

# 1961 OFFICIAL PROGRAM

75¢

9<sup>TH</sup> Annual

CUMBERLAND

National Championship and  
Regional Novice



# SPORTS CAR RACES

Cumberland, Maryland, Municipal Airport

**MAY 12, 13, 14**

SPONSORED BY

The Cumberland Lions Foundation, Inc.

and

The Steel Cities Region of the SCCA, Inc.



Sanction No. 61-4



# Cumberland National Championship Sport Car Races



## PROGRAM OF EVENTS

### THURSDAY, MAY 11:

8:00 P.M. - 10:00 P.M. Registration for Regional License Holders at Fort Cumberland Hotel.

### FRIDAY, MAY 12:

9:00 A.M. - 5:30 P.M. Registration and Safety Inspection at Municipal Airport.  
 11:00 A.M. - 4:00 P.M. Practice (For holders of Regional Licenses entered for regional races only.)  
 4:15 P.M. - 4:45 P.M. Regional race. Production sports cars Classes E, F, G, H and H. Modified.  
 5:00 P.M. - 5:30 P.M. Regional race. Production sports cars Classes B, C, D and all Modified classes except H.

### SATURDAY, MAY 13:

8:00 A.M. - 12:00 Noon Registration and Safety Inspection at Municipal Airport.  
 9:00 A.M. - 4:30 P.M. Practice in groups for 30-minute periods.

### SUNDAY, MAY 14:

Race 1 9:25 - 10:05 Production Classes G and H  
 Race 2 10:20 - 11:00 Production Class F  
 Race 3 11:15 - 11:55 Production Class E  
 Race 4 12:10 - 12:30 Ladies Race for Production and Modified Sports Cars

INTERMISSION — 30 Minutes

Race 5 1:00 - 1:40 Formula Jr. and Formula III  
 Race 6 1:55 - 2:35 Production Class D  
 Race 7 2:50 - 3:30 Modified Classes B, C, D, E and F

INTERMISSION — 30 Minutes

Race 8 4:00 - 4:40 Production Classes B and C  
 Race 9 5:05 - 5:45 Modified Classes G, H and I

### 1961 OFFICIALS

General Chairman.....	William G. Barger	Chief Grid Steward.....	Fred Reynolds Sr.
Race Chairman.....	C. V. Martin	Winner's Impound Steward.....	T. W. Boughton
Assistant Race Chairman.....	H. J. Zukauskas	Scoring Chief.....	R. L. Siren
Chief Steward.....	M. R. J. Wyllie	Chief Timer.....	D. K. Ramsey
Assistant Chief Steward.....	D. F. Yenke	Course Marshall.....	Ed. Smith
SCCA Observer.....	John Sybrandt	False-Grid Marshall.....	F. Yenke
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Asst. Registrar.....	A. B. Callahan	Race Secretary.....	C. M. Donley
Chief Starter.....	Jesse E. Coleman Jr.	Race Physician.....	A. J. Mirkin, M.D.
Assist. Chief Starter.....	W. P. Dalton	Regional Contest Board Chairman.....	M. R. J. Wyllie
Chief Safety Inspector.....	R. R. Chain	Press Chief.....	R. E. McCurdy
Chief Pit Steward.....	R. F. Botkin	SCCA Cumberland Protest Sub-Committee:	
Chief Paddock Steward.....	Pierre R. Hogner	Jesse E. Coleman Jr., W. E. Hansgen,	
Communications Chief.....	Fred German	D. E. Diffenderfer	



H. J. ZUKAUSKAS  
Assistant  
Race Chairman



C. V. MARTIN  
Race Chairman



D. F. YENKO  
Assistant  
Chief Stewart

## Thanks - - - Everybody

We want to express our sincere appreciation to all of you who have helped to make these annual National Championship Sports Car Races so successful.

Each year you entrust us with many thousands of dollars, believing your money will be well spent. We feel that you are entitled to an accounting of our 1960 stewardship. Limited space prevents us from giving all the complete details.

