



Rear View Mirror

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*“Pity the poor Historian!” – Denis Jenkinson
Mammas, Don’t Let Your Babies Grow Up to be Historians....*

The Jacob Cohen Complex

Or, I Wonder if Mr. Peabody Ever Had Second Thoughts About the Way Back Machine?

Alas, much like Jacob Cohen ¹, automobile racing history gets no respect.

If one were to suggest that the study of automobile racing history is to history as military music is to music, a relationship that Marx ² suggested, there would be little doubt that most heads would nod in the affirmative. However entertaining automobile racing might be to many, it is probably fair to say that other than as trivia, the history of automobile racing gets little attention and even less respect.

Nor is it much of a surprise that little respect is given to automobile racing history. Doing automobile racing history is a bit of a muddle at best and is usually something of a shambles the rest of the time with things going downhill from there. This is a theme I will touch upon in this and future RVM columns.

Doing Automobile Racing History

While it might be something of a Blinding Flash of the Obvious to suggest that automobile racing historians do exactly what each and every other historian does, that is, study the history of their chosen field of endeavor, that particular field is somewhat ill-defined. Any aspirations to hold a chair in automobile racing history at the university level would be quite misplaced at the moment as well as far into the future given both the dearth of courses being taught along with the corresponding lack of majors being offered in the field. Then, there is the rather obvious fact that this is not a topic around all that much flows in the academic world. Any interest in automobile racing at the academic level is almost exclusively personal rather than professional it would appear.

What little automobile racing history that is being produced is being created from outside the community of scholars. It is largely from the pens of professional writers that the history of automobile racing has long resided. Their works are best described as “chronicles” rather than

“histories,” however. This is not to diminish either their contributions to the history of automobile racing or the works themselves. On the contrary, it is these chronicles that lured most with an interest in the topic to the further study of the subject.

A theme that I will be thinking about as time goes on will be that can probably be expressed as something along these lines: Whither the history of automobile racing? Not that this particular subject has not been done to death, but I always seem to be missing something it seems.

Program Notes: North Randall, Labor Day 1928

From the Archives of the International Motor Racing Research Center at Watkins Glen, New York

The International Motor Racing Research Center collection of race programs contains one for the “100 Mile Championship Auto Race, North Randall, Labor Day, Sept. 3rd.” Doing the necessary crosschecks, this turns out to be for the 1928 event. The race is sanctioned by “The American Automobile Racing Ass’n,” and the price of the program is fifteen cents.

Here is the lineup given for the event:

<u>Make of Car</u>	<u>Car No.</u>	<u>Driver</u>	<u>From</u>
Frontenac Special	1	Eddie Meyer	Cleveland, Ohio
Thomas Special	3	Martin Thomas	Cleveland, Ohio
Benz Special	2	Unnamed	Cleveland, Ohio
Peugeot Special	6	Antone Ponikvar	Cleveland, Ohio
Allied Special	25	B. E. Reister	Cleveland, Ohio
Cliff – Ford	9	Harry Clifford	Cleveland, Ohio
Chrysler Special	5	Bill Humboldt	Harrisonburg, Va.
Bates Special	4	Red Searight	Indianapolis, Ind.
Frontenac Special	7	Ernie Jones	Canton, Ohio
Hal Special	8	Kling Smith	Akron, Ohio
Chandler Special	10	Bennie Rousch	Steubenville, Ohio
Chandler Special	11	Wylie Sanders	Steubenville, Ohio
Frontenac Special	17	Johnny Barco	Canton, Ohio
Hal Special	14	Whiz Sloan	Akron, Ohio
Carpenter Special	15	Bill Carpenter	Findlay, Ohio
Frontenac Special	12	Floyd Trevis	Youngstown, Ohio
Miller Special	18	Lou Moore	Oakland, Cal.
Roof 8	20	Johnny Bryan	Wheeling, W. Va.
Leiber Special	23	Unnamed	Bellevue, Ohio
Frontenac Special	13	Joe Catone	Youngstown, Ohio
Frontenac Special	24	Jack McFadden	Warren, Ohio
Front Wheel Drive			
Chevrolet	26	Red Kinett	Alliance, Ohio
Grandall Special	32	Curly Grandall	Canton, Ohio

The race officials as listed:

Promoter, Burgess E. Lewis

Assistant, W.R. (Bill) Thomas

Starter, Ralph Mulford

Official Timekeepers, Howard Edwards, Dr. W.D. Smith

Flag Signals

Red Flag – Start

White Flag – Stop at pits on next lap

Yellow Flag – Accident on course – CAUTION
 Black Flag with White Center – Move to inside and let faster car pass you
 Red Flag – Clear course
 Green Flag – You are on your last lap
 Checkered Flag – You are finished

There is also the following notation: Drivers failing to obey these flags are subject to disqualification.

