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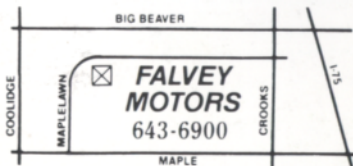
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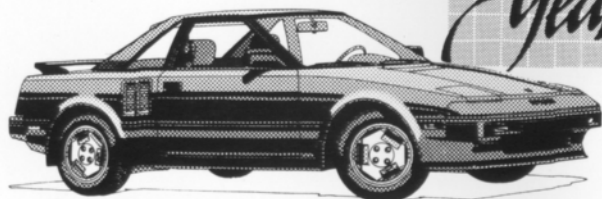
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## Contents

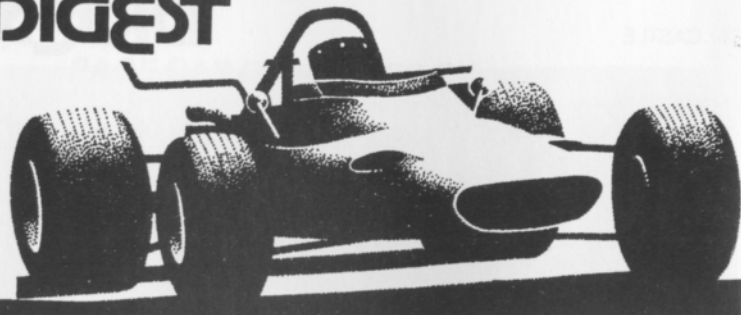


- 2. The Inside Line
- 3. Officials
- 10. 1985 Top 10 Drivers
- 14. Feature Story
- 29. Looking Back With Bizer
- 32. Average Lap Speed Chart
- 32. Class Records
- 33. Racing Classes
- 34. Flags
- 35. Course Map
- 36. Racing Schedule

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## The Inside Line

Welcome to the start of another exciting season here at Waterford Hills.

Last season we saw some of our closest racing ever. Records fell every weekend. With our latest crop of novice drivers, I'm sure this will continue. You can tell a novice driver by the orange triangle on the back of the car.

Watching sports car racing can be confusing to the new fan. It appears there are almost as many winners as there are cars. The answer is that there are several classes of cars racing in every race. Each class of race cars is identified by the small letters next to the car number. An explanation of the classes can be found on page 33 of this Waterford Digest.

You may want to turn to the Track Records on page 32 to get a feel for the potential speed of each class at Waterford.

Later this month, May 29-June 1, we will have a group of cars on display at Oakland Mall. This is an excellent way to see the race cars up close. We are also planning a similar display at Universal Mall, June 12-15.

In addition to our regular race weekends, the 2nd annual Meadow Brook Historic Races will be August 2-3. Mercedes-Benz will be here with a special display of historic cars. These cars will only appear at three events in this country. The Chicago Historic Races at Elkhart Lake, Wisconsin, the vintage races at Monterey, California and Waterford Hills.

We hope you have a great day. See you next race weekend.



