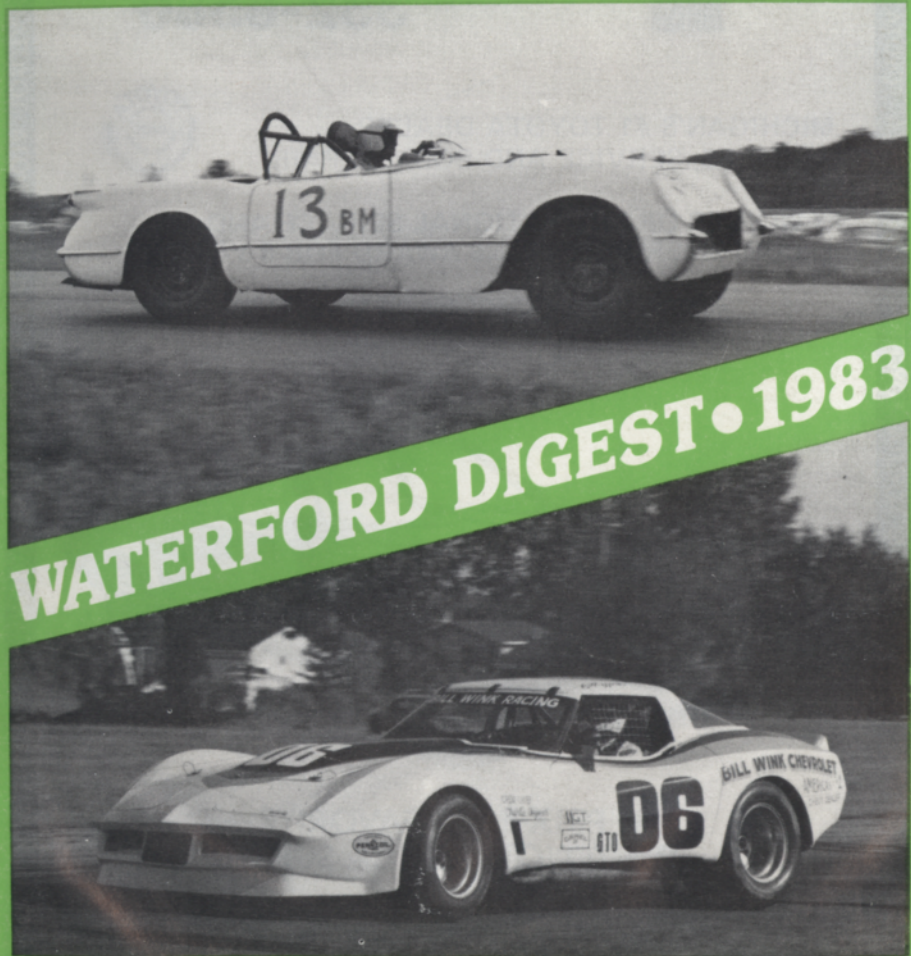




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- AUGUST 27-28
- SEPT. 24-25

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**THE WATERFORD DIGEST**

Published by Waterford Hills Road Racing Inc., 1983



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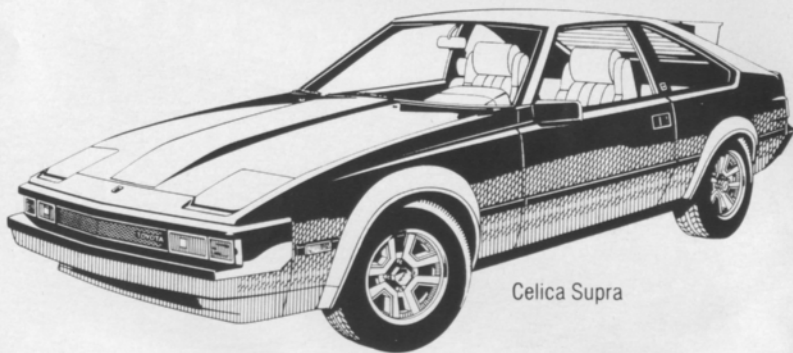
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# WATERFORD DIGEST • 1983