Hand-written on the program is the cryptic note, “8 cars cracked up.”

Also listed below the entry list is the lineup for the “Aeroplane Races” – the “Planes furnished by Thompson Aeronautical Corporation, Cleveland, Ohio.”

Travelair Special Racing Plane	Pilot Cliff March	No. 1
Laird Special	Pilot Ralph Devore	No. 4

Note: North Randall was a half-mile dirt track located in the Cleveland, Ohio area. It operated from September 1927 until about June 1937. The track was located about three-quarters of a mile east of the Cranwood Raceway.³

The Points Scoring Schedules for the 1964 NASCAR Grand National Season

During the 1964 season for the championship of the NASCAR (National Association for Stock Car Auto Racing) Grand National Division, a total of sixteen different points schemes were used to award points during the season. This exceeds the number of expected schemes used during the season based upon the information found in the “Official Program for the NASCAR Grand National Championship Stock Car Races 1964 Season.”⁴ Table 1 show the schedule for awarding points as listed in the program:

Table 1: NASCAR Championship Point Schedule

Position	Regular Schedule	\$2,000	\$3,000	\$4,000	\$5,000	\$6,000	\$10,000	\$25,000
1st	50	100	150	200	250	300	500	1,250
2nd	48	96	144	192	240	288	480	1,200
3rd	46	92	138	184	230	276	460	1,150
4th	44	88	132	176	220	264	440	1,100
5th	42	84	126	168	210	252	420	1,050
6th	40	80	120	160	200	240	400	1,000
7th	38	76	114	152	190	228	380	950
8th	36	72	108	144	180	216	360	900
9th	34	68	102	136	170	204	340	850
10th	32	64	96	128	160	192	320	800
11th	30	60	90	120	150	180	300	750
12th	28	56	84	112	140	168	280	700
13th	26	52	78	104	130	156	260	650
14th	24	48	72	96	120	144	240	600
15th	22	44	66	88	110	132	220	550
16th	20	40	60	80	100	120	200	500
17th	18	36	54	72	90	108	180	450
18th	16	32	48	64	80	96	160	400
19th	14	28	42	56	70	84	140	350
20th	12	24	36	48	60	72	120	300
21st	10	20	30	40	50	60	100	250
22nd	8	16	24	32	40	48	80	200
23rd	6	12	18	24	30	36	60	150
24th	4	8	12	16	20	24	40	100
25th	2	4	6	8	10	12	20	50

All Starters Receive Minimum as Per Schedule

Instead of the points being distributed as shown in Table 1, taken from the NASCAR program, the points were awarded according to the schedule shown below in Table 2:

Table 2: NASCAR 1964 Grand National Championship Point Schedule

Position																
1st	400	500	650	700	750	900	1,050	1,750	2,200	2,300	2,450	2,500	2,550	3,150	4,400	4,850
2nd	384	480	624	672	720	864	1,008	1,680	2,112	2,208	2,352	2,400	2,448	3,024	4,224	4,656
3rd	368	460	598	644	690	828	966	1,610	2,024	2,116	2,254	2,300	2,346	2,898	4,048	4,462
4th	352	440	572	616	660	792	924	1,540	1,936	2,024	2,156	2,200	2,244	2,772	3,872	4,268
5th	336	420	546	588	630	756	882	1,470	1,848	1,932	2,058	2,100	2,142	2,646	3,696	4,077
6th	320	400	520	560	600	720	840	1,400	1,760	1,840	1,960	2,000	2,040	2,520	3,520	3,880
7th	304	380	494	532	570	684	798	1,330	1,672	1,748	1,862	1,900	1,938	2,394	3,344	3,686
8th	288	360	468	504	540	648	756	1,260	1,584	1,656	1,764	1,800	1,836	2,268	3,168	3,492
9th	272	340	442	476	510	612	714	1,190	1,496	1,564	1,666	1,700	1,734	2,142	2,992	3,298
10th	256	320	416	448	480	576	672	1,120	1,408	1,472	1,568	1,600	1,632	2,016	2,816	3,104
11th	240	300	390	420	450	540	630	1,050	1,320	1,380	1,470	1,500	1,530	1,890	2,640	2,910
12th	224	280	364	392	420	504	588	980	1,232	1,288	1,372	1,400	1,428	1,764	2,464	2,716
13th	208	260	338	364	390	468	546	910	1,144	1,196	1,274	1,300	1,326	1,638	2,288	2,522
14th	192	240	312	336	360	432	504	840	1,056	1,104	1,176	1,200	1,224	1,512	2,112	2,328
15th	176	220	286	308	330	396	462	770	968	1,012	1,078	1,100	1,122	1,386	1,936	2,134
16th	160	200	260	280	300	360	420	700	880	920	980	1,000	1,020	1,260	1,760	1,940
17th	144	180	234	252	270	324	378	630	792	828	882	900	918	1,134	1,584	1,746
18th	120	160	208	224	240	288	336	560	704	736	784	800	816	1,008	1,408	1,552
19th	112	140	182	196	210	252	294	490	616	644	686	700	714	882	1,232	1,358
20th	96	120	156	168	180	216	252	420	528	552	588	600	612	756	1,056	1,164
21st	80	100	130	140	150	180	210	350	440	460	490	500	510	630	880	970
22nd	64	80	104	112	120	144	168	280	352	368	392	400	408	504	704	776
23rd	48	60	78	84	90	108	126	210	264	276	294	300	306	378	528	582
24th	32	40	52	56	60	72	84	140	176	184	196	200	204	252	352	388
25th	16	20	26	28	30	36	42	70	88	92	98	100	102	126	176	194
26th +	16	20	26	28	30	36	42	70	88	92	98	100	102	126	176	194
Events	35	9	1	1	2	2	2	1	1	1	1	2	1	1	1	1

