

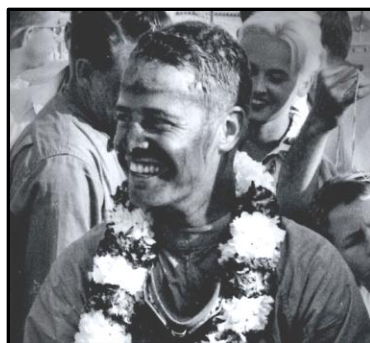
The Preservationist

The Member Newsletter of the Historic Race Circuits of Elkhart Lake Preservation Society
Volume 30 Spring 2016

2016 Dinner Events Schedule

The Society's Spring Dinner Event is scheduled for Thursday May 12th at the historic Siebkens Resort concurrent with the SVRA Spring Vintage Weekend at Road America (*See page 7.*). A cash bar will begin starting at 5:30 pm with dinner served at 7:00 pm.

The program will feature the debut of the new book, "Augie Pabst – Behind the Wheel" celebrating the racing career of Augie Pabst Jr.



Augie Pabst Jr.

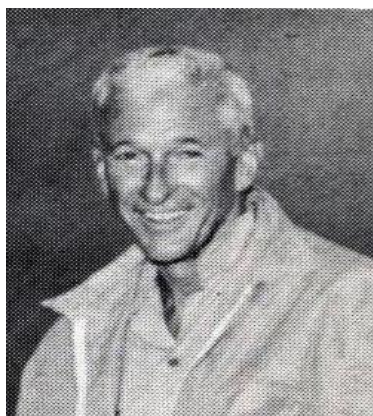
The Summer Dinner Event is planned for Thursday July 14th concurrent with the summer vintage races at Road America and the Nationwide Concours in the Village. The Fall Dinner Event has been scheduled for Thursday September 15th concurrent with the VSCDA Vintage Festival.

The locations and programs for both events will be announced in future article and notices.

HRC looks forward to celebrate the history of sports car racing in Elkhart Lake with our Members and their guests.

"Gentleman" Jim Kimberly - The Original Founder

Racing drivers of the 1950s are nothing short of legendary; they are the stuff of adolescent dreams characterized by independently wealthy and dashing gentlemen who drove daringly behind the wheels of the greatest sports racing cars of the day wearing little more protection than driving goggles and an open-faced



James H. Kimberly

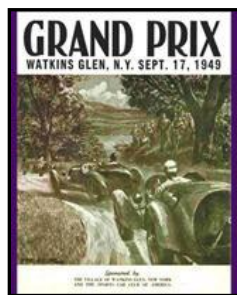
helmet. Few drivers embodied the era as fittingly as did James H. Kimberly. He was born in Neenah, WI in on August 15, 1907 to a life of wealth and privilege, the grandson of John A. Kimberly, one of the four founders of the Kimberly-Clark Corporation. During America's "Roaring Twenties" Kimberly attended the

Continued on page 2

prestigious Massachusetts Institute of Technology where he formed a close friendship with Harley Earl, a friendship that lasted many years and would later influence the color of his cars. After graduation he served his country in the United States Navy during WWII.

Following the war, Kimberly entered the family business where he served in management positions for thirty seven years and was in charge of production for the International Cellucotton Products Division (Kleenex, Kotex and Delsey) at the time of his retirement in 1968. It was clear; however, that he preferred the life of a "sportsman" and under pressure from the family for a life style a bit too fast for a small town like Neenah, he took up part time residence in Chicago.

Kimberly grew up with a love for racing; sailboats, iceboats, airplanes and ultimately at the age of forty two he turned to sports cars. The Chicago Region of the SCCA had recently been formed and Kimberly became one of its' earliest members. His first sports car was a Jaguar XK120 delivered to the East Coast in 1949 courtesy of a personal friendship with William Lyons, Jaguar Managing Director. In November of the same year Kimberly also acquired a Healey Silverstone believed to be either the first or second to be imported to North America.



In September Kimberly traveled to Watkins Glen to witness the Grand Prix. There he met up with fellow Chicago Region members Fred

Wacker, Corwith Hamill, Dave Garroway and from the Milwaukee Region Karl Brocken all of whom were entered in the race. Returning to the Midwest the group agreed to join together to find a location for an open road race circuit similar to Watkins Glen. At the time the only racing venue in the Midwest was a makeshift circuit on the Studebaker proving grounds near South Bend, Indiana. What the Regions needed was a genuine Midwestern road race circuit.

Having grown up in Neenah, Wisconsin, Kimberly was familiar with the Elkhart Lake area. Prior to WWII Elkhart Lake was a wide open town and it is likely that he had sown some of his youthful wild oats in the village. In the late fall of 1949 Kimberly arranged for a fly over with several other SCCA members to see if the roads around the lake would make a suitable open road race circuit. What they saw appeared perfectly suited to their purpose and vision of the future... if only the local community leaders would cooperate.



The Vision of the Future from the air.

Cooperate they did, race committees where formed both by the SCCA Regions and by the local business leaders and the first races were planned for July 23, 1950. Owing to his selection of the location for the races Kimberly, could easily lay claim to being the "Original Founder" of the Elkhart Lake Open Road Races.