DON BURRY DAY — SEPTEMBER 1982

photo by john willyard

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### Cover Photos

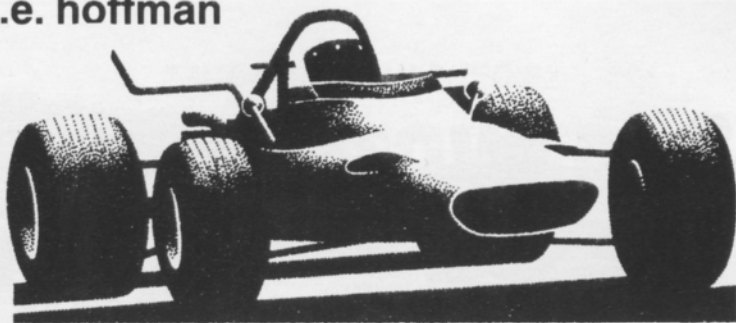
1960 Bob Cliff #13 1953 Covette  
1982 Bill Wink #06 1981 Corvette

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publisher	sue hoffman
advertising director	jerry morlewski
art director	dan hill
production staff	brenda riley
photographers	al bizer
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cover photo	al bizer

## the inside line

s.e. hoffman



Welcome to Waterford Hills road racing — 1983 style!

Last September's Fall Classics races were jam-packed, sometimes quite literally, with excitement. Two of our oldest class records fell. Charlie Henry and his red Challenger brought the SSB time down to a 1:28.4, knocking a full second off Thad Gutowski's 1976 time. Ed Murray took two seconds off Don Clining's DSR record, setting a new mark of 1:18.9. Ed and his brand new Defender copped a record that had stood since 1975.

This month's Spring Sprints launch the Silver Anniversary of club racing here in the hills. We have many great things planned for this 25 year celebration. May 28 and 29 will see the team challenge event between our drivers and the drivers from Midwestern Council of Sports Car Clubs from Chicago. They are 25 years old, too. MCSCC president, Dean Johnson, and chief steward, Bill Poole, promise this will be one very competitive weekend! In June we will host a Worker Reunion for past and present race volunteers! The Canadian Invitational will highlight the July race weekend with many of our friends from across the border joining us again. August is the very special Silver Anniversary weekend with many of our former members joining us from all over the country. September will be the traditional Fall Classic shoot-out as we determine who will be the class champions and who will be the Top Ten Drivers of the year. This is a broad outline and we'll keep you posted throughout the season in this column.

Some special guests this Memorial Day Sunday are the Michigan Hot Rod Association. They will be staging a parade lap at lunch break. Event chairman, Dennis Stone, invites all

of our spectators to stroll over, see the cars and say "hello" to the NHRA group.

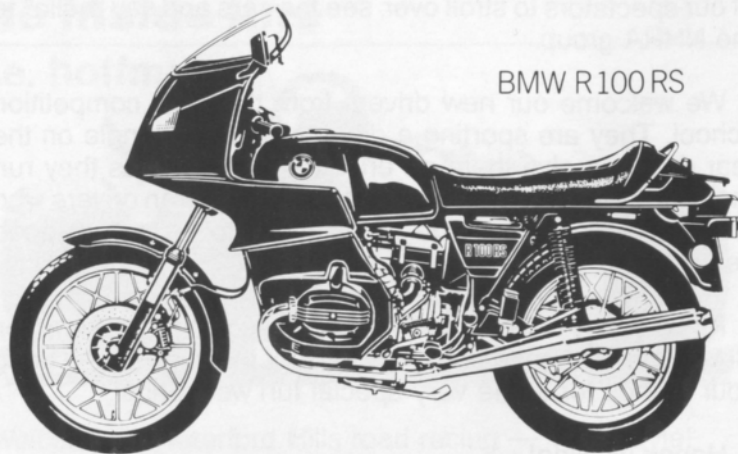
We welcome our new drivers from the April competition school. They are sporting a day-glo orange triangle on the rear deck, so give them an encouraging cheer as they run their first races. We welcome back lots of veteran drivers who just love your cheers, too. It promises to be a very good season!

Plan to join us for more racing throughout the summer. Check out the schedule on the back of this **digest** and bring your friends for some very special fun weekends!

Happy viewing!