Lions Sight Conservation Project for needy school children .....	\$ 4,500.00
Tonsilectomies for needy school children .....	1,500.00
County United Fund, for distribution to 31 worthwhile agencies .....	1,000.00
Y. M. C. A. Youth Programs .....	1,200.00

Allegany County League for Crippled Children .....	1,000.00
Girl Scout Camp Swimming Pool .....	10,000.00
Boy Scout Camp Projects .....	1,790.00

The average member of the Cumberland Lions Foundation is a dedicated person; dedicated to service to his community; dedicated to making things brighter for those in less fortunate circumstances; and dedicated to the task of making the world a little better because he lived in it.

Thanks to all of you for helping us to help other people.

WILLIAM G. BARGER, President  
Cumberland Lions Foundation, Inc.

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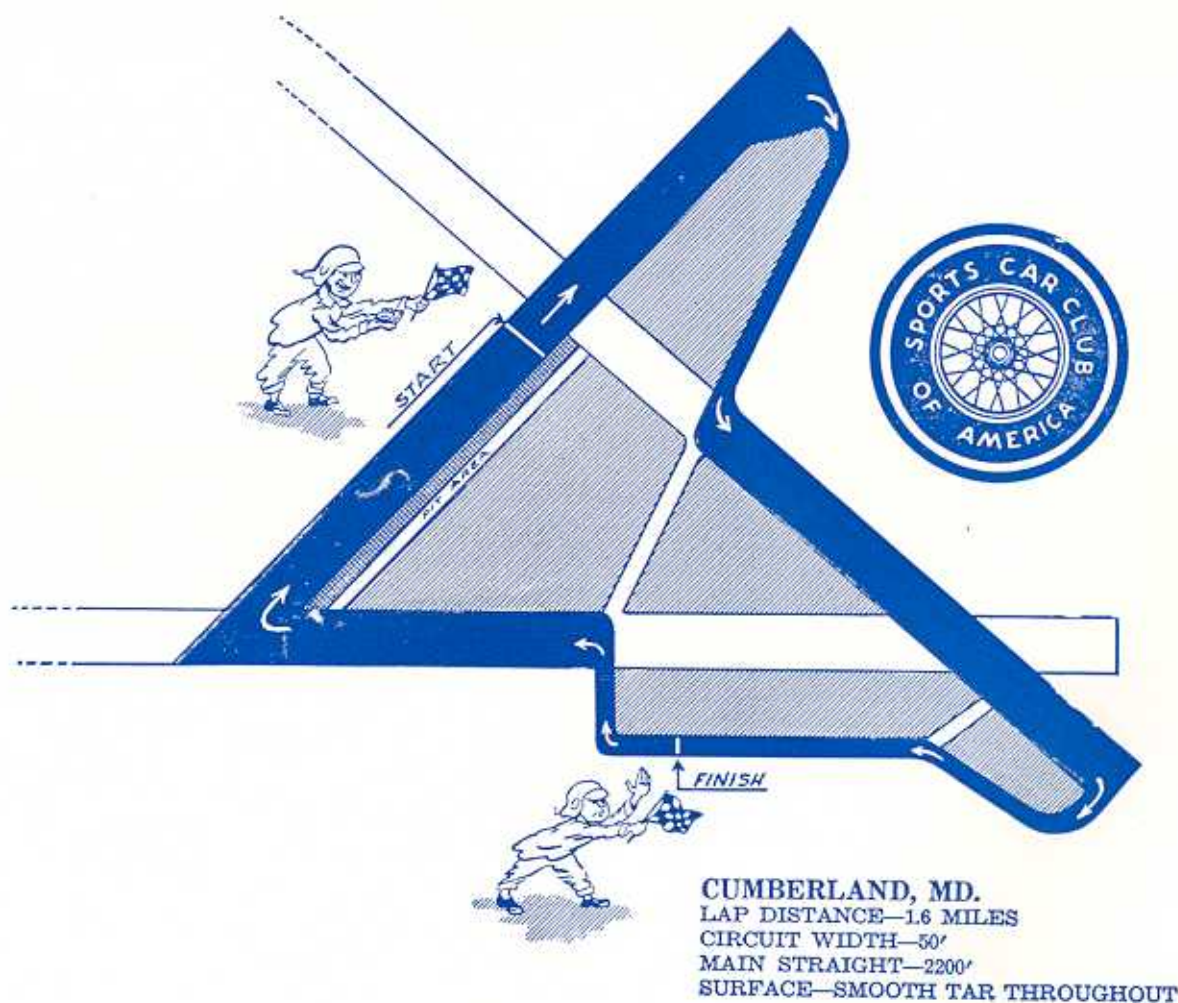
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### CONVERSION CHART

