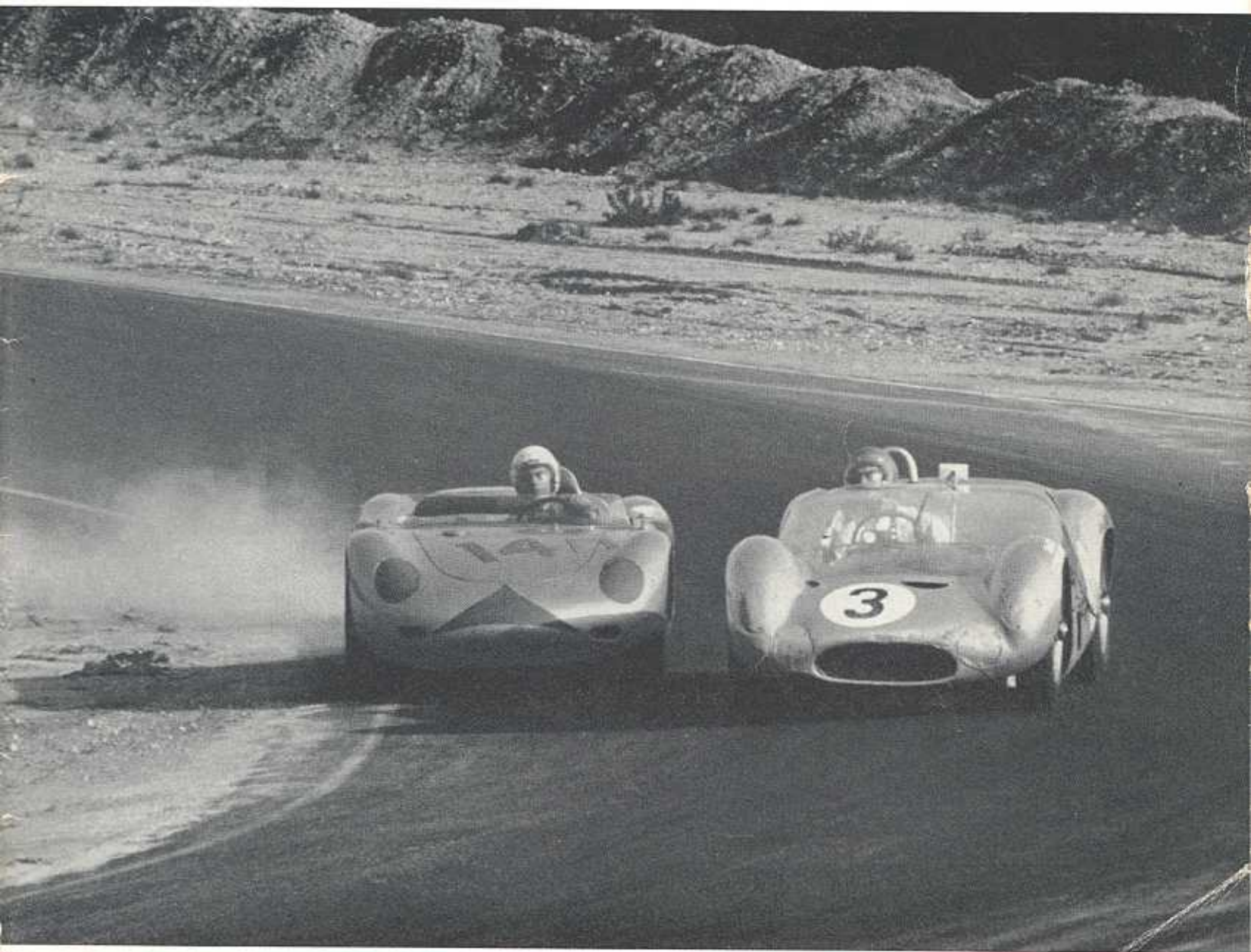




JULY 1961

# SPORTS CAR



IN THIS ISSUE

▶ REPORTS ON FOUR NATIONAL EVENTS



# SPORTS CAR

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■ On the Cover—Corner Capers—In the feature race at the Bridgehampton National, Bob Holbert takes his Porsche in a tight line through the corner to pass Fred Gambie's "Birdcage" on the inside. Photo by Jack Dolan.	

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HOLBERT AND PORSCHE "A-OK"—

## Cumberland National Races

—Story by Dudley L. Stouch.

EVERYONE was estimating the attendance at Cumberland with the figure ranging from 20,000 all the way to 62,000; but there was one number that didn't require estimates from anyone—#14. That was firmly affixed to Bob Holbert's Porsche RS 61 for everyone to see.

After having scored first at both Daytona and Marlboro, Bob made it three wins for four starts this season, having finished a creditable fourth at Danville. The Edgar Vandegrift Memorial Race win with a 74.33 average put the Warrington speedster way out in front with 30 championship points for the 1961 season.

At the start of the feature, a Cooper Monaco driven by Hap Sharp took the lead, and came around with Roger Penske and Fred Gamble, both in Maserati's, and Holbert in his Porsche, looking for all the world like the proverbial parade. Then Sharp didn't come around. His gearbox failure put Penske in front, with Holbert running in the second-place slot. Penske was booting the Maser around the course at about 1:17 and going away from Holbert like a tall dog. Penske logged time that was sufficient to put him on the books as holder of the course record, held until then by Walt Hansgen at 1:18.

With the start of the sixth lap, and about ten seconds separating Penske from Holbert, the Maser made expensive noises and Penske shut it off at the ess turn to coast off the course and become the fastest spectator at Cumberland. Rapid Robert then had it all sewed up as Fred Gamble was running his ex-Le Mans Maser way back in second, and Holbert lapped him when the 40-minute race was 32 minutes young.

The G and H Production cars had the curtain-raiser spot for the day. Dick Cook in a very spritely Sprite worried Bob Berdelman for the entire race to take a well-deserved second a few lengths behind Berdelman. Cook's style and mannerisms in the cockpit, especially at the ess turn, brought back memories of Jack MacAfee and his humiliation of the big iron a few years ago at Cumberland.

