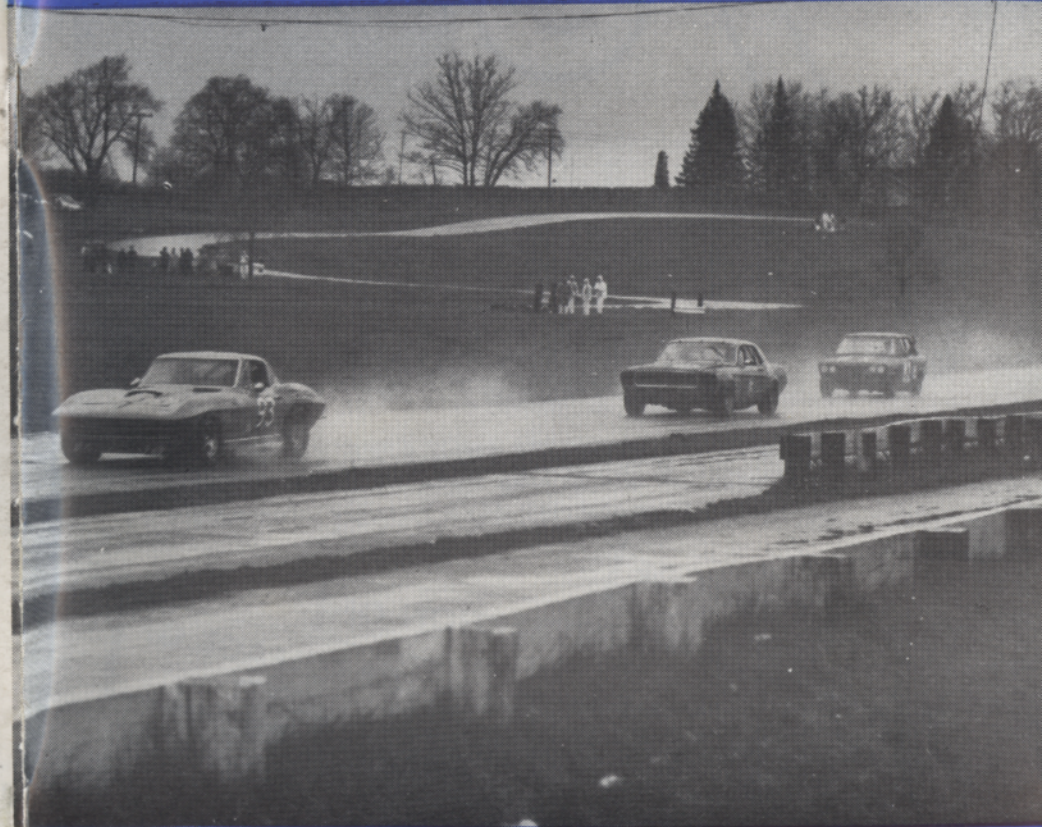
*Austin/MG only



WATERFORD HILLS digest

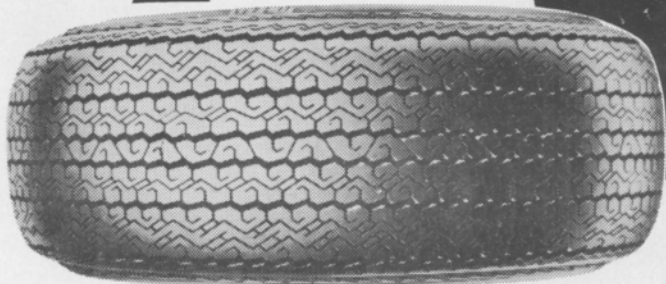
JUNE 17 18 1972

VOL. 11, NO. 2



JUNE ROAD RACES

PIRELLI
CINTURATO
CN 75



*TRAC-STEEL 21

ADVANCED STEEL* BELTED RADIAL

DESIGNED FOR AND TUNED TO AMERICAN CARS

THE STRENGTH OF
 STEEL

THE PROTECTION OF
 STEEL

THE MILEAGE OF
 STEEL

Plus FAMOUS PIRELLI HIGH PERFORMANCE HANDLING AND QUIET COMFORTABLE RIDE.
 SIZES IN STOCK TO FIT MOST COMPACT, STANDARD AND LUXURY MODELS

