

A Day at Waterford Hills



Briefing Before Racing

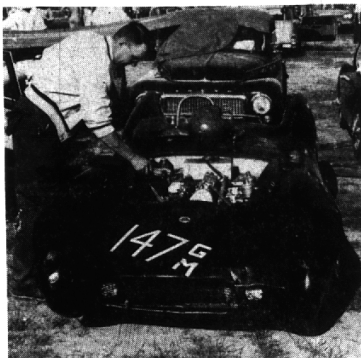
At the drivers meeting early in the morning of a racing day, drivers get last minute instructions on racing procedure and rules. Although racing rules are somewhat standardized throughout the nation, each track has its own particular "ground rules." Road safety is also stressed during this pre-race gathering.

About 30 minutes away from Birmingham—as the car drives—is the Waterford Hills Road Course.

The only good examples of a European style road course in this part of the country, a racing weekend at this track attracts spectators and competitors from all parts of the Midwest.

During the Mid-Summer Trophy races held the second weekend in August, 10 Birmingham men competed with cars of all classes.

With speed as a keynote, safety as a byword and keen competition a part of every race, Waterford Hills Road Course is a little bit of Europe right in our own back yard.



Last Minute Check

Before a car can qualify for racing, it must pass a rugged technical inspection. The motor, the body, the frame, the tires, the brakes and any other part of the vehicle which, if faulty, could be a danger to the driver or to other drivers, is checked thoroughly. Here, a driver gives his car the once over before it is checked by race officials.



Standing Watch

Equipped with telephones and signal flags, race officials are positioned on curves and other spots on the track. These men are in constant contact with the officials at the starting line. If a dangerous situation arises anywhere on the track, word is sent out from the starter to check points and these men give the drivers instructions via the flags.



'And They're Into the Straightaway'

As the green flag goes down, they're off and compete for over-all honors and against other cars in their own class. There are six or eight races both days on a racing weekend. Cars of all classes enter

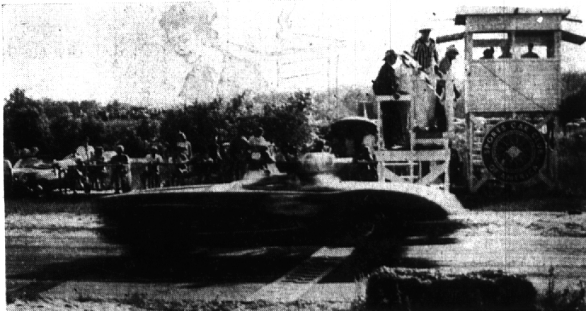


'Oh Those Hairy Turns'

There is excitement aplenty as the cars come into one of the many sharp turns on the course. These curves, and hills, make the Waterford Hills course what drivers call a slow course. Nevertheless, average speeds of up to 60 mph are attained by some of the bigger cars.



As the afternoon wears on, a break between races feels good to the starting officials in the tower. These men have the responsibility of getting the cars lined up for the start of the race, co-ordinating the check-points throughout the course and giving the welcomed checkered flag as the cars roar past the finish line.



'The Winner!!'

Probably the most welcome sight to any driver is the checkered flag, especially if he is in first place or at the front of the field. But drivers at Waterford Hills don't feel that the first place spot is worth risking a life for. That's why there are so few accidents during a racing weekend at Waterford.

Here is a brief verse from a poem I read many years ago . . . for the moment I can't recall its author's name. It is comforting, even inspiring; goes like this: "A pickler frozen on duty, a Mother starved for her brood; Socrates drinking the hemlock—and Jesus on the road; and millions who, humble and nameless, the straight, hard pathway tread—some call it consecration, and others call it God!"

The Birmingham Eccentric

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