While other members of the Chicago and Milwaukee Regions were planning for

the first races in Elkhart Lake, Kimberly developed a new passion... a passion for Italian cars in general and Ferraris in particular... a passion that would last throughout his racing career.



Ferrari 166 Syder Corsa.

While in Watkins Glen for the September Grand Prix, Kimberly watched Briggs Cunningham race a Ferrari 166 Spyder Corsa to second

place. It was Kimberly's first exposure to the legendary two liter V12 Ferrari engine.

When the 166 MM Barchetta was introduced he had to own one. Luigi Chinetti was the Distributor for North



The Ferrari 166 MM Barchetta.

America and Kimberly lost no time in placing his order. The car, chassis #0010,

was imported in the spring of 1950 and in early June Kimberly traveled to the East Coast to take delivery. It is believed to have been the first 166 MM Barchetta to arrive in the U.S.

Losing no time, Kimberly drove the 166 to Bridgehampton and entered the June 10th races where he finished 4th overall. Returning to the Midwest, he next entered the June 17th races held on the Studebaker proving grounds where he got his first win.

On July 23rd 1950 he joined his fellow regional racers in Elkhart Lake bringing both the 166 and his Healey Silverstone.

The Healey was driven to first place by Sally Chapin in the Ladies race and to second place in the Main Event by Fred Wacker Jr.

Kimberly driving his Ferrari 166 MM Barchetta easily won the 66 mile main event a full minute ahead of Wacker.



Kimberly comfortably in the lead in the 1950 Main Event

Note: Although he entered and raced at Elkhart Lake in both 1951 and 1952 he failed to finish in either event due to mechanical problems.

In September of 1950 Kimberly went on to race at Watkins Glen where he finished 4th overall but 1st in class. He finished the year in December at the Sebring six hour endurance race where he and co-driver Marshall Lewis finished 1st in class and 2nd overall.

1950 was a spectacular start to a racing career that spanned eight years ending in 1958. During that time Kimberly raced all across the United States, in the Bahamas, at Buenos Aries and at Le Mans. Over the course of his eight year racing career Kimberly entered nearly one hundred races finishing in more that seventy five percent of them. He had forty podium finishes and twenty-five outright first place wins and eight class victories... a truly remarkable racing career.

He enjoyed one of the most dominant seasons in SCCA racing history in 1954. Over the course of the year, he took part in 20 races and came away with 17 class victories, 16 which were overall wins. As

a result of his success, Kimberly earned the Most Improved Driver Award and the Class C Modified National Championship.

The June 1955 issue of, Popular Science declared Kimberly's team to be "breathtakingly elegant in all aspects." The team headquarters was in a large elaborate garage that Kimberly had built behind the family



home in Neenah. With co-driver and chief mechanic Marshall Lewis in charge, his staff prepared and maintained the stable of race cars. The team members usually travelled to the circuits well in advance and Kimberly would fly in the day before the races. At the track, team members wore tailored red driving suits, waiters who served food to Kimberly's guests were attired in matching red jackets and racing trailers were appropriately liveried and immaculately presented. Even the Ford vans in his racing entourage had an addition built onto the top so his friends and spectators, usually including some beautiful young ladies, could watch the entire race. Adding further recognition to his spectacular career, in 1956 he was featured on the cover of the March 26th issue of Sports Illustrated magazine.

By 1957, Kimberly's on track racing career began to wind down. In 1956-7 he continued to race but also served as SCCA president. Even after his retirement from racing he liked to

remain involved, frequently serving as Grand Marshal at a variety of races and Concours events.

In the later part of his career Kimberly raced macerates and OSCAs but he will always be best known for his love of Ferraris'. During his career Kimberly owned and drove nine Ferraris (see the appendix). Perhaps the best known of these was the "one of a kind" 375 Plus Spyder Pinin Farina chassis #0384 AM. Only twelve 375 MM Spyders were built and only one Plus model bodied to Kimberly's exact specification. During the 1953 season Kimberly became frustrated with the loss of braking associated with the overheating that built up around the front brakes of his cars. As a preferred Ferrari customer, he had an open dialog with the Maranello factory and he soon clarified that in the interest of improved brake cooling, he wanted specialized bodywork on his Ferrari. Kimberly sketched a 375 with an area of the bodywork cut out behind the



Kimberly's one of a kind Ferrari 375 MM Spyder.

front wheels, and took it to Pinin Farina making multiple visits to monitor the progress of it fabrication. The only one of the 375 MM Spyders to be constructed with this bodywork, the car was adorned in a very special color dubbed Kimberly

Red specifically mixed by General Motors compliments of longtime friend Harley Earl and completed with his favorite number "5".

In 1961 he made what some consider to be his greatest single contribution to racing when he sponsored and paid for the development of the Brabham piloted Cooper T-54 Indy car,



the first rear engine car to race in the Indianapolis 500. Powered by a 2.8 liter engine, the car gave away 200 horsepower to the traditional "Offy" powered roadsters. While it was 10 mph slower than the roadsters on the straight-away's, due to its design it was 8 mph faster in the corners giving it virtually identical lap speeds.