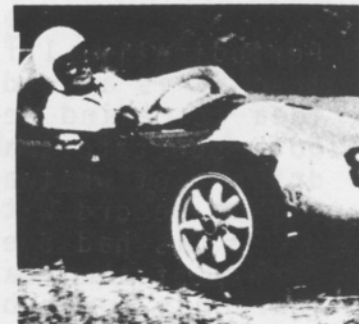
BELLE

TIRE DISTRIBUTORS

EAST SIDE	WEST SIDE
25500 GRATIOT (2 blks. N. of 10 Mile)	12190 GRAND RIVER (Bet. Wyoming & Meyers)
779-5400	834-3880
Hours: 8 a.m. to 7 p.m. — Sat. 'til 2 p.m.	Hours: 7:30 a.m. 'til 6 p.m. — Sat. 'til 2 p.m.



THE INSIDE LINE



The first race week-end of the year was typical of Michigan. Saturday was sunny and beautiful but was contrasted with "on-again-off-again" rain on Sunday which sent most of the drivers scurrying for lug wrenches and rain tires. Those that either didn't bring or didn't have rain tires helped contribute to what had to be a near record number of spins on Sunday.

GRANDPA'S GO FAST!

The weekend was marked some hot action, not the least of which was a great drive by Bill Clawson, a retired Grandpa. He took his Mustang and smoked off Larry Ross's 'Vette and all the other big bore machinery in the Feature. Speaking of Larry, it was exactly his week-end. Larry Clingman,

late of an MGB and now Datsun mounted, proved that an excellent driver and a well-prepared small displacement car can do quite a job on the tight course that is Waterford. He took an Under Two-Five car and set out after Larry Ross and got him. Later in the Feature, he tried for Bill Clawson and was able to fill his mirror for about half the race before an overheating engine put a stop to the chase.

NEW COURSE RECORD

John Greenwood decided that Saturday looked like the type of day to try out his latest "toy" the ex-Jackie Stewart Lola and in the process, he set a new course record of 1:12.8 breaking a mark formerly held by Don Eichstadt's McLaren-Ford and set in the 1969 season.

SUPER SAFETY

Periodically, I feel that it is a good idea to remind people, both spectators and drivers of what a fine safety record Waterford Hills has had over the course of the years. There has never been a fatality and only a few serious injuries. I can still see the front page of the Detroit News last year when a sequence of photos was shown of a Formula Vee flipping in Skeet House turn. It was an accident that saw the driver return under his own and the car's own power to the pits.

WORKERS MAKE IT HAPPEN

One of the main reasons that Waterford has been able to maintain this record is because of the people in white uniforms on the corners. Their pay consists of a free lunch and either a sunburn or soaking for their troubles, but they are there every time and they sure can be a welcome sight when things go wrong. Behind the

scenes are many other people who make it happen. As a former Chief Tech Inspector, I can attest to the fact that there is nothing more irate in the world than a driver whose car has just failed tech. In most cases, he put it together and he knows that nothing is wrong with the front spindles. At best these actions are only the best we have right now. The great burden of responsibility lies with the driver both in the preparation of his car and his conduct on the track. Should the latter area prove to be a problem, the Chief Steward (up on the top of the white tower) will see that proper action is taken.

We hope you'll enjoy your visit to Waterford Hills and should there be any questions about what's happening on the track, stop at the clubhouse on your way out and ask someone there. We'll be glad to help.

CONTENTS

OFFICIALS.....	3
AVERAGE LAP SPEED CHART.....	4
CALENDAR.....	4
INSIDE LINE.....	5
PHOTO PAGES.....	7,8,9
COURSE RECORDS.....	10
FLAGS.....	11
DRIVER'S SCHOOL.....	12
RACING CLASSES.....	14
COURSE MAP.....	15

OFFICIALS

CHIEF STEWARD
DIR. of RACING
FLAGS & COMM.
TIMING & SCORING
TECH INSPECTION
SAFETY CHAIRMAN
CHIEF STARTER
COURSE MARSHALL
COURSE PHYSICIANS

REGISTRAR
PADDOCK MARSHALL
DIR. PUB. REL.
EDITOR DIGEST
PHOTOGRAPHERS

PRESS DESK

TOM ABBOTT
DOUG ANTHONY
JACK HOLTH
ANNE ROESKE
JIM VELZY
BILL GILMORE
LOU HIGGINS
STAN GORMAN
FRED JOHNSON
HANK LARABEE
CONNIE VANCEA
BILL DURRANT
BOB GUSTAFSON
BRUCE DAVIS
AL BIZER
BRUCE DAVIS
DAVE HICKS
DIANE GUSTAFSON

