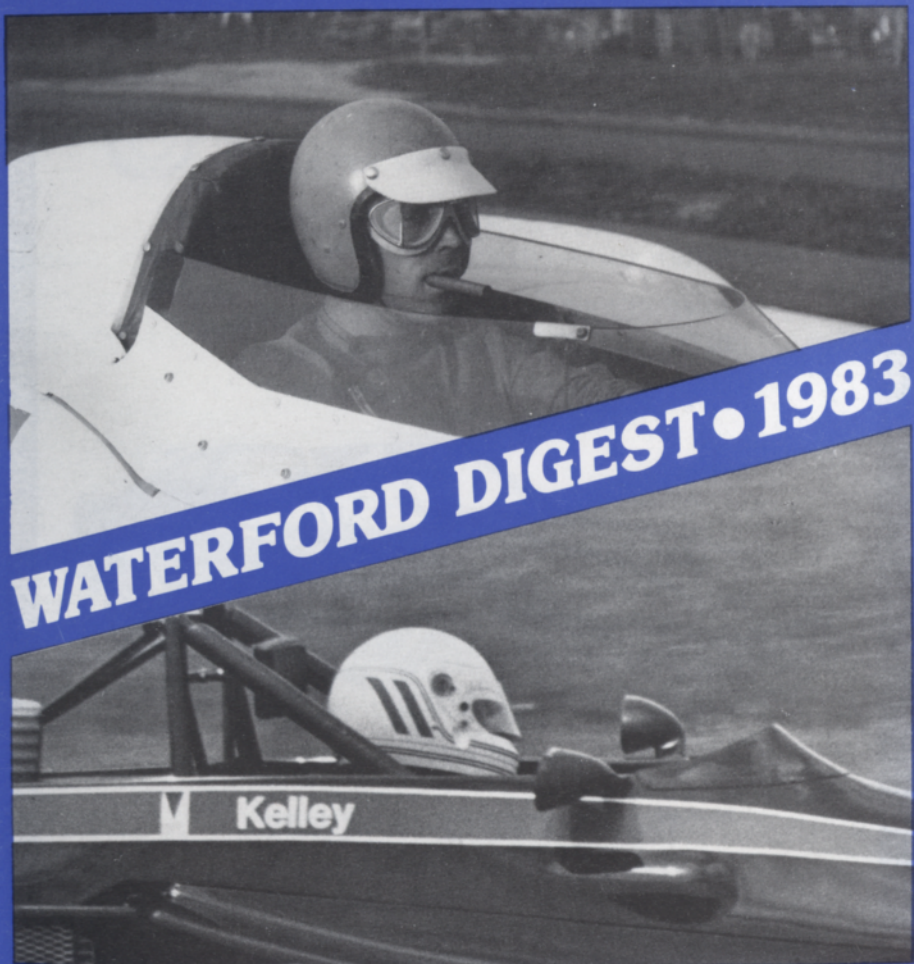




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THE WATERFORD DIGEST

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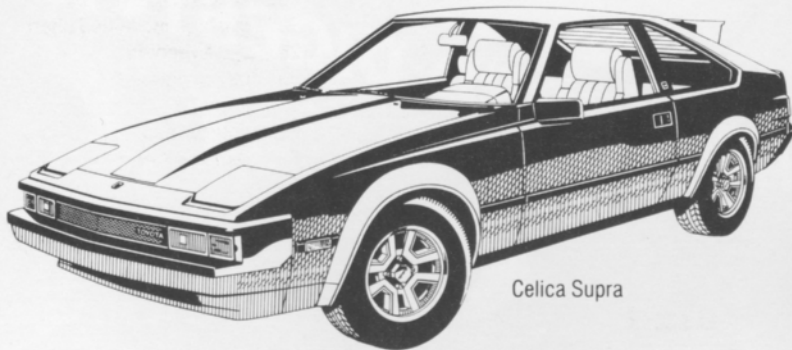
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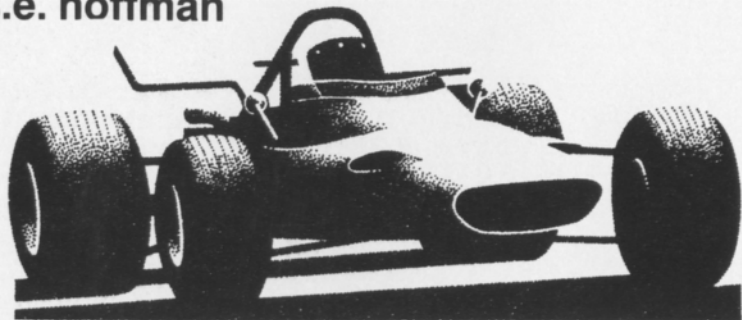
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3. officials
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25. class records
26. racing classes
27. flags
28. course map
30. racing schedule

