



The Charge of the Light Brigade. Masten Gregory about to be passed by John Kilborn with Shelby, just out of the picture, preparing to take them both.

Front Street Ferrari Fiesta

by **PAUL PACKARD**

WITHOUT A DOUBT the Regional Race held at Dodge City, April 29th will be one to remember! There were eighty-four entries with a bonanza crop of nine Ferraris! There were Ferraris of all shapes and sizes. A. V. Dayton had completely refurbished his 4.5 to the last fitting. It was a thing of beauty, indeed, and was driven by Dale Duncan. Cosmopolitan and gracious Carroll Shelby was present with his 3 liter Monza. Temple Buell of Denver, Colorado was there with two, a V-12 to be driven by Dabney Collins and a Monza to be driven by "Windy" Morton and Masten Gregory. The Monza was *driven* from Denver by Morton when trailer trouble developed.

There were other things that made the race memorable. One was the weather. The day previous to practice it was 93° there in Boot Hill country. The day of inspection and practice, it was 43°! It was so cold Jack Hinkle was seen warming his Kurtis Offy Special with a blanket around the motor! The lucky fellows there with 300 SLs (of which there were four) had lots of volunteer drivers. "You say the heater works good, bud-die?" Jim Grove of St. Louis was seen wearing his crash helmet even down town yet. He said it was to keep his pretty "chrome dome" warm! Practice consisted of driving a few laps, then heading for the pits and a nice warm tow car.

This sudden change in weather along with the many powerful cars caused a third thing to make the race eventful. The course was asphalt and rather dusty. It wasn't many laps in practice until all the approaches to the corners were quite rough, and there were so many holes in it that it was impossible to drive any kind of groove. A portion of the back stretch was dusty and driven nearly blind for 200 feet.

The evening was spent as usual with many races being run and lost and many, many lies being told in such quaint places as the Lamplighter Club. The cars simply needed quick visual checks, up on hoists, to see if anything shook loose during practice.

Instead of being cold and cloudy, race day dawned cold and sunny. By noon, however, it had warmed up sufficiently that most complexions had changed from deep purple to light blue. The cars sounded better, and the people looked better. It seemed like a good race day, indeed.

The first race, The Bat Masterson Trophy Race, started promptly at 12 noon with 27 cars lined up for starter Harris "Dinty" Moore. Loyal Katskee's Porsche Carrera was first away with the rest of the cars close behind. First lap saw Katskee first; in second place was Myers in TR2; Boynton in Porsche Speedster was third. Ed Walsh also in a Speedster was fourth. In fifth place was Jack Connolly in a Cooper Climax. In sixth place came Bill Petty in an OSCA Special. The second lap had the same faces in the same places. Then Connolly started moving up in the Cooper Climax passing Ed Walsh in the third lap. Boynton and Meyers saw the unique Cooper tail in the fourth lap. Connolly continued his excellent drive until by the finish he had a commanding lead over Katskee.

The next race, called The Boot Hill Trophy Race, had 33 of some of the finest cars in the U. S. on the starting grid. There were five Ferraris, four 300 SLs and a Kurtis-Offy; also some hot Jags and a 100S Austin Healey. The pole row had Dabney Collins in a 4.5 Ferrari. (ex-Cunningham car), Walt Gray in a Packard Allard and Peach in a blown Tbird. In the second row were two 4.5 Ferraris with Dale Duncan and "Honest John" Kilborn as drivers. Third now found Shelby and Jack Moren in a pair of Monzas. In the fourth row were two 300 SLs driven by Dave Biggs and Clyde Robbins with a covey of Jags to be driven by Lampkin, Heath, and Johnson in the fifth row. Carroll Shelby grabbed the lead in the first lap and was never seriously challenged, with Kilborn and Duncan having to settle for second and third positions. There were two outstanding displays of driving skills in this race — namely Jack Hinkle and Roy Heath. Jack Hinkle (of which we will hear more later) started in 19th position and by skillful treading through traffic in a superbly prepared and running machine finished a very, very creditable sixth overall and first in F.M. In such a short race, it was remarkable. His "drinkin' cousin," Roy Heath, started in 9th position on the grid and finished 4th overall and 1st in C.P. Among some of the cars passed were the 300 SLs entered. Time for the second race was 25 minutes, 37.6 seconds.



