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that race was Jack Tanner from the Northern California Region SCCA. He had shipped his Alfa Romeo Guilietta over in response to one of the more than 100 invitations mailed to mainland SCCA drivers. After meeting with some of the local club representatives he agreed to "sell" Hawaii as a race site back on the mainland. At about the same time Ray Turnbull, another racer from Los Angeles, became involved. He was the brother of Loretta "Tetta" Richert, a local race driver and former speedboat racing champion. She was the Regional Executive in 1957 and 58 and as such was the first woman R.E. in SCCA. With Jack in San Francisco and Ray in L.A. promoting the idea, the First Annual Hawaii International Sports Car Speed Week was held April 19-21, 1957. ASCCH presented the event with the cooperation of the Honolulu Junior Chamber of Commerce, SCCA Hawaii Region and the MG Club of Hawaii. The Honorary Starter was Duke Kahanamoku. The course was 3.1 miles laid out on Dillingham Field runway. There were six races with 46 local drivers and 36 mainland drivers, including Phil Hill in a 4.5 Maserati, Carol Shelby in a 4.9 Ferrari, Ken Miles in a Porsche Spyder and John Von Neuman in a 3.5 Ferrari.

Pete Wimberly, who passed away almost two years ago, reported the following in a 1971 letter. "In 1957, a brother of one of our drivers who was from Los Angeles put on the first Hawaiian International Speed Week and he repeated it in 1958. In both of these instances we used many of the personnel from the California Sports Car Club. (not SCCA related at that time) We did, however, run under SCCA rules, regulations and insurance. While they were an artistic success, as we were able to bring such Simon Pure amateurs over as Phil Hill, Carol Shelby and Richie Ginther, among others, financially they were catastrophic. This was mainly because under

the Simon Pure racing rules of the time, we not only brought over 22 automobiles, their drivers, and some of their pit crew, but we actually picked up the tab for such poor but deserving "aficionados" as Lance Reventlowe and Johnnie Von Neumann. At any rate, this gave us a shot in the arm as far as local participation was concerned."

In a 1965 letter Pete talked about the end of SCCA sanctioned races. "About 1960, all SCCA races went under the SCCA Master Plan insurance policy. Because of the fact that the estate owning the land on which we raced at that point had an interlocking directorship with the local insurance company which had carried our insurance, we were not able to subscribe to the SCCA Master Plan. For this reason we ceased to sanction the races as regional SCCA events, and these events were sponsored and promoted by our local club under the name of Associated Sports Car Clubs of Hawaii. During this period we organized an average of 6 to 8 races a year. Also during this period, these races were run under SCCA rules, and actually our local region supplied most of the officials and a number of the drivers."

In October, 1963, the Hawaiian Grand Prix was held at the Kahuku airstrip and featured the new Shelby Racing Team of Dave MacDonald, Ken Miles and Craig Lang driving Cobras. The 25 lap main event was won by Lang in a Cooper Cobra. About this time, the Armed Forces Foreign Car Club moved their monthly gymkhanas from the PACAF parking lot on Hickam AFB, to the old lower runway at Wheeler AFB for higher speed events. Later they would move back for some even faster running on some abandoned streets near Hickam Harbor until the reef runway construction closed it down. There were also autocrosses and rallies put on by

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