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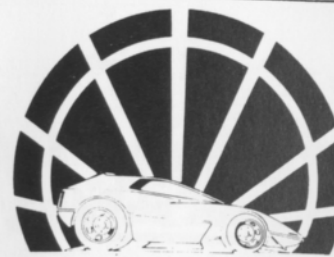
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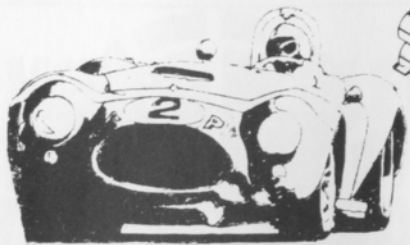
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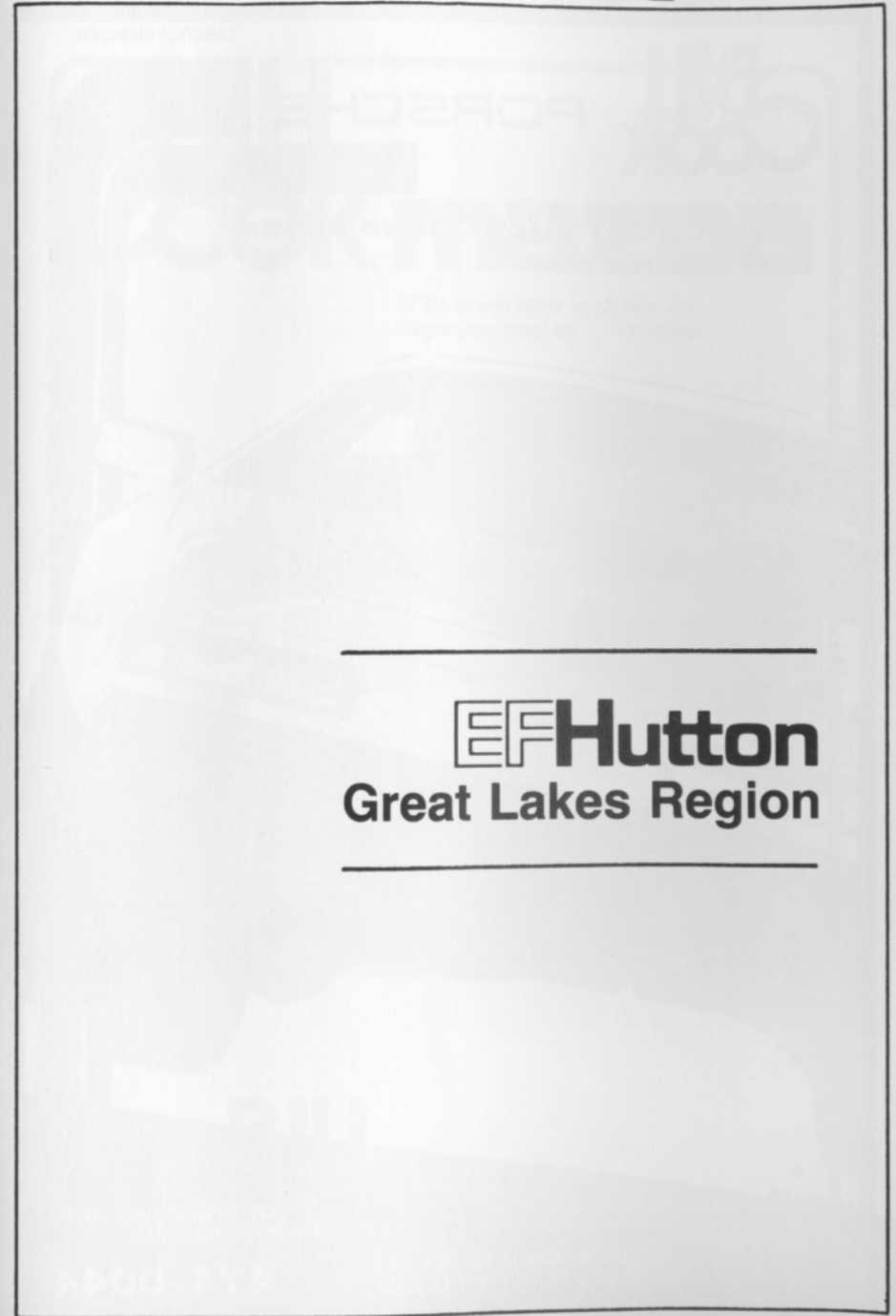
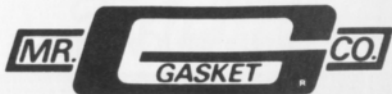
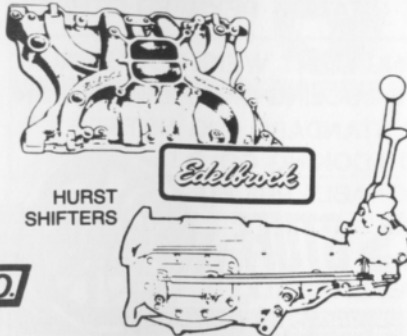
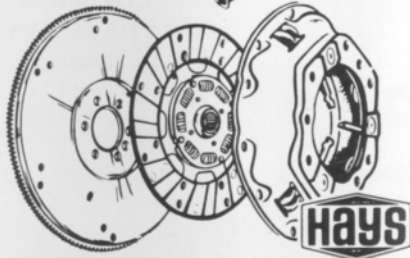
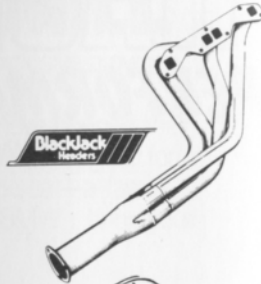
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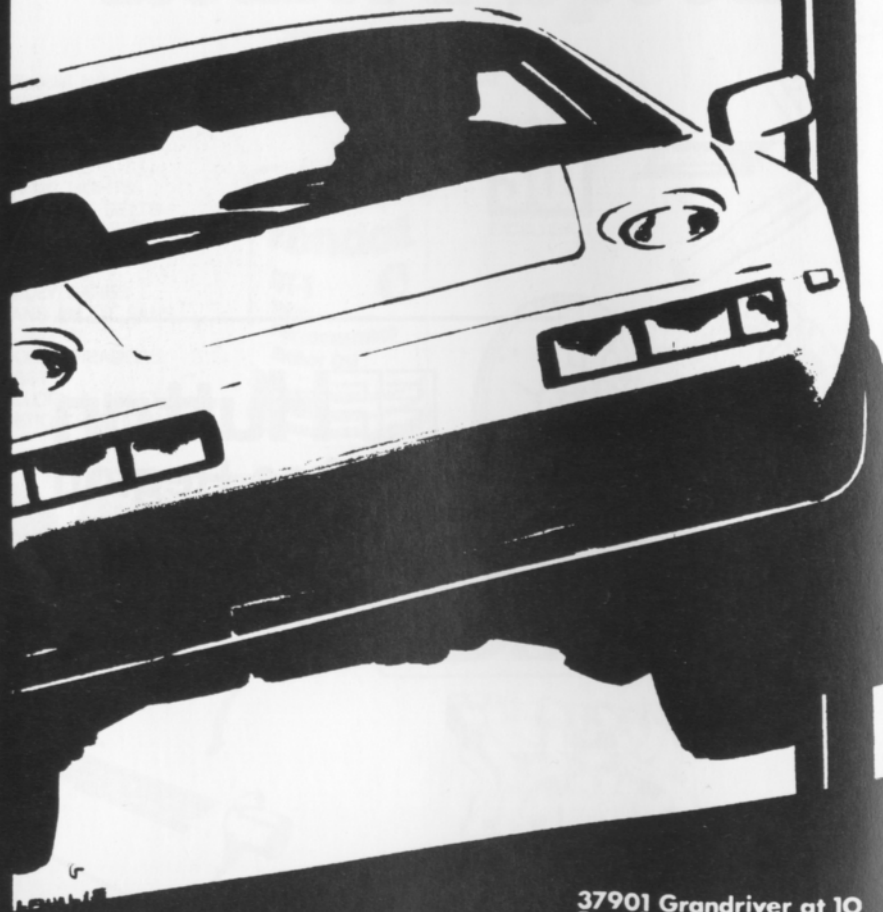
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## 1985 TOP 10 DRIVERS



