

# WATERFORD HILLS DIGEST

MAY 21-22, 1960/PRICE 25 CENTS



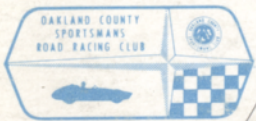
## SPRING SPRINTS ISSUE



### WATERFORD HILLS

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Picnic areas are ideal spots for the whole family with tables and fireplaces shaded by large birch, maple, pine, and oak trees.

The modern log clubhouse is complete with snack bar, lounge, TV, and bar for our members. Dinners, dances, and meetings are held regularly.

Conservation is our No. 1 objective and members are kept well informed on pertinent hunting, fishing, and conservation interests.

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# PROGRAM OF EVENTS

**SATURDAY May 21, 1960**

ALL TIMES EASTERN STANDARD

- |            |  |
|------------|--|
| 8:00 AM    | Registration and Technical Inspection opens. |
| 9:30 AM    | Mandatory Novice Drivers Meeting             |
| 10:00 AM   | Men's Novice Practice Begins                 |
| 12:00 Noon | Course Closed -- Lunch Break                 |
| 1:00 PM    | Mandatory Drivers' Meeting for Open Practice |
| 1:15 PM    | Open Practice - Five Lap Minimum             |
| 2:15 PM    | Course Closed                                |
| 2:30 PM    | FIRST RACE - Under 1600 cc Novices - 10 Laps |
| 3:00 PM    | SECOND RACE - Over 1600 cc Novices - 10 Laps |

**SUNDAY May 22, 1960**

- |          |   |
|----------|---|
| 7:30 AM  | Registration and Technical Inspection Opens   |
| 9:15 AM  | Mandatory Drivers' Meeting  |
| 9:30 AM  | Open Practice   |
| 10:30 AM | Course Closed   |
| 11:00 AM | FIRST RACE - Foreign and American Compacts over and under 1300 cc and Austin, Healey, Sprites - 12 Laps |
| 11:30 AM | Course Closed -- Lunch Break  |
| 1:00 PM  | SECOND RACE - Under 1500 cc Modified - 12 Laps  |
| 1:30 PM  | THIRD RACE - Under 1500 cc Production - 12 Laps   |
| 2:00 PM  | FOURTH RACE - 1500 cc to 2700 cc Production - 12 Laps   |
| 2:30 PM  | FIFTH RACE - Over 1500 cc Modified and Over 2700 Production - 12 Laps                                   |
| 3:00 PM  | SIXTH RACE - Formula Junior - Formula 111 and Canada Class - 12 Laps                                    |
| 3:30 PM  | SEVENTH RACE - Feature - First Three Winners of Races 3 thru 6 and Invitations - 25 Laps                |
| 5:00 PM  | Course Closed   |
| 6:00 PM  | Victory Banquet and Trophy Presentation   |

THE RACE COMMITTEE RESERVES THE RIGHT TO ALTER THE PROGRAM



## RACE COMMITTEE

- |                            |                          |
|----------------------------|--------------------------|
| Race Co-ordinators         | - Art Novak - Ed Lidgard |
| Chief Steward              | - Ed Lidgard             |
| Chief Starter              | - Ed Houlehan            |
| Chief Timer                | - Dick Norton            |
| Course Marshall            | - Stanley Gorman         |
| Chief Comm. & Flag Officer | - Judd Holcombe          |
| Pit & Paddock Marshall     | - Cliff Dickenson        |
| Chief Technical Inspector  | - Marcel DuPont          |
| Registrar                  | - Leslie Smith           |
| Chief Observer             | - Harry Keeler           |
| Announcer                  | - Chuck Lewis            |
| Crowd Marshall             | - Hugh Diamond           |

### GREEN



The course  
is clear  
Start

### YELLOW



Caution  
Hold your  
position



At each point of hazard around the Waterford Hills course today you will see men and women directing the operation of the race. They are the flagmen who are charged with the safety control of the races being run here today. They are all unpaid volunteers who give freely of their time and effort to make these races as safe and tightly organized as possible.

Each flagman is a member of a 3-man team and has been trained in the operations of communications equipment and race signaling. One man is stationed at all times on the telephone to relay messages instantaneously to the flagman who in turn relays them to the drivers. A third man stands as relief and for emergency duty. They cooperate with the drivers and course officials alike to make this sports event as safe and enjoyable as it can possibly be.

