

THE VINTAGE AND HISTORICAL RACING NEWS MAGAZINE

Race Reports:

- Dallas Grand Prix
- Janesville Hill Climb
- Palm Beach Grand Prix
- 2nd Wine Country Classic

Special Reports:

- Remembering Riverside
- Looking Back — Photo Essay

On Your Marque: Morgan



RACE REPORT

Dallas Grand Prix Vintage Racing's Texas Roundup

Story by Dan Davis

Photographs by Westport Photoracing

Vintage Racing and the SCCA threw a vintage round-up in Dallas May 2, though the range was fenced in concrete and mesh wire.

As such things have a tendency to go in a classic western, this movie started slow with rain and general confusion on Thursday and Friday.

The State Fair venue may become one of the best city road courses, now in its second race here (the first was in '84) and the first on this new site. It twists and turns nine times in 1.2 miles with some elevation changes, off-camber corners, and even a few trees and some grass. A good spectator course, as over

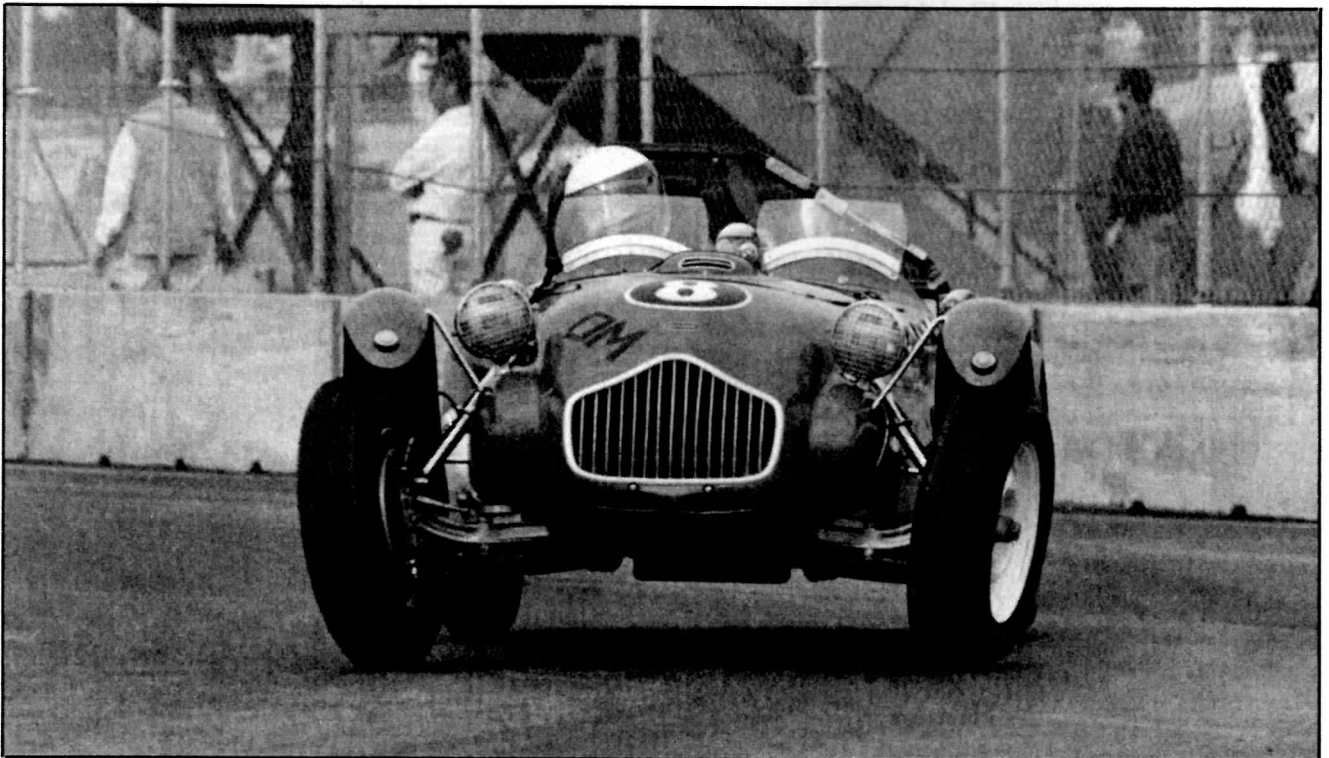
half is visible from most grandstands, but it's definitely non-vintage "slot car" with a 100% border of concrete and wire crowd protectors.