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RAY KROM  
PLYMOUTH  
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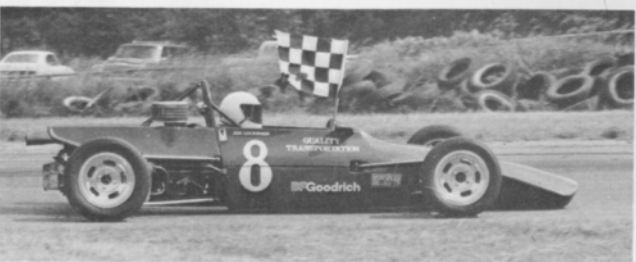
2

JERRY  
MORLEWSKI  
DETROIT  
GT-4



3

BOB SCHNEIDER  
DEARBORN  
S-2000



4

JIM LOCKWOOD  
WAYNE  
FFR



5

LEW COOPER  
GROSSE PTE WDS  
FF

6

SAM HAMILTON  
ANN ARBOR  
H-PROD



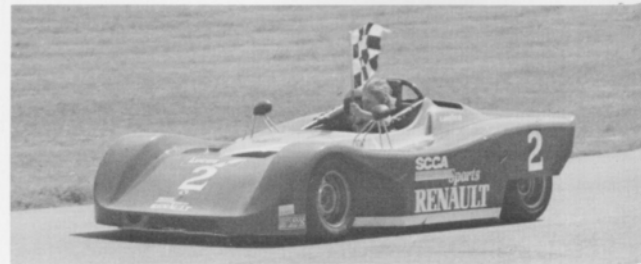
7

TED WOLLENSEN  
CLARKSTON  
GT-5



8

TOM KOZAK  
SOUTH LYON  
S-RENAULT



9

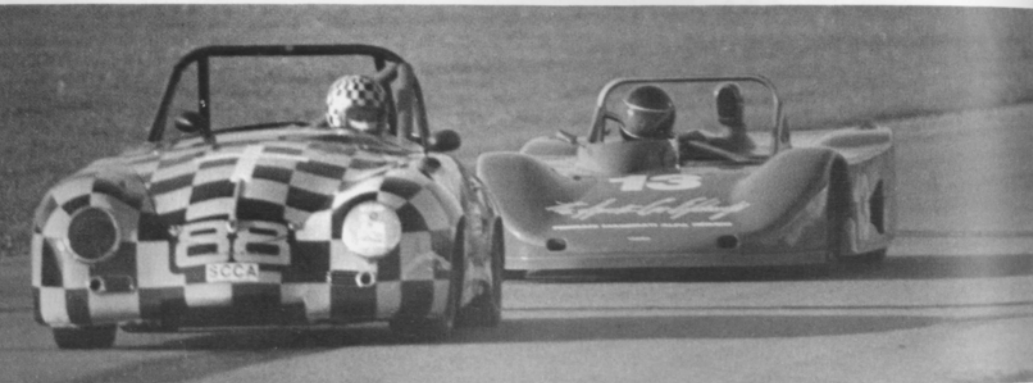
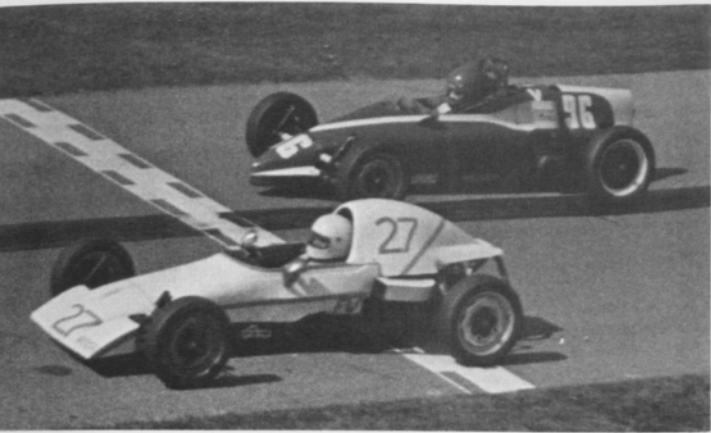
PAT NOWAK  
ANN ARBOR  
G-PROD