## officials

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president	jim mcintosh
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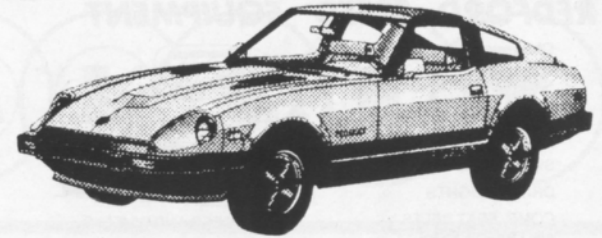


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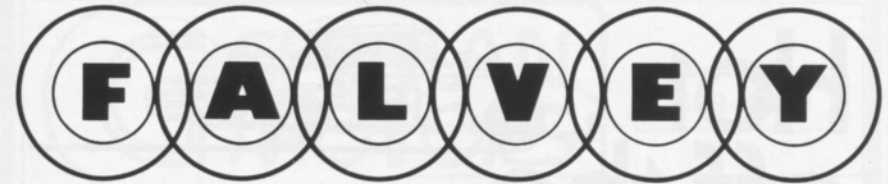
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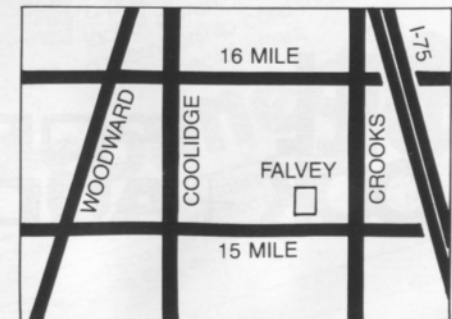
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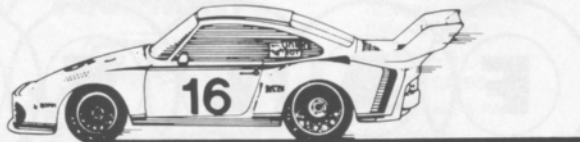
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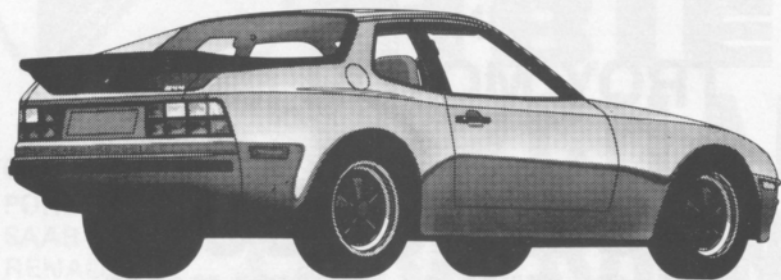
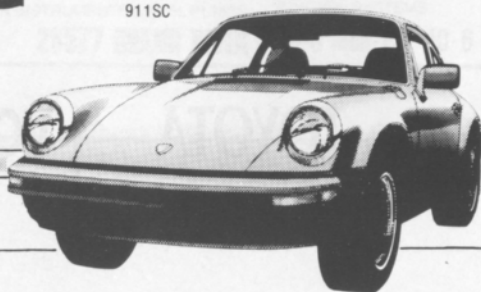
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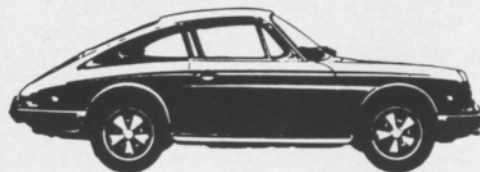
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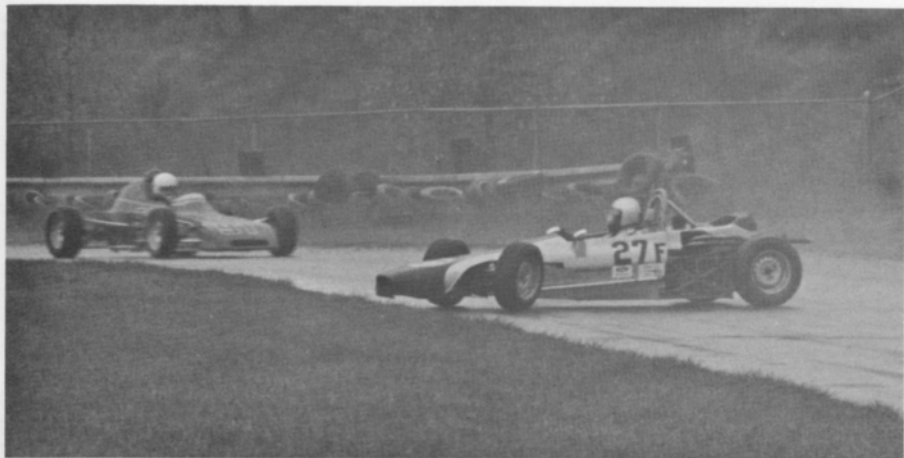