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the inside line

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Welcome to the June races!

Last month saw us off to a very competitive start with three new class records set. Ed Murray and his DSR Jedi broke his own 1982 mark by a whopping one and two-tenths seconds, taking the time down to 1:17.6 with that new chassis. Larry Rehagen set a time of 1:27.3 for the new SS-GT class with his white and blue Mustang turbo. Waterford Hills has a new Formula Ford class this year, FF-BFG, with the cars racing on B F Goodrich radial tires. Mark Davison, with the fast time of 1:17.9, is clearly the man to beat in this group.

Some good battles in other classes include Steve Ives coming on in FP to give four-time class champ Randy Black a challenge. The GT-5 Minis are great fun with Ross Becker and Ted Wollesen chasing each other to the finish line. The battles in GT-1 between several front running Vettes continues strong. Scott Duthrie, Jason Byers, John Frazer and Eric Kielts proved that each is capable of winning in FF class. Look for lots of action this weekend!

One reminder to our fans is that we race several similar classes of cars at the same time. This explains why more than one car will take a checkered flag around on the victory lap. Cheer them all as the winners they are! You can use your entry list and schedule in this race program to find the drivers names and classes. The big number on the car is the driver's number of record for the weekend and the small letters/numbers indicate the class in which the car competes.

This weekend we are honoring our race workers. It takes a minimum of 125 or so workers to successfully put on a race program. Dena Hollandal and Lynda Gale have collaborated on an article in this digest which explains a bit of who and what these volunteer race workers are and do. Without our volunteers, we couldn't get the job done!

If you should like to join our worker crews, just come to our monthly club meeting in the OCSC Clubhouse (the log cabin by the entrance) the first Wednesday of each month at 8:00 p.m. We would love to have you join us

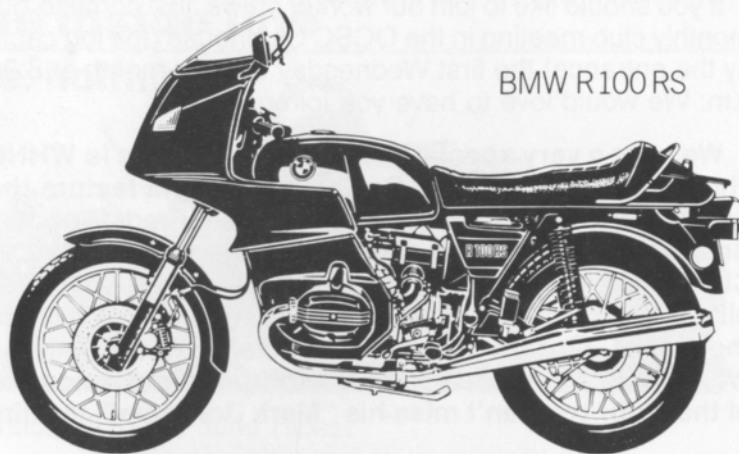
We have a very special treat this month. This is WHND "honey" radio weekend. On Sunday we will feature the dee jay challenge between Richard Dee, Fred "Boogie" Brian and Kevin O'Neil. The Honey Radio Classic Car Club, complete with Sunshine, will be on the spectator hill. Stroll over, meet these great race fans and admire their cars. Organizer of the special event is Dennis Whitehead, Waterford's Race Coordinator, and a member of the club. You can't miss his "Mark Donohue" Javelin!