Circuit — 1.6 Miles

Lap Time		Avg. Speed MPH	Lap Time		Avg. Speed MPH
Min.	Sec.		Min.	Sec.	
2	7.98	45	1	36.0	60
2	6.58	45.5	1	35.2	60.5
2	5.21	46	1	34.4	61
2	3.9	46.5	1	33.7	61.5
2	2.55	47	1	32.9	62
2	1.27	47.5	1	32.2	62.5
2	0.0	48	1	31.4	63
1	58.7	48.5	1	30.7	63.5
1	57.5	49	1	30.0	64
1	56.34	49.5	1	29.3	64.5
1	55.2	50	1	28.6	65
1	54.1	50.5	1	27.96	65.5
1	52.8	51	1	27.3	66
1	51.8	51.5	1	26.6	66.5
1	50.8	52	1	25.9	67
1	49.7	52.5	1	25.3	67.5
1	48.6	53	1	24.7	68
1	47.6	53.5	1	24.1	68.5
1	46.7	54	1	23.48	69
1	45.6	54.5	1	22.8	69.5
1	44.7	55	1	22.2	70
1	43.8	55.5	1	21.7	70.5
1	42.8	56	1	21.1	71
1	41.9	56.5	1	20.6	71.5
1	41.04	57	1	19.8	72
1	40.1	57.5	1	19.4	72.5
1	39.3	58	1	18.9	73
1	38.5	58.5	1	18.4	73.5
1	37.6	59	1	17.8	74
1	36.8	59.5	1	17.3	74.5
				16.8	75

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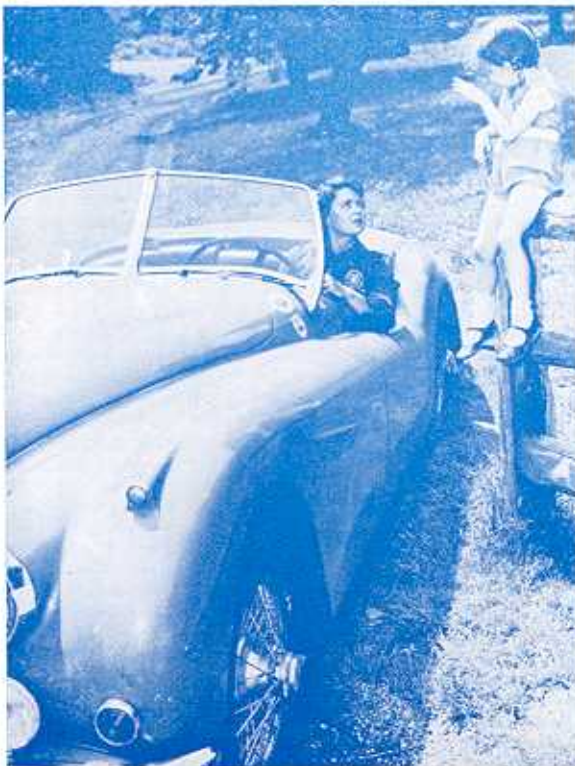
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### SCCA — A SHORT HISTORY

Back on February 26, 1944, a group of seven men living in the Boston, Mass., area formed a small club as a means of organizing their mutual interest in sports cars. Quoting from the constitution, we find their purpose to be "... to further the preservation and operation of sports cars, to act as an authentic source of information thereupon, and to provide events for these cars and their owners." From this modest beginning the club has grown to the point where it currently is one of the largest of its kind in the world, composed of 77 regions and over 10,000 members.