The vintage corral was a livestock arena/indoor paddock complete with exhibition concours cars, including some from the 80-car Dallas Shelby Museum. Yep, they have the #1 Shelby Mustang along with GT 40's, King Cobras, the first Shelby Tow vehicle, a Falcon wagon, and big plans.

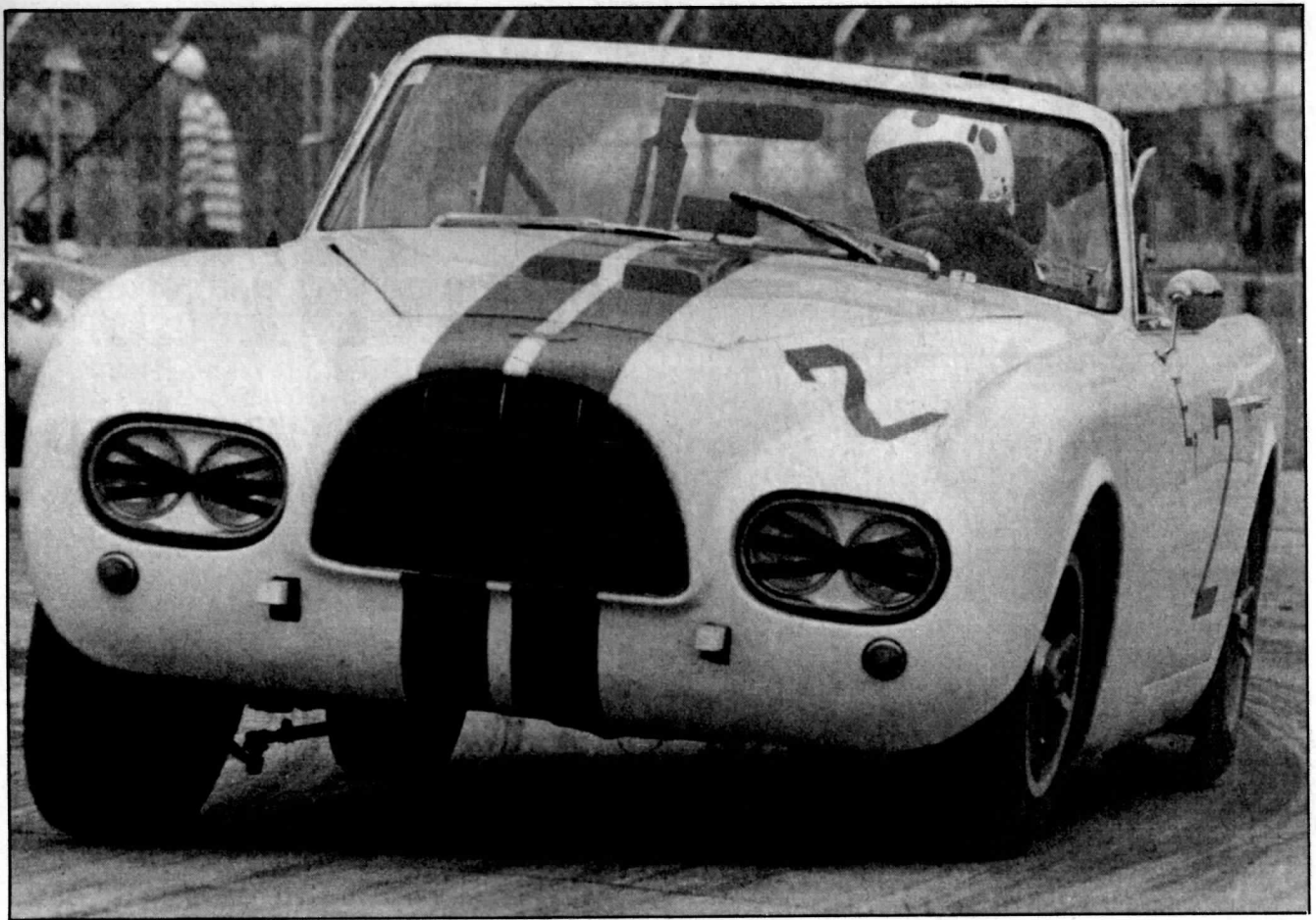
The featured horses were under the hoods of 34 vintage racers invited on short notice to try to introduce vintage car racing to a region which was one of