Plan to join us for more racing throughout the summer. See the schedule on the back of this program. Bring your friends for a very special fun weekend!

Happy viewing!

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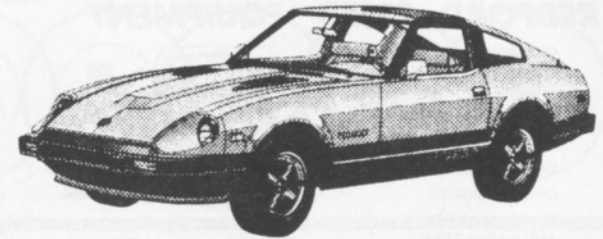


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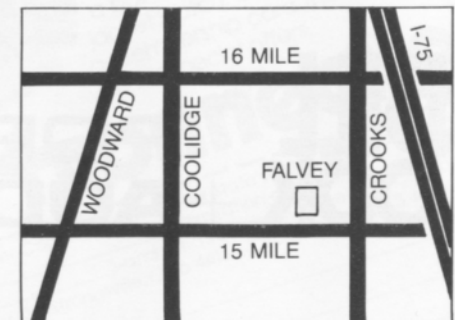
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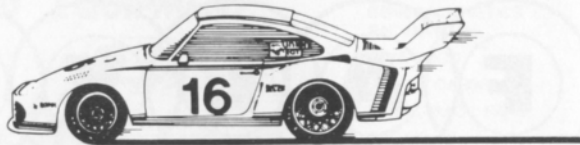
