

SCCA national/SAC races 1952

Turner AFB, Albany, Georgia, 26.10.1952

“Driving strategy, rather than top speed, extended the Cunningham victory streak at the well planned sports car races at Turner AFB.” (Speed Age)

Sunday 26 of October had arrived, and a hot and sunny day had dawned on the outskirts of Albany, bringing with it a new era for sports car racing. Turner AFB – located four miles east of Albany, surrounded by pecan groves, farms and plantations – played host to the SCCA for a significant race meeting.

Turner was established during World War II, deactivated in 1946, then reactivated in 1947. Following the start of the Cold War, a part of Strategic Air Command was installed at Turner AFB in March 1951, and remained there until 1957. The inaugural SCCA/SAC race meeting held at the Turner air force base, home station of the 40th Air Division and the 508th Strategic Fighter Wing, was advertised as the Sowega National Sports Car Races. A great deal of planning and hard work was put in by the SAC personnel to ensure that the meeting was a success, especially as prominent members of the SAC and the National Safety Council were in attendance to witness the event.

General Curtis LeMay, Commanding General of the Strategic Air Command, accompanied by his wife, drove his Allard from Offutt AFB, Omaha, to be in attendance. In support of the races, he entered his



An Official Entry Blank for the inaugural SAC/SCCA event at Turner AFB. (Courtesy Bruce Perry Collection)

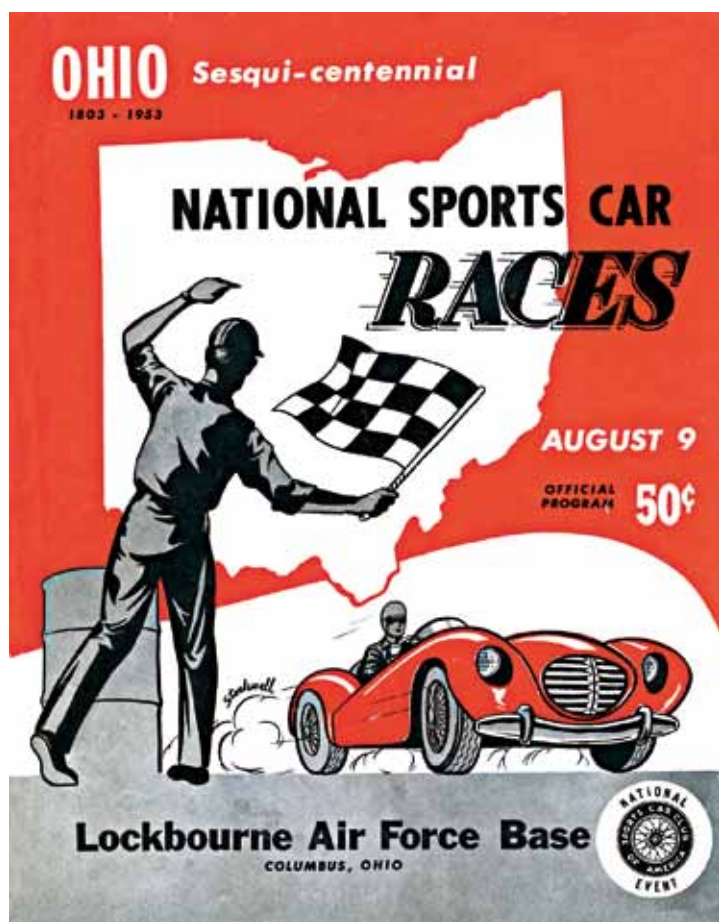
However, the weather hadn't been to blame when George Moffett had an accident the previous day during practice. He had spun his new OSCA 1500, and in an attempt to avoid a passing car had the misfortune to hit a landing-light base made of concrete, overturning the car as a result. George was taken to Brackenridge hospital in Austin having sustained a broken leg, broken shoulder, dislocated arm and numerous cuts. Moffett's injuries could have been considerably more serious had his safety belt not held him in.