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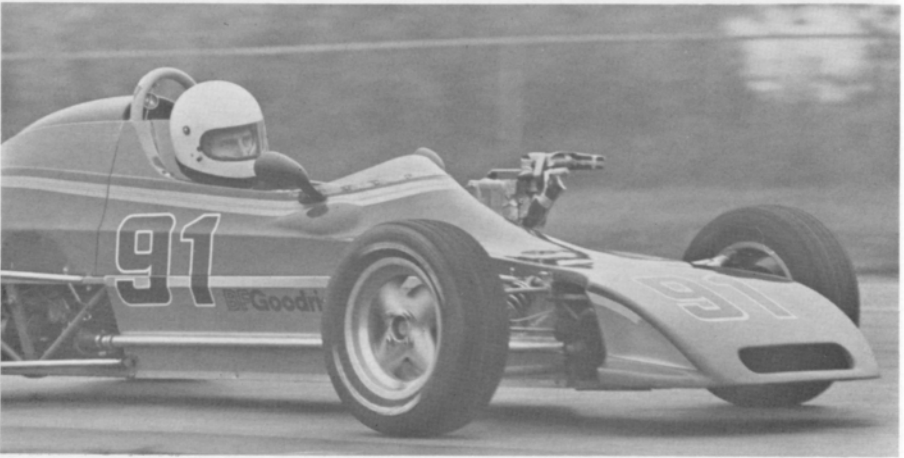


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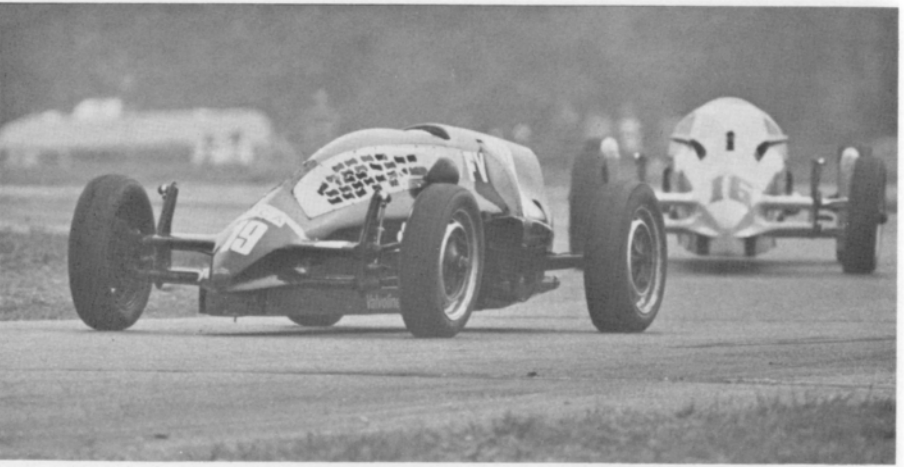


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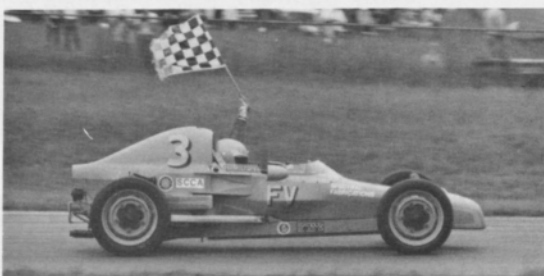
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# 1981 top ten drivers