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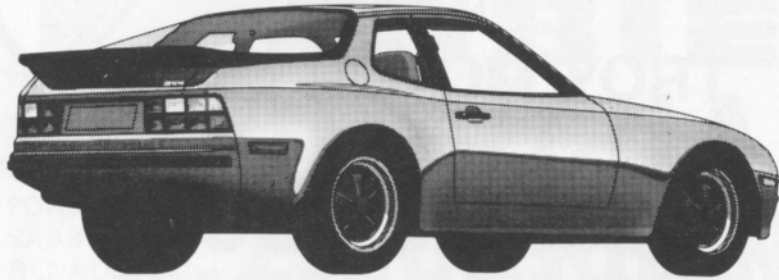
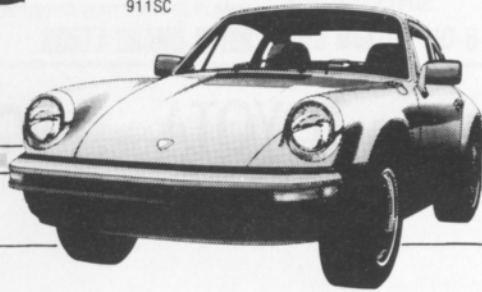
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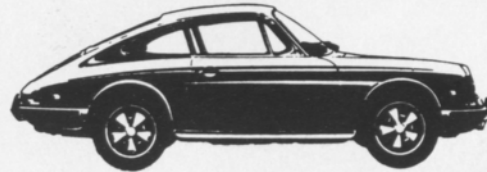
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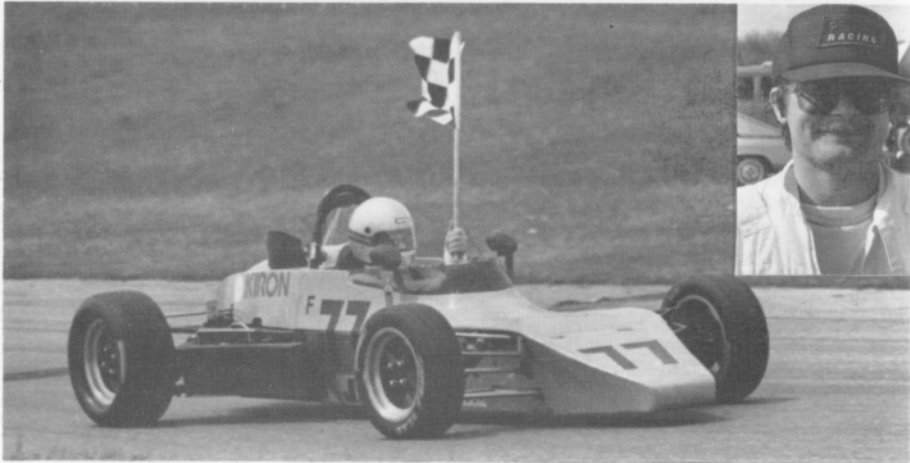
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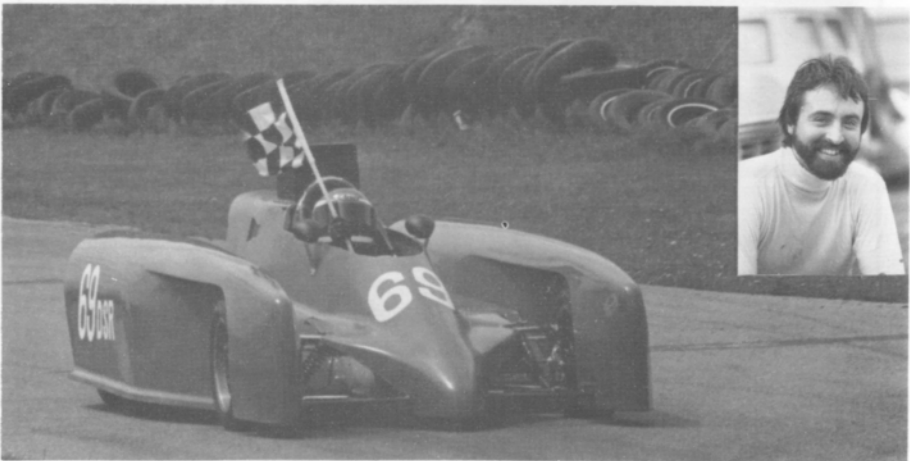
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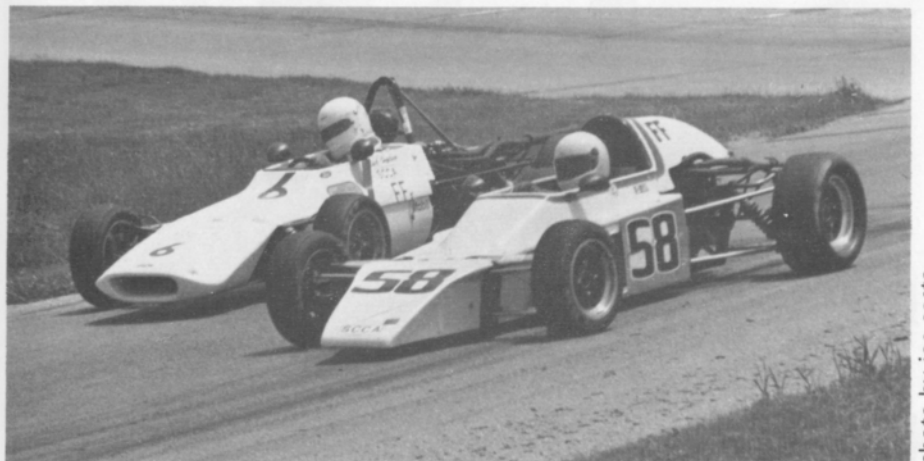