Ben Fowke turned in a wild, wild performance in the F Production race as he relentlessly pursued Don Schofield's Porsche. Don was gunning his Porsche just a few lengths ahead of Fowke's MG A and barely hanging onto his lead, when somehow Fowke managed to pass on the backstretch only to lose the lead to Schofield and then take it again on the last lap. Schofield's bid to regain first place resulted in a spin off the course after going into a turn just a bit too deep, which left Fowke and the MG A romping home with a 64.62 mph average, followed by Don Sessler's Sunbeam and Howard Hanna's D-B.

Three zeros and three E Production trophies. The zeros are on the Elva Courier of



Nagle Bridwell's Porsche leads a howling pack through Kelly Hangar turn: Reed Rollo (#40), Bill Hilton (#92), Bill Mallon (#152) and Frank Gorman (#165). Photo by E. C. Brewer.



Norman Sayah, in the new Lotus Elite, practices "togetherness" as he tails the MG of Stu Northrop through the esses. Photo by E. C. Brewer.



This is not a three-wheeled Morgan, but the Elva Courier of Sam Perry which is in the process of modification to the running gear. Photo by Dudley Stouch.

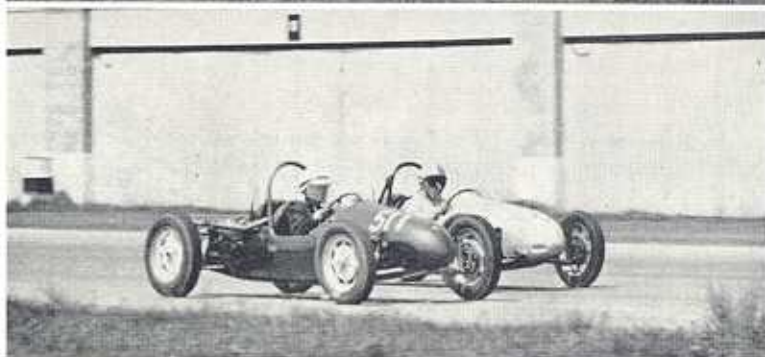


Manfred Holder's Elva climbs the back of Donald Wolf's sister car in an accident which seemed serious, but fortunately turned out so only for the cars; the drivers escaped with one bloody nose between them. Photo by Dudley Stouch.

So far we thought the races anything but dull, but some people seem to disagree with us—or is it a matter of low metabolism?  
Photo by Charles Birrell.



On with the show, as John Gadwa (#511) duels with George Alderman. John finally took the win in the F3 class. Photo by E. C. Brewer.



More excitement, as Sam Price's A-H 100-4 makes like a chimney. Photo by Dudley Stouch.



'Mr. Porsche' takes another win! Happy Bob Holbert and his wife are really getting practice this year at taking victory laps.  
Photo by Dudley Stouch.



Mark Donohue, and the trophies are the inventory of his trophy case for the 1961 season, having scored victory number three in front of Jay Signore, also chauffering a Courier. Signore had a bad start, coming around the first time way back in the field. Jay showed his Elva the line, picked off the entire field one by one, and charged home for a well-earned piece of hardware.

Chuck Dietrich made his contribution to the day's win column in a real zoomer—the latest thing in rear-engined Coopers. This Formula Junior machine appears to be hotter than the hinges of Hades, as Dietrich bombed the circuit in the neighborhood of 1:21 to average 71.96 mph for the Formula Junior 40-minute race. Charlie Kolb and his Gemini were big favorites in this race, but a lubricant-less transmission just barely got Charlie through the first lap and he pulled into the pits with the gearbox steaming.

Bill Malion's Turner Climax "waxed-off" Chuck Stoddard's Alfa Veloce at the three-quarter mark of the D Production race. Stoddard then had second place snared from him at the finish line as George Frey's Porsche blasted across the line and down the escape road while Stoddard played it clean and braked for the ess turn just beyond the finish marker.

The final race of the day for G, H and I Modified provided the gathering on the famous Cumberland hill with a few anxious seconds when a slam-bang crash occurred just beyond the ess turn. Two Elvas owned by Don Wolf had a real "prangeroo" after Manfred Holder spun and Don came on real loud and hard to climb all over Holder's Elva's tail feathers. Fortunately for everyone, the only serious injuries were sustained by the Elva cars. Wolf and Holder were reported to casually observe that maybe it will be possible to use the front end from one car and the rear from the other to make one good Elva and stay around the circuits for the remainder of the season.

The ladies had a 20-minute bash, with Donna Mae Mims' Corvette nailing down the first spot, followed by Mary Haines (Corvette) and Suzy Dietrich (Porsche).

Ed Lowther and his Corvette headed Don Yenko's Corvette for the first two laps of the B and C Production race. Yenko then put all eight bangers to work, passed Lowther, opened up a solid lead, and held it. Bob Johnson followed with an undisputed second place, which he took on the fifth lap.

Bruce Jennings went from the pole position at the start to a third-place finish, after some Corvette drivers apparently thought the Jennings' Carrera was sandwich filling and pranged him real good at the first turn, leaving Bruce in eighth place the first time around. With the Carrera body metal scrubbing the tires, Jennings was obviously slowed off the pace, and he really couldn't do battle with the Corvettes as expected.

As a final word—why have the sponsors at Cumberland become so commercialized? Careful, or you'll kill all the old sportin' flavor of this once wonderful spring meet.

**OFFICIAL RESULTS**  
**CUMBERLAND NATIONAL RACES**  
**Cumberland, Md.**  
**May 14, 1961**

**RACE ONE: G & H Production**

Pos.	Car #	Car	Cl./Cat.	Driver	Points
1	153	Alfa Giulietta	G1	Al Weaver (60.5)	10
2	195	Sprite	G2	Richard Cook	8
3	125	DB	G3	Richard Toland	6
4	299	FIAT-Abarth	G4	Gene Hobbs	4
5	261	Alfa Giulietta	G5	John Master	2

6. 168, DB, G6, Collier Miller, 1; 7. 44, Sprite, H1, Red Harmon (57.7), 10; 8. 170, MG TC, H2, Charles Henry, 8; 9. 158, DB, G7, John McFarland; 10. 80, Alfa Giulietta, G8, C. F. Fennel, Jr.; 11. 146, DB, G9, Sam Perry; 12. 42, MG TF, G10, Guy Bates; 13. 257, Porsche, G11, Charles Beidler; 14. 192, MG TC, H3, David Stewart; 6; 15. 106, FIAT-Abarth, H4, R. J. Lewis; 4; 16. 135, Sprite, H5, Norman Daily; 2; 17. 178, Sprite, H6, Richard Whiteman; 1; 18. 138, DB, G12, Steele Roberts; 19. 39, FIAT-Abarth, H7, Norman Bradley; 20. 120, Sprite, H8, John Hass; 21. 129, Sprite, G13, Everett Williams; 22. 144, Sprite, H9, Joseph Blaser. DNF—22, Alfa Giulietta, G, Donald Ertbeck; 54, Sprite, G, Robert Howe; 190, Sprite, G, Philip Haloff; 51, FIAT-Abarth, H, Ben Poster; 38, Sprite, H, Fred Darling; 45, Sprite, H, George McClure.