Jack Hinkle in his hot Kurtis-Offy Special. This car performed very well until it blew a piston.

The Ham Bell Trophy Race was next, and it too started promptly with 20 cars lined up on the starting grid. There were some rather unusual cars in this race. Besides Connolly's Cooper Climax, Art Shuldberg was there with his new Alfa Romeo Giuletta Sport. L. M. Crimm with his beautiful OSCA Special, looked like a real threat. Katskee was first away again. He held his lead until the second lap when the Cooper "got him" on the pit straight. Myers in TR2 passed L. M. Crimm's OSCA which was quite a feat! However, his lead was short lived as Crimm got his OSCA in the groove showing the crowd the little car's worth. It was rather apparent early in the race, about lap 3, to be exact, that this was the Cooper's day. The leaders at the time read Connolly in Cooper; 2nd was Ed Walsh in Porsche Speedster; 3rd was Loyal Katskee; 4th was Crimm in OSCA; fifth was Meyers in his hot TR2.

It was quite a grind of 25 laps and only 13 of the original 20 cars finished the 60 mile race. The Cooper with Connolly doing a fine job finished first, Ed Walsh was second, and Crimm in the OSCA finished 3rd. All of the first 3 finishers were on the same lap.

The Front Street Trophy Race (it got its name from a well known section of town in Dodge City's famous past) was outstanding for some of the cars' finishing positions. But more of that later.

Masten Gregory quickly took the lead in the Ex-Doney Monza when Harris Moore dropped the green flag. At the end of the first lap John Kilborn in his screaming 4.5 passed Gregory at the start-finish line and led around the short series of rights only to go into the 90° left a "leetle" too fast and spun off the course. Kilborn's lead was so impressive that only Gregory and

The new Rowley Special showing its wares. This car has lots of potential.





A bushed Shelby and a fagged Ferrari after winning the feature go. The damage done to the cars by the loose stones can be easily seen.

Shelby passed him before he got back on the course. After the leaders of Shelby, Gregory, and Kilborn came Dabney Collins in the ex-Cunningham Ferrari, now owned by Temple Buell of Denver. It was in this order they finished the rest of the race.

Jack Hinkle was running well up with the leaders but blew a piston near the end of the race and was unable to finish. This was the first time out for the Rowley Special which has some very pleasing lines. It suffered from heating problems having to come into the pits every 2nd or 3rd lap to take on water. However, Rowley managed to hang on and finish first in class when Hinkle dropped out. Rowley's car looks a little like a Bonneville car.

One of the very big and nice surprises of the race was the excellent showing of the new Corvette. With the various factory modifications made to brakes, suspension, transmission, and power plants, those so-called "plastic wonders" should make a very good showing this season. Ed Votaw drove his No. 87 with the top and windows up to a very, very creditable 1st in C production and 8th overall! This car would stay with the 300 SLs on the straights and would brake and corner with them nearly as well. I say, Henry, you better put some bigger claws on your Bird, boy!

"Woody" Woodward, Austin Healey pilot from K.C. had more tough luck. Last year "Woody," just the day before the National at Kansas City, had got his LeMans kit in his motor. He got in some practice and was lined up on the starting grid on race day when his car became a casualty in the six car mixup. His car and pit number — 13. This year at Dodge he blew his clutch in the first race. He drove 18 laps and blew a piston. His number — 31. "Woody," boy, don't have nothin' to do with a one or a three!

Humor Dept.:

A gentleman, who shall remain nameless, unloaded his Ferrari in preparation to going through tech. When he learned there were *only* nine other Ferraris there

with such drivers as Carroll Shelby, Masten Gregory, Dale Duncan, "Honest John" Killborn, and Dan Collins, to name but a few, he promptly loaded his car up and took off for parts unknown at a very fast clip.