#### Administration of SCCA

The club's widespread network of regions (which in turn make up 11 areas) are centrally administered from the headquarters in Westport, Conn. Here the club recently purchased its own building, as an investment in the future and as a move to bring the office facilities in line with the rapid growth in membership. Headed by an executive director, a staff of ten people is required to take care of the day-to-day administration and paperwork involved in an organization of this size. The actual program of activities is under the direct sponsorship and execution of the various regions, while the club office provides overall supervision and sees to it that the events are in conformity with the established rules and procedures. Policy is the concern of the club officers, elected for one-year terms by the membership. Under a reorganization which will shortly be voted upon by the members, it is proposed to abolish the traditional officer arrangement and to replace it with a board of governors. With each area allowed one or more governors according to the size of its membership, it is hoped that the new system will prove to be

more democratic and more responsive to the membership at large.

So much for vital statistics—how about the activities of the club?

In the early days of the SCCA the emphasis was on the individual car and its preservation. This was a period in which there were few sports cars available in this country, and those who cherished them keenly felt the need to preserve what was available. Therefore the regulations were very strict as to the type of car required to qualify the owner for membership, and they spelled out the conditions under which the cars should be sold. Several members were actually expelled for selling cars without notifying the membership and giving them first chance to buy the car offered for sale. However, as the number of sports cars in this country increased, and particularly with the advent of the MG which made it possible for the member of average means to purchase a car of this type, these restrictions were gradually dropped. They have become so loose today that there is not even the requirement of car ownership in order to join the club. This period, then, saw the great emphasis on the individual car, the preservation of those cars in the hands of members, dissemination of information on the various makes, and the organization of small gatherings where the members could show their cars and test their performance in a competitive manner.

#### Rebirth of Road Racing

As the club grew in size, the emphasis swung over to a rebirth of road racing. This type of racing had been popular in the U. S. many years ago but had died out by World War I. There was a brief revival in the 1930's on a limited scale, but World War II put an end to things again. But starting with 1948 road racing under the leadership of the SCCA really took hold, and began its steady climb to the point it has reached today.

Much of the early racing in the late '40's and early '50's was held on public roads. Regular road courses were largely unknown then, and the public roads were not only a practical answer but carried on the great European tradition of racing. As entries became larger, as cars grew more powerful and crowd control became a tenuous thing, it was apparent to the club that the overall safety of driver and spectator demanded a type of course where things could be more readily controlled.

The next era saw great use of airport circuits, culminating in the very successful Strategic Air Command (SAC) program run in conjunction with the Air Force on their various fields. This program not only gave good safe racing but provided many thousands of dollars for the Airmen's Living Improvement Fund. The next phase of racing is the one in which we are currently operating—racing on privately built courses which give all the racing thrills of the old public road course but under controlled conditions where safety for driver and spectator is assured. It should be emphasized that in

(Continued On Page 12)

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(Continued From Page 11)

## SCCA — A SHORT HISTORY

this country the SCCA is not running the European or South American type of open road racing where there is always the danger of a car going off course and hitting a crowd of spectators. This development in private courses has brought the sport such well known sites as Thompson, Conn., Lime Rock, Conn., Bridgehampton, N. Y., V.I.R. at Danville, Va., Elhart Lake, Wis., Riverside, Calif., and others of a similar character.

### Rallies Are Popular

The SCCA is quite commonly identified these days with sports car racing. However, it should be realized that the various regions carry on a very heavy schedule of activities of other types, involving a much greater percentage of the membership than does racing (only about 1,800 of the 10,000 members are licensed drivers). For years we have been putting on events known as rallies, which are precision driving tests requiring the competitor to follow a given route (usually unknown to him until he has covered it) over public roads at an exact average speed. Check points en route at locations unknown to the driver score each entrant as to the number of seconds early or late in arriving at that point. These rallies require operation under the normal rules of the road and within the usual speed limits of the areas traversed—any infraction of the rules of the road results in immediate expulsion of the competitor from the event. These events are not, therefore, races in any sense of the word. The great attraction to the average member is the fact that he can compete with his every-day car, can take along his wife and family, and is limited in his chance for winning only by the brain power



Contestants In Marshalling Area  
Ready For The Course

he can bring to bear upon the matter. The really successful rallyists, of course, have gotten it down to a science and have developed all sorts of complicated mechanical and electronic aids. Nevertheless, it is still possible for a skilled rallyist to win with a minimum of these gadgets. This year has seen the rallyist reach equality with his racing friends by the establishment of a National Rally program of some 12 rallies throughout the country which will establish a national champion rallyist and navigator.