**RACE TWO: F Production**

Pos.	Car #	Car	Cl./Cat.	Driver	Points
1	243	MG A	F1	Ben Fowke (61.8)	10
2	74	Sunbeam Alpine		Don Sessler	8
3	37	DB		Howard Hanna	6
4	164	Sunbeam Alpine		Vince Tamburo	4
5	154	Porsche		Mike Blew	2

6. 217, Porsche, Don Schofield; 1; 7. 60, Porsche, Walter Hoover; 8. 777, Porsche, Kenneth Leith; 9. 124, Porsche, Dick Grimm; 10. 180, MG A, Richard Stolz; 11. 311, DB, Paul Hagan; 12. 156, Porsche, J. W. Watt; 13. 731, Porsche, A. Valdes-Dapena; 14. 226, MG A, Stu Northrop; 15. 46, MG A, Donald Knight; 16. 67, MG A, Hank Thorpe; 17. 110, Porsche, C. E. Ingram; 18. 136, Porsche, John Goodwin. DNF—56, MG A, Brandt Griffing; 140, MG A, Ernest Ross; 210, MG A, Fred Reynolds; 279, MG A, James Croker; 32, Porsche, Suzy Dietrich; 160, Porsche, R. L. Johnson.

**RACE THREE: E Production**

Pos.	Car #	Car	Cl./Cat.	Driver	Points
1	000	Elva Courier	E1	Mark Donohue (63.7)	10
2	187	Elva Courier		Jay Sizmore	8
3	267	MG A (dobe)		Sherman Decker	6
4	94	TR-3		Eddie Diehl	4
5	114	TR-3		W. S. Gurnee	2

6. 222, Lotus Elite, Norman Sayah; 1; 7. 102, Morgan +4, John Kingsley; 8. 266 MG A (dobe), R. E. Poupard; 9. 3, Fairthorpe Electron, Dick Lord; 10. 113, TR-3, R. L. Walker; 11. 119, TR-3, Jack Peters; 12. 130, Elva Courier, Archer Wilson; 13. 115, Elva Courier, Hal Vance; 14. 197, TR-3A, Wright Huges; 15. 134, TR-3, Walt Phillips; 16. 271, Elva Courier, Donald Dye; 17. 95, TR-3, Russ Boyer; 18. 196, TR-3A, W. A. Hessinger; 19. 105, TR-3, Don Ador. DNF—90, Morgan, Dave Sisson; 121, Morgan, Peter Revson; 36, Elva Courier, Ernie Harris; 43, Elva Courier, John B. Cannon; 149, Elva Courier, Sam Perry; 25, MG A (dobe), Richard Southby.

**RACE FIVE: Formula Junior**

Pos.	Car #	Car	Cl./Cat.	Driver	Points
1	31	Elva	Fjr.1	C. Dietrich	10
2	300	Lotus, Jr.		Floyd Askov	8
3	80	Lotus		Harry Carter	6
4	10	Elva		Bob Kuhn	4
5	162	Elva		Al Beasley	2

6. 30, Isis/OSCA, Ed Huges; 1; 7. 91, Stanguellini, Don Brady; 8. 69, BMC, Frank Dominianni; 9. 15, Cooper, James Johnston; 10. 33, OSCA, Ben Hall; 11. 73, OSCA, Seymour Kaback; 12. 142, Zetor, John Zeiter; 13. 89, Stanguellini, Herb Gussin. DNF—34, Gemini, C. Kolb; 82, Lotus, Jack Lyles; 81, Lotus, Charles Hayes; 88, Tojeiro, Jay Heizer; 194, Isis, A. N. Birdsall.

**RACE SIX: D Production**

Pos.	Car #	Car	Cl./Cat.	Driver	Points
1	152	Turner Climax	D1	William Malton	10
2	273	Porsche S		George Frey	8
3	8	Alfa Veloce		Charles Stoddard	6
4	86	Alfa Veloce		Herman Melitti	4
5	355	Alfa Veloce		Edward Astri	2

6. 40, Alfa Veloce, Reed Bollo; 1; 7. 62, Alfa Veloce, I. Jay Lauer; 8. 53, Porsche S, Nagle Bridwell; 9. 165, A-H 100-6, Frank Gorman; 10. 92, Alfa Veloce, Roger Holman; 11. 186, A-H, Tom McNeill; 12. 711, Porsche S, T. King-Hedinger; 13. 85, Porsche S, Claude Cardwell; 14. 65, AC Ace, David Guthrie; 15. 41, A-H 100-6, Lee Leonard; 16. 126, Alfa Veloce, Robert Parsons. DNF—104, Austin-Healey, Sam Price; 331, Porsche S, Horace Ott; 103, Alfa Veloce, John Kingsley; 127, Austin-Healey, Bixler Durbin; 181, Austin-Healey, Fred Muller.