### RED



The race  
has been  
stopped

### CHECKERED



You have  
finished  
the race

### BLACK



Stop at  
your pit

### BLUE



You are  
being  
overtaken,  
give way

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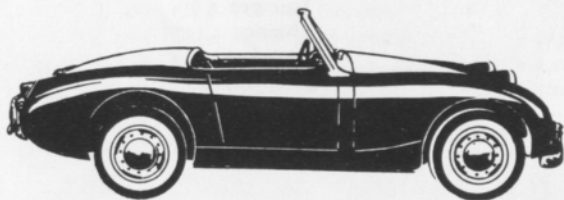


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## WHAT IS SPORTS CAR RACING

**By Bob Podvin**

.... High gear, the wind whistling by, 4,800 rpm's, ease off the accelerator, jab the brake hard, get those revs down, downshift into third, the tach reaches out for the red line at 6,500, another hundred feet and hit the accelerator sending the car into the first corner, shift into fourth and ready yourself for the next one .... This is just a part of sport car racing.

Fashionable road courses, abandoned air strips and the dwindling once popular streets and highways have made up the stages for motor racing, now more popular than ever. The beautiful country side with running brook or placid lake now catering to the tanned bermuda clad lass on the arm of her tanned bermuda clad boy friend, exponent of the ways and means of cornering Maseratis at speed. The more serious spectator with stop watches, neatly ruled pages of lap charts and a camera or two to catch the action as it happens.

The hotels, the motels filled to capacity. Tents along the roadside. The local bars bristling with talk of rear end changes, broken this and thats. Scotch and soda trying to compete with lap times.

Race cars still coming, some on beautifully equipped trailers, others being

driven by sleepy-eyed drivers arriving later than scheduled. The night air pierced with a fuel injected Corvette dragging the local boys to the next light. The small crowds gather under street lights peering into and under the more elegant Ferrari with its owner well versed in its qualities keeping the mighty MG owner wrapped in a dream of fairy tales.

Mechanics and drivers busy to the last hour. The curses when the trouble cannot be found and the fresh night air the only consolation. Hour after hour the work goes on, tired hands and minds wanting sleep but unable to grasp a second's rest until the highly tuned beast has been made ready.

Such places as Sebring and Riverside with its Grand Prix's. A little different breed of driver be he French, German, English, Italian or American. The

linguist popular with driver and mechanic, trying vainly to help remedy the aches and pains of engine failure or driver failure as the case may be. The greater speed, the driver excellence all tuned to a pitch unexcelled anywhere but on the pavement of a Grand Prix course.

Regional or club races mimicking their bigger brothers less the Moss's, Hill's, Shelby's and factory prepared Masers, Porches and Jags try and succeed in bringing the sport car fadist his kicks.

And when it is all over the cars are taken away. Trailored or driven, just the ways they came, many showing the bruises of metal and hay bales, and other just as fresh as they came. Some cars have performed to their owners' wishes, others have failed and will undoubtedly be improved before the next race. Dollar and time sharing equally in number but in many

cases little solace for the vanquished and for the present little thought for the winner. The nerves tensed by hours of competition now lacking the response they had only minutes ago. Drivers relaxing with one another at a much slower pace than on the course. Mechanics tired but eager to listen once more to the engines they had skillfully prepared.

The vacant road course with its ghost like nakedness. Your ears still aware of the wonderful sounds that are so familiar to this exciting sport. The high pitched Lotus and the low pitched scream of a Jag, the Maserati, MG, Porsche, TR's still ringing in one's ear. All these sounds go to make up this wonderful sport. The odor of racing oil hanging over the course, a familiar reminder to all. What's left now but the empty pop bottles and the paper cup containers blowing lazily across the course. The corners,

