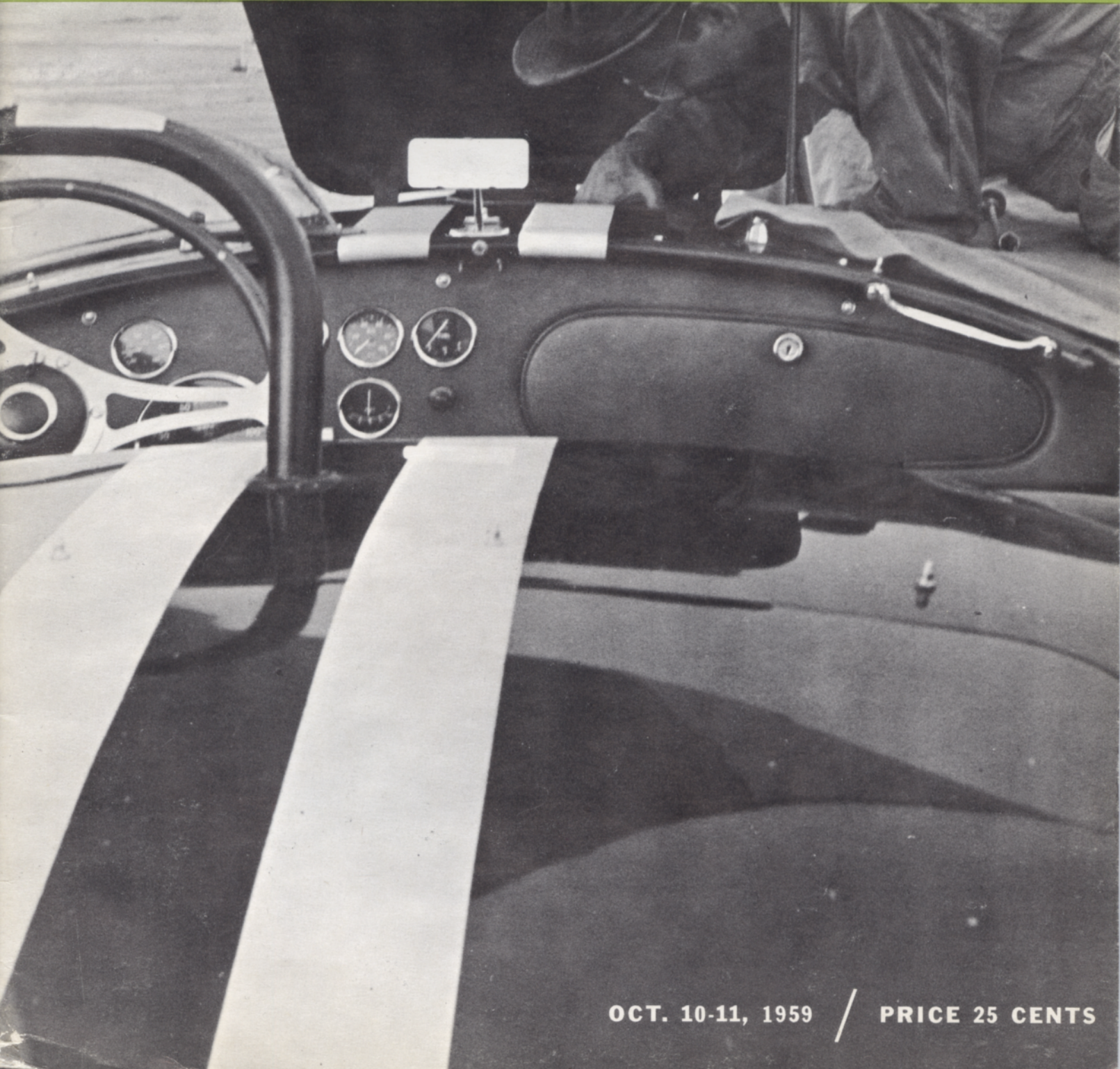


WATERFORD HILLS

INAUGURAL RACES



OCT. 10-11, 1959

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Chief Observer	Harry Keeler
Publicity Chairman	Warren Ross
Program Chairman	Marguerite Buckley
Announcer	Chuck Lewis

AVERAGE LAP SPEED CHART

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.