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the workers

On this the twenty-fifth anniversary of Waterford Hills Road Racing, we would like to pay special acknowledgement to the scores of volunteers whose efforts make racing possible. They are truly the unsung heroes of Waterford Hills. Many of them are family members or friends of race drivers. Many others first came to Waterford Hills as spectators and stayed to discover the enjoyment of being part of our race activities.

These volunteers fill a wide range of essential roles. The registration crew insures that all drivers, crew and paddock spectators are issued the proper credentials. The paddock marshall and crew maintain smooth operation of activities in the paddock area. There are the technical inspectors that go over each race car and help to maintain the remarkable safety record for which Waterford Hills is noted. The timing and scoring crew record lap times and positions of each car on the track during races and qualifying for determination of grid position, class records and class championships. When the race is about to begin and the cars proceed onto the track in an orderly progression for the pace lap, it is the grid marshall we can credit. Some of the more visible track workers are the starter and crew who not only begin and end the race but provide drivers with essential flag signals during the course of the race.

During practice, qualifying and racing, each corner is staffed by a group of people known, not surprisingly, as corner workers. The group on each corner consists of a corner captain who supervises all activity at that corner; a communication person who maintains

contact with the tower and all other corners; a flag person who gives drivers information regarding track conditions and hazards via various colored flage; and last but not most certainly not least a safety person whose function is to assist a driver and take appropriate safety action when a car leaves the track.

The functions of volunteer workers continues with the fire and rescue people who stand by to assist in the event of an accident or injury. The course marshalls who remove disabled vehicles at the end of each race and insure that the track is free of hazard or debris. There are the track stewards who supervise all aspects of competition, settling protests and interpreting track regulations. There are publicity people who keep local media informed about the activities at Waterford Hills. There is the person who handles trophy acquisition and distribution. There are the people who write, edit and publish the Waterford Hills Digest and the people who operate the Boutique. There are also many other people who may not have an assigned function but are always there willing to offer their assistance whenever needed.

We all come to Waterford Hills to see the drivers and their cars compete. Workers, pit crews, families and spectators alike, we all love road racing. Waterford Hills has had twenty-five years of exciting, safe road racing that would not have been possible without the thousands of hours of dedication and effort that our volunteer workers represent.

lynda gale
dena hallandal



photo by john williard



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photo by al bizer

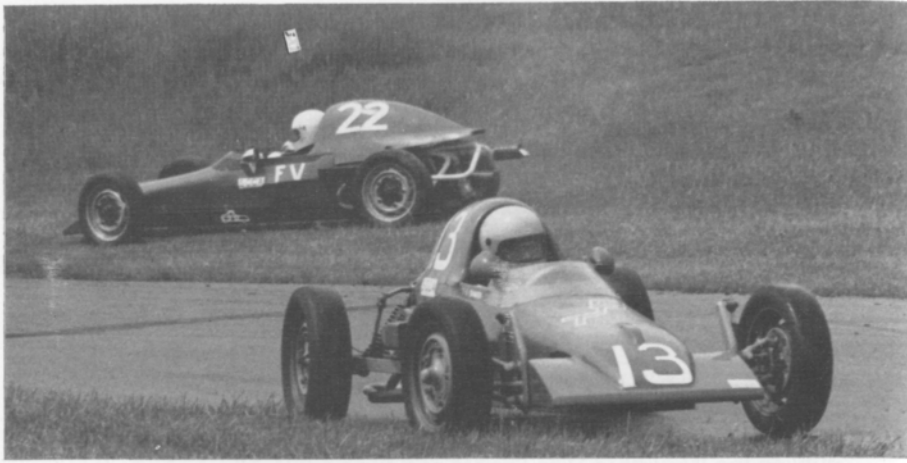


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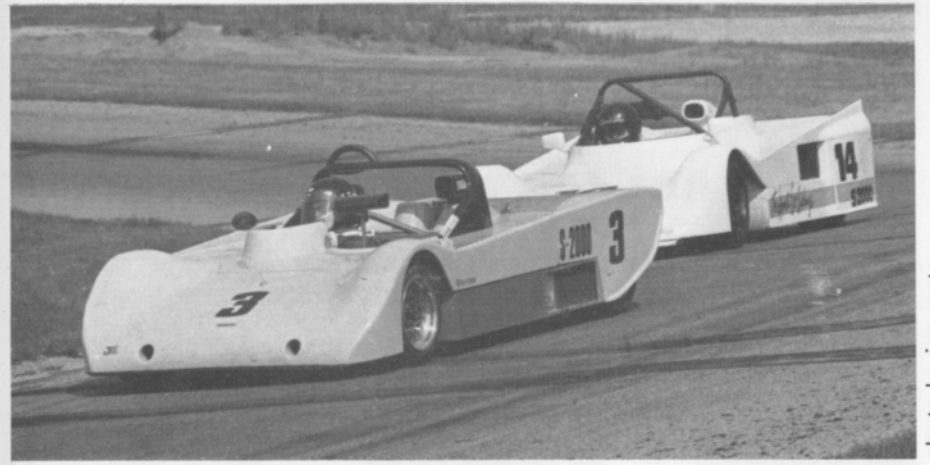