10

JAC BROWN  
ORTONVILLE  
FFR





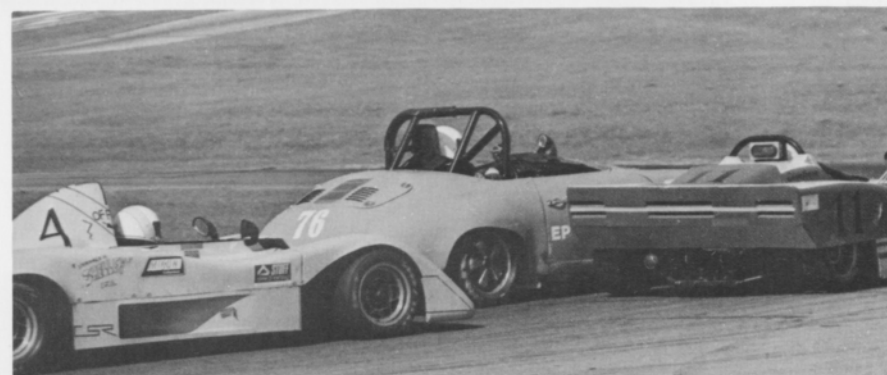
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DON CASTLE



AL BIZER



AL BIZER

## FEATURE STORY

By Sherry Harrington

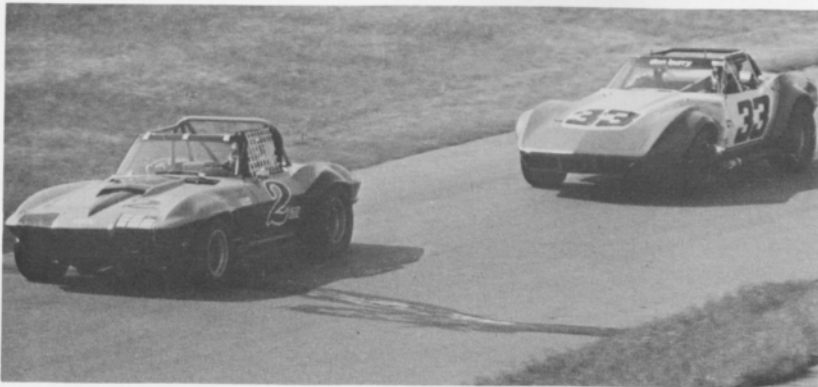


As Waterford Hills' 28th season begins, it will be interesting to watch last season's top driver, Ray Krom, in his new 1985 Volkswagen GTI, vying for the top position for his second year.

Krom has been in the race arena for many years, 12 as a top national contender in Corvette autocross events, and four in contention for top road racer at Waterford Hills and in the Sports Car Club of America Central Division. He is the reigning top driver at Waterford Hills, having collected the most points for wins and finish position in his 1984 GTI in the Showroom Stock C class and his 1982 Scirocco in the Improved Touring B class. He was number one in his class in the 1985 SCCA CenDiv regional competition.

Krom, a 1965 graduate of Berkley High School, entered his first autocross competition in 1969 with a 1964 Austin Healy Sprite. Then in 1970 he got 'Vette fever and bought his first Corvette. Over the years he participated in the National Council of Corvette Clubs Autocross Series, positioning himself ninth nationally.

In 1982 he went through Waterford Hills Drivers School and went on to be number two in his GT1 class for the 1982 season. Number two wasn't high enough for Krom, who admits he's not about to let someone pass him out on that racetrack, and besides, he had only missed being class champion by one point. He went on to be GT1 class champion in 1983 and 1984. He was also the number two overall driver in 1984.



It's not surprising to find that Krom is a popular instructor at Waterford Hills Drivers School. His levelheaded, easy-going attitude make him a well-liked, respected driver. It is surprising to look at all of the other things going on in Krom's life while he was on his way to earning top driver points. Not only was Krom driving full time, he was going to college full time and working full time at a job across town from his Plymouth home. In August of 1985, in the middle of the racing season, Krom was awarded his bachelor of science degree in electrical engineering from Lawrence Institute of Technology in Southfield. He also changed jobs. He is now a senior project engineer with Advanced Technology and Testing in Livonia, a company which designs and builds special test systems for the auto and aerospace industry.