The information from both the NASCAR program as reflected in Table 1 and from a survey of the points awarded for each of the individual Grand National events run during the 1964 season⁵ as listed in Table 2 clearly confirm that points were awarded according to the purse offered for an event rather than being tied solely to the distance of the event.

Food for Thought

The *Federation Internationale de l'Automobile*, the FIA, is the post-Second World War reincarnation of *Association Internationale des Automobile Clubs Reconnus*, the AIACR, which was organized in June 1904, during the running of the Gordon Bennett Cup or *Coupe Internationale*. In 1922, the AIACR created the *Commission Sportive Internationale*, the CSI, the International Sporting Commission. It was the CSI that governed motor sport within the AIACR and then, later, for the FIA.

The FIA, to quote from its own **Year Book of Automobile Sport/ Annuaire du Sport Automobile**⁶, is an international organization “through which automobile clubs from all over the world have gathered in order to improve the development of their activities and defence of their common interest: the automobile. The two main activities resulting from the tremendous development of the motor car during the last 60 years are touring and motor sport.”

The FIA, as implied, is composed of the national automobile clubs or associations (*Automobile Clubs ou Associations nationales*, ACN) of the countries which join the organization. While much of the focus of the FIA is on matters more concerned with Touring – tourism and related issues – than motor sport, this is perhaps its most visible activity. The FIA may allow, in some cases, more than one national automobile club or association from a country into its membership, but that nation is given only a single vote. How that is arrived at, the FIA has little interest.

In the area of motor sports, the FIA adopts a similar approach to the issue – only one vote can be cast concerning matter relating to motor sports issues by a country in an FIA forum. The club, association, or committee with the ability to cast that vote retains what the FIA terms the “National Sporting Authority” (*Autorité Sportive Nationale*, ASN). This implies that the ASN is responsible for the motor sports within that country.

The CSI derived its authority, the “Sporting Power” (*le Pouvoir Sportif*), from the “uniting of the powers detained in their respective countries by the ACNs.” In the FIA Statutes, the FIA declares that, “The FIA is the sole international body governing motoring sport.” The agency within the FIA with the responsibility for motor sport was the CSI. In 1963, its President was Maurice Baumgartner, an interesting choice (he was elected in 1961) since he was Swiss and his country had banned motor sports – with the exception of the occasional hill-climb event – in 1955.

In late 1949, the CSI followed the lead of the *Fédération Internationale Motocycliste* and created a World Championship of Drivers (*Championnat du Monde des Conducteurs*) to take effect with the 1950 season. For 1964, the World Championship of Drivers was conducted under the auspices of the CSI and the events were run with cars conforming to “Formule internationale no. 1.”

Events were expected to be a minimum of 300 kilometers and a minimum duration of two hours. Points during 1963 were awarded on the basis of 9 – 6 – 4 – 3 – 2 – 1 for first through sixth places; points can only be awarded if the driver drove the same car throughout the entire even, that is, no car swapping. With 10 events on the 1964 calendar for championship events, a driver could count only his six best scores.

The International Cup for Formula 1 Manufacturers (*Coupe Internationale des Constructeurs Formule 1*) was awarded along line similar to those for the drivers’ championship, the points and the number of scores able to be counted in the final tally being identical. However, there was the stipulation that only the best-placed car of a manufacturer count score points. In addition, the definition of “make” was that of a specific chassis and engine combination.