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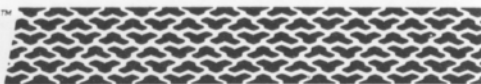


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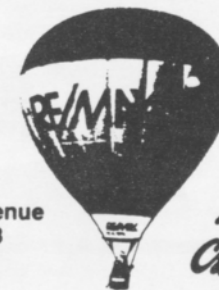


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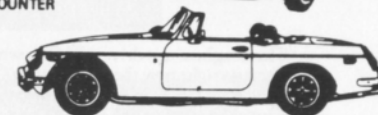
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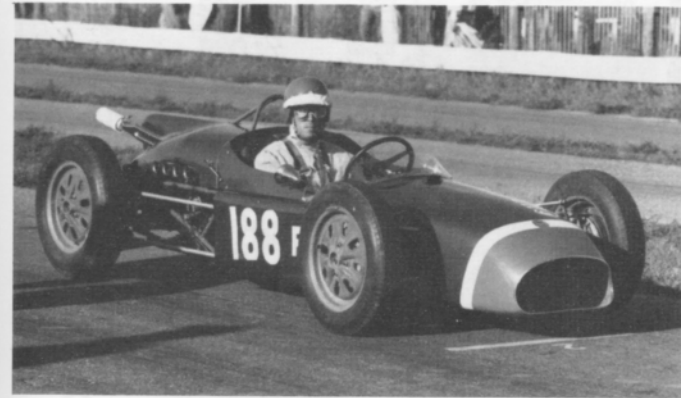
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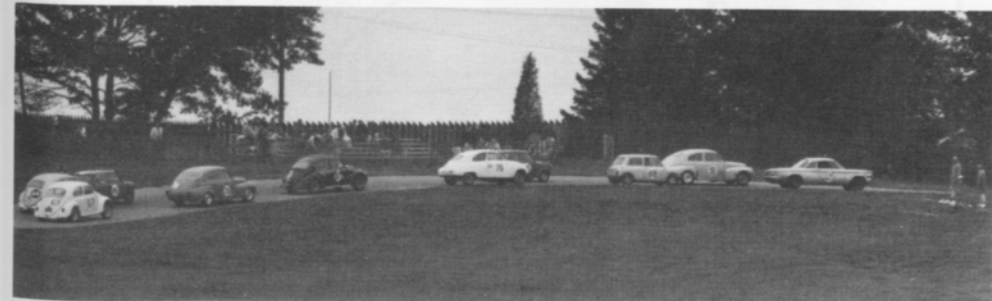
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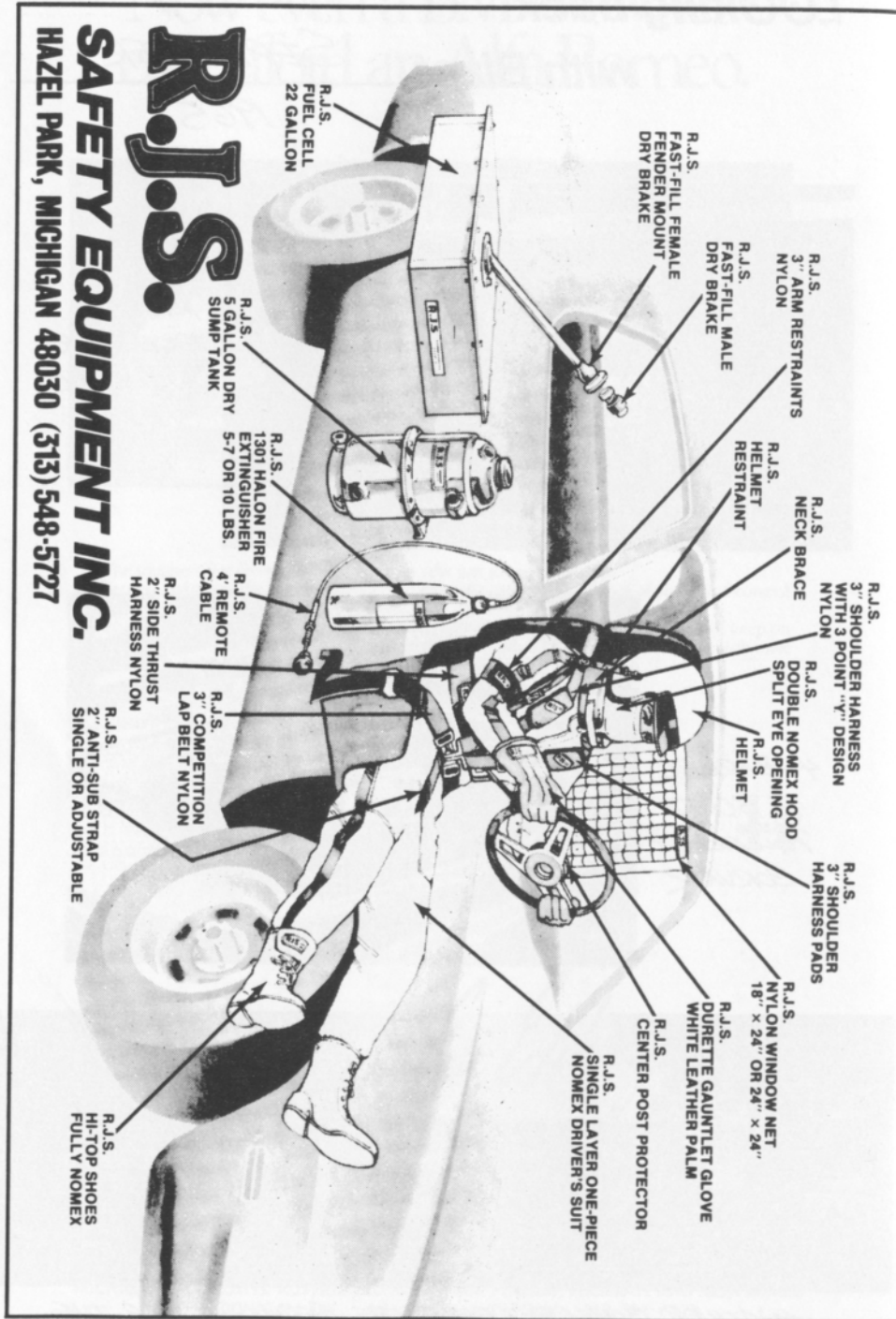
Min/Sec	MPH	Min/Sec	MPH	Min/Sec	MPH
1:00	85.326	1:17	66.488	1:34	54.463
1:01	83.927	1:18	65.635	1:35	53.890
1:02	82.574	1:19	64.805	1:36	53.329
1:03	81.263	1:20	63.995	1:37	52.779
1:04	79.993	1:21	63.204	1:38	52.240
1:05	78.762	1:22	62.434	1:39	51.713
1:06	77.569	1:23	61.681	1:40	51.196
1:07	76.411	1:24	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	Defender	1:18.9	9/82
S/2000	Larry Campbell	Lola	1:11.5	9/79