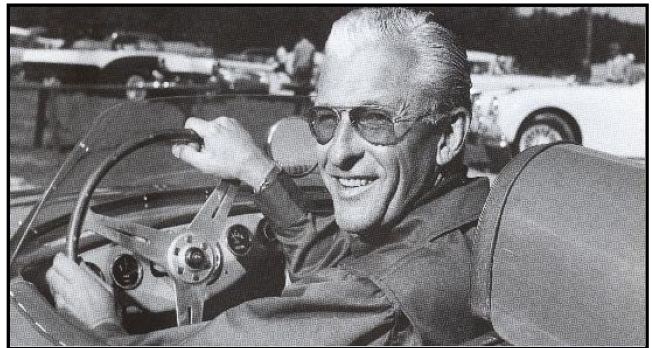


The 1961 Kimberly Cooper T54 Indy car.

Unexpected tire wear caused the car to stop for tires three times rather than the planned one stop and the car eventually finished 9th. However, it was apparent to knowledgeable race teams that if the Cooper had another 100 horsepower, it

probably would have won. The realization started a revolution in Indy car design establishing the standard rear engine format that dominates open wheel car design to this day.

Aside from his remarkable prowess on the track, Kimberly also had a memorable personality, an infectious magnetism and tremendous style. There was certainly a bit of flash and eccentricity woven into his personality, as evidenced by the gold earring that he frequently wore... a remnant of his Navy days and the special ceremony bestowed



Handsome and dashing, Jim Kimberly behind the wheel as he should always be remembered.

on sailors who have crossed both the international dateline and the equator.

Kimberly kept company with celebrities the likes of Mel Torme, Joan Crawford and Gary Cooper. In the May 1951 race at Pebble Beach, he rolled his Ferrari, after fighting for the lead with Phil Hill, walked away unscathed, and later took Ginger Rogers dancing!

Kimberly retired from Kimberly-Clark, in 1968 at the age of 60, sold his over fifty million dollar interest in the company and moved to Palm Beach, Florida. In retirement he indulged his passion for sports fishing and enjoyed

the company of such luminaries as King Hussein of Jordan and Don Aronow, designer of the famed ocean racing Cigarette Boats.

Two years after moving to Florida, Kimberly married his third wife, a beautiful and much younger companion he met in a Palm Beach art gallery. Driving their “his and her” twin Ferraris, they plunged into the glittering and oft times scandalous jet setting world of Palm Beach high society where they spent freely and lived lavishly for the next fifteen years.

By 1985 Kimberly’s health was suffering from the effects of his fast track life style and his third marriage ended in divorce. Although he maintained his many friendships in Palm Beach society, he

found himself with seriously depleted assets and was forced to live out the remaining nine years of his life in a more modest and reclusive style.

Behind all the glitz and glamour of his life Kimberly, was known by his closest friends as an extraordinarily generous man who gave freely to charity and was always willing to help the less fortunate. Throughout his entire life he never failed to live up to the term, “Gentleman Jim”... he was a gentleman to the very end of his life.

James H. Kimberly died on January 19, 1994 at the age of 86 after a long bout with cancer. He was a “one of a kind” man who left his mark in Elkhart Lake and a mark on the entire sports car racing world that will never be forgotten.

Ferrari Models Owned and Driven by Jim Kimberly

166 MM Barchetta Touring 0010 M

195 S Berlinetta Touring 0060 M

340 America Barchetta Touring 0124 AM

340 America Spyder Vignale 0204 A

225 Sport Spyder Vignale 0220 ED

375 MM Spyder Pinin Farina 0364 AM

375 Plus Spyder Pinin Farina 0384 AM

121 LM Spyder Scaglietti 0532 LM

625 LM Spyder Touring 0642 MDTR.



VSRA Spring Vintage
Festival
Opens the Season at Road
America
May 12 – 15, 2016



Road America and the Sportscar Vintage Racing Association will kick-off the start of a summer full of racing excitement featuring wheel-to-wheel action from vintage and historical cars with the SVRA Spring Vintage Festival May 12th thru 15th. The weekend event will feature race groups for all SVRA classes including Formula 5000, Formula Ford, Sports Racing and production sports cars from marques such as Lotus, Alfa Romeo, Jaguar, Porsche and Corvette principally from the '50s, '60s and '70s. Two Enduro races will also be scheduled.



SVRA drivers will again challenge the world renowned 4-mile road course and the turn known simply as the “Kink”. It’s a great way to welcome in spring and get the 2016 vintage racing season off to a stellar beginning. Plan to attend and purchase tickets now. **Advanced ticket sales end May 4th.**

Ticket Type	Regular	Advanced
Friday	\$20	\$10
Saturday	\$30	\$20
Sunday	\$30	\$20
Weekend	\$60	\$40
Camping	\$110	\$75

Membership Dues Reminder

Excluding Lifetime Members, over one hundred and twenty-five 2015 annual HRC Members have renewed their memberships for 2016 leaving us nearly ninety members short of last year’s record membership total. If you have not already renewed your membership for 2016, please consider renewing your membership in April and help us continue to preserve road racing history.