**RACE SEVEN: B, C, D, E, F Modified**

Pos.	Car #	Car	Cl./Cat.	Driver	Points
1	14	Porsche RS 61	E1	Bob Hobert	10
2	17	Maserati	D1	Fred Gamble	10
3	29	Porsche BSK	F1	Bob Bucher	10
4	131	Porsche BSK	E2	H. C. Schwartz	8
5	200	Maserati	E3	Arch Means	6

6. 151, Chev. Ferrari, G1, Arthur Faust; 10; 7. 145, Lola, F2, David Adams; 8; 8. 68, Elva, C2, Bernie Keller; 8; 9. 7, Ferrari, E4, Jack Moore; 4; 10. 35, Corvette, C3, Ed Gelder, none; 11. 123, Porsche Special, F3, D. Honeywell, none; 12. 72, Lotus, C4, Seymour Kaback, none. DNF—951, Cooper-Maser, D, Hap Sharp; 6, Maserati Tipo 61, D, Roger Penske; 79, Cooper-Monaco, E, Bob Colombosian; 184, Kelcooper, E, Bruce Jennings; 11, Bocar, B, John Henderson; 12, Lotus Bristol, E, Allen Cohen; 161, Porsche Special, E, Ray Gross; 209, Alfa Special, F, Richard Hayes.

**RACE EIGHT: B & C Production**

Pos.	Car #	Car	Cl./Cat.	Driver	Points
1	1	Corvette	B1	Don Yenke	10
2	13	Corvette	B2	Bob Johnson	8
3	77	Porsche Carrera	B3	Bruce Jennings	6
4	18	Corvette	B4	Ben Moore	4
5	78	Porsche Carrera	B5	Joe Buzzetta	2

6. 0, Corvette, B6, I. Grady Davis; 1; 7. 203, Corvette, B7, Ed Smith; 8. 84, Corvette, B8, Ed Myers; 9. 4, Daimler, C1, Duncan Black; 10; 10. 171, A-H 3000, C2, John Colgate; 8; 11. 87, AC Bristol, C3, Ronald Kistler; 6; 12. 00, Porsche Carrera, B9, Morrow Decker; 13. 255, Porsche 90, C4, Harvey Marks; 4; 14. 111, Porsche S 90, C5, Richard Holquist; 2; 15. 107, A-H 3000, C6, George Power; 1; 16. 21, Corvette, B10, Robert Sinn. DNF—83, Corvette, B, Dick Lang; 137, Corvette, B, Harold Keck; 202, Corvette, B, Ed Lowther; 182, Corvette, B, Barry Bullong; 169, Corvette, B, F. Dominianni; 141, Frazer-Nash, C, F. H. Andrews; 150, A-H 3000, C, Robert Priebe; 59, AC Bristol, C, Pierre Mion; 63, Jaguar XK120, C, Murray Keller; 20, A-H 3000, C, Richard Webster.

**RACE NINE: G, H, I Modified**

Pos.	Car #	Car	Cl./Cat.	Driver	Points
1	2	Lola	G1	M. R. J. Wyllie	10
2	64	Lola	G2	C. Kurtz III	8
3	50	Lotus	G3	Don Kirby	6
4	133	Elva	G4	C. H. Meiss	4
5	167	Elva	G5	Richard Stockton	2

6. 66, Elva, G6, Richard Bair; 1; 7. 52, Rondini SAAB, H1, Dave Lang; 10; 8. 76, Lola/OSCA, H2, Oliver Schmidt; 8; 9. 19, Lotus, G7, Ron Greenwood; 10. 47, Elva, G8, Bishop Hines; 11. 163, OSCA, H3, John Gordon; 6; 12. 173, Berkeley. \*H4, Phillips Jeffrey; 4; 13. 99, Lotus, G9, John Boyd; 14. 122, SAAB Special, H5, Harvey Seel; 2; 15. 100 SIATA H6, Allyn Hier, none; 16. 671, DB, H7, A. W. Nichols; 17. 28, Crosby Devins, H8, Henry Ver Valen. DNF—5, Elva, G, Alan Patterson; 179, Lotus, G, R. J. Henry; 188, Elva, G, Donald Wolf; 189, Elva, G, Manfred Holder; 157, Falcon, G, Harry Buckley; 101, Ferret, H, Peter Dawson; 166, Berkeley. \*H, Lawrence Sams.

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## DRIVERS' MEETING

### Jack Hinkle Reaffirms SCCA Policy

THE BOARD of Governors recently sent postcard notices to all SCCA drivers to be sure they understood that the professional races at Indianapolis, Mosport and CDR were not approved for their participation. This was done as a precautionary measure, since incorrect information had been released by sources outside the Club that they were approved. When they learned that these cards were to be released, USAC sent a letter to some selected drivers and owners attacking the Club's policies and the decisions referred to above, and impugning the sincerity of the Governors. Their letter reads as follows:

"To: All Road Racing Car Owners and Drivers

Re: Future of Professional Road Racing in the United States

"This morning we learned from General Rush that it is almost a certainty that the SCCA Governors will disapprove the participation of their members in the USAC Full International FIA Sports Car Race at Indianapolis Raceway Park June 24-25; the USAC Sports Car Race at Continental Divide July 4, and the Mosport Race June 24th. This news comes as a shock after the approval by the SCCA Competitions Events Committee and earlier

conversations with SCCA management and Board. This "dog in the manger" attitude also comes as a shock to a substantial number of the SCCA Governors themselves.

"USAC has tried for nine months to cooperate with SCCA on a limited number of open events (not to exceed 10). We have not approached SCCA drivers and owners directly for their support, hoping to work out an official agreement with SCCA.

"It is now obvious that our confidence was misplaced. We now must ask you who want professional events to **STAND UP AND BE COUNTED**. If we are to have professional road race events, we need your support. We ask you to do two things—First—wire or call your Governor and/or your chairman, telling them how you feel about it. Second—call or wire Henry Banks, Director of Competition, United States Auto Club—collect—assuring him of your support of USAC events if the disapproval is forthcoming. Many of you have offered your support in the past. Now is the time to act.

"We promise you that USAC will sanction professional road racing events (Formula as well as sports cars) in greater numbers, providing you give us your support. We have the cooperations of sufficient tracks to assure a full

schedule. In several cases, the track owners have offered to substitute USAC exclusively for SCCA events. With a full field of participants supporting us, we can expand to 15 or 20 first class events.

"In addition, we will immediately establish a representative committee of owners and drivers to organize a full scale road racing program designed to elevate United States road racing to the international and national prominence it deserves. We have no desire to disrupt amateur racing, but we do feel there is also a need for professional racing of a caliber equal if not superior, to what is found in other sections of the world.