# 1

**ron lidensmith**  
canton, michigan



# 2

**dennis hamilton**  
dearborn heights, michigan



# 3

**hugo carlson**  
ferndale, michigan



# 4

**conrad miesiak**  
troy, michigan



# 5

**ed ploughman**  
brooklyn, michigan

# 6



**ken nelson**  
canton, michigan



# 7



**jerry morlewski**  
detroit, michigan



# 8



**doug goad**  
canton, michigan



# 9



**tim taylor**  
farmington hills, michigan



# 10



**mark davison**  
lake orion, michigan



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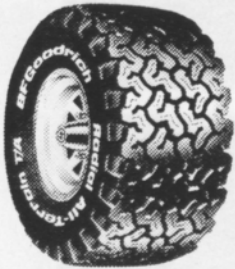


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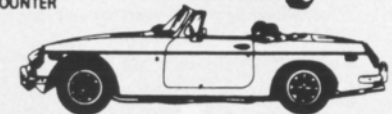
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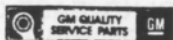
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with Bizer**

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AGO BUT IT WAS  
ON MAY 21, 1960  
THAT I FIRST  
AIMED MY CAMERA  
AT W.H.R.R.I.

THIS WAS MY VERY FIRST CLICK  
OF THE SHUTTER...



...THE  
2nd...



... 3rd

## 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		

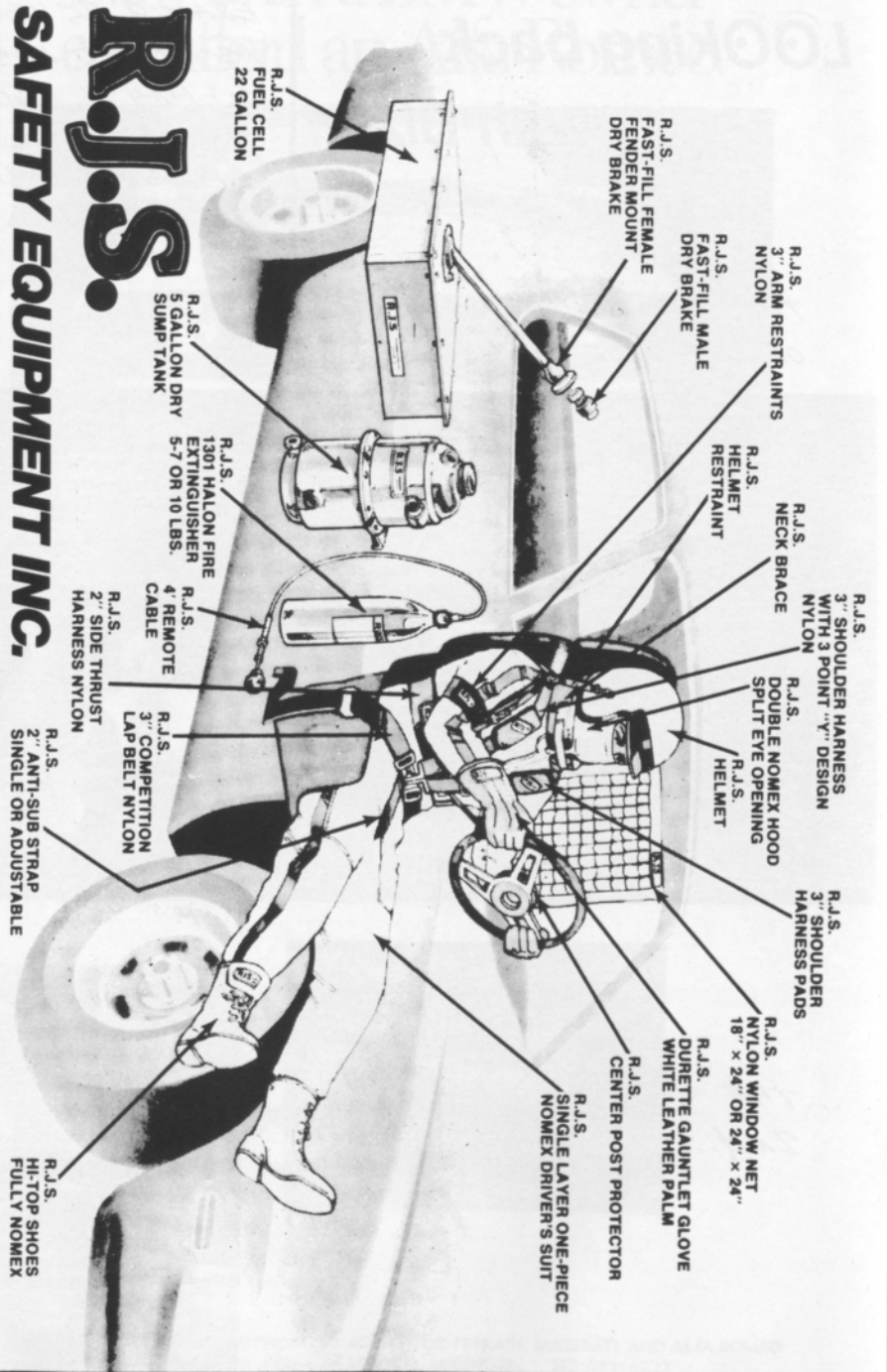
The Waterford Hills Road Course is 1.4221 miles long (7,509 ft. center line of track). To determine the speed of any individual car, time it for one complete lap and read off the speed from this table.