Krom and wife, Peggy, have two children, Greg and Jim. All are involved in the racing. Peggy is a respected driver herself, as well as chief of timing and scoring for Waterford Hills. Krom is involved in this aspect of the racing, as well, in that he has developed a timing and scoring computer program to assure that timing and scoring be run efficiently and accurately. He lends a great deal of support to this important area during race weekends. He is a member of the Waterford Hills Road Racing, Inc., Board of Directors, and this year took on responsibilities as an ombudsman of sorts for club members.



It might seem to the outsider that when Krom switched from racing Corvettes to racing showroom stock and improved touring classes, that he gave up some of the competitiveness. Krom says "Not at all. It's not the same, but it's also not that different. It all comes down to getting the maximum out of the car you are driving and getting the maximum out of the driver. It depends on how competitive you are. I happen to be very competitive."

Krom is going to be a driver to watch nationally this year. In his first national race at Road Atlanta in March, he placed third. It looks like he's on his way.



AL BIZER

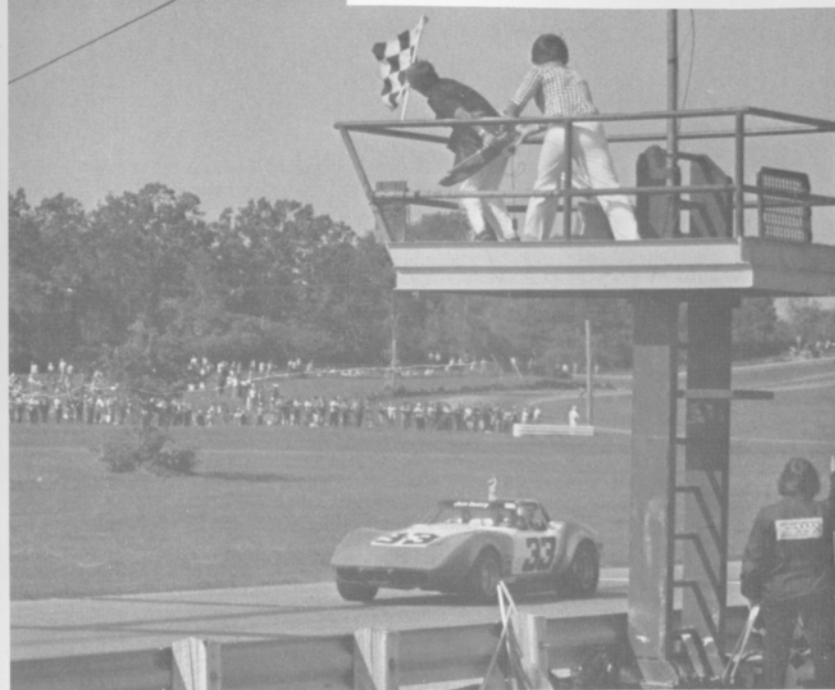
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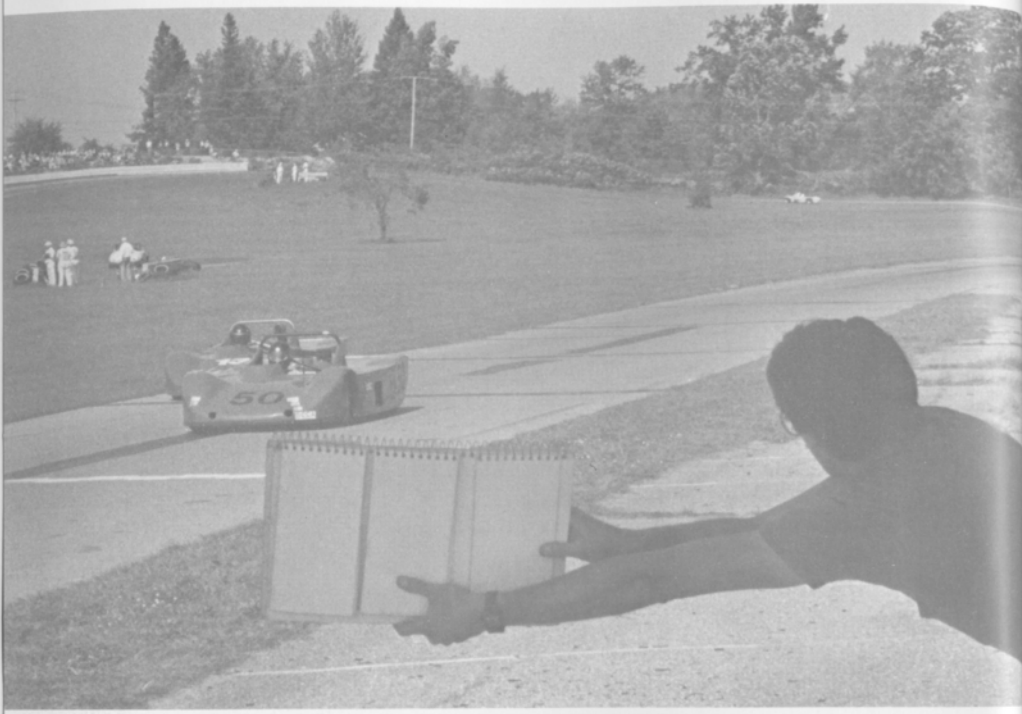