"Most Road Racing circuits in this country cannot survive on amateur events alone. They require major professional races in order to make it financially possible to maintain their facilities. Without a substantial number of professional events, many good road racing circuits will fall by the wayside and the amateurs will find it increasingly difficult to find courses on which to race. Airport courses no longer have the spectator appeal they once enjoyed, and should professional races be discontinued, many permanent circuits constructed and maintained at considerable expense, undoubtedly will be closed.

"Again may I repeat—the future of professional and international road racing in this country depends on your immediate support. Wire this office and then forward your entry blanks by airmail.

UNITED STATES AUTO CLUB"

**In view of the seriousness of the charges made and the implications therein, Jack Hinkle, Chairman of the Board of Governors, felt it necessary to reply to the USAC letter in order to set the record straight. His comment follows:**

"It is the policy of the SCCA to permit specific approval of a limited number of designated, open, prestige, international, automotive events provided that they are not in conflict with the best interests of the SCCA. 'In conflict with the best interests of the SCCA' includes such factors as date conflicts, amateur support of professional races, or

events lacking in sufficient international prestige to justify approval. This policy was adopted last year, and was reaffirmed in February, 1961. The large number of requests from promoters and clubs for amateur support of professional events, together with the methods employed in this case, indicate that the policy is a good one.

"The Competition Events Committee did not consider these events as reported elsewhere. However, a special committee was appointed to study open events, and make recommendations to the Board of Governors. The Governors retain the sole authority to approve open events; this authority is not delegated to any person, board or committee. The Governors in their February meeting did not approve the events referred to. Reconsideration by telegraphic vote confirmed that the events were not approved, and SCCA drivers were notified to avoid any possible misunderstanding because of incorrect reports.

"The USAC race at Riverside, October 14-15, and at Laguna Seca, October 21-22, have been approved as open events, as well as the Sebring race in March 1961.

"The SCCA expects to continue its extensive, amateur program for its members. There is every indication that this year will see a larger number of SCCA events than ever before. There have been record entry lists, splendid races, and record spectator attendance in many instances. We cannot support the great number of promoters who desire to commercialize on SCCA activities. The USAC request is only one of many. Their reaction apparently indicates the extent of the need and desire of professional promoters for amateur support of professional events.

"The Club has no desire to oppose a professional racing program whose objectives are entirely different from those of our amateur members. Our policy, which I strongly support, is for a continued, traditional SCCA program for our members who are interested in competitive events on the basis of amateur participation in a program whose primary purposes are enjoyment, competition and sportsmanship.

J. B. HINKLE"

**In view of the current questions and discussion on SCCA policy, the Club is republishing an article on the subject written by Charles Moran, Jr., in Sports Car magazine when he was President of the SCCA in 1954. We believe his article is just as pertinent now as it was then.**

"There recently have appeared articles in motoring journals concerning the desirability of helping the racing SCCA member meet his expenses by creating a subsidy in the form of starting money, appearance money, or some such related device.

"I believe that some Club members have felt that the SCCA's strict definition of amateurism was working a hardship upon those least able to afford the expenses of racing by preventing the acceptance of money. Further, this had the effect of placing the sport of road racing in the hands of those who had the most money and were, therefore, able to compete in the most races and have the opportunity to win the most points.

"In my opinion, while at first glance there may be some justification for the above arguments, the alternatives are worse.

"It would seem to me reasonable that since we are a nation operating in a democracy, under the capitalistic system, it is difficult to operate any enterprise, sport, or business, in a different method and system than those of the country in which we live. Part of our system, as we know it, is the encouragement to accumulate wealth and property and the ability to pass on this accumulation as one chooses. Therefore, under our system of 'free enterprise,' there will always be those who are better off than others and, therefore, can do more along certain lines than others. To attempt to equalize this apparent inequality between individuals brings up theories entirely foreign to our civilization. No other form of government, such as Socialism or Communism, has been able to produce the result which our 'free enterprise' system has. Therefore, it would appear to me that any theory of reducing the level of our races to the point where anyone can afford it, would be the equivalent of socializing sports-car racing, or reducing it to the level of the lowest common denominator.

"As a matter of record, the SCCA has always insisted that in any national event there be races where the Club member, with his inexpensive sports car, could compete. Quite obviously this member can only compete with other sports cars of his class and type, i.e. production sports cars. Therefore we do have races throughout the country, during the year, where the average Club member with his MG, or production Jaguar, can race on reasonably equal terms with other cars of his kind, type and displacement.

"How would a subsidy, or expense money in some form, help this man in his program of becoming a more active competitor at less cost to himself? My belief is that were this man to receive the type of help referred to above he would lose the average advantages which he now has because sponsors and promoters economically could not, and would not, be willing to pay starting money to an entry list of 100 plus cars. The promoters and sponsors would do exactly what they now do in other forms of racing, which is to pick out those cars, and drivers, which have had the most publicity and made the fastest times in various events, and put on a race using only that type of machine and driver. The average member, therefore in my opinion, by putting himself in the professional class would immediately sign his own death warrant, as far as racing with everyday equipment. In other words, the Club is able to put on races, for the average member with his production sports car, only because the Club presents an entire entry list to the sponsors and requires that the sponsors run all types of events for all types of cars.

"One of the reasons which leads the sponsor to agree to do this is because the entry list is submitted to the sponsor free of charge. As soon as a price has to be paid for each entry, selection will automatically go to the bigger and faster cars and leave out the member for whom the Club has been trying so hard to maintain a place and opportunity to run.

"What then would the effect be on the man who can afford to run a more expensive and faster sports car were he to receive help in the form of expense money, starting money, or what have you?"

"It is my opinion that the amounts of money which any sponsor can afford to give would not be of very much help. My own experience would indicate that to be of any help at all the amount of money received would have to be in the neighborhood of \$500 per event. What promoter, or sponsor, could afford to pay this kind of money to 30 plus starters? A good many of the SAC races have not shown a net of \$15,000 and certainly most of the road races in the East that I know of have not come anywhere near this figure. Finally let us brush aside these arguments and say that the SCCA should allow its drivers to receive starting money and, or, expense money in some form or another paid by the sponsors and, or, promoters. How would this affect the Club and its future?"