the first big racing bastions of the SCCA gentleman's racing in the '50s. That's when General Curtis LeMay put the Strategic Air Command Airport bases to good use for Ferraris and Maseratis, Cunninghams and other vintage makes. Those wide open spaces rewarded the big 'uns with long legs. That's purebreds like 4.9 Ferraris, Allards, '57 Corvettes, and a few 300 SLs. It also included some range-bred Specials, like the Mangsun Davis Chevrolet-powered, Devin-bodied, Checkered Flag Special. Yep, that was the paint scheme.

Sure enough, in the corral was to be found some real racing relics of the era,



Ever wonder why they say Allards are hard to drive? This photo of Tom Turner's Flathead Ford powered J2 might give you a clue.



Cornering hard, Anatoly Aruturoff's rebodied Cunningham C-3 runs the Dallas Grand Prix in style.

a C-3 Cunningham of Toly Aruturoff, an Allard of Tom Turner, and a '57 Corvette of Tom Hopkins. The underdogs were also there with Lynn Mills from LA in a bug eye Sprite nipping at the heels of the C-3 all race long. Another crowd pleaser was the Italian red '50s Siata of Ugo Piccagli representing the numerous little 'uns. Looking to slip through, he passed a few under the yellow and was called in to consult with the range boss.

This is the frontier of vintage racing and there was a story in each car and driver. It was also aggressive but frontier driving. Old timer Lon McKinstry had his red Courier polished and bright until a spirited run after the bad guys resulted in a brush with a wall a little more punishing than a sage brush. Lon, a long SCCA stalwart, is one of the committed wranglers in the locally forming VCAR group along with ex-bug eye Sprite Divisional Champion Bob McLaughlin. They are organizing several vintage trail rides (races) for next year on local venues. In the mean time, California-based VR and its new prexy Roger Ward and his assistant Cliff Jones are running two more southwest shows this year at Hallet Raceway and an old time through-the-park and "between the trees if you're not careful" in Ponca City.

VR deserves a hand for pioneering vintage racing in the southwest. As a side show to the SCCA Trans-Am, Super Vee, and Corvette Challenge, VR officials had to fight for schedule time and lost a big one when the large and small car races were combined and moved from Sunday to Saturday. Fortunately, the rains of Thursday and Friday had cleared and the late Saturday round-up was the high point of the day.

The mixed classes resulted in lots of dramas too numerous to catch. The first few laps were all big bore with McLaren vs. Pantera vs. Mustang, with the Allard of Turner staving off the little 'uns. At the finish, it was, surprise, the Alfa Giulia SP of Californian Tor McPartland in 2nd and Californian Mark Welch in an Elva Courier 3rd in a big bore sandwich of Jerry Narlock's Pantera in 1st and the 4th place ex-Chaffy college Camaro of "Hollywood" David Bright.

Then came another Californian, Jimmy Huston in his Elan, then Martin Teguns' McLaren V8 in 6th, edging out local Rich Nagel's ex-Titus Mustang. The Mustang visited the trail boss early for dumping fluid, causing Teguns' earlier spin which dropped him from the leader group.

Next, staying out of the battle was Tim Fisher, who drove a smart, smooth race

in his 240Z. The rodeo clown in the game was the Purple People Eater, a three time national C Sedan champion Mini Cooper mixing it with a Lotus 7, a Porsche 911 S, and the Datsun.

There were some real thoroughbreds among the cow ponies. A 904 Porsche was driven by H.A. Sessions of Lubbock, an Arnolt Bristol was on hand from Marv Johnson, an MGA Twin Cam came with Mike Phillips from Tulsa, and a spectacular comer-on-three wheels Ferrari 3 Liter Touring Coupe was driven by ex-Sprint and Indy Car driver Wayne Rutherford.

Most cars had an interesting history and VR is due a vote of thanks by spreading the vintage gospel beyond the coast aristocracies. With more notice, no doubt there would have been more cars.