As for the car, it didn't look too good either. It was taken to the hanger for close inspection to see what structural and mechanical damage

had been sustained. Fortunately there was no mechanical damage so the co-driver of the car, Bob Said, decided to try and get the car running again for race day. Six volunteers from the air base machine shop joined the OSCA pit crew together with some of the other competitors, and laboured all night to rectify the body damage and running gear the best they could. At 8.30am on race day, the car, sporting a new coat of red paint with the words 'BAFB Special' emblazoned across the bonnet, was presented for technical inspection and was given clearance to race. It said a great deal about the sportsmanship, comradeship, and determination shown by all those concerned in achieving a successful conclusion



Jack McAfee attends to his Ferrari during the lunch interval at Bergstrom AFB. In the background, four helicopters from the base perform a square dance routine to help keep the crowds entertained. (Courtesy Jack McAfee Collection)



*Programme cover for the Lockbourne AFB event.
(Terry O'Neil Collection)*

49	Simca 8		Goldich R		1cl F7
7	MG TD		Bastrup L		7cl F1
8	MG TD		Cooper M		8cl F1
15	MG TD		Smith E		9cl F1
5	MG TD		Fergus J		10cl F1
50	MG TD		Katskee L		11cl F1
17	MG TD		Russell R		12cl F1
11	MG TD		Tinder R		13cl F1
3	MG TD		Kuhn R		14cl F1
51	MG TD		Harris B		15cl F1
19	MG TD		DePanaloza E		16cl F1
16	MG TD		Durbin R		17cl F1
10	MG TD		Ward M		18cl F1
28	MG TD		Davis L		19cl F1

27	MG TD		Moore W		20cl F1
57	MG TD		Gleason		21cl F1
54	MG TD		Kuhn J		22cl F1
58	MG TD		Locarni R		23cl F1
25	MG TD		Davenport F		24cl F1
29	MG TD		Shaw C		25cl F1
6	MG TD		Vollmer P		26cl F1
9	MG TD		Harbour J		27cl F1
1	MG TC		Wyllie M	Dnf L5	
14	MG TD		Dickey H	Dnf L5	
20	MG TD		Chakmakian C	Dnf L5	

Race 2	21 laps	Race distance 75.2 miles	Class FM,GM,HM	Starters 37
---------------	---------	--------------------------	----------------	-------------

Race winner's time 56mins 4secs	Average speed 80.4mph
---------------------------------	-----------------------

91	OSCA MT4 1450	1133	Simpson J	1oa	1cl FM
12	Glockler Porsche	10447	Proctor F	2oa	2cl FM
39	Porsche 356 Super		Goldman M	3oa	3cl FM
4	MG TD Special		Benett J	4oa	1cl F-MG
22	OSCA MT4 1100	1112	Makins R	5oa	1cl GM
77	Porsche 356 Super		Bentley J	6oa	4cl FM
45	MG TC S/C		Atkins G	7oa	5cl FM
35	Nardi Crosley Spyder		Gougleman P	8oa	1cl HM
6	MG TC Mod		Mangenheimer R	9oa	2cl F-MG
111	Palm Beach Crosley		Schrafft G	10oa	2cl HM
2	MG Mod		Kriplen D	11oa	3cl F-MG
21	Cisitalia 202		Gent R	12oa	2cl GM
17	MG TD		Krasberg R	13oa	4cl F-MG
55	Porsche 356 Super		Fleming G	14oa	6cl FM
25	MG TD		McPherson L	15oa	5cl F-MG
20	Cisitalia 202MM Spyder		Ceresole P	16oa	3cl GM
31	Siata 300BC 1100 Spyder		Haskell I	17oa	4cl GM
11	Crosley		Dodds W	18oa	3cl HM
28	Crosley		Brooks J	19oa	4cl HM
89	Sparrow Crosley		MacArthur S	20oa	5cl HM
22	MG TD		Staples W	21oa	6cl F-MG



Part of the grid line-up for the start of the Floyd Bennett Cup Race. (Ozzie Lyons, courtesy Pete Lyons Collection)

Sheephead Bay Trophy, was for cars under 1500cc, and attracted a field of 28 cars lined up on the grid four across, made up mainly of MG models. However, it was Lamoreaux, driving a twin caburettor Singer that jumped into the lead, upon receiving the green flag and continued pulling away from the rest of the field. At middle race distance, he was a good thirty car lengths ahead of Bill Lloyd's Jowett Jupiter, followed by a hoard of MGs. Disaster struck Lamoreaux on lap seventeen, as the oil pressure dropped dramatically in the Singer and he was forced to retire. This presented Bill Lloyd in his Jowett Jupiter with the lead and he covered the remaining three laps to win the 43-mile race. Gus Ehrman and Mark Rodney, both driving MG TD models, finished the race in second and third places. Despite having to retire, Lamoreaux was classified as finishing in sixth place on distance covered.