"My firm belief is that all that separates the SCCA from racing as it has been run in this country, and as it now is being run, is that we are amateurs. This very fact has opened roads and courses to us which would have remained closed to anyone exploiting them commercially. The publicity, and good will, which we have enjoyed has been created largely because being amateurs it has been realized that we have no ax to grind and are sincerely doing our best for this sport.

The SCCA and amateurism have been closely linked together from the very start of the Club and I don't believe that they can be separated without disaster.

"Further if our drivers were to accept money they would obviously be termed professionals and then it would logically follow that they would go under the authority and jurisdiction of others who are not, in our opinion, as well equipped as we are to be the major factor in road racing in this country.

"I would like to say in closing this article that I am utterly convinced that, as the Club is now constituted, and as racing is run in this country, that our entire future as a club and our entire future as the strongest body in sports car racing in this country, depends on our foundation of amateurism. If we lose this we lose our club, our sport, and everything that so many have built up over the past ten years."

#### Meadowdale's Status

In order to clear up many rumors, the Milwaukee Region announces that Bob Halat, general manager since its opening in 1958, has leased the plant from owner Leonard Besinger. The 250-acre, 3.27-mile course debuted its 1961 season with a race attended by 14,000 spectators who braved the rain.

The National races will be held by the Milwaukee Region on July 22-23, with 3,000 spectators expected. See the back cover for further information on the program.

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# Contest Board Commentary — by John M. Bishop, Competition Director

## NATIONAL CHAMPIONSHIP POINT STANDINGS

As of May 15, 1961

B Production				F Modified					
1	Bob Johnson	Ohio Valley	Corvette	30	4	Ed Diehl	Washington	TR 3	10
2	Don Yenke	Steel Cities	Corvette	16	6	Ernest Harris	Fort Wayne	Elva Courier	7
3	Harold Keck	Philadelphia	Corvette	10	7	John Cannon	New England	Elva Courier	6
4	John Caley	New England	Corvette	8	7	James McCain	Atlanta	Morgan	6
4	Frank Dominiani	New York	Corvette	8	9	E. A. Smith	Steel Cities	Elva Courier	4
4	W. J. Straney	Kentucky	Corvette	8	10	W. S. Gurnee	Philadelphia	TR 3	2
7	Joe Buzzetta	New York	Porsche Carrera	6	10	Peter Reyson	New England	Morgan	2
7	Bruce Jennings	Washington	Porsche Carrera	6	12	Norman Sayah	N.E. Pennsylvania	Lotus Elite	1
7	Nathan Karras	Indiana Northwest	Corvette	6					
7	Ed Lowther	Steel Cities	Corvette	6					
11	Boss Durant	Central Florida	Porsche Carrera	4	1	Bob Bucher	So. New York	Porsche RSK	26
11	Ben Moore	Philadelphia	Corvette	4	2	David Adams	N.E. Pennsylvania	Lola	8
13	Grady Davis	Steel Cities	Corvette	1					
13	Gene Hobbs	Washington	Corvette	1					
C Modified				F Production					
1	Arthur Faust	N.E. Pennsylvania	Chev-Ferrari	10	1	Howard Hanna	Philadelphia	DB	26
1	Art Huttlinger	Central Florida	Lister-Corvette	10	2	Ben Fowke	Washington	MG A	20
					3	Erskine Ingram	South Jersey	Porsche	16
					4	Bill Haenelt	New York	Porsche	10
					4	Ken Leith	Washington	Porsche	10
					6	Hank Thorp	No. New Jersey	MG A	8
					6	Don Sessler	Ohio Valley	Sunbeam Alpine	8
					8	Terry MacFarlane	Central Florida	Porsche	6
					9	Paul Hagan	Philadelphia	DB	4
					9	Vince Tamburo	Washington	Sunbeam Alpine	4
					11	Michael Blew	Steel Cities	Porsche	2
					11	Don Schofield	Philadelphia	Porsche	2
					13	Richard Grimm	Philadelphia	Porsche	1
C Production				G Modified					
1	Pierre Mion	Washington	AC Bristol	26	1	Charles Kurtz	Central Pennsylvania	Lola	34
2	Duncan Black	Washington	Daimler	20	2	M. B. J. Wyllie	Steel Cities	Lola	30
3	George Power	New York	A-H 3000	15	3	Bill Story	Central Florida	Lotus	8
4	John Colgate	New York	A-H 3000	8	4	Don Kirby	Finger Lakes	Lotus	6
4	Dick Kingham	Central Florida	AC Bristol	5	4	Dick Stockton	Philadelphia	Elva IV	6
4	John Ryan	Atlanta	Porsche S90	8	4	Bill Stone	Chicago	Lotus XI	6
7	Denton Anderson	Atlanta	AC Bristol	6	4	Bill Wilbourne	New England	Lola	6
7	Ronald Kistler	Philadelphia	AC Bristol	6	8	Carl Meiss	Susquehanna	Elva	4
9	F. H. Andrews	N.E. Ohio	Frazer-Nash	4	9	John Curran	N. E. Ohio	Elva V	2
9	William Bencker	Central Florida	Porsche S90	4	10	Richard Bair	N. E. Ohio	Elva	1
9	Harvey Marks	New York	Porsche S90	4	10	Donald Wolf	N. E. Ohio	Elva V	1
12	Tom Foreman	No. New Jersey	Jaguar XK120	2					
12	Richard Holquist	Steel Cities	Porsche S90	2					
D Modified				G Production					
1	Fred Gamble	Florida	Maserati Tipo 61	20	1	Gene Hobbs	Washington	Lotus America/ FIAT-Abarth	22
2	Walt Hansgen	No. New Jersey	Maserati Tipo 61	10	2	William Kane	Mohawk-Hudson	Alfa Giulietta	20
3	Roger Penske	Philadelphia	Maserati Tipo 61	8	3	Al Weaver	Ohio Valley	Alfa Giulietta	10
4	Gaston Andrey	New England	Maserati Tipo 61	6	4	Bill Buchman	Central Florida	Alfa Giulietta	8
					4	Don Erbeck	Washington	Alfa Giulietta	8
					4	Richard Cook	N. E. Ohio	Sprite	8
					7	Bill Johnson	Central Florida	Alfa Giulietta	6
					7	John Norwood	New York	FIAT-Abarth	6
					7	Paul Richards	New England	FIAT-Abarth	6
					7	Dick Toland	Philadelphia	DB	6
					11	Sam Perry	Washington	DB	4
					11	Dick Thompson	Washington	FIAT-Abarth	4
					13	Robert Bowers	Washington	Alfa Giulietta	2
					13	John Master	Philadelphia	Alfa Giulietta	2
					15	Lynn Blanchard	Milwaukee	Alfa Giulietta	1
					15	Collier Miller	Philadelphia	DB	1
D Production				H Modified					
1	Charles Stoddard	N.E. Ohio	Alfa Veloce	24	1	Dave Lang	Fort Wayne	Bandini-Saab	38
2	Heed Rollo	Washington	Alfa Veloce	21	2	Oliver Schmidt	Chicago	OSCA	18
3	William Mallon	N.E. Ohio	Turner Climax	16	3	Ken Butler	South Jersey	OSCA	8
4	George Frey	Philadelphia	Porsche S	14	3	Tommy VanHoozier	Eastern Tennessee	Zink Petite	8
5	Doug Duffenderfer	Washington	SIATA 208S	10	5	John Gordon	No. New Jersey	OSCA	6
5	R. W. Richardson	Central Florida	Alfa Veloce	10	5	Ed Rosendale	Washington	Jabro	6
7	Ed Astri	Washington	Alfa Veloce	8	7	Frank Stark	Susquehanna	RSC Special	4
8	Ralph Galpin	Atlanta	A-H	6	8	Harvey Seel	N. E. Ohio	SAAB Special	2
9	Robert Durren	South Bend	Alfa Veloce	4					
9	Herman Melotti	Washington	Alfa Veloce	4					
11	Ed Myrick	Washington	Alfa Veloce	2					
12	Nagle Bridwell	Philadelphia	Porsche S	1					
12	Claude Cardwell	Washington	Porsche S	1					
E Modified				E Production					
1	Bob Holbert	Philadelphia	Porsche 61	30	1	Mark Donahue	No. New Jersey	Elva Courier	34
2	H. C. Schwartz	South Jersey	Porsche RSK	8	2	Jay Signore	No. New Jersey	Elva Courier	24
3	Tom Fleming	Philadelphia	OSCA	6	3	Sherman Decker	So. New York	MG A (dohc)	15
3	Arch Means	Western New York	Maserati	6	4	Herbert Byrne	Central Florida	MG A	10
5	Jack Moore	Western New York	Ferrari	4					

