



High level shot of "Lincoln loop." After 1/2 of the first lap was run Masten Gregory was in third place [XK 120 C, No. 50].

OFFUTT AFB RACE

Photographs by Chesbrough



The Ferrari "Mexico" coupe, which was driven by Carroll Shelby and Jack McAfee to 2nd place.

This event was planned as an ideal location for the top Eastern and Western drivers to meet, and the close cooperation between officials of the SCCA and the Air Force general race chairman, Lt. Col. Reade Tilley, in laying out the course and running off the events, exceeded pre-race expectations. The course itself is generally conceded to be the best of the airport circuits.

The straight is about a mile and a quarter. Right on the end of it is a hairpin corner with a 125-foot radius. According to the consulting physicist, one can reverse directions faster (with honor) on a true hairpin, so they laid this one out with a compass. At the slowest point contestants will be holding between 55 and 70, depending on the adhesive properties of their car and the head of steam they have on. Coming out of this into a short straight, one has plenty of time in the hotter jobs to boost up over one hundred for the next and most modest bend of the course. If you shave the inside and drift wide, there is no reason to pull leather on this one.

The next is a horse of another color—a sharp right of 160 degrees, and this is where the "handling" cars get under way. From now on you have to play the car like a piano because just as you are coming out of this, in the manner to which you would like to become accustomed, you have to get all the way right for a quick 90° left. From this point on interest builds up rapidly. You are immediately in another 90° left; should you "lose it" here, you are offered the only escape road in the world with a roof over it—a 1/4-mile long hangar and its ample doors will be wide open. Out of the left you

are into a sweeping right that slopes right out from under you to the left if you are not careful. Beyond in the distance is the Missouri River and Iowa.

Now things ease off for about eight seconds as you cruise down a straight in the shade of another long hangar. At the end of the hangar lies what is known as the tight right. Whoever named it, named it well. Once around the corner you find yourself sliding left and aimed slightly left of the pumphouse. You go into a right slide directly out of the left, then open up across the ramp for the last right turn into the straight. This one sort of grows on you. Once on the straight you floorboard everything and rest a few seconds before the fun begins again. (See map)

The 200-mile feature was won by Masten Gregory of Kansas City in his XK120 C at an average speed of 76.666 mph. Although described as a relative newcomer to sports car racing, *Road and Track* predicted that he was a man to watch after his win at Golden Gate. (This was the actual car that we fully reported upon in our August '53 issue.)

A most impressive field of machines followed Gregory around the 3-mile course for 67 laps. Eight Allards, including a new JR Allard just over from Le Mans and driven by Fred G. Wacker, Jr., president of the SCCA, six Ferraris with such drivers as Jim Kimberly, Marshall Lewis, Bill Loyd, Jack McAfee, and others, along with two other XK120 C's were in the pack. Carroll Shelby of Dallas, Texas, co-driving with Jack McAfee of Manhattan Beach, California, finished in second place on a 4.1 Ferrari Coupe. This was the same car that Alberto Ascari had driven in the Pan-American Road Race last year. A little past the half-way mark Shelby brought the Ferrari "Mexico" into the pit for a tire change and McAfee took over, still holding the second spot. Fred Warner



Fred Wacker, Jr., president of the SCCA, in Gen. LeMay's newly imported JR Allard.

of Birmingham, Michigan, was running a good third in his Allard when the de Dion tube in the rear end let go, and he was forced to retire. At this point Dr. John Urbas of Westville, Illinois, brought his XK120 C into third spot . . . a place he held through the finish of the race.

Jim Kimberly of Chicago, Illinois, driving his 4.1 Ferrari was running an easy fourth until the 64th lap when he moved into third spot. On the next lap as Gentleman Jim began picking up time, something let go and the Ferrari retired making very expensive noises. As the checkered flag came down, it found Gregory still out in front, McAfee closing in but still second, Urbas

third, Chuck Hassen in a C Jag in fourth, Marshall Lewis—Ferrari in fifth spot, Roy Scott in an Allard sixth, and Bill Lloyd seventh in his Ferrari.

RESULTS

1st Race: 50 MI.-Prod. Sports Cars All Classes

Position	Car	Driver	Hometown
1	Jaguar	E. T. Newcomer	Overland Park, Kan.
2	Jaguar	Roger Wing	Bethesda, Md.
3	Jaguar	Ernest Erickson	Chicago, Ill.

2nd Race: 75 MI.-Mod. Sports Cars All Classes

1	Allard	Carroll Shelby	Dallas, Texas
2	Allard	James Hall	Dallas, Texas
3	XK-120 C	Frank Larson	Decatur, Illinois

3rd Race: 100 MI.-Mod. and Prod. Sports Cars under 1500 cc

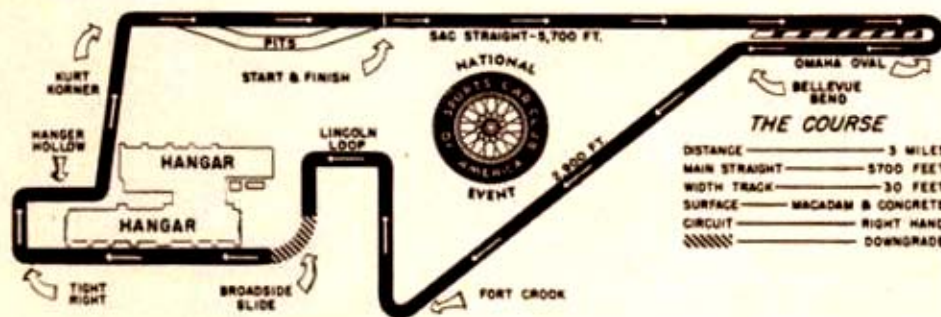
1	Oscar	Jim Simpson	Wadsworth, Ill.
2	MG TD	John Bennett	New York, N.Y.
3	MG TD	Bob Salzgaber	Columbus, Ohio

Class F Production

1	MG TD	W. A. Fleming	Glen Ellyn, Ill.
2	Porsche	Ralph Richter	Enid Oklahoma
3	MG TD	Loyal Katskee	Omaha, Nebraska

4th Race: 200 MI.-Mod. and Prod. Sports Cars over 1500 cc

1	XK-120 C	Masten Gregory	Kansas City, Mo.
2	Ferrari	Carroll Shelby	Dallas, Texas
		Jack McAfee	Manhattan Beach,
3	XK-120 C	Dr. John Urbas	Westville, Ill.



Gen. Curtis E. LeMay of the Strategic Air Command, starts race.

The winning team: Badini, mechanic; Gregory, driver; Mrs. Gregory.