### Special Automotive Events

In addition to racing and rallying, the regions carry on numerous miscellaneous events centered about their cars. Concours d'Elegance are a familiar feature, in which cars are rated by a complex formula which correlates age, condition, and equipment of the vehicle. Gymkhanas are popular, too, in which the cars are put through intricate driving maneuvers in a cleared area with penalties based on time consumed, proper execution of the test, and accuracy of driving. Many groups simply get together and drive to some central point where they can picnic with the family, and the enthusiasts can congregate and talk about their cars.

### Racing Safety Measure

Probably the SCCA could never have reached its present prestige and success without a deep



Thorough Safety Inspection

sense of responsibility concerning safety. Racing is a prime example. Here every precaution is taken to safeguard the driver beyond the normal hazards involved in racing. Careful and thorough technical inspections ensure the mechanical efficiency of his car. The drivers are further protected by use of roll bars, helmets, and seat belts. The courses are made as safe as possible from a driving standpoint, while the spectators are limited to areas where they are safe from an accident which might cause the car to leave the road. Supervised by the National Contest Board, and echoed by the individual Regional Contest Boards, racing is thus carried out under strict regulations. Failure to meet these high standards simply results in the suspected event being banned to SCCA drivers.

Probably the best safety measure of all is contained in the rigid requirements and careful controls that govern the issuance of competition licenses. The past few years have also witnessed the further development of training schools for drivers, flagmen, and communications men in some of the more active regions. The obvious theory involved is that the greatest safety to personnel comes from the training under actual race conditions which teaches them how to perform, whether they be racing or officiating. A national training program is under development at the present time.

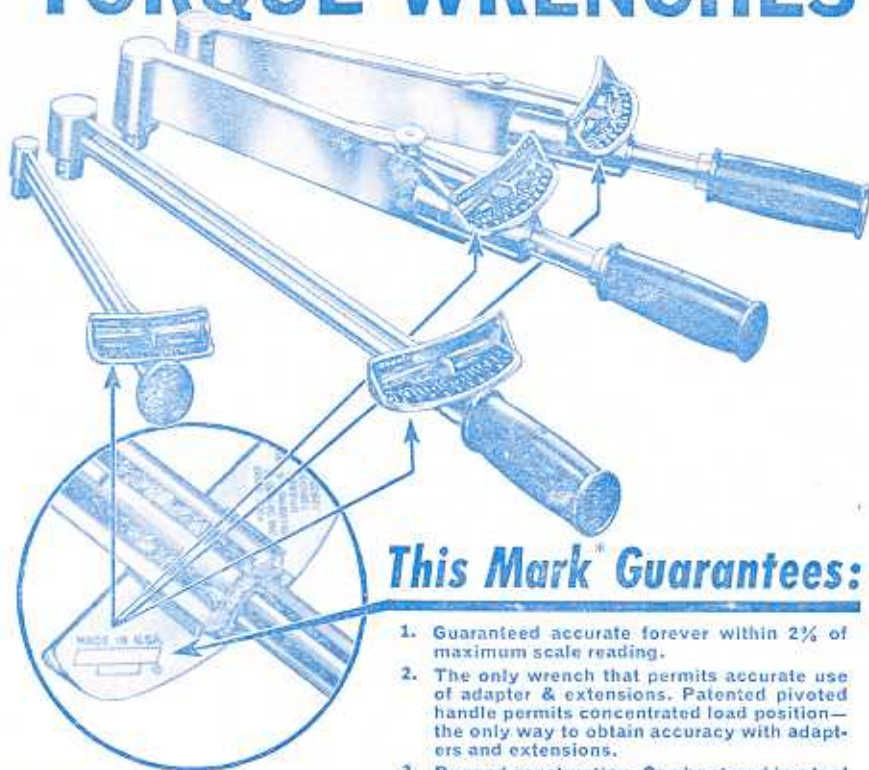
The SCCA has also established a National Medical Advisory Board. This board, together with its subdivisions, has as its responsibility operational and research programs aimed at maximum safety for the competitor. Outstanding work, for instance, has been done by the Snell Foundation on the West Coast which has pioneered in research concerning the adequacy of helmets worn by the drivers. This constitutes some of the only testing done under scientific conditions directly related to racing, and the application of the findings to other areas such as construction work, football, and other sport uses is extremely valuable.