MIN. SEC.	M. P. H.	MIN. SEC.	M. P. H.	MIN. SEC.	M. P. H.
1.20	64.00	1.40	51.20	2.00	42.67
1.21	63.21	1.41	50.69	2.01	42.31
1.22	62.44	1.42	50.16	2.02	41.97
1.23	61.68	1.43	49.71	2.03	41.62
1.24	60.95	1.44	49.23	2.04	41.29
1.25	60.23	1.45	48.76	2.05	40.96
1.26	59.53	1.46	48.30	2.06	40.63
1.27	58.85	1.47	47.85	2.07	40.31
1.28	58.18	1.48	47.41	2.08	40.00
1.29	57.53	1.49	46.97	2.09	39.69
1.30	56.89	1.50	46.54	2.10	39.38
1.31	56.26	1.51	46.12	2.11	39.08
1.32	55.65	1.52	45.71	2.12	38.79
1.33	55.05	1.53	45.31	2.13	38.49
1.34	54.47	1.54	44.91	2.14	38.21
1.35	53.89	1.55	44.52	2.15	37.92
1.36	53.33	1.56	44.14	2.16	37.65
1.37	52.78	1.57	43.76	2.17	37.37
1.38	52.24	1.58	43.39	2.18	37.10
1.39	51.72	1.59	43.02	2.19	36.83

FLAGS . . and their significance

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.

A chief duty of the marshals is to warn competitors of unusual track conditions. A private telephone network keeps the marshalls informed of all developments; when-

ever necessary this information is passed on to drivers by means of signal flags. You will see these flags often today; each has its own meaning as follows:

GREEN - starting signal and course is clear.

RED - full and immediate stop

YELLOW (motionless) - caution

YELLOW (waved) - danger; be prepared to stop.

BLUE (motionless) - another competitor is following you very closely.

BLUE (waved) - another competitor wishes to pass - give way.

BLACK - car must return to the pits, given for infraction of rules or for mechanical difficulty possibly unknown to the driver.

CHECKERED FLAG (black and white) - finish of the race, symbol of victory.

PROGRAM OF EVENTS

Saturday, October 10, 1959

9:45 a.m.		Mandatory Novice Driver Meeting
10:00 a.m.		Novice Practice
Noon		Lunch Break
1:15 p.m.		Practice - Open
2:30 p.m.	FIRST RACE	Novice Race
3:10 p.m.	SECOND RACE	Novice Race
3:45 p.m.	THIRD RACE	Ladies Race

Sunday, October 11, 1959

9:30 a.m.		Practice
11:00 a.m.	FIRST RACE	Austin Healey Sprites and M.G.'s (Push Rod Only)
11:45 a.m.	SECOND RACE	Century Class Cars; Triumphs, Austin Healeys, M.G. Twin Cam; Porsche (Push Rod Only) and Morgans
12:15 p.m.		Lunch
1:15 p.m.	THIRD RACE	Under 1500 Modified to include Canada Class and Formula III
1:45 p.m.	FOURTH RACE	Under 1600 Production
2:15 p.m.	FIFTH RACE	From 1600 Production to 2700
2:45 p.m.	SIXTH RACE	Over 1500 Modified and over 2700 Production
3:10 p.m.		DEDICATION
4:00 p.m.		Edwin P. Lawrence Memorial Race
6:00 p.m.		Trophy Presentation and Victory Banquet at the Clubhouse.

The Race Committee reserves the right to alter this program.

A QUICK LOOK IN THE REAR VIEW MIRROR

The OAKLAND COUNTY SPORTSMEN ROAD RACING CLUB (O.C.S.R.R.C.) had its real beginning back in the spring of 1958. At that time, several sports car enthusiasts in the area were asked by a long time O.C.S.C. member, Robert M. Gubbins (today's Chief Steward), to join the club with the express purpose of promoting sports car activities within it.