AVERAGE LAP SPEED CHART

<u>Min/Sec</u>	<u>MPH</u>	<u>Min/Sec</u>	<u>MPH</u>	<u>Min/Sec</u>	<u>MPH</u>	<u>Min/Sec</u>	<u>MPH</u>
1:10	73.137	1:20	63.995	1:30	56.884	1:40	51.196
1:11	72.106	1:21	63.204	1:31	56.259	1:41	50.689
1:12	71.105	1:22	62.434	1:32	55.647	1:42	50.192
1:13	70.131	1:23	61.681	1:33	55.041	1:43	49.704
1:14	69.183	1:24	60.947	1:34	54.463	1:44	49.227
1:15	68.261	1:25	60.230	1:35	53.890	1:45	48.758
1:16	67.363	1:26	59.530	1:36	53.329	1:46	48.298
1:17	66.488	1:27	58.846	1:37	52.779	1:47	47.846
1:18	65.635	1:28	58.177	1:38	52.240	1:48	47.403
1:19	64.805	1:29	57.523	1:39	51.713	1:49	46.968

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.

The Official Time Pieces used at the Waterford Hills Road Course are *CERTIFIED BULOVA MASTER WATCHES*. These instruments are made available to OCSRRC through the courtesy of *THE BULOVA WATCH COMPANY*.

SPORTS CAR ACTIVITIES

1972 RACE DATES

JUNE 17-18

JULY 29-30

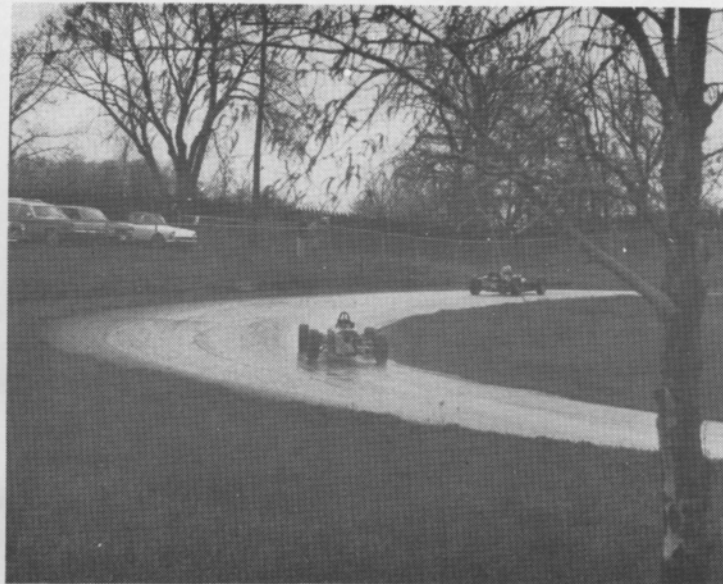
AUGUST 19-20

SEPTEMBER 23-24

CLUB MEETINGS

are the first Wednesday of every month at the Waterford Hills Clubhouse at 8:00 p.m.

ALL INVITED

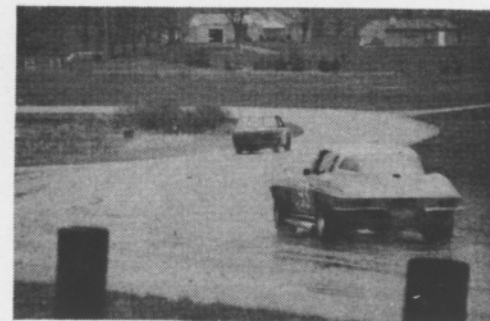


TWO
FORMULA
FORDS
HEAD UP
THE HILL



ON SUNDAY,
LARRY CLINGMAN,
IN A DATSUN, SET
OUT AFTER LARRY
ROSS'S CORVETTE...

