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