In order to support such a movement, many new people, interested in sports car racing, were needed. Our now famous "Dear Sports Car Enthusiast" letter invited hundreds of people to join O.C.S.C. with the vague promise of a paved course sometime in the future. The response was beyond expectations and with a large grant from the Club to pay for grading, the three event "PIONEER TIME TRIALS" was staged in August with great success on the twisting, dusty course.

Billowing dust with the resulting complaints from our neighbors in the nearby subdivision forced immediate action on paving the course; a project that hadn't been anticipated until late 1959.

Seemingly impassable blocks stood in the way of paving before winter, but with a remarkable show of persistence, persuasion, and enthusiastic effort, O.C.S.R.R.C. members made Michigan's first paved sports car course a reality on November 8, 1958.

Events of various types were run throughout the winter including Family Day which featured an ice run on O.C.S.C.'s Lake Townsend, combined with a time trial on the track. In the early spring, we began a six unit series of time trials known as the Marque Trials. In these runs, car classes were set up on the basis of car make instead of the usual engine displacement.

In the early summer, a new type of event was initiated to provide a change from the normal time trial, running strictly against the clock. This particular event known as the Australian Pursuit Race was modified to suit our course conditions. Since cars could not pass on the narrow 12' wide pavement, they were started out at time intervals. When a car "caught" the car it was pursuing by coming within one second time distance, the "caught" car was flagged off the course and the pursuer was free to chase another.

These races provided some very exciting moments and served to introduce the novices to wheel-to-wheel competition in a gradual way.

A great boost to Club morale came during the early part of September of this year, when O.C.S.R.R.C. officers were informed by one of our members that a friend of his, who preferred to remain anonymous, was willing to put up securities for a bank loan to pave the second strip of the track and to make other improvements necessary to stage wheel-to-wheel competition events. The offer was immediately and gratefully accepted with provisions made to safeguard the gentleman's securities. Plans were immediately made for the staging of this our Inaugural Race. In the short space of 5 weeks, this dynamic group has again done the impossible by preparing the plans and layout necessary to provide a 24' wide course and organizing this Race.

The club members themselves have erected a 2000 ft. board fence to minimize any inconvenience to our neighbors. Telephone lines, spectator fencing, pit and paddock area, land clearing, and many other projects were accomplished on weekends by willing volunteer workers.

While all this physical activity was going on, there were many hours spent in organizing the races. Announcements and applications were prepared and mailed; this program was assembled and prepared with the support of our advertisers; dedication ceremonies were arranged; publicity in the immediate area and surrounding communities was arranged, as well as the organization of the many complex procedures of running a race such as: registration, flag control, communications, crowd control, timing and scoring, trophies.

With our new course and the many improvements yet to be made, club members look forward eagerly to next year and a full season of racing on our beautiful Waterford Hills course. We all hope you will bring your friends and join us during these thrilling events.

INTRODUCTION TO SPORTS CARS

Realizing that your main purpose in being here is to watch sports and foreign cars competing against each other, a short run-down on cars and technical terms is in order.

Generally, the term sports car refers to either an open roadster-type or a closed two-door coupe. The past few years have brought out many of the foreign sedans in direct competition with the open cars and coupes. Inadvertently, you may hear these sedans referred to as "sports cars", but a purist would have none of this, and we shall endeavor to call them by their generic name, simply small sedans.

To name all the marques of recognized sports cars and sedans that you might see on our course would entail a rather lengthy list, since there are some eighty-odd imports. You won't have any trouble spotting a sports car but you might have some difficulty in identifying it. Your best chance for learning to associate names and cars is while they are on the track. Since each car receives a specific number, and its make, model, year and driver are listed, you should become familiar with most of them.

Most sports cars are small, have short wheelbases, are light in weight, and have a low center of gravity, allowing them excellent short-quick steering. Their suspension systems are generally rather stiff, giving the driver good feel of the road conditions. Engine placement, whether in front or rear, gives the sports car definite cornering characteristics peculiar only to one type or make. Many sports cars have low horsepower engines that turn up relatively high RPMS, producing sufficient torque by utilizing a 4-speed close ratio gear box.