....AND GOT IT

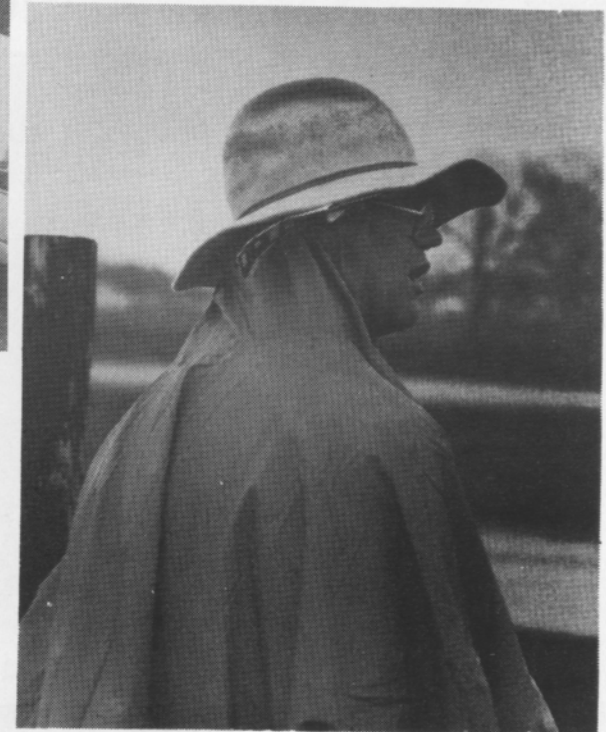




FOUR HEADS FOR BILL
TANN'S "B"



IF I EAT ONE MORE
HOT DOG.....



I CAN'T BELIEVE HE SPUN
THE WHOLE THING!



DAN O'CONNER ON HIS WAY
TO SETTING ANOTHER NEW
F-PRODUCTION RECORD -
1:22.2.



GARY GUFSTASON.....



AND GARY BENEDICT.....



JOHN ALEXANDER ON HIS WAY
TO TWO CLASS WINS.

COURSE RECORDS

CLASS	DRIVER	CAR	TIME
Production			
AP	J. Greenwood	Corv.	1:18.6
BP	Larry Ross	Corv.	1:21.0
CP	Jeff Lance	Lotus S-7	1:22.5
DP	Evan Walters	Lotus S-7	1:21.8
EP	Larry Clingman	MGB	1:21.0
FP	Dan O'Connor	Sprite	1:22.2
GP	Wm. Holcomb	Spitfire	1:23.8
HP	Bob Gustafson	Sprite	1:26.0
Sports Racing			
ASR	John Greenwood	Lola	1:12.8*
BSR	Dr. Carl Armstrong	Por. 906	1:20.0
CSR	Bill Barber	Lotus 11	1:21.2
DSR	Bill Mundus	Berga Mk. III	1:24.8
Formula			
F/B	Ken Nielsen	Merlyn	1:15.2
F/C	Bob Clemens	Rassey	1:18.1
F/F	Bill Hollandahl	Lotus 51	1:15.9
F/V	Larry Wilhelm	Londergan	1:20.8
Sedans			
AS	Warren Tope	Mustang	1:18.6
BS	Dan Walters	Pinto	1:23.4
CS	Ken Navarre	NSU	1:26.1
DS	Dave Mackinder	NSU	1:28.5

*Overall course record.

All times recorded on BULOVA WATCHES courtesy of KINCAID JEWELERS, 205 E. Maple, Birmingham.

DRIVER'S SCHOOL



If anyone thought that Club Racing - Waterford Style was in any trouble, those doubts were quickly removed when the final tally was in for the Spring 1972 School. With Frank Cipelle, MIS General Manager, and a long-time Waterford member back at the helm, everyone had to put forth a maximum effort to handle the record number of forty-two students that signed up for the weekend course.

Things started off in traditional fashion on Friday night with a "chalk talk" that included instruction

on tires, what an apex is and all the good things that go into getting a student going on the track.

An even more pleasant surprise was in store on Saturday morning when the students started showing up at the track. You expect and accept a certain number of problems with cars that are out for the first time in the hands of students, but this time around, the overall preparation was excellent.

Following a tour of the track on foot, when

RACING CLASSES

PRODUCTION SPORTS CARS

"Production" Sports Cars (i.e., cars not designed primarily for racing) are grouped in classes according to their racing performance. This system of classing makes driver skill rather than car performance the primary factor in winning races.

CLASS A: Abarth Simca 2000; Cobra 427; Sting Ray 427 (thru 1967); Sting Ray 427 Roadster (1966); Griffith 200; Porsche GTS/904; Shelby GT500 (thru 1967); Sting Ray 396.

