

The Preservationist

The Member Newsletter of the Elkhart Lake Historic Race Circuits Preservation Society
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2014 Officers and Directors Elected at Annual Board Meeting

The HRC Annual Board Meeting was held on November 1, 2013 at the Elkhart lake Village Community Room.

John Calhoun was elected as Chairman of the Board for 2014 and Tom Hollfelder was re-elected to a five year term as a Director.

Carl Jensen was also elected to a five year term as a Director filling the seat that has been vacant for the last several years.

Carl is currently Executive Marketing Representative for Road America. His many contacts in the racing community and his

background in marketing will allow him to make vsignificant contribution to the future of HRC.

Clyde Morter was elected as President for 2014 and will oversee all HRC activities for the year.

Other officers elected for 2014 were George Bruggenthies, First Vice President; Mark Pfaller, Second Vice President and Tom Hollfelder, Third Vice President. Spencer Chapple as elected to serve as Secretary and Treasurer.

Unraveling the Mystery of Carroll Shelby's Participation in the 1952 Elkhart Lake Road Races

A long existing mystery regarding racing legend Carroll Shelby's participation in the 1952 open road races in Elkhart Lake appears to have finally been solved.

The Official Entry List for the 1952 Kimberly Cup Races listed a C. H. Shelby of Dallas,



The number 75 MG at what appears to be the Marsh Turn in the 1952 photo.

Texas in the #75 MG-TC. The entry is not listed in the starting grid or the finishing order but a photo of a #75 MG-TC on the circuit at what appears to be the Marsh Turn exists in HRC's archives. The web site Racing Sports Cars list C. H. Shelby

in a #75 MG as an entered car that did not arrive.

At the same time a Jaguar XK120 is shown as entered in the Elkhart Lake Cup Race by Ralph Richter of Enid, Oklahoma. The car is listed as finishing in 12th place in the race driven by a C. Shelby.

So what was Carroll Shelby's role in the 1952 open road races and who was driving the #75 MG in our photograph? The answer comes from Fred Egloff of Kerrville, Texas who, as you may recall from the Fall Newsletter, donated a copy of the article from the July-August 1950 issue of Sports Car covering the 1950 races in Elkhart Lake. We sent Fred a copy of our 1952 photo of the #75 MG and asked if he could help explain the mystery of a photo of a car that "did not arrive". The following is Fred's reply.

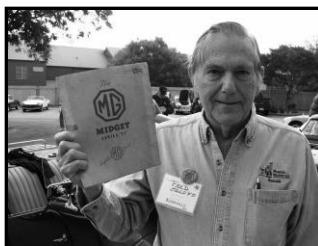
Sorry it has taken so long but it required a lot of digging to come up with the answer to your question regarding MG TC #75 at the 1952 Elkhart Lake Race. After an extensive search I was able to locate a movie film my dad took of the start of that race. It was quite complete showing the entire starting field but unfortunately I was unable to positively identify that car.

The MG was pre-entered by Carroll Shelby of Dallas but owned by "Cully" Cullum. Despite having run in a number of regional races earlier in 1952 he (Shelby) did not have an SCCA Competition License required for National events. Before the race itself he had to qualify for one. The photo you sent is either an orientation lap or part of a "practice race" to secure his

license. I say this due to the even spacing and straight line of the cars at either Kimberly corner or the Marsh turn. None of the cars are wide as they enter the corner as in a race. Shelby secured his license and drove in the under 1500cc race but did not finish. He secured a ride in an XK120 Jaguar (entered by Ralph Richter of Enid, Oklahoma) for the Elkhart Lake Cup which he was now eligible for with a license. He was 12th among the 14 cars that finished and was ahead of Ernie Erickson in an XK120 who received a sportsmanship award for pulling aside at the start to allow Shelby and others who were being held up behind Fred Wacker's "Eight Ball" Allard that stalled at the start.

In the book "They Started in MGs" by Carl Goodwin the section on Carroll Shelby mentions his DNF in an MG and borrowing a Jag XK 120 but mistakenly places it at Caddo Mills. Hope this answers your question. Wishing you all the best!

FRED R. EGLOFF



Fred Egloff served as the editor of Piston Patter, the newsletter of the Chicago Region and knew just about everyone who raced

in the early years of sports car racing. As a teenager he worked in the pits and knew Fred Wacker and Jim Kimberly personally. He attended the open road races in Elkhart Lake as a guest of Ernie Erickson and had an official pass for the 1952 races. After he turned 21 and could obtain a license he raced MG's throughout the late 50's and 60's. Fred is also a well known author of western books and novels.

Miscellaneous News

Design has been finalized for the 2014 Membership Pins and the pins are currently being minted by the manufacturer. 2014 Renewal Notices will be in the mail as soon as the pins are in stock.

Plans are still evolving for the Spring Dinner/Social. As usual the tentative plan is to coincide with the Spring Vintage Festival, May 15-18. As soon as the date and venue is finalized reservation notices will be sent out.