American cars, on the other hand, are built with comfort, surplus power, and roominess in mind. Suspensions are soft, seats are padded, steering is "loose", all to produce a smooth ride. Brute power is used to accelerate with a 3-speed transmission, or to turn the automatic transmission, and gas consumption is high. Height and weight of American cars are prohibitive to the use of smaller engines, and often over-ornamentation reduces the functional space in the basic design.

All in all, American cars give the driver just what he wants; a smooth almost effortless ride and loads of get-away power, but they have taken the FUN out of driving and the sports car can put it back.

CLASSIFICATION

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.

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.

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.

GLOSSARY

Sports car enthusiasts have a jargon all their own, and you can better enjoy the events if you know some of their terms.

For instance: **DRIFT** means putting a car into a fast turn such that the tires no longer adhere to the track surface, and the car tends to slide to the outside of the corner. A good driver knowing how much his car will "drift" and whether the front or rear end will break loose first, can use this to advantage in what is known as a **CONTROLLED DRIFT**, coming out of the corner much faster than if he had used his brakes to slow the car down to a proper turning speed. When **CORNERING**, an uncontrollable "drift" will almost certainly end up in a **SPIN-OUT**, a car out of control and spinning off the course.

DOWN-SHIFTING refers to the method of decelerating when approaching a turn, without first using the brakes. By placing the car in a lower gear, the engine lends "braking force" to the rear wheels. Drivers

usually "down-shift" once, then use a combination of brakes and lower gear ratios on succeeding shifts. When coming out of a corner, therefore, a car will already be in a lower gear, thus permitting more rapid acceleration.

In a longer race, a driver will go into the **PITS** regularly for fuel, tire change, inspection, etc. And in case he senses any mechanical difficulty, a driver will pull into the pit area for repairs. On our course, the entrance to the "pits" is along the beginning of the short center straight-away, and the exit at the far end of this straight.

The **PADDOCK**, an area directly behind the pits, is used for tow cars, trailers, and other equipment which must accompany a race driver to an event. Many sports cars are used only for races and although they are "street-equipped", are trailered to and from an event. Others are the same cars that their owners drive to and from work every day, and may be trailered to the event to prevent wearing off the fine edge of its pre-race tuneup.

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. OCSRRRC 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 next year.

A TOUR AROUND A TRICKY TRACK



The Waterford Hills 1.5 mile course was laid out to put a premium on driving skill; to be a driver's course, not a power course. The many turns, the Gulch and the high hill all go to make a true road course which puts every type of strain on both car and driver. You drive the course with us and you will see what we mean.

The green flag is dropped and we're off. From the Start-Finish line, in the 500 foot straight, you accelerate fast but must immediately brake-down for the dip and right turn (no. 1) down into the Gulch and back up but still to the right (turn no. 2). Then there is a nice relaxing, nearly straight, run with just a little wiggle in it. Rearing up in front of you is the Bluff, you back off and swing to the right (turn no. 3), but already it seems that there is another turn (no. 4), this time to the left. You down-shift because the hill is next. Now up the hill . . . but watch out for another wiggle . . . and don't get going too fast because there is a tricky turn (no. 5) at the top. Upshift down the hill so you won't over-rev the engine and throw pistons all over the road. Bear to the left at the foot

of the hill or you'll end up in the "giggy weeds". The next turn (no. 6) to the right isn't as nice as it looks, so be careful because you want to make it nicely into the long 1,000 foot straight where you can stuff your foot into the carburetor and let her go for all she's worth. But, don't go to sleep! because a real tough one is coming up fast. The numbered course markers help you to brake hard at the right spot as you down-shift for the 90-degree right turn (no. 7). If you didn't misjudge your speed or braking distance, turn the right amount and correct it properly after the turn, and you will make it nicely without spinning out onto the shoulders. Now, a very short breather before you head into turn (no. 8) to the right . . . not too fast or you'll be back in the paddock . . . and the race isn't over yet. Start of the Chicayne (no. 9) is a left--you must work the wheel fast . . . but delicately . . . to make it through to the long, fast 180-degree sweeping, swamp turn (no. 10). There's the Start-Finish line, you've made it once--only 13 more to go, and now, you're on your own.

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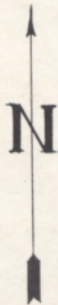
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