In concluding this brief resume of the SCCA, we should point out that our members are amateur sportsmen, competing in the hobby they love for the sheer joy of competition. Awards are limited to trophies, ribbons, and such, and members are not allowed to accept financial reward. In fact, the racing program of the SCCA grew and thrived on the basic arrangement of running races under the sponsorship of some local charity of worthy cause which received the biggest share of the receipts. Local pride and civic responsibility have done much to contribute to the growth we have outlined here.



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1. Production Cars: These conform to sports cars specifications and are produced in quantities greater than 500. Such cars must run precisely in the state in which sold.
2. Modified Sports: These conform to sports car specifications but are produced in noncommercial quantities or are "souped-up" production cars.

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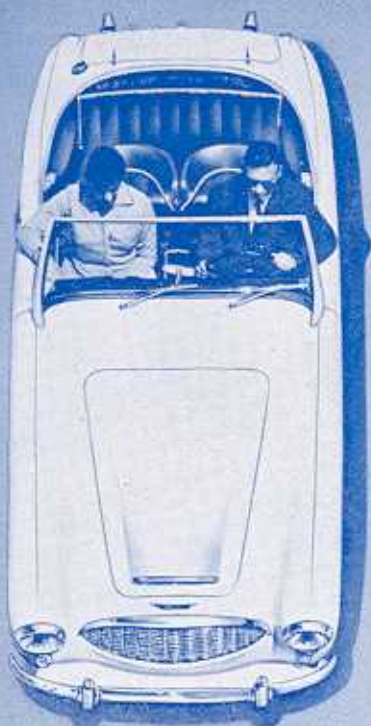
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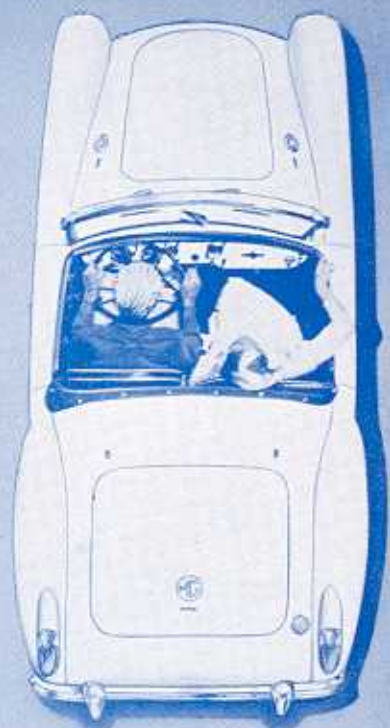
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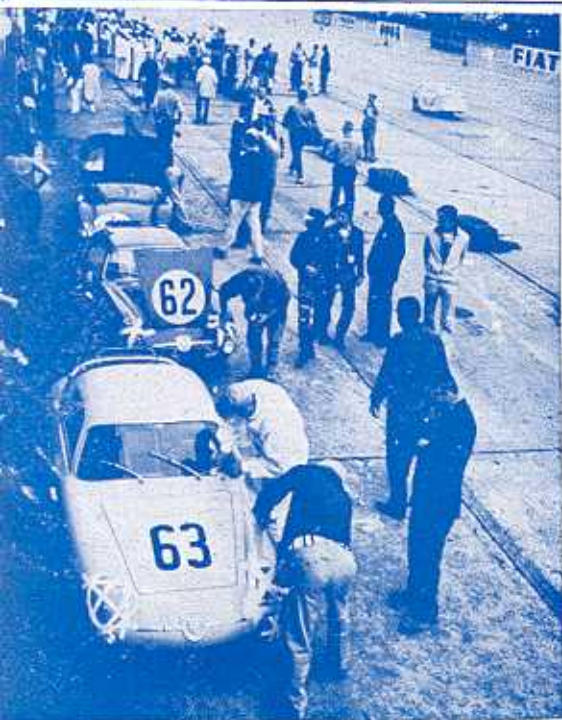
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