*(Continued Page 14)*

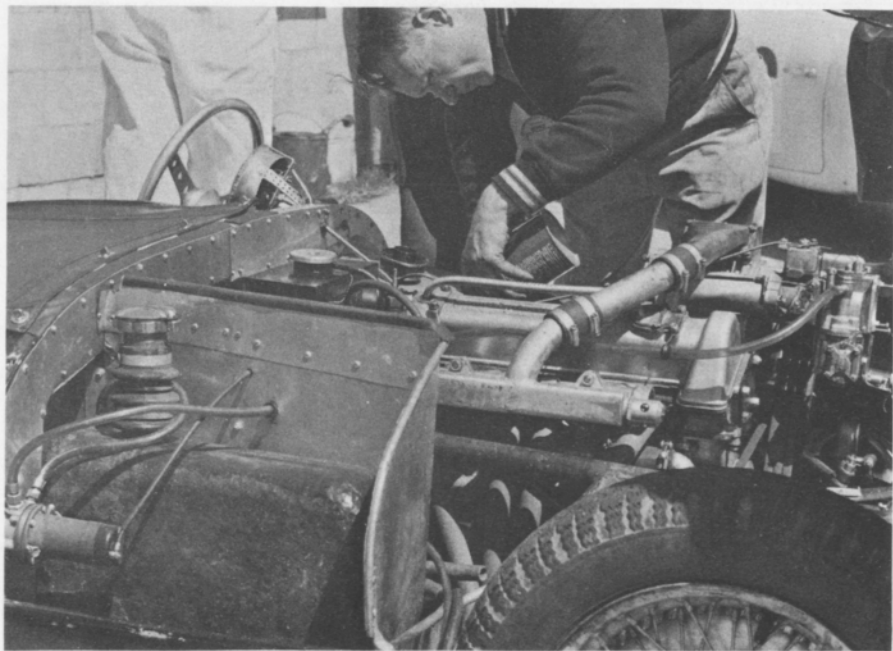


Photo R. Podvin

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1.21	63.21	1.31	56.26	1.41	50.69	1.51	46.12
1.22	62.44	1.32	55.65	1.42	50.16	1.52	45.71
1.23	61.68	1.33	55.05	1.43	49.71	1.53	45.31
1.24	60.95	1.34	54.47	1.44	49.23	1.54	44.91
1.25	60.23	1.35	53.89	1.45	48.76	1.55	44.52
1.26	59.53	1.36	53.33	1.46	48.30	1.56	44.14
1.27	58.85	1.37	52.78	1.47	47.85	1.57	43.76
1.28	58.18	1.38	52.24	1.48	47.41	1.58	43.39
1.29	57.53	1.39	51.72	1.49	46.97	1.59	43.02

The Waterford Hills 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 Piece used at Waterford Hills Road Course is CERTIFIED BULOVA MASTER WATCHES. These instruments are made available to OCSRRC through the courtesy of BULOVA WATCH CO. and ROSE JEWELRY CO.

## TIMING AND SCORING A ROAD RACE

The timers and scorers know all about a race but never really see one. As a spectator, you see the race, but may not really know how the various cars are doing, so we'll take you to the timers stand to see how they keep track of what's going on.

The qualifying lap times have been taken on each car during the practice sessions. These times are used to place the cars in their starting position for each race, with the faster cars to the front of the pack.

A sports car class race is really a number of races within a race. The first car over the finish line is only one of the class winners, there may be as many as 3 other winners, each in a different class. It is one of the duties of the timing and scoring crew to keep track of each car in these races within a race.

The 3 lap scorers, each with their own

caller, are ready with a chart to record each car number on each lap as the cars pass the control tower.

The 3 continuity recorders each have their clipboards and have already assumed a rather glassy, concentrated stare at the start-finish line. They will record each car number as it passes their line of sight, regardless of lap. These 9 people are the core of scoring and their records, cross-checked after the race by the statistician, will determine the exact finishing position of each car in each class in the race.

The 3 timers, each with 2 stopwatches, (so that one man can time every lap of a given car) will actually time each of the 3 leading cars on every lap. A 4th timer stands by to catch the lap time of any car further back in the pack who appears to be making a bid and therefore may set a track or class record.  
**By Dick Norton**

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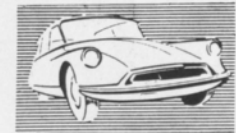
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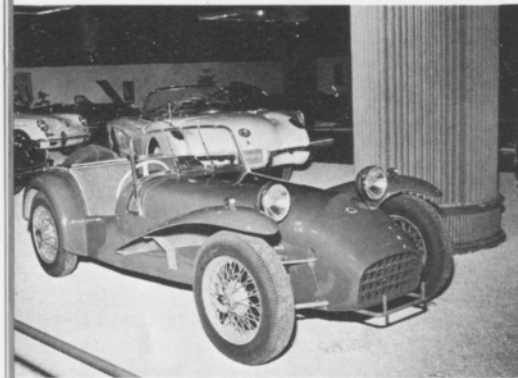
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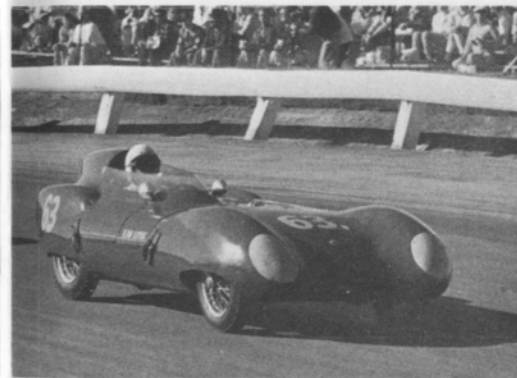
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(Continued from Page 8)

where the Sprite has met his bigger brother on near equal ground, now quiet and rather lonely. The communication posts, soldier like in appearance standing guard till all returns. Gone are neatly ruled lap charts, stop watches and assorted accessories required by the race enthusiast.

This is certainly not the end, it will go on weekend after weekend. The mechanic, the driver and car, officials, spectators all returning again to the sights and sounds that make it so popular.

This is Sport Car Racing.

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Photo R. Pedvin

# PIRELLI



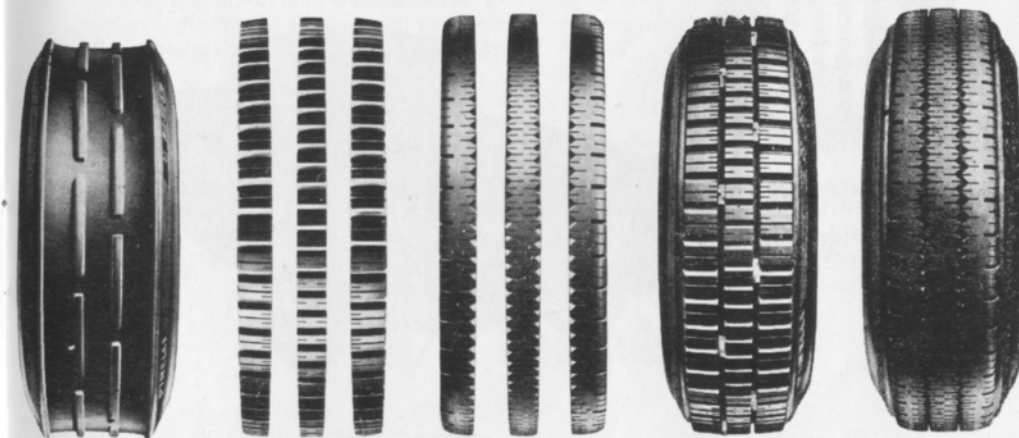
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## THE WOODWARD SPYDER



Photo R. Nameth

If you see an "unidentified flying object" eating up the track during the Spring Sprints--it will be the "Woodward Spyder", custom-built fire-bomb belonging to Kenneth Woodward of Lake Orion.

Designed and built by Kenneth in his home workshop, the 750-pound "Spyder" qualifies for the Class H Modified events. Notable features of this little (11 feet long, 25 inches high) racer include a modified Crosley engine mounted sideways behind the passenger seat to counterbalance the driver's weight, a chain-driven transmission, 4-wheel independent suspension, and molded fiberglass body. The 4-cylinder

engine winds up to 8000 R.P.M., developing 45 to 50 horsepower for a track speed of 85 M.P.H. The car is capable of approximately 120 M.P.H. on a straightaway.

Kenneth is currently building his sixth sports car, three of which have had Crosley engines. He does all his own chassis and body work, and all engine modification. Each car represents a cash investment of \$1,000 to \$1,500 for materials--plus the many, many hours of slow, exacting labor. Kenneth's future plans include the building of up to three small "Formula Junior" racers for competition.

By Grace G. Hay

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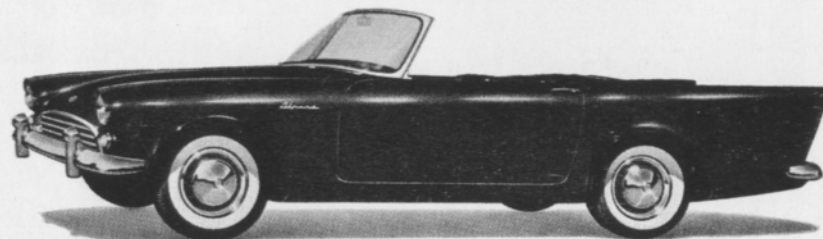


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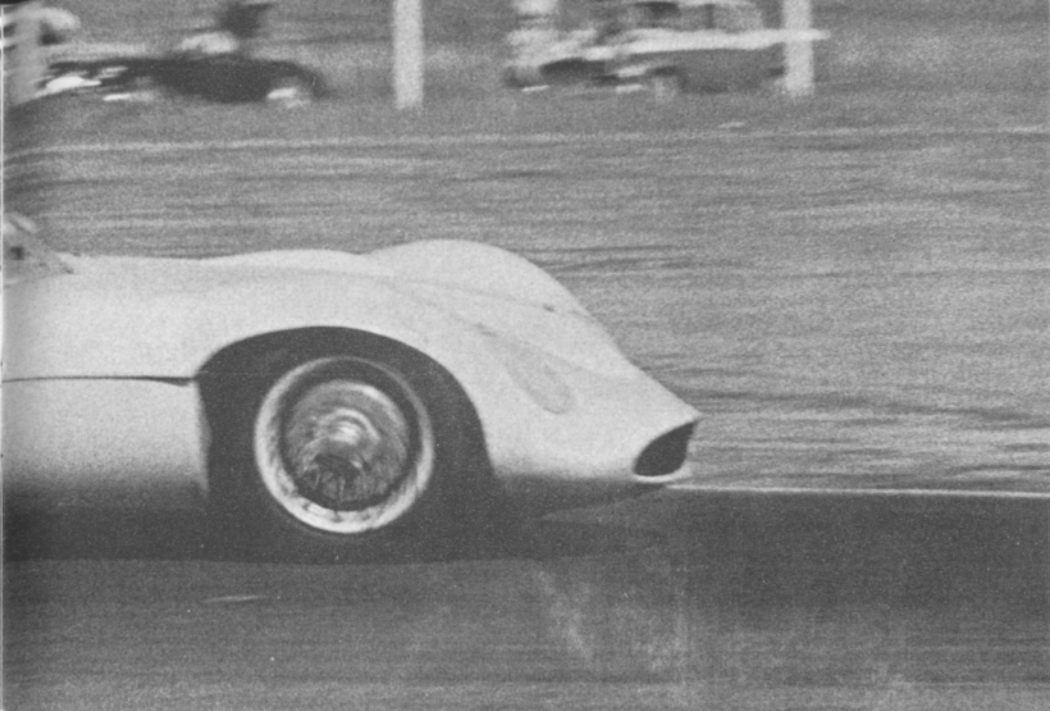
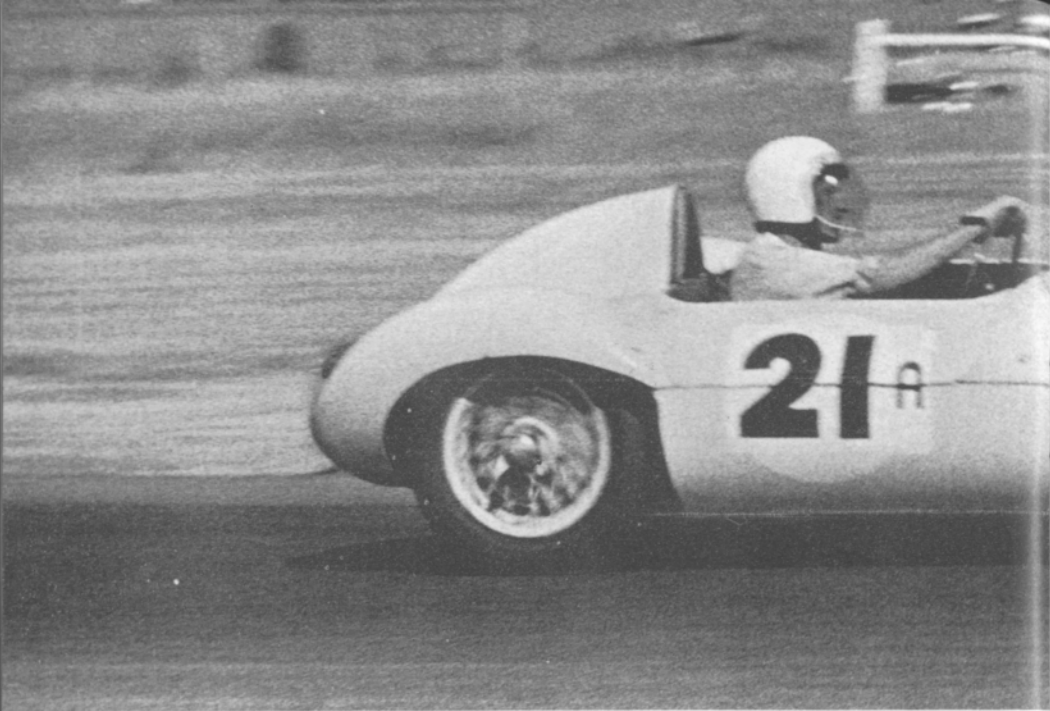


Photo R. Podvin

## NEXT EVENT **S.C.C.A.** REGIONAL RACES

The next event at Waterford Hills will be a Sports Car Club of America Regional Race, which will take place on June 25th and 26th.

The S.C.C.A. is national in scope and is divided into "Regions". All of their events are staged and sponsored by a particular region, which in the case of the June event is the Detroit Region. A regional race is the proving ground for drivers who wish someday to drive in the large National S.C.C.A. races, which are attended by the top drivers. Typically, a regional event is entered by drivers of all capabilities from those who are in their first event to those who have national reputation. There is no better way to improve ones racing skill than by competition, and the Detroit Region's June event will include not only novices, but experienced drivers from Detroit and

nearby regions who are anxious to improve their skills (and maybe add a trophy or two to the mantlepiece).

The races you are seeing here are conducted according to engine displacement classifications, for both production and modified cars. The June Regional Race will be run on a new basis for production cars: performance potential.

The new classification, adopted by the S.C.C.A. this year, was designed to allow owners of less costly cars to compete to win by running against cars of equal speed and handling ability, regardless of engine size. It will be interesting to compare this new approach with the method of classification used for the races you are watching now.

THE  
NEW



'1600'

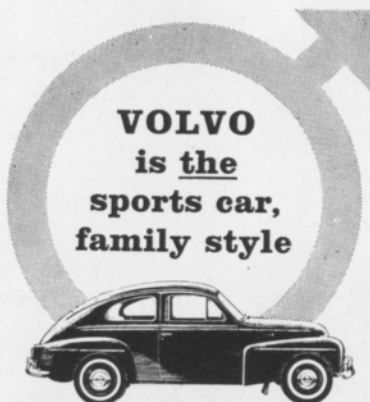
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## FOR YOUR SAFETY

Sports car racing can be a dangerous sport for drivers and spectators alike. Yet its popularity continues to grow. We believe Waterford Hills to be among the safest circuits for use in racing. OCSRRC has taken all possible precautions to ensure the safety of spectators and competitors at this meeting today. We have an accident-free record and we intend to retain it, but we need your co-operation.

Please stay within the bounds of spectator areas shown on the circuit map. Fencing has been erected for your protection. Do not stand, sit or climb on it.

Crowd Control Marshals have been posted at vital points around the track for your safety. They know

their job . . . please co-operate with them.

Please keep a tight rein on your children and if you have a dog with you, make sure it cannot run onto the track.

The Paddock area is open to authorized persons only.

The State and Local Police who are here today to help us watch for your safety, will be on the highways after the event to continue their duties. Drive home carefully . . . the track is the place for racing, not the highway!

We hope you will enjoy today's races and come again.

## CLASSES

Two classifications encompass all sports cars that are competitively engaged in racing: Production and Modified. PRODUCTION sports cars are only those that are produced in series with normal every day touring equipment, and must generally be raced exactly as "purchased new" without any modification to effect or improve the mechanical performance of the car. Generally, they are basically the same cars which are driven daily on the road or highway. MODIFIED sports cars may be a standard production sports car which has been modified to effect or improve the mechanical performance of the car or may be a "one of a type or make" car. Generally, if less than 150 models of the same car have been produced, it will be considered to be in the modified category.

Every sports car and sedan in the race will have a number painted on the side with a letter signifying its class, and a "P" or

"M" to distinguish production cars from modified cars.

CLASS A - 5001 cc & up  
CLASS B - 3501 cc to 5000 cc  
CLASS C - 2701 cc to 3500 cc  
CLASS D - 2001 cc to 2700 cc  
CLASS E - 1601 cc to 2000 cc  
CLASS F - 1301 cc to 1600 cc  
CLASS G - 1001 cc to 1300 cc  
CLASS H - 751 cc to 1000 cc  
CLASS I - 501 cc to 750 cc

Engine displacements are more commonly noted in cubic inches, so to convert the cubic centimeter figures shown above, just multiply by 61 and point off three places.

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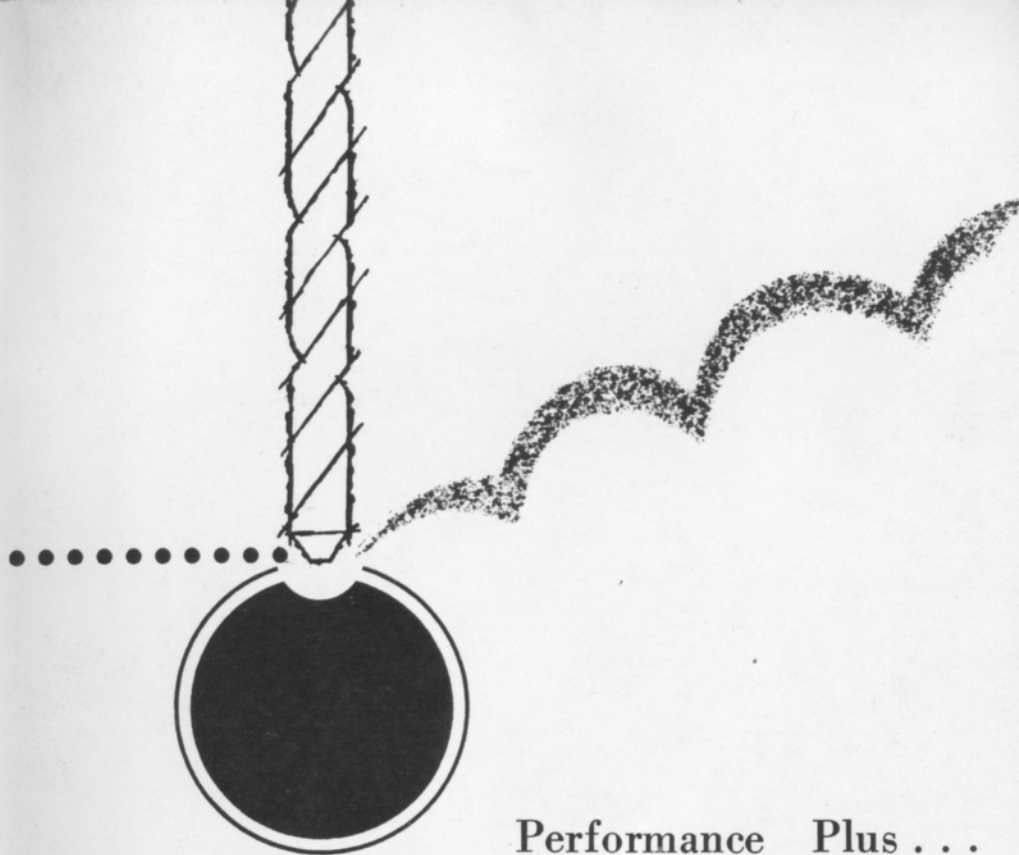
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