### H Production

1	Fred Darling	New England	Sprite	18
1	Ben Poster	Washington	FIAT-Abarth	18
3	Rod Harmon	New York	Sprite	14
4	Ray Stoutenburg	North Carolina	FIAT-Abarth	10
5	Andrew Furlani	Central Florida	FIAT-Abarth	8
5	Charles Henry	N. W. Ohio	MG TC	8
7	Daley Bales	Middle Georgia	FIAT-Abarth	6
7	Guenter Genatowski	Washington	FIAT-Abarth	6
7	Donald Schnef	Central Florida	Sprite	6
7	David Stewart	Ohio Valley	MG TC	6
11	Robert Kinnberk	Washington	FIAT-Abarth	4
11	R. J. Lewis	Mahoning Valley	FIAT-Abarth	4
13	Norman Daily	N. E. Ohio	Sprite	2
13	Ruth Levin	Washington	Sprite	2
13	Robert Mouat	Washington	Sprite	2
16	John Markoe	South Jersey	Sprite	1
16	Richard Whiteman	No. Ohio Valley	Sprite	1

### I Modified

1	Phillips Jeffrey	Washington	Berkeley	14
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### Formula Junior

1	Harry Carter	New England	Lotus	24
2	Charles Kolb	Washington	Elva/Gemini	20
3	Floyd Aaskov	New England	Elva	16
4	Charles Hayes	Washington	Lotus	14
5	Charles Dietrich	N. W. Ohio	Elva	10
6	Geo. Constantine	New England	Lancia Dagrada	6
6	Robert Dussinberre	Florida	Cooper	6
8	Burt DeRieux	Atlanta	Waimor	4
8	Spencer Greenhill	Savannah	Elva	4
8	Bob Kuhn	Western Ohio	Elva	4
8	Jack Lyles	Washington	Lotus	4
12	Al Beasley	N. E. Ohio	Elva	2
12	Herb Gussin	Washington	Stanguellini	2
14	Ed Hugus	Steel Cities	Ixix/OSCA	1
14	Ray Stoutenburg	North Carolina	Taraschi	1

### Formula III

1	Dick Corman	Washington	Cooper	10
1	John Gadwa	Washington	Cooper	10

## SCCA NATIONAL RACES BRIDGEHAMPTON NATIONAL RACES Bridgehampton, New York May 28, 1961 OFFICIAL RESULTS

#### RACE ONE: G & H Production. 12 laps.

Pos.	Car #	Car	Cl./Cat.	Driver	Points
1	159	A-H Sprite	G	R. Sharp	Disq.
2	26	Alfa	G1	B. Kane	10
3	147	DB	G2	R. Toland	8
4	82	FIAT-Abarth	H1	P. Richards	10
5	45	Sprite	G3	C. Noyes	6

6. 350, Alfa, G4, R. Egan; 4; 7. 38, Sprite, G5, F. Darling; 2; 8. 123, Lotus 7, G6, D. Clark; 1; 9. 81, FIAT-Abarth, G, J. Norwood; 10. 141, Sprite, G, R. Harmon; 11. 48, FIAT-Abarth, H2, J. Tanken; 8. 12. 54, Alfa, G, R. Bowers; 13. 42, Sprite, G, H. Glass; 14. 142, MG TD, H3, P. Fallon; none; 15. 138, FIAT-Abarth, H4, D. Rosendale. DNF-92, NSU, H, V. Meinhardt; 190, Sprite, G, P. Haloff.