## class records

ASR	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

<b>DP</b>	Lotus Super 7, Datsun 2000, Triumph GT-6, Yenka Stinger, Porsche 914-S
<b>EP</b>	Porsche 356 series, MGB, Opel GT, Porsche 914/4, Triumph TR-4
<b>FP</b>	Saab Sonnet, MG Midget Mk III & IV, Lotus 7, Triumph Spitfire Mk III & IV & 1500
<b>GP</b>	MG Midget Mk I & II, Triumph Spitfire Mk I & II, MGA, Austin Healy Sprite, Fiat X1/9, Fiat 124 Spider, Alfa Romeo, Porsche Coupe
<b>HP</b>	Austin Healy Sprite Mk I & II, Fiat 850, MG Midget 948, Fiat Abarth

## SHOWROOM STOCK

<b>SS-GT</b>	new class with current model cars of SSA plus additional modifications allowed.
<b>SSA</b>	Mustang Cobra, Mazda RX series, Porsche 924, Capri V-6, Datsun 280Z
<b>SSB</b>	Triumph TR-8, Scirocco, Dodge Colt, Datsun 200SX, Fiat 124
<b>SSC</b>	Fiat X1/9, Pinto, VW Rabbit, Renault LeCar, Mustang 2.3, MGB, Honda Civic, Toyota Carolla, Pontiac Astre

## SPORTS RACING

<b>ASR</b>	over 1300 cc but less than 6000 cc
<b>CSR</b>	over 850 cc up to 1600 cc (with restrictions)
<b>DSR</b>	below or equal to 850 cc
<b>S/2000</b>	uses Ford 2000 cc overhead cam engines only

## GT CLASSES

<b>GT-1</b>	Corvette, Camaro, Ford Cobra II, Shelby GT-350, Porsche 911 SC, Dodge Aspen
<b>GT-2</b>	Datsun Z series, Mazda RX7, Porsche 914/6 & 924 Turbo, Sunbeam Tiger, Triumph TR-6 & TR-8
<b>GT-3</b>	Opel 1900, Datsun 510 1800, Mustang 2300, Pinto 2000 & 2300, Cosworth Vega
<b>GT-4</b>	Fiat 124 Sports Coupe, Pinto 1600, Toyota Celica, Dodge Colt, Toyota Carolla 1600, Datsun 510 1600, Ford Escort/Lynx, VW Rabbit & Scirocco
<b>GT-5</b>	Datsun 200SX, Austin/Morris Mini Cooper, VW 1300, NSU TT, Honda Civic, Renault LeCar, Fiat 124 1200, Toyota Carolla 1200

## FORMULA

<b>FF</b>	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
<b>FV</b>	Formula Vee — all Volkswagen components, 1200 cc engine, driver's weight included in total legal weight, very competitive class
<b>F/ATLC</b>	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
<b>F/CNTL</b>	Formula Continental — engine up to 1100 cc, rear wings allowed, combines the modifications of the previous Formula C and Formula Super Vee classes
<b>F440</b>	Formula 440 — utilizes Fuji two-cycle snowmobile engines and drive train, rigid suspension, wings permitted
<b>F4</b>	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**



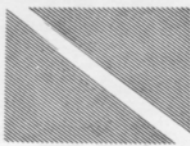
(Stationary) Take care, danger, no passing.  
(Waving) Great danger, be prepared to stop, no passing.