Two young men whose initials were H. W. G. and P. P. were known to have hurried quite rapidly into town after breakfast Saturday morning to each buy a pair of the longest and heaviest "long Johns" that one of the local clothing stores had. The clerk just smiled and said, "You must be strangers in town. Us natives don't wear these things when it is this warm."

Jack Hinkle lost \$100 wager to his friend, Elton Rowley, because Rowley was able to qualify his MG Special. Rowley had been working on his car so long that Hinkle was positive it could be put in the Smithsonian Museum when Rowley did finish. However, Rowley did complete it in the specified time, collected the bet and then beat Hinkle in the final race when Jack blew a piston. Gad, how much can a guy take!

An interesting innovation by the concessionaire this year is a beer can that completely disintegrates in approximately three weeks. All kinds of fun with no mess for the sponsors to clean up. How 'bout that? What they won't do next to get out of work!

Plaudits Dept.:

The race was run without a hitch of any kind, thanks to Jack Hinkle. He conceived the idea of the race at Dodge three years ago but it wasn't until this year that his plans materialized. There were many long hours of planning and meeting with various National Guard personnel as well as SCCA officials. Every single detail was given Jack's attention. He even took time out from his busy business schedule to pass on the driving ability, for competition licenses, for six new members of SCCA. The course used was 60 miles from Wichita which made 120 miles round trip. Jack is truly a credit to SCCA!

Of course, no race would be complete if Stacy Carkhuff were not there giving freely of his time and experience. Stacy does not have a car for competition at the moment, so he had more time than the rest to help keep things going smoothly, which he did admirably. "Stace" served as General Race Chairman. He also presented all the awards as a final good deed.

Ed Walsh of the Contest Board was a great help in getting a large delegation from the eastern part of the U. S. there to race in Boot Hill country.

Walt Gray who was Chairman of Activities Committee helped in many ways besides driving to two firsts in class.

Vern Wilson was really a "busy boy." He was in charge of technical inspection on Saturday which was a big job with 84 cars entered. Then Sunday, which was race day, he served very capably as chief announcer.

And, of course, Harris "Dinty" Moore III was there working his flags as only he can do.

The Wichita Sports Car Club is due a big thank you for furnishing so many of their members to serve as flagmen. With the weather like it was, it was a very difficult job.

OFFICIAL RESULTS

COWBOY CAPITAL SPORTS CAR RACES

Dodge City, Kansas April 29th, 1956

Bar Masterson Trophy Race: 25 Miles—10 Laps
Production Cars Class E and Under; Modified Cars, Classes G & H

POS.	CAR #	CAR	CLASS & POS.	DRIVER
1	28	Cooper	GM-1st	Jack Connolly
2	22	Porsche Carrera	FP-1st	Loyal Katskee
3	18	Triumph TR-2	EP-1st	Fay Myers
4	60	OSCA Special	FP-2nd	Bill Petty
5	47	Porsche	GM-2nd	Warren K. Boynton
6	9	Porsche	FP-3rd	Ed Walsh
7	33	Porsche Carrera	FP	Bill Ong
8	53	Porsche	FP	John D. Rowe
9	71	Porsche 1300	GP-1st	Art S. Bunker
10	13	MG TD	GP-2nd	John Goums
11	23	Triumph TR-2	EP-2nd	W. Mack Barlow
12	41	MG TD MK II	GP-3rd	Eugene De Penaloza
13	49	Alfa Romeo	GP	Arthur B. Shulberg
14	63	Porsche 1300	GP	John T. Weber
15	54	MG A	FP	Tom Corcoran
16	89	Moretti Special	HM-1st	Sandy MacArthur
17	42	MG TD	CP	William De Penaloza
18	46	Moretti	HM-2nd	Phillip A. Miller