DP	Karl Nilsson	Porche 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	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	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 Cooper	1:19.0	5/82
GT-5	New Class	No Record		
SSA	Bobby Fehan	Mustang II	1:27.4	7/80
SSB	Charlie Henry	Dodge Challenger	1:28.4	9/82
SSC	Mark Robling	Pinto	1:30.1	9/80
FF	Vince Muzzin	Royale	1:09.4	6/78
FV	Lee McLeod	Lynx	1:15.7	7/81
** F/ALTC	Vince Muzzin	March	1:06.7	5/75
F/C	Charles Van Acker	Lola	1:09.8	8/79
F440	Greg Assenmacher	Stinger	1:19.0	7/80
F4	Robert Long	Xpit	1:13.2	9/79

**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 Carolla, Pontiac Astar

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 Carolla 1600, Datsun 510 1600, Ford Escort/Lynx, VW Rabbit & Scirocco
GT-5	Datsun 200SX, Austin/Morris Mini Cooper, VW 1300, NSU TT, Honda Civic, Renault LeCar, Fiat 124 1200, Toyota Carolla 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/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



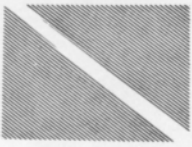
(Stationary) Take care, danger, no passing.
(Waving) Great danger, be prepared to stop, no passing.