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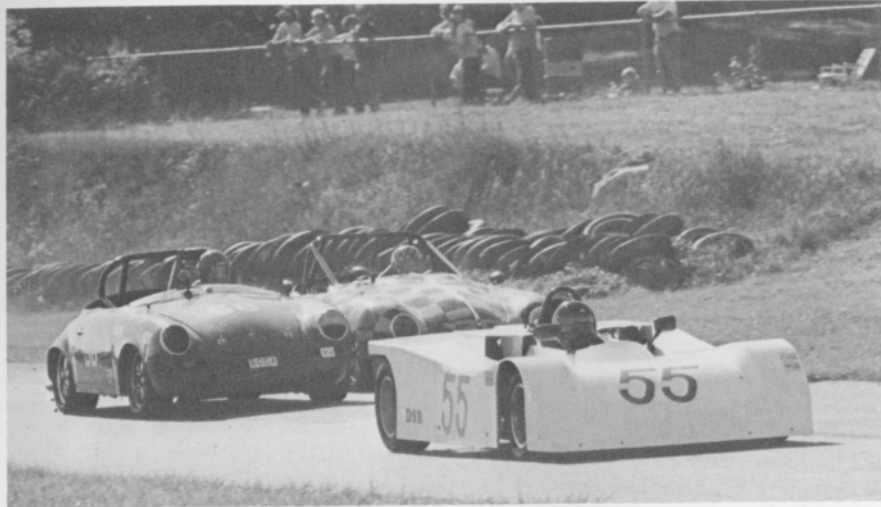
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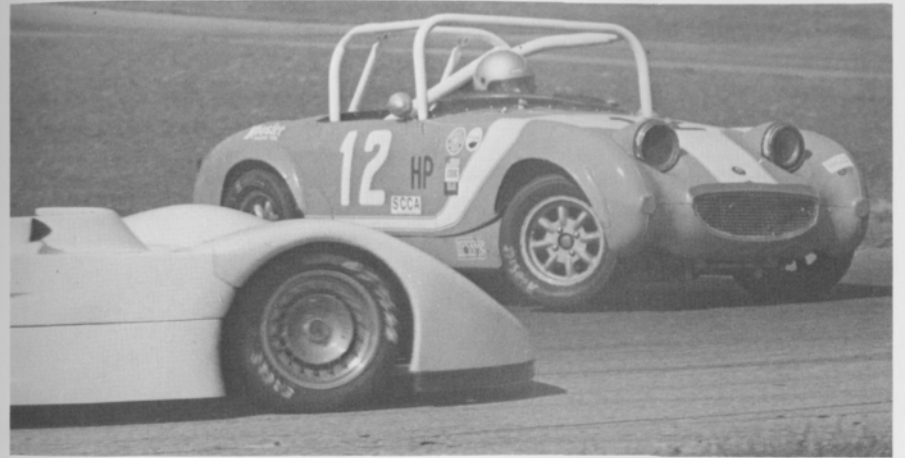