CLASS B: Aston Martin DB4, DB5, DB4GT and Zagato; Cobra 289; Corvette 327 and 283; Sting Ray 327 (thru 1967); Sting Ray 327 Roadster (1968); Ferrari 250GTO, 275-GTB, Berlinetta Lusso, 250GT (SWB), GT (California, coupe and cabriolet), 2-plus-2; Jaguar E 3.8 and 4.2; Shelby GT350 (thru 1966, and 1-4V 1967).

CLASS C: Abarth Simca 1300; Alfa Romeo TZ; Datsun SRL311U; Ginetta G4-1500; Lotus Elan (roadster, coupe and drophead); Mercedes Benz 300SL; MGC; MGC-GT; Morgan SS; Osca 1600 GT; Porsche Carrera 1500 and 1600; Porsche 356B, C2000 GS, 911, 911 S, (11L; Sunbeam Tiger 260; Toyota 2000GT; Triumph TR250 and TR5.

CLASS D: AC Bristol; Aceca Bristol; Alfa 2600 Sprint and Spider; Arnolt Bristol; Austin-Healey 3000; Daimler SP250; Elva Mk. 3 and 4 (1800); Elva Mk. 4 (T1800); Fairthorpe Electron; Fiat Abarth 1000 DOHC; Ginetta G4-1000; Jaguar XK120, 140, 150; Lotus Super 7; Marcos GT1000; Speedwell GT2A and 2B; Triumph TR4, TR4A (IRS); Turner Climax; TVR Mk. 3 1800; TVR Climax; Yenko Stinger.

CLASS E: Alfa Duetto, Giulia Spider Veloce 1600, Giulia Sprint GT and GTC, Sprint Speciale; Austin-Healey 100-6; Elva Mk. 4 T Ford, Mk. 1, 2, 3, 4 1622; Fairthorpe Electron Minor; Lotus Elite; Mercedes 250 SL; MGB; MGT-GT; Morgan plus-4; Porsche 912, 356C/1600SC and 265B, S90, 356 1500/1600 A, B, C; Triumph TR2, 3, 3A, 3B, GT6; Turner 1500; TVR Mk. 3 1622; TVR Vixen 1600 Ford (provisional); WSM GT; GSM Delta.

CLASS F: Alfa Giulietta Super 1300, Sprint Speciale, Giulia Sprint and Spider 1600; Alpine A110-1100; Austin Healey 100-4, Sprint 1275; Datsun SPL311 and SPL 311U; Fiat Abarth OT 1300/124 coupe; Glas GT1700; Lotus 7 and 7A; Mercedes 230SL; MGa 1500, 1600, 1622, twin cam; MG Midget 1275; Morgan 4/4 Mk. 5; Sabra Sport; Sunbeam Alpine; Spitfire Mk. 3 1300; Volvo P1800; GMS Delta (Ford 105E).

CLASS G: Alfa Sprint and Spider 1300; Abarth OTS 1000 coupe; Alpine A108-1000; Sprite 1100 and AN8; Datsun SPL 310U; Fiat Abarth 700, 750DOHC, 1000 pushrod, OT1000 Spider; Fiat 1500 Spider DOHC, 1500 Spider and cabriolet, 124 Sport Spider; Glas 1300GT; Honda S800; Matra; Midget 1100 and AN3; Porsche 1300; Rene Bonnet CRB; Spitfire Mk. 1 and 2; Turner 950S.

CLASS H: Sprite 948 Mk. 1 and 2; DB HBR5 851-954; Fiat 850 Spider; Fiat Abarth 850S, 750GT, 750MM; Fiat 1200 Spider; Honda S600; Midget 948; MG TC, TD, TF 1250, TF 1500; Morgan 4/4 Mk. 4; NSU Wankel Spider.

MODIFIED OR SPORTS RACING CARS

"Modified" Sports Cars (i.e., sports cars designed specifically for racing, and "Production" cars that have been modified for racing) are grouped according to engine size.

CLASS A: Over 2000 cc (over 122 cu. in.); **CLASS B:** 1300 to 2000 cc (111½ cu. in.); **CLASS C:** 850 to 1300 cc (46 to 111½ cu. in.); **CLASS D:** Under 850 cc (under 46 cu. in.).

SEDANS

CLASS I: Renault; Simca 994 & 1290; BMW 700; Mini-Minor 850; Saab Standard 750, 850 and 750 Sport; Ford Anglia 997; Fiat 600, 750, 850, 1100 and 1300; Opel Kadette 1078; Hillman Imp 875; MG 1100; NSU 1000 L, S, C, 996 cc; Volkswagen 1500; Honda 750.