#### RACE TWO: F Prod., G & H Modified. 15 laps.

1	85	Lotus	G1	B. Brown	10
2	57	Lola	G2	C. Kurtz	8
3	135	Lotus	G3	J. Kennebeck	none
4	951	OSCA	H1	J. Igleheart	10
5	368	OSCA	H2	J. Gordon	8

6. 128, OSCA, H3, G. Heald; none; 7. 174, Alpine, F1, D. Sessler; 10; 8. 444, Lotus, G4, R. Allen; none; 9. 37, DB, F2, H. Hanna; 8; 10. 143, MG A, F3, B. Foscke; 6; 11. 311, DB, F4, P. Haglan; 4; 12. 12, OSCA, H4, K. Butler; none; 13. 94, MG A, F5, D. Hampton; 2; 14. 19, Porsche, F6, J. Clapp; 1; 15. 255, Alpine, F, F. Theodoli; 16. 14, Bandini-OSCA, H5, A. Peek, Jr.; none. DNF-118, MG A, F, P. Claydon; 84, Alpine, F, V. Tamburo; 34, MG A, F, H. Maurer; 122, Turner, F, E. Owen.

#### RACE THREE: D & E Production. 15 laps.

1	127	Alfa	D1	R. Rollo	10
2	138	Turner	D2	W. Mallon	8
3	22	Alfa	D3	C. Noyes	6
4	000	Elva Courier	E1	M. Donohue	10
5	273	Porsche	D4	G. Frey	4

6. 4, A-H, D5, J. Breuzzano; 2; 7. 93, Lotus Elite, E2, T. Mayer; 8; 8. 52, Alfa, D6, J. J. Laurer; 1; 9. 75, Alfa, D, B. Troiano; 10; 5, Alfa, D, W. Parr; 11. 10, MG A, E3, J. Giubardo; 6; 12. 154, Alfa, D, B. Buczyosky; 13. 411, TR-3, E4, W. Gurnee; none; 14. 161, A-H, D, B. Muncie; 15. 29, A-H, D, J. Stevens; 16. 196, Alfa, D, B. Landon; 17. 178, Lotus Elite, E5, R. Barnett; none. DNF-134, A-H, D, W. Diver; 441, Alfa, D, J. Willock; 218, Elva Courier, E, J. Sizore; 211, Morgan, E, P. Reyson; 167, Porsche, D, V. Czito.

#### RACE FIVE: F-Jr. & F-III, 15 laps.

1	61	Cooper	Jr.1	W. Hansgen	10
2	80	Lotus	Jr.2	H. Carter	8
3	32	Lotus	Jr.3	J. Lyles	6
4	49	Bandini	Jr.4	G. Constantine	4
5	21	Elva	Jr.5	F. Barrette	2

6. 169, BMC, Jr.6, F. Dominianni; 1; 7. 163, Elva, Jr., A. Beasley; 8. 36, Lotus, Jr., B. Hurt; 9. 74, Cooper, III 1, C. R. Hagy; 10; 10. 511, Cooper, III 2, J. Gadwa; 8; 11. 195, Cooper, III 3, D. Auray; 6; 12. 112, Cooper, III 4, J. McCammon; 4. DNF-114, Cooper, Jr., F. Work; 30, Lotus, Jr., F. Aaskov; 23, Dagrada, Jr., A. Lance; 16, Elva, Jr., V. Merino; 35, Cooper, Jr., T. Mayer; 46, Tojeiro, Jr., J. Heizer; 50, Dagrada, Jr., J. Buzzetta; 198, Cooper, III, M. Tilton; 300, Cooper, III, J. Stevens; 351, Cooper, III, J. Wexler; 152, Testadoro, Jr., G. Woltman; 400, Mackson, III, J. Merget.

#### RACE SIX: A, B & C Production. 15 laps.


1	13	Ferrari	A1	R. Grossman	none
2	229	Ferrari	A2	B. Bucher	none
3	149	Corvette	B1	D. Yenko	10
4	33	Corvette	B2	B. Johnson	8
5	91	Corvette	B3	J. Caley	6

6. 96, Porsche Carrera, B4, S. Szwarc; 4; 7. 41, Corvette, B5, M. Krinner; 2; 8. 4, Daimler, C1, T. McKenna; 10; 9. 59, AC Bristol, C2, P. Mion; 8; 10. 0, Corvette, B6, G. Davis; 1; 11. 177, Corvette, B, F. Aibel; 12. 78, Porsche Carrera, B, J. Buzzetta; 13. 24, Jag XK120MC, C3, J. Howe; 6; 14. 165, A-H, C4, F. Gorman; 4; 15. 63, Jag XK120, C5, M. Kellner; 2; 16. 711, A-H, C6, J. Colgate; none; 17. 107, A-H, C, G. Power; 18. 86, Corvette, B, T. Kerr; 19. 155, Porsche S90, C, H. Marks; 20. 00, Porsche Carrera, B, S. M. Decker; 21. 98, AC Bristol, C, D. Kingham; 22. 121, Porsche Carrera, B, F. Hoffmann; 23. 144, Porsche S90, C, B. Warren, Jr. DNF-157, Corvette, B, B. Mouat; 69, Corvette, B, F. Dominianni; 137, Corvette, B, H. Keek; 115, Corvette, B, S. Kish; 40, Corvette, B, Rbt. Brown.

#### RACE SEVEN: B, C, D, E, & F Modified. 30 laps.

1	60	Maserati	D1	W. Hansgen	10
2	5	Maserati	D2	A. Connell	none
3	3	Maserati	D3	F. Gamble	none
4	140	Porsche RS61	E1	R. Holbert	10
5	129	Porsche RSK	F1	B. Bucher	10

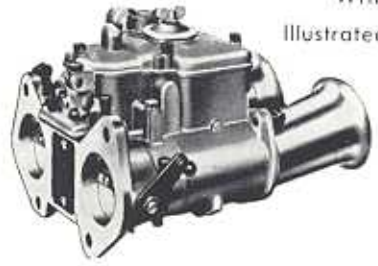
6. 73, Lister-Buick, B1, G. Georgi; none; 7. 136, Porsche RS60, E2, D. Schöf; none; 8. 27, Porsche RS, F2, W. Wonder; none; 9. 25, Lister-Chev., C1, P. Harrison; 10; 10. 70, Lotus, E3, T. Fleming; none; 11. 104, Lola, F3, D. L. Adams; none. DNF-65, Ast.-Mart.-Chev., C, D, D. Adams; 172, Lotus-Buick, C, S. Kaback.



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