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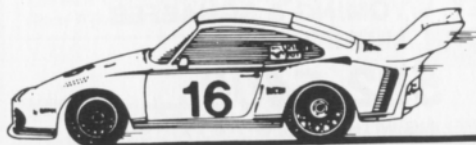
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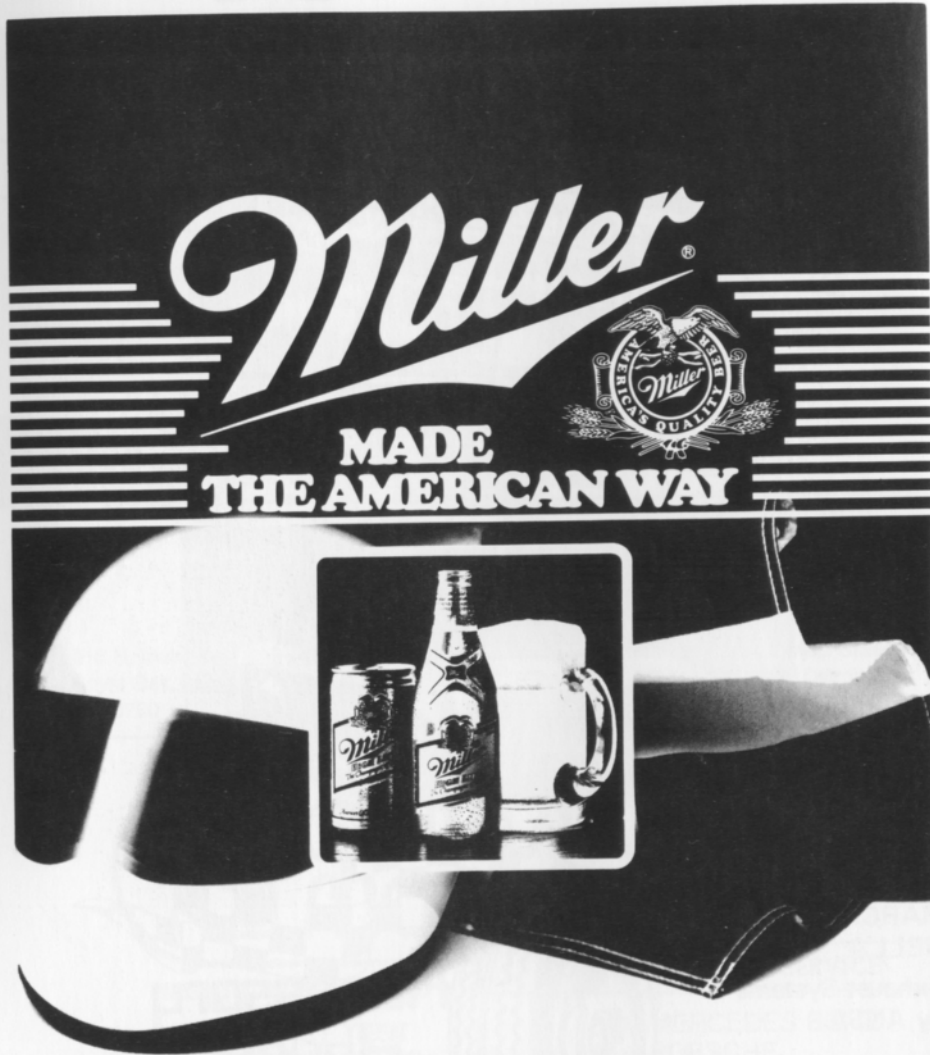
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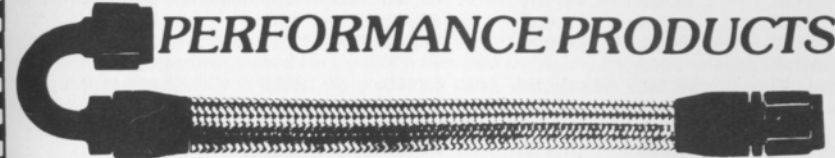
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1:00	85.326	1:15	68.261	1:30	56.884
1:01	83.927	1:16	67.363	1:31	56.259
1:02	82.574	1:17	66.488	1:32	55.647
1:03	81.263	1:18	65.635	1:33	55.041
1:04	79.993	1:19	64.805	1:34	54.463
1:05	78.762	1:20	63.995	1:35	53.890
1:06	77.569	1:21	63.204	1:36	53.329
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	58.846	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	Tim Taylor	Corvette	1:13.7	9/83
GT2	J. Byron Walker	Datsun	1:16.5	9/80
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	Rod Myers	Chevy Monza	1:32.3	7/85
ITB	Ray Krom	Scirocco	1:28.8	9/85
ITC	Dave Vestrand	Fiesta	1:32.6	8/85
RCUP	Chuck Little	Renault Encore	1:29.2	7/85
SSGT	Tom Goad	Firebird	1:23.1	8/85
SSA	Bill Bayley	Mustang	1:26.2	6/85
SSB	Jack Broomall	Dodge Shelby	1:27.4	6/85
SSC	Ray Krom	Rabbit GTI	1:29.4	9/85
**FA	Andy Falbo	March	1:06.1	8/83
FC	Charles Van Acker	Lola	1:09.8	8/79
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

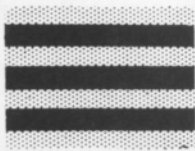
GT-1	Corvette, Camaro, Ford Cobra II, Shelby GT-350, Porsche 911 SC, Dodge Aspen
GT-2	Datsun Z series, Mazda RX7, Porsche 914/6 & 924 Turbo, Sunbeam Tiger, Triumph TR-6 & TR-8
GT-3	Opel 1900, Datsun 510 1800, Mustang 2300, Pinto 2000 & 2300, Cosworth Vega
GT-4	Fiat 124 Sports Coupe, Pinto 1600, Toyota 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**



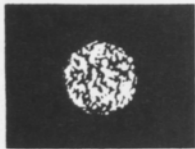
Take care, oil has been spilled or a slippery condition exists somewhere in your vicinity. Look at the track surface.

**black**



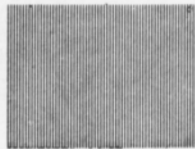
Sloppy or dangerous driving. Complete the lap you are on, stop at the Start/Finish line for consultation with Chief Steward. Waving Black Flag (displayed on all corner stations) means the race is stopped. Slow down immediately and proceed around the track with extreme caution to the pit lane for a re-start.

**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**



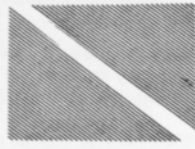
(Stationary) Take care, danger, no passing.  
(Waving) Great danger, be prepared to stop, no passing.