CLASS II: Alfa Giulia 1300; Ford Anglia 1198; Mini Cooper S 970 and 1071; Renault Gordini R8 1108; Saab 850 Sports; Hino Contessa 1251; Datsun 1595; Saab 1498; NSU TT-1085; NSU TTS-996; NSU 1200 TT-1117; Fiat Abarth 1000, Volkswagen 1600; Mini Cooper 997.

CLASS III: Alfa TI 1600; BMW 1600 and 1800 TI; Corvair Monza; Ford Cortina 1498; Isuzu Bellet 1991; Sunbeam and Hillman 1725; Toyota Carona 1899; Volvo 1600 and 1800; Valiant 2786; Mini Cooper S 1275; Renault Gordini 1300; NSU 1200 TTS and TTC 1177; Fiat 1200.

CLASS IV: Alfa TI Super 1600 and GTA; BMW TISA, Lotus Cortina; Corvair Corsa, Porsche 911; Fiat Abarth 1200; Sedans over 180 cu. in. to 5 liters, 112" wheelbase, and 3500 lbs. maximum.

CLASS V: Sedans exceeding Group II Specifications (i.e., Canadian & FIA Group 5).

Flags

Yellow with Red Stripes: Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look down 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.

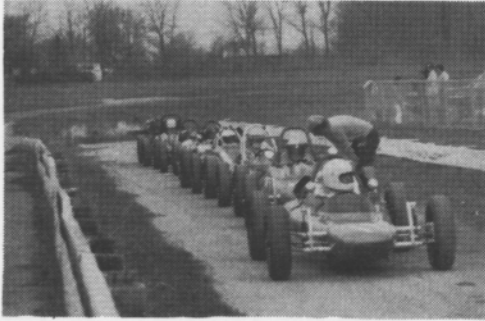
Yellow (waving): Great danger, be prepared to stop, no passing.

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

Blue with Diagonal Yellow Stripe (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.

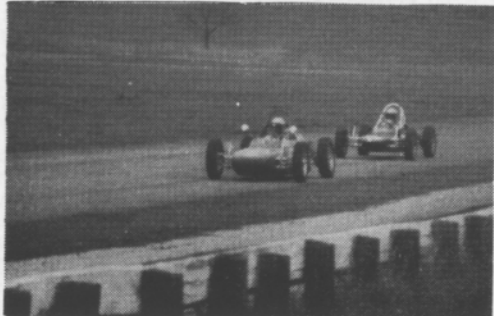




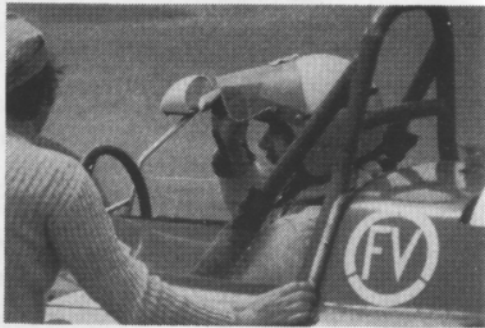
THERE'S LOTS OF DRIVING SINGLE FILE....

By the time the weekend was over, he better understood the demands of driving 100% all of the time as well as how a spin feels, following a miscue in Skeet House, a fate few of us who drive have escaped. At first, Don's driving tended to be a bit on the conservative side, but by the time Sunday had rolled around, Chuck Bartlebaugh, his instructor had him into the 1:20's in his Vee. Another brief chat in the paddock area, got him

AND FINALLY, YOUR DRIVING TEST.



various licensed drivers show the students the way around the course, we decided to pick up a student and follow him for a while. Dr. Donald Klein, a Southfield Physician, was taking the school with an eye toward perhaps making the total commitment to amateur racing, but first wanted to get a feel for the sport.

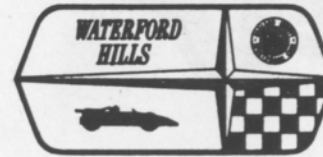


CONFERENCES WITH YOUR INSTRUCTOR.....

to try a pass on the inside at Skeet House - that worked.

Following his driver's test and written test, Don got his license. He isn't sure that the demands of his practice will allow him much time on the track, but he does feel that the whole weekend made him a better driver on the street.

WATERFORD HILLS



A 1.5 MILE ASPHALT ROAD COURSE AT WATERFORD, MICH