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.

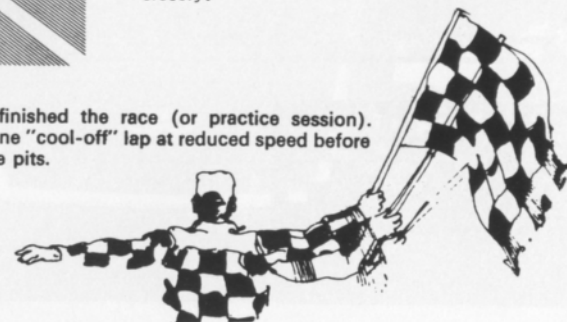
blue with diagonal yellow stripes



(Motionless) Another competitor is following you closely.

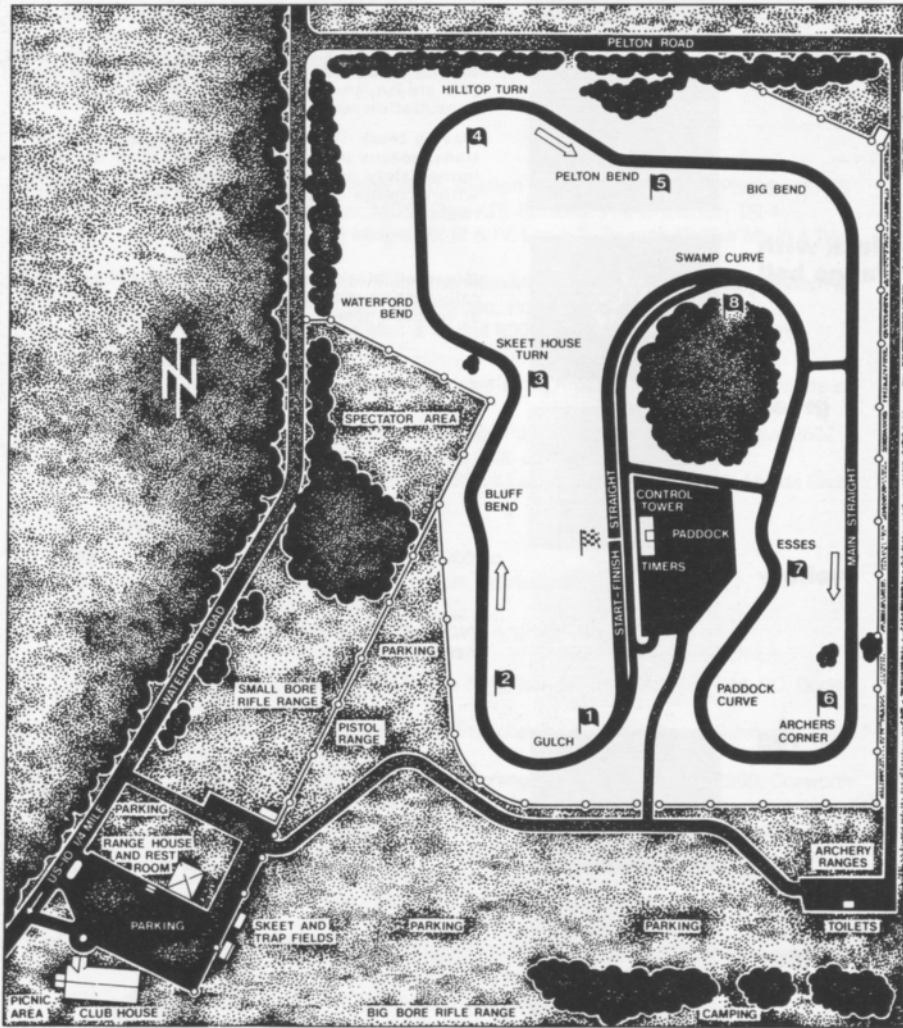
checkered

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 