**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.

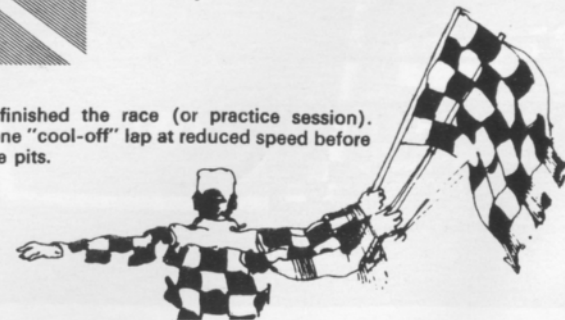
**blue with diagonal yellow stripes**



(Motionless) Another competitor is following you closely.

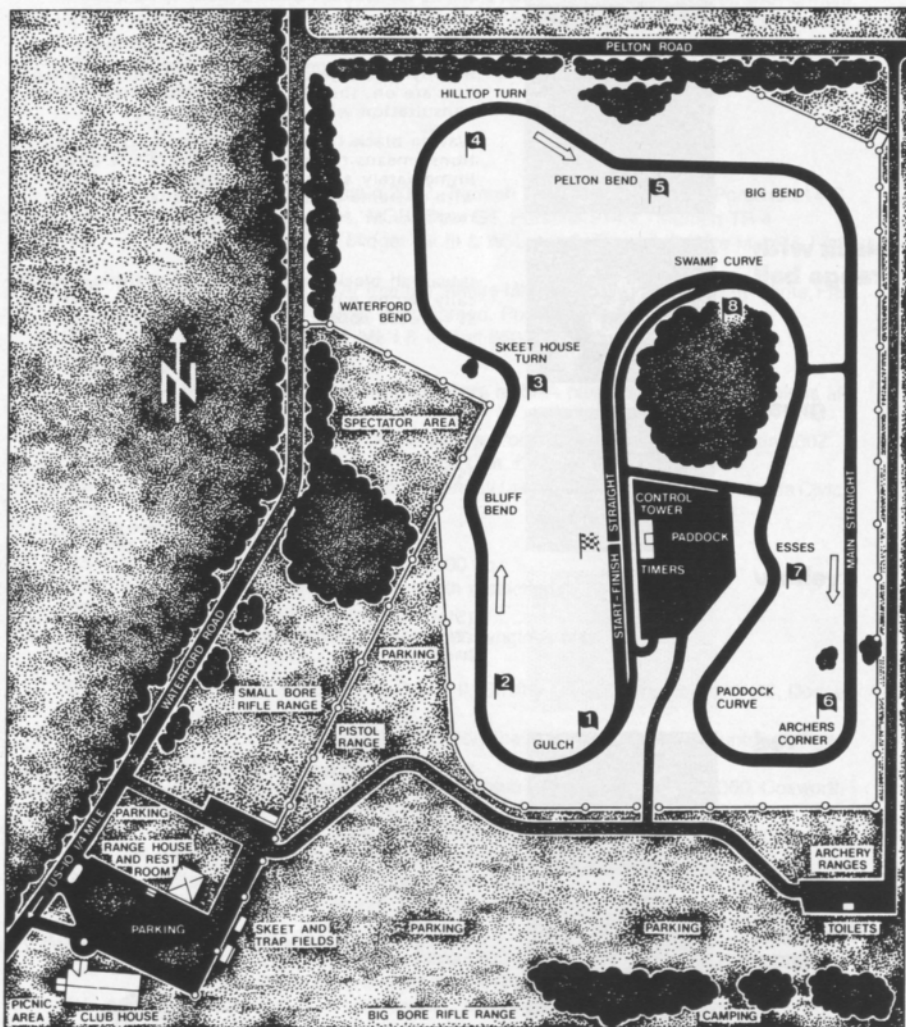
**checkered**

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