Here is a synopsis of “International Racing Formula No. 1” in its 1963 form:⁷

1. Racing cars with an engine capacity superior to 1,300 cc and inferior or equal to 1,500 cc.
2. No supercharging device.
3. Commercial fuel as specified by the F.I.A.⁸
4. Minimum weight of the car without ballast: 450 kg in working order including lubricant and coolant but without fuel. The ballast prohibited is that of a removable type. It is, therefore, permissible to complete the weight of the car through one or several ballasts incorporated into the materials of the car, provided that solid and unitary blocks are used, and that they are fixed by means of a tool and offer the opportunity of being sealed on should the officers entrusted with scrutineering deem it necessary.
5. Compulsory automatic starter, with an electrical or other source of energy capable of being controlled by the driver when sitting at the steering wheel.

6. Protection against fire. Besides that already provided by Article 125 of the International Sporting Code, the car shall be equipped with a general electrical circuit-breaker either operating automatically or under the control of the driver.

7. Driver's seat capable of being occupied or abandoned without it being necessary to open a door or to remove a body panel.

8. A fastening system for a safety belt is demanded, the belt itself being optional.

9. A roll-over protection bar is compulsory, complying with the following requirements:

(a) It shall not overhang the driver's head.

(b) It shall exceed in height the driver's head when he is sitting at the steering wheel.

(c) It shall exceed in width the driver's shoulders when he is sitting at the steering wheel.

10. All the wheels shall be exterior to the body, so that the vertical projection be contained within the figure drawn by the vehicle wheels when the front wheels are pointing dead ahead ('not steered in the French text).

11. A double braking system is compulsory, operated by the same foot pedal and defined as follows:

(a) the pedal shall control the four wheels in the normal way.

(b) In case of a leakage at any point of the brake system pipe lines, or of any kind of failure in the brake transmission system, the pedal shall still control at least two wheels of one same axle.

12. Fuel tanks must comply with the following requirements:

(a) The filling port(s) and their cap(s) shall not protrude beyond the coachwork material.

(b) The opening shall have a sufficient diameter to allow the air to be expelled at the time of quick refueling (with particular reference to pressure filling systems), and if necessary the breather-pipe connecting the tank to the atmosphere shall be such as to avoid any liquid leakage during refueling or running.

13. No replenishing with lubricant is allowed throughout the duration of a race. The filling port(s) of the oil tank(s) and radiator(s) shall be filled with the wherewithal to which seals may be applied. The leads sealing the filling port(s) of the lubricant tank(s) may not be removed at any time during the race. The lead(s) sealing the filling port(s) of the radiator(s) shall be in place at the start of the race, but may be removed at any pit stop,

And, finally, for 1963 the rules demand a 'catch-tank' into which the breathers from crankcase, oil tank, and transmission are led – to avoid oil being spilled on to the circuit.

H. Donald Capps

Endnotes

¹ The name given at birth to Jack Roy was later better known as Rodney Dangerfield.

² Julius Henry "Groucho" Marx, that is.

³ Allan Brown, **History of America's Speedways Past & Present**, Comstock, Michigan: Allan Brown, 1994, p. 425.

⁴ This information taken from the copy of the "Official Program for the NASCAR Grand National Championship Stock Car Races 1964 Season" found in the archives of the International Motor Racing Research Center at Watkins Glen. It also carries the title "NASCAR Magazine and Auto Race Program." This particular "NASCAR Official Program," as it is entitled on its cover, was based upon a template provided by NASCAR Publications to individual race promoters and carries information up to and including the "Firecracker 400" run on 4 July 1964.

⁵ The survey was conducted using materials made available by Ms. Suzanne Wise, the librarian overseeing the Stock Car Racing Collection at the Belk Library, Appalachian State University, Boone, North Carolina. The materials used for the survey were: *Southern Motorsports Journal* and *Southern Motoracing*.

⁶ *Federation Internationale de l'Automobile, Year Book of Automobile Sport/ Annuaire du Sport Automobile*, London: Patrick Stephens, 1970, pp. 15, 17, 19. Given that the "Yellow Books" – as the FIA Year Books are known, did not begin to be published until 1968, I am using the assumption that most definitions and basic parameters did not change very much from the 1964 season until the 1970 edition, which is the earliest one I have been able to obtain.

⁷ Peter Garnier, **16 on the Grid: The Anatomy of a Grand Prix**, London: Cassell & Company, 1964, pp. 136-137.

⁸ "...by 'commercial fuel' to be used in motor car speed events, the Federation Internationale de l'Automobile intends to designate a 'motor' fuel produced by an Oil Company and currently distributed at road refueling stations throughout one same country. May therefore be used, in all speed races for which the use of commercial fuel is compulsory, all commercial fuels of the country in the event takes place, and no other additive except that of a lubricant of current sale which cannot the octane number, or water. May also be used, under the same conditions, any commercial fuel(s) which – in France, Germany, Great Britain and Italy – is (are) of the highest octane rating, according to the Research Method." F.I.A., **Year Book**, p. 97.