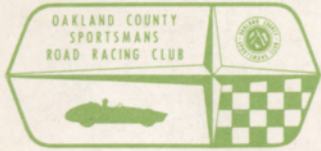
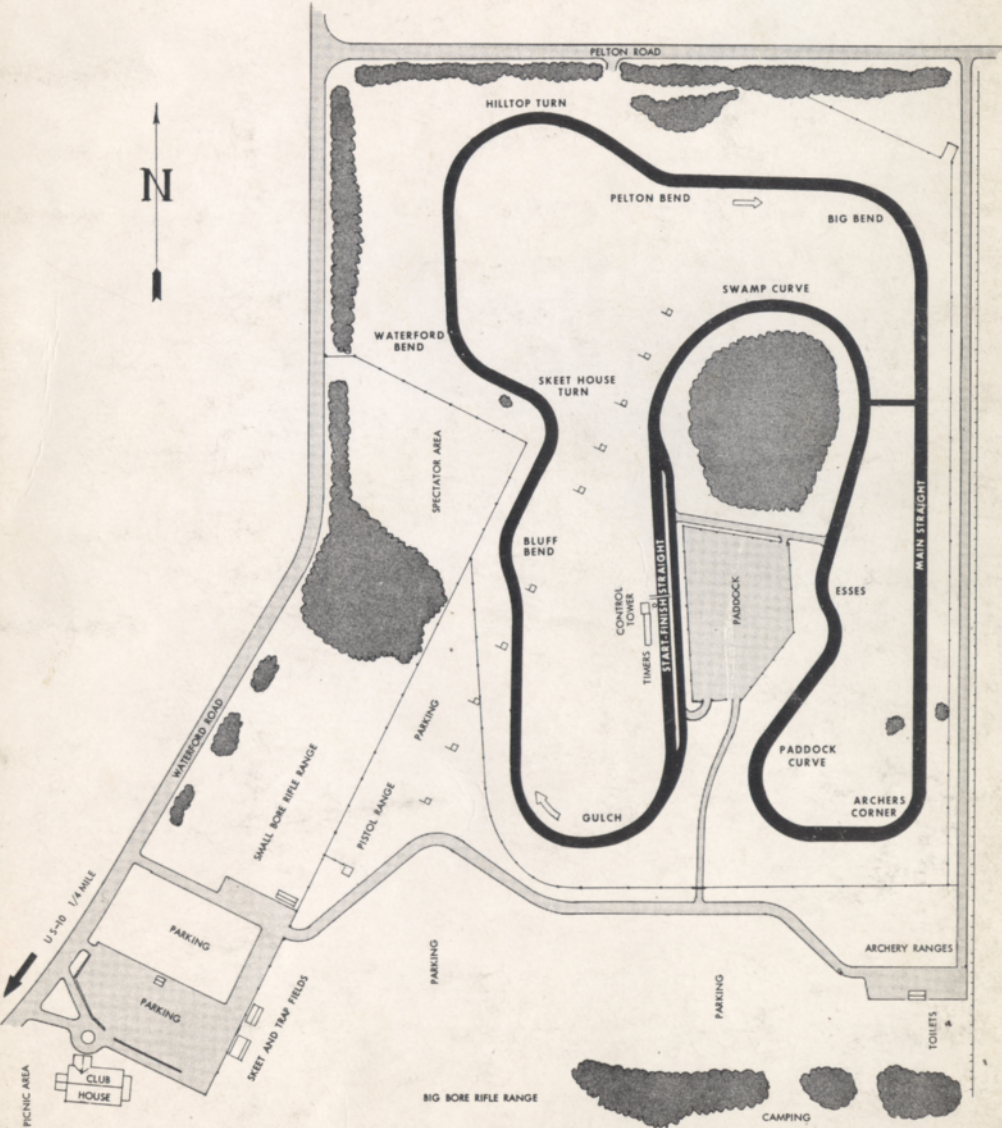


# WATERFORD HILLS



A 1.5 MILE ASPHALT  
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# WATERFORD HILLS digest