The second race was also run over 43 miles, and was for production cars exceeding 1500cc. Twenty-two cars, predominantly Jaguar and Porsche models, lined up for the start of the race on the wide runway in the hot sun. Miller in his Porsche and Goldschmidt in his Kieft-MG made the best start, but at the end of the first lap, it was Goldschmidt who had taken the lead. He led the race for the first three laps, then spun, allowing Russell Boss, in a modified Jaguar, to overtake him. Boss hung on to his lead, despite a determined effort by Goldschmidt to re-take the lead. Boss crossed the finish line just one second ahead of Goldschmidt, with Hassan in a modified Jaguar a distant third, ahead of the Jaguar driven by 'John Marshall.' It turns out that 'John Marshall' was an alias used by Miles Collier – he raced under that name due to family pressure after the death of his brother

Sports Car Club Of America
2nd Annual

★ ★ ★ ★ ★

LOCKBOURNE
National Sports Car
RACES
August 8, 1954

Official Entry Blank
ENTRIES CLOSE MIDNIGHT JULY 29th 54.

LOCKBOURNE AIR FORCE BASE

*An Official Entry Blank for the event at Lockbourne AFB.
(Courtesy Bruce Perry Collection)*

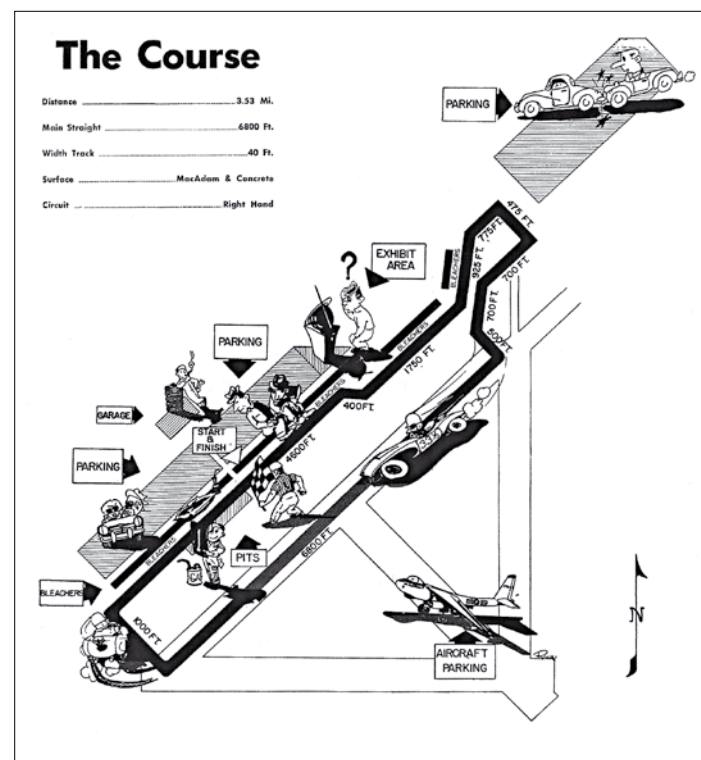
GATE SALE GENERAL ADMISSION
Limited Free Seating — Reserved Seats Extra
SECOND ANNUAL
LOCKBOURNE SPORTS CAR RACES
SUNDAY, AUGUST 8, 1954
SPONSOR: AIRMEN'S LIVING IMPROVEMENT FUND

Racing All Day, 9:00 A.M. to
5:30 P.M. — Free Exhibits —
Chapel Services

No 71021

Est. Price — \$1.26
Fed. Tax — .24 **Total \$1.50**

*Admission ticket to the event at Lockbourne AFB.
(Courtesy Wolery Collection IMRRC)*



Track layout at Lockbourne AFB. (Terry O'Neil Collection)

one of Lockbourne's large hangars. There they would stay, to be tuned and worked on between races. Meanwhile, in the pit area, an increasing number of teams were parking large tractor-trailer units fitted out as repair shops. In stark contrast, one competitor with a Formula 3 car, Harry Whitney, turned up with his car on a trailer pulled by a 1937 LaSalle hearse. "My wife and I sleep in the hearse when we go to the races," he said. (*Columbus Dispatch*)

Practice on Saturday afternoon gave way to frantic work on the cars housed in the hangars on Saturday evening, and long into the night. One car in particular was a centre of attraction, that being the Siata belonging to John Bentley. The Siata had sustained a good deal of bodywork damage after being run into, and the mechanics were determined to have it repaired and ready for the first race in the morning. Their determination paid off, as the car was on the grid for the 'Skyhawk 50' event, albeit in less than pristine condition.

Sunday dawned bright, earlier for some than others, as the first race was scheduled to start at 9am. The 'Skyhawk 50' was a 14-lap event for production sports cars of less than 1500cc, and modified sports cars of less than 1100cc. 56 cars appeared on the grid, and, at the drop of the green flag, shattered the early morning silence. They departed with much noise and confusion as they sorted themselves out. Bunker and