Boot Hill Trophy Race: 30 Miles—10 Laps

Production Cars Class D and Over; Modified Cars,
Class F and Over

POS.	CAR #	CAR	CLASS & POS.	DRIVER
1	55	Ferrari Monza	DM-1st	Carroll Shelby
2	6	Ferrari 4.5	GM-1st	Dale Duncan
3	34	Ferrari	EM-1st	Dan Collins
4	19	Jaguar XK140 MC	CP-1st	Roy Heath
5	37	Mercedes Benz	DP-1st	Clyde Robbins
6	8	Kurtis OFFY	FM-1st	Jack Hinkle
7	40	Mercedes Benz	DP-2nd	Ed E. Votaw
8	5	OSCA 2 liter	EM-2nd	Roy Cherrybomies
9	32	Jaguar	CP-2nd	E. C. Massaglia
10	12	Jaguar	CP-3rd	Loyal Katskee
11	16	Ferrari Monza	DM-2nd	Jack Windy Morton
12	80	Jaguar	CP	Jack Clifford
13	4	Packard-Allard	BM-1st	Walt Gray
14	3	Mercedes Benz	DP-3rd	Dave Biggs
15	30	Austin Healey 100 S	DM-3rd	Karl Koppin
16	26	Jaguar	CP	Paul L. Packard
17	24	Thunderbird	CP	Bob Simons
18	1	Jaguar	CP	James Abrams
19	51	Thunderbird	CP	Warren A. Flickinger
20	59	Arnold-Bristol	EM-3rd	John L. Rydjord
21	88	Austin Healey	DP	Richard Clark
22	35	Austin Healey	DP	Cy Dieter
23	77	Austin Healey	DP	James H. Groves
27	87	Chevrolet Corvette	CP	R. W. Johnson
28	137	Thunderbird	BM-2nd	T. A. Feach
29	11	MG Special	FM-2nd	E. H. Rowley

A. V. Dayton, taken aback by his well-deserved award of the Sportsmanship Trophy. A. V. is a real credit to the Club and the Sport.

Third Race: 60 Miles—25 Laps

POS.	CAR #	CAR	CLASS & POS.	DRIVER
1	28	Cooper-Climax	GM-1st	Jack Connolly
2	9	Porsche	FP-1st	Ed Walsh
3	60	OSCA Special	GM-2nd	L. M. Crimm
4	18	Triumph TR-2	EP-1st	Fay Myers
5	117	Porsche	FP-2nd	J. Wolf
6	89	Moretti Special	HM-1st	Sandy MacArthur
7	49	Alfa Romeo Giueletta	GP-1st	Arthur B. Shulberg
8	99	MG TF	GP-2nd	Tom Newcomer
9	71	Porsche 1300	GP-3rd	Art S. Bunker
10	41	MG TD MK II	GP	Eugene De Penaloza
11	48	MG Mod.	GM-3rd	R. W. Aylward
12	38	MG TD	GP	Walter McCray
13	23	Triumph Tr-2	EP-2nd	W. Mack Barlow

Fourth Race: 100 Miles—35 Laps

Production Cars, Class D and Over; Modified Cars,
Class F and Over

POS.	CAR #	CAR	CLASS & POS.	DRIVER
1	55	Ferrari Monza	DM-1st	Carroll Shelby
2	16	Ferrari Monza	DM-2nd	Masten Gregory
3	0	Ferrari 4.5	GM-1st	John Kilborn
4	2	Ferrari 4.5	GM-2nd	Dabney Collins
5	34	Ferrari (2 liter)	EM-1st	Dan Collins
6	37	Mercedes Benz 300 SL	DP-1st	Clyde Robbins
7	40	Mercedes Benz 300 SL	DP-2nd	R. W. Johnson
8	87	Chevrolet Corvette	CP-1st	Ed Votaw
9	4	Packard-Allard	BM-1st	Walt Gray
10	3	Mercedes Benz 300 SL	DP-3rd	Dave Biggs
11	35	Austin Healey	DP	Cy Dieter
12	83	Jaguar	CP-2nd	Riddel Gregory
13	77	Austin Healey	DP	James H. Groves
14	88	Austin Healey	DP	Richard Clark
15	111	Jaguar	CP-3rd	B. D. Super
16	30	Austin Healey 100 S	DM-3rd	Karl Koppin
17	59	Arnold-Bristol	EM-2nd	L. K. Schmit
18	11	MG Special	FM-1st	E. H. Rowley
19	6	Ferrari 4.5	GM-3rd	Dale Duncan