**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.

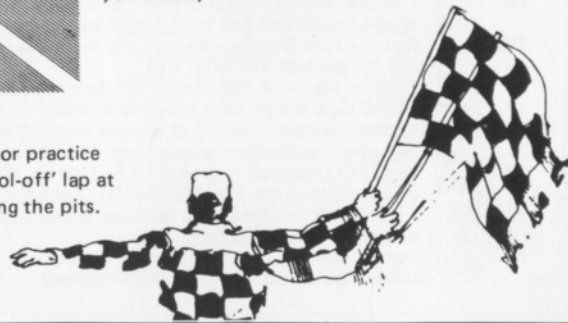
**blue with diagonal yellow stripes**



(Motionless) Another competitor is following you closely.

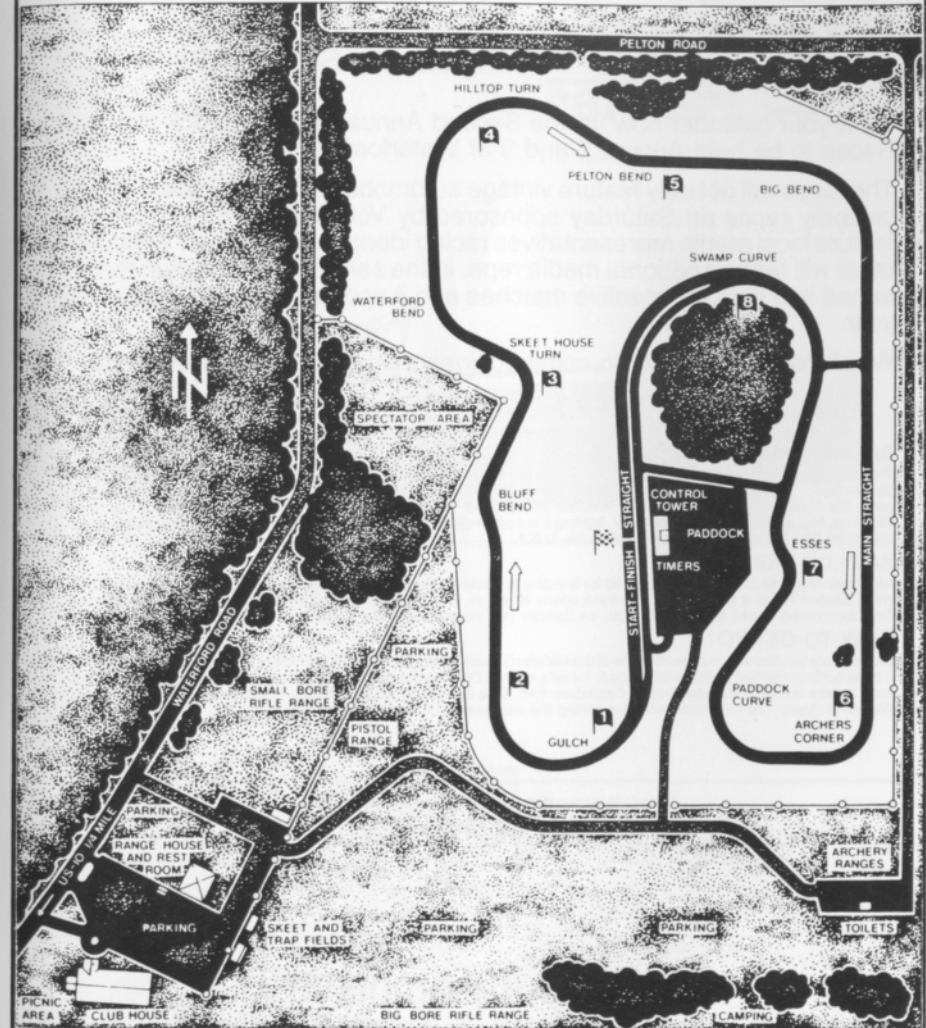
**checkered**

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

#### RACING RAIN OR SHINE

The hills of Waterford are being invaded . . . with an army of sports cars, sedans and formula cars in fierce, wheel to wheel competition . . . and for 1986 we've assembled the largest field in our 28 year history! Watch over 130 top drivers battle it out in the finest racing machinery from America and Europe. Corvette, Porsche, Datsun. Everything from Capris to Camaros, McLarens to MG's. 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.

#### EASY ON THE WALLET

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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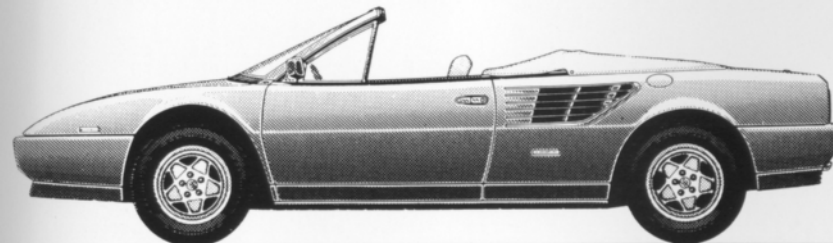
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