We heard many bar and campfire tales of great old race cars in barns and cow pastures and saw a lot of pictures of real historic race cars such as Gulf Mirages, Alfa 33s, and Ferrari P2s sitting in Texas shops waiting to prowl again. This event was a great appetizer, but we look forward to some real range Bar-B-Ques in the next few years. ❧

RACE RESULTS
page 32



Californian Lynn Mills' Bug Eye Sprite leads another of the type driven by vintage newcomer Terri Cummings from Fort Worth.

Bug-Eyed in Texas

Story by Lynn Mills
Photo by Westport Photoracing

When Texans talk about horsepower, they're talking about the four-legged kind, aren't they? I wasn't sure what to expect from the Grand Prix of Dallas but since racing greats Rodger Ward, Carroll Shelby, Jim Hall, and A.J. Foyt hail from Texas, I figured it would be worth the trip from LA.

Motoring in the Lone Star state was bizarre. "Drive Friendly" and "Don't Mess With Texas" signs were posted at frequent intervals. Tempting, open stretches of highway were defended by hundreds of radar gun-wielding Texas Rangers. Just outside of Amarillo was the "Cadillac Ranch", where a loco local half-buried a bunch of Cadillacs belly deep in the desert. (Why didn't he just cover them up completely?) Up until a few years ago, it was legal to cruise with both an open liquor container and a loaded gun in the front seat. Welcome to Texas.

They stuck our prize vintage cars in a dirt-floored fairground building normally used for showing horses and cows. And I'd forgotten to bring my Nomex chaps. Dust got into everything, but I looked on the bright side — the dirt absorbed those pesky oil spots that mysteriously materialize under British cars. Then I found out that our race was last on the schedule — right after the Coors Racetrack Challenge. Well, this is Texas, right?

The big question was, in this land of horses, pickups, and big 'Murican sedans, would they care about old, foreign sports cars? Darn tootin'. Many even paid the hefty price for a paddock pass to check out these great exotics — a lovely Siata, several Loti, a stately Allard, a Cunningham, etc.

It had been four years since the last auto race in Dallas and the crowd seemed thrilled to have high octane racing fuel perfuming the air. The track was tight, twisty, surrounded by walls — and wet. After watching numerous SCCA shunts, the vintage

drivers were leery of the walls as rain turned Friday's practice session into a sedate jaunt.

Luckily, by race time Saturday the sun had come out and we finally had a chance to blast along flat out. Unlike most vintage events, the stands here were filled with spectators. Of course, they had come for the Corvette Challenge - featuring Johnny Rutherford, Super Vees, Race Trucks, and the TransAm race - starring Butch Cassidy (Paul Newman to the rest of us). I kept wondering how many truck fans would stick around to watch a vintage race?

All the vintage and historic classes ran together, from big-muscled McLarens and Vettes to the Sprites and Minis. The drivers ranged from legendary racer Anatoly Arutunoff, to pro Wayne Rutherford, to Terri Cummings — a Fort Worth school teacher in her first race.

With thirty drivers jockeying for position on the mile and a quarter course, there was continuous action at all points. The crowd loved it! The short track was extremely twisty, evening things up between the big guys and us little guys. From where I was running I couldn't see who won, but my bug eye was first in class — and somehow I beat a Ferrari.

The friendly Texans cheered as we came back into the pits. Later, as the drivers swapped war stories and excuses, several of the corner workers made us feel like stars by asking us to autograph their shirts.

I'll admit, the other races were fun to watch too, even if their cars were new. Even the pickup truck race was a hoot. Hmmm... Grampa has that old half-ton pickup in the barn. Maybe vintage truck racing is an idea whose time will come.



HEADLINES

A Look at the Media Coverage of the Dallas GP

Story by Tom Turner

As a vintage entry in the Grand Prix of Dallas, I had a high level of interest in the publicity before the race.

Local Talk Radio Station KVIL gave tremendous publicity to the Grand Prix for approximately 10 days before the race, gradually building up to live broadcasting of the race during the events and even going out of their way to locate a vintage racer, J.C. Kilburn, to provide background and extra commentary on the vintage portion. Great coverage, intelligently handled and let's give them a grade of 100.

I didn't have access to all of the local papers, but I'll have to give the Dallas Morning News a high rating for its Sunday issue, as it had the full race results, including vintage, plus photos of Paul Newman, Johnny Rutherford, and me (well, you've got to give them credit, at least they knew who were the best-looking people). The Fort Worth papers had good in-depth articles on several of the vintage entries, and the author of most of those articles, John Sturbin, also furnished several pages for the program of the Grand Prix titled "Racing in the Streets; America's Newest Event Craze".

He analyzed the popularity of street racing and also analyzed the financial end, mentioning the bottom line. At Long Beach, activities surrounding Grand Prix week generate between 15 and 18 million dollars. At Toronto, the impact is estimated at between 7 and 20 million dollars for its July race. These events can be an image-builder for the individual cities, as well as a financial boon for the city and its businesses.

Some of the other newspapers carried articles mostly of the interview type of - how fast does it go, how much does it cost, why do you do this, and so forth. Generally, these articles seem to be written by someone apparently without much background on race information. One interview by a young lady that talked to several of the vintage entries ended up writing an article about a young lady that had bought her car as a rusted-out hulk for \$1,000 one week before the event and got it into condition so that she could go vintage racing. I don't think that's a very good image for our vintage group, and I don't know what we can do about it, except perhaps produce some sort of a hand-out for newspapers and TV and radio stations where we are going to do vintage races to educated the media people.

all three major TV stations covering the lawsuits of some of the local residents complaining about noise levels, which started in 1984 following the Formula One race. These lawsuits were given extensive coverage every day on every station.

I was making video tapes of the various stations to watch for the vintage coverage, so I was able to go back and analyze the individual reports. One station, on Saturday evening, had one minute and 45 seconds on the lawsuits about the noise levels at Fair Park. They had 20 seconds on the race itself. The noise segments had quotes such as "living hell", "lawsuit waiting at the Court House door", and other inflammatory language. Another station on Saturday evening had two minutes and 30 seconds on the noise and lawsuits, and zero on the cars and drivers. The same station on Sunday evening had two minutes and 30 seconds again on the noise and lawsuits, and was followed by the comment that the Grand Prix attorney could not be reached for comment. Another announcer on the show said that no doubt he was out enjoying a successful Grand Prix.

The sports special following the news broadcast did include four minutes and 10 seconds on race coverage, but the rest of the 30 minutes was on basketball, soccer, and baseball. While watching the baseball segments, it was noticeable that when the cameras covered a flyball, that the stands behind the ballplayers were mostly empty.

One of the TV stations on Sunday did include a segment of two minutes noting that some people in Dallas thought that the Grand Prix was good for business. One gentleman was parking cars for \$2 each, and when he had parked eight cars in his front yard he took his \$16, went and bought beer, climbed on the roof of the house and enjoyed the race. They also mentioned that the Park and Ride facilities enjoyed a big day on Saturday and Sunday.

One of the hotels that had sponsored a couple of the entries in the Corvette Challenge estimated that their business was up 10% and their restaurant business was up 30 to 40%. At least somebody got the message that racing was good at bringing in revenue.

Probably motor sports promoters need to spend more time and money on promotion; and apparently, Buddy Boren, the

"Racing in the Streets: America's Newest Event Craze"

Now we move on to the TV coverage. Something went very wrong here, and perhaps fate was just against us, but they started out about 10 days before the race with stories about probation officers being forbidden to go into the Fair Park area of Dallas (where the event was held) without protection. These stories played for about three days, then they started another series about the high crime rate in the Fair Park area. Apparently is a horrible area to go into, you don't want to park your car there, and you need to park at outlying areas and ride the bus in and so forth.

Then, about six days before the race, they started a series on

promoter for the Dallas Grand Prix, spent quite a bit of thought on this. But it's odd that he got good treatment on the radio, average treatment in the newspapers, and in my estimation, very poor treatment by the TV media.

It will be interesting to see if Dallas continues to support motor racing, or if the approximately 14 individuals that enjoy suing people and thereby create staged TV events can manage to cancel out the millions of dollars of revenue that Dallas might benefit by.

Perhaps if Dallas doesn't support motor racing, we can move it to Fort Worth (30 miles away). ❧

Dallas GP Trail Notes by Dan Davis

★A concrete lined slot car track is not an aesthetic nor body-work-friendly place for a vintage race, one spinning car blocks the track leaving no place for the next arrivals. The only saving grace for Dallas was an attempt to make it wider than most concrete canyons.

★The covered concrete cow barns were great protection from the rain. Not so great was the fine clay sand dirt floors, but they were better than the shade trees or wide open sky allocated to many Corvette Challenge drivers.

★You could tell the "real" racer paddock stalls. Those were the Corvettes with constant open hoods and the erector set Super Vees with crews working from 8 am to midnite or later. The vintage guys were the ones smiling, telling tall tales, and partying. I think each category had a good time in their own way.

★Press hospitality was great with real facilities and printed qualifying, entry, and results 30 minutes after sessions. Thanks to Texas Region SCCA timing and scoring for a real pro effort.

★Cliff Jones, VR Admin Manager, had to police the new insurance rule for roll bars, 3 inches over your helmet, on Friday. Most drivers could comply with removal of seat cushions, some needed shade tree welding to come to their aid. There really is a "Shade Tree Engineering" in Nevada, Texas, run by Italian car enthusiast Robert Rodgers.

★Some SCCA regional spec prepared cars with flares, etc., were admitted to allow vintage sympathetic drivers to run. Most said when a full vintage program reaches the southwest they'll be there with authentic vintage prepared cars.

★VR President Rodger Ward entertained us with the story of the '64 second place, rear-engined Watson that he is restoring. Among the many stories of the '64 race was the famous upside-down and backwards fuel mixture lever that led to five fueling stops and a narrow loss to Texan A.J. Foyt.

★VCAR, the local Vintage, Classic, and Auto Racing group is negotiating for Texas track locations ranging from airports to expanded drag strips. First public meeting is scheduled for July.

Dallas GP Vintage Results

VR/SCCA

Dallas, Texas

April 30, 1988

Pos.	Class	No.	Driver	Car
1	1/AS	5	Jerry Narlock	Pantera
2	1/DM	41	Tor McPartland	Alfa Giulia Sp.
3	2/DM	63	Mark Welch	Elva Courier
4	1/BM	1	David Bright	Camaro
5	3/DM	39	Jimmy Huston	Lotus Elan
6	2/AS	9	Martin Tegums	McLaren M18
7	2/BM	9	Rich Nagel	MustangT/A
8	1/CM	15	Tim Fisher	Datsun 240Z
9	1/EM	61	Bob Merrill	Austin Mini
10	2/EM	3	Bill Cook	Lotus 7
11	1/DP	14	Del Crouser	Porsche 911S
12	1/CS	20	H. A. Sessions	Porsche 904
13	4/DM	81	Bob Hutchinson	MGB
14	1/BP	2	Toly Aruturoff	Cunningham C3
15	1/FM	43	Lynn Mills	Sprite
16	5/DM	72	Lon McRinstry	Elva Courier
17	6/DM	21	W. Rutherford	Ferrari
18	3/EM	59	Steve Torrance	Porsche 356
19	4/BM	57	Don Rauscher	Alfa Spyder
20	7/DM	8	Tom Turner	Allard J2 Ford
21	5/EM	27	Mike Phillips	MGA T/Cam
22	2/FM	19	Ugo Piccagle	Siata 300
23	3/FM	31	Marvin Johnson	Arnolt-Bristol
24	2/EP	6	Bill Haga	MGB
25	4/FM	4	Terri Cummings	Sprite
26	2/CM	10	Tom Hopkins	Corvette
27	3/CM	23	Jeff Tapken	Spitfire
28	4/CM	11	Hom Dodson	Lotus 7
29	8/DM	71	Andy Anderson	Lotus Europa
DNS	/CM	12	Jeff Kraemer	Merlyn



TRY A DIFFERENT TURN!

JOIN VARA WHERE IT'S STILL FUN!

MEMBERSHIP APPLICATION

Name _____

Address _____

City/State/Zip _____

Home Phone _____

Office Phone _____

Occupation _____ Age _____

CARS:

Year _____ Make _____

Model _____ Disp _____

Year _____ Make _____

Model _____ Disp _____

Enclose check of \$30 membership fee (renewal \$25) and mail to:

Vintage Auto Racing Association
2210 Wilshire Blvd, Suite #111
Santa Monica, CA 90403

Please send me the special competition application