MAY 20-21, 1961/Price 25 cents



**SPRING SPRINTS ISSUE**



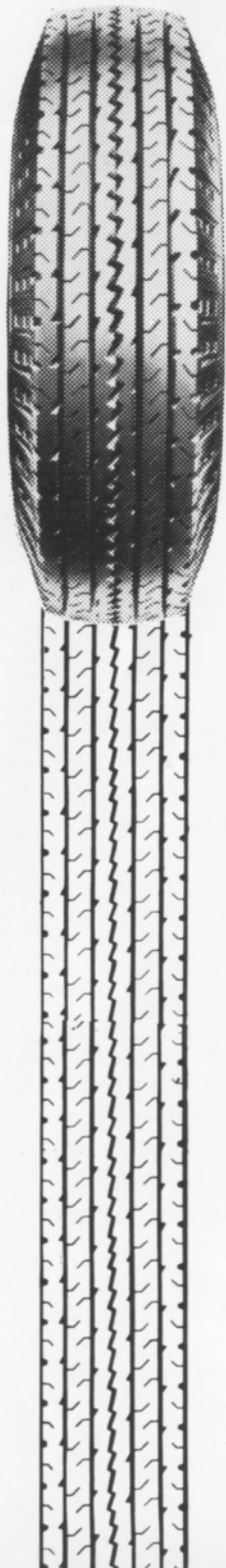
# THE INSIDE LINE



Welcome to another big season of road racing. This year, the Waterford Hills Road Course will be the scene of four sports car road races, plus road racing for Go-Karts, Motorcycles, and Quarter Midgets. The Go-Kart and Motorcycle races are nationals expected to draw some of the countries finest drivers to compete for national championship points. With the Internaional 100 mile Bicycle Race scheduled for September, we believe Waterford Hills plays host to more kinds of road racing sports then any other course in the country. About the only thing that has not been tried so far is a foot race. Don't laugh, we think it would be an ideal place for a long distance marathon.

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New at OCSC, the indoor shooting range, the Quarter Midget road course and the one tenth mile oval track for Quarter Midgets. On race week-ends the range building will be used for technical inspection. The paddock section of the Quarter Midget course will be used for brake tests and mock-grid. These improvements will speed up tech inspection and grid line up, allowing more driver practice and a more efficiently organized racing event. This is just part of the OCSC's continuing program designed to bring you, your family, and your friends more action and thrills at the Waterford Hills Road Course.



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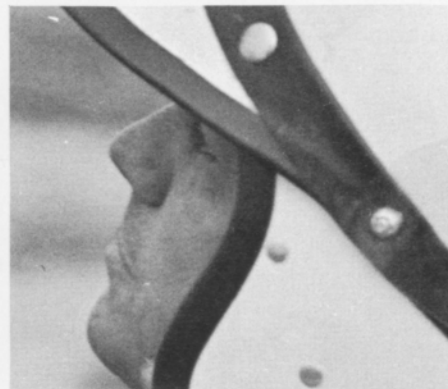
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COVER PHOTO-Bill Bradley adjusts his helmet during those last few seconds before the start.

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## O.C.S.R.R.C. TURN MARSHAL

The newest offspring of the Oakland County Sportsmen's Road Racing Club, is the turn marshals association. Composed of racing enthusiasts from Detroit and the surrounding area, this long-awaited organization will provide Waterford Hills with a more efficient means of communication and course control.

An analysis of the first season of wheel-to-wheel racing on Waterford's mile-and-a-half road course, illustrated the plight of our 'Frantic flagmen'. They were too few; too busy;

and had to stand their corners much too long. Essentially, our problem was one of recruiting enough qualified corner people from an area in which sports-car racing has scarcely made its debut.

During the winter months, members of O.C.S.R.R.C. made plans for the organization of a unique association; designed to provide not only Waterford Hills, but the increasing number of mid-U.S. and Canadian tracks; with trained race communications people.



The OCSRRC was not along in this venture. Co-operating with the Detroit Council of Sports-car clubs, they drafted plans for a 'flagmans school', which had its beginnings in February of 1961. The immediate response was very gratifying, and the organization now has over 100 members.

Help in the form of printed directives and brochures from other race-communications groups, on both the East and West coasts, was not long in arriving. From this complex of material and previous race experience, a curriculum was outlined that would require 12-hours of class room work, and several days of practice sessions. An official licence card will be awarded each O.C.S.R.R.C. Turn Marshal upon

graduation from the school. The real value of their capabilities and competence will be demonstrated in this season's racing at Waterford Hills.

More often than not; you, as spectators, may view the flagging personnel as 'just standing on the corner watching the cars go by.' Their duties, however, require a much greater degree of observation.

Generally, there are four turn marshals on a flag station. The 'Flagman', leader of the group, watches the cars that go by. He must be alert to any unusual situation between his station and the next. He is responsible for use of the caution (yellow) and distress (waving yellow) flags.

The flagman's partner, his "alternate," watches the on-coming cars and must warn the flagman of any approaching danger. When a serious accident occurs, the "alternate flagman" will be prepared to display the red flag (stopping the race) upon a command from the central control tower; while the flagman himself, moves in the direction of the on-coming traffic with the distress flag.

The third member of the corner team is the "safety marshal". His responsibility rests with the use and maintenance of the safety equipment (fire extinguisher, broom, pry-bar, etc.) he also must aid in recording information from the flagmen, and in relaying messages between the flagmen and fourth turn marshal, the phone operator.

The "phone marshal", in constant communication with the tower, is responsible for the accurate reporting of situations occurring in the area governed by the flag station. He, or she, must also precisely inform the flagmen of problems occurring elsewhere which may affect the flag signals at their corner.

Our turn marshals are dressed in white. The color selected because of its neutrality, actually aids the drivers in observing flag signals. The flags

are the only method of warning drivers of problems and situations occurring elsewhere on the course, which may necessitate sudden maneuvers or stops.

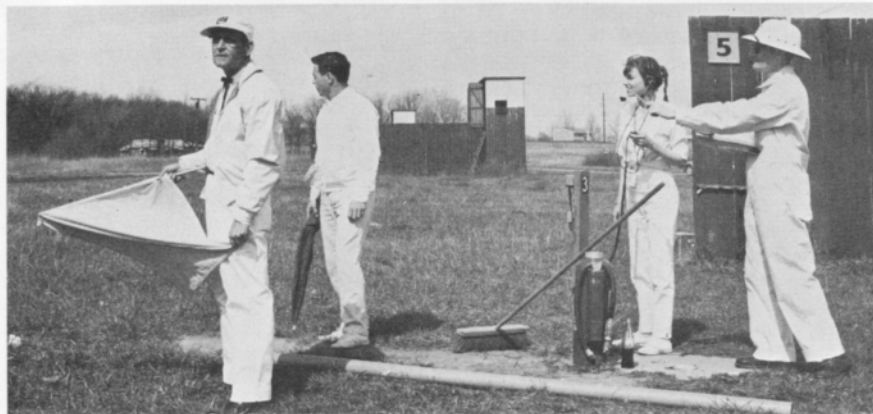
In this sense, the flagmen become the drivers' "eyes"; telling them of danger not apparent from a car which is covering 80 to 150 feet every second.

This year will find the use of the green flag limited to the starter. The course will be considered "green" or completely unobstructed when no flag is displayed at the flag stations.

This system offers two advantages, first, it allows the flagmen to rest one arm and to concentrate more energy on the ever-changing situation in the area controlled by his station. Secondly, the sudden appearance of a colored flag draws greater attention from the drivers.

The turn marshals have one further responsibility, and that is to you, the spectators. Directions from a corner for you to "stay back" or "keep out" should be obeyed without question. No one else is in a better position to determine the most dangerous spots for competitor and spectator at the Waterford Hills Road Course than the OCSRRC Turn Marshals.

Philip Van Zandt



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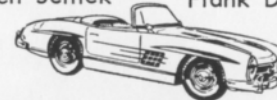
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Bob Clift driving the "White Mule" Corvette not only is the 1960 OCSRRC Champion driver, but also holds the lap record. He and the car made the record at a blistering pace of 1:25.5

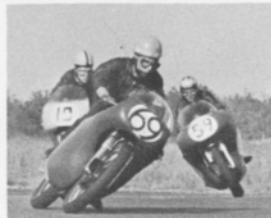
minutes or 59.88 mph. With a more powerful engine in the car this year, Bob will be driving for the magic 60 mph lap.



A flag marshal student gets in for his "drivers eye view of the flag stations."



Go-Karts here May 29-30.



Motorcycles August 27.

## PREVIEWS AND REVIEWS



Here they come down the hill. . . .



and there they go round the corner.



A very happy Bill Bradley after winning the Lawrence Memorial Trophy last September in his Formula 2 Cooper.

A Flagmans School, initiated in February, has provided well trained OCSRRC licensed Flagmen for the races today, illustrating the continued efforts of the Club members to improve the safety factor of racing.

The Waterford Hills Road Course has been increasingly recognized by the Auto industry as an outstanding test and demonstration facility. Corvair, Pontiac and Volkswagen have used the course in the past year.

New thrills are in store on May 29th and 30th when a National Go-Kart race will be sponsored by the new Michigan Midgets Racing group of OCSC.

We hope you and your friends will join us for each of the exciting Sports Car race weekends of the season at the Waterford Hills Road Course on:

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 AUG. 12 & 13 OCSRRC " "  
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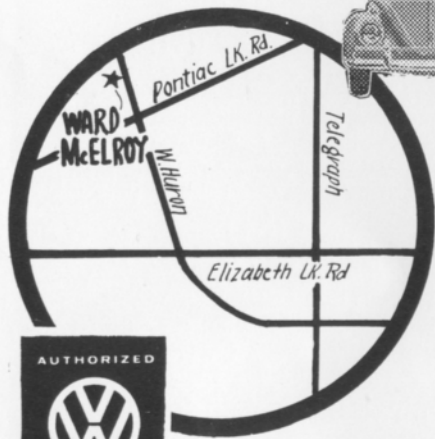
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Corvette - C-Mod  
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2. FRANK CIPELLE  
St. Clair Shores, Mich.  
Porsche 1600 Super  
F-Prod  
60 Points



Only wheel-to-wheel races held in 1960 on the Waterford Hills Road Course sponsored by OCSRRC counted toward champion driver points. Points were awarded for class finish position only, except in Australian Pursuit Races.

Ten (10) points for 1st place; nine (9) for 2nd place, and so on through 9th place; 10th through 20th places earn one (1) point for class finish position in all races, except novice, sedan and Australian Pursuit races.

All novice race drivers earn 1/2 of points of above standard basis for novice races, but earn full points when competing in competition drivers' race.

Competition Sedan drivers earn double points of standard basis.

Novice Sedan drivers who run in novice race and in competition Sedan drivers race earn standard points (not double) in the competition sedan drivers' race.

Australian Pursuit Race drivers earn points on standard basis for overall finish position.

**1960  
WATERFORD  
HILLS  
CHAMPIONS**



3. RALPH DURBIN  
Birmingham, Michigan  
Arnolt Bristol - E-Prod  
53 Points
5. ED LIDGARD  
Royal Oak, Michigan  
Volkswagen - Sedan  
50 Points.

4. GORDON HARRISON  
Pontiac, Michigan  
Morgan - E-Mod  
50 Points
6. DAVE JOHNSON  
Wyandotte, Michigan  
Sprite - H Prod  
49 Points





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## Personality Profile

### ART SUTPHIN



Art Sutphin is one of the newer converts to sports car racing who has, nevertheless, posted an impressive local record. In the last year, Art placed second in the feature race at the Oakland County Sportsmen's Road Racing Club, the Detroit News Cup. In addition to this, he has won three or four other races as well as several gym khannas and speed khannas.

Art resides in Dearborn and works for Great Lakes Steel Company as Superintendent of Strip Mill Maintenance. He began racing in the Fall of 1959 with a Corvette. Although he has confined his racing so far to the OCSRRC, Art plans to compete at other Midwest tracks in the near future.

When questioned about his interest in sports car racing, Art answered, "It's a good, interesting hobby and you get to meet a lot of interesting people. Then, too, it's not just the racing alone. I find that getting my car in shape for a race is just as much fun as the race, itself."

Art is currently driving a 1960 Corvette. Sold, himself, on the potential of the Corvette, Art feels that "other American automobile manufacturers should show interest in sports car building. Auto manufacturers have the ability to turn out fine sports cars and with the booming interest in the sport, I believe it would be well worth their while."

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## WHAT IS QUARTER-MIDGET RACING?

Quarter-midget training and competition had its beginning in California some twelve years ago and has been an active sport in Michigan for about eight years.

In America today, there are approximately 86,000 quarter-midget drivers between the ages of 4 and 15. They drive an estimated eight million miles annually.

There has never been a serious accident in the history of quarter-midget driver training and competi-

tion. Injuries are almost non-existent and never of consequence. The Continental Insurance Company, which insures quarter-midget racing, considers it one of the safest risks known.

Quarter-midget automobiles average between 17 to 20 miles per hour and cost from \$400 to \$800. They incorporate safety items, such as roll-over bars, safety belts, fire walls between engine and driver compartments, suspension systems, brakes, protective bumpers, fiberglass bodies,

and padded cockpits. All drivers are required to wear safety helmets and goggles.

Quarter-midget racing is a family sport, and parents whose interest in the activity continues year after year come from all walks of life -- lawyers, doctors, engineers, policemen, businessmen, farmers, factory workers, government employees, engineers, and legislators.

Quarter-midget driver training and competition has become a part of the American scene, and it is predicted that its popularity will endure. Besides being just plain fun, quarter-midget racing is an undeniably worthwhile activity. It develops in young boys and girls the values of fair play, respect, sportsmanship, and teamwork. It engenders self-confidence and self-achievement. It provides early training to prepare youngsters for our technical world of today. Children and young adults have an opportunity to experience wholesome competition and to employ latent skills by participation in this exciting and safely conducted sport. There is pride and enjoyment for fathers and mothers whose children are the stars of the sport. It promotes closer father-and-

child relationships, presents opportunities to learn a great deal about science, engineering, and mechanics in this modern age; and it has been proved by psychologists and educators that the quarter-midget activities provide a valuable character stimulant for children between the ages of 4 and 15 and that their participation in the sport is very valuable in overcoming personality problems, both at home and in school. Midget racing allows crippled or physically handicapped children and adults to take part in competition against those who are not handicapped.

The Oakland County Sportsmen's Club and the Oakland County Sportsmen's Road Racing Club, recognizing these many benefits to children and young adults, gave the Michigan Midget Racing Association a home here at Waterford Hills.

You and your family are cordially invited to attend our activities most any Sunday through October. If you have any questions or would like additional information, you may write to Michigan Midget Racing Association, 19138 Dequindre Avenue, Detroit 34, Michigan.



## AVERAGE LAP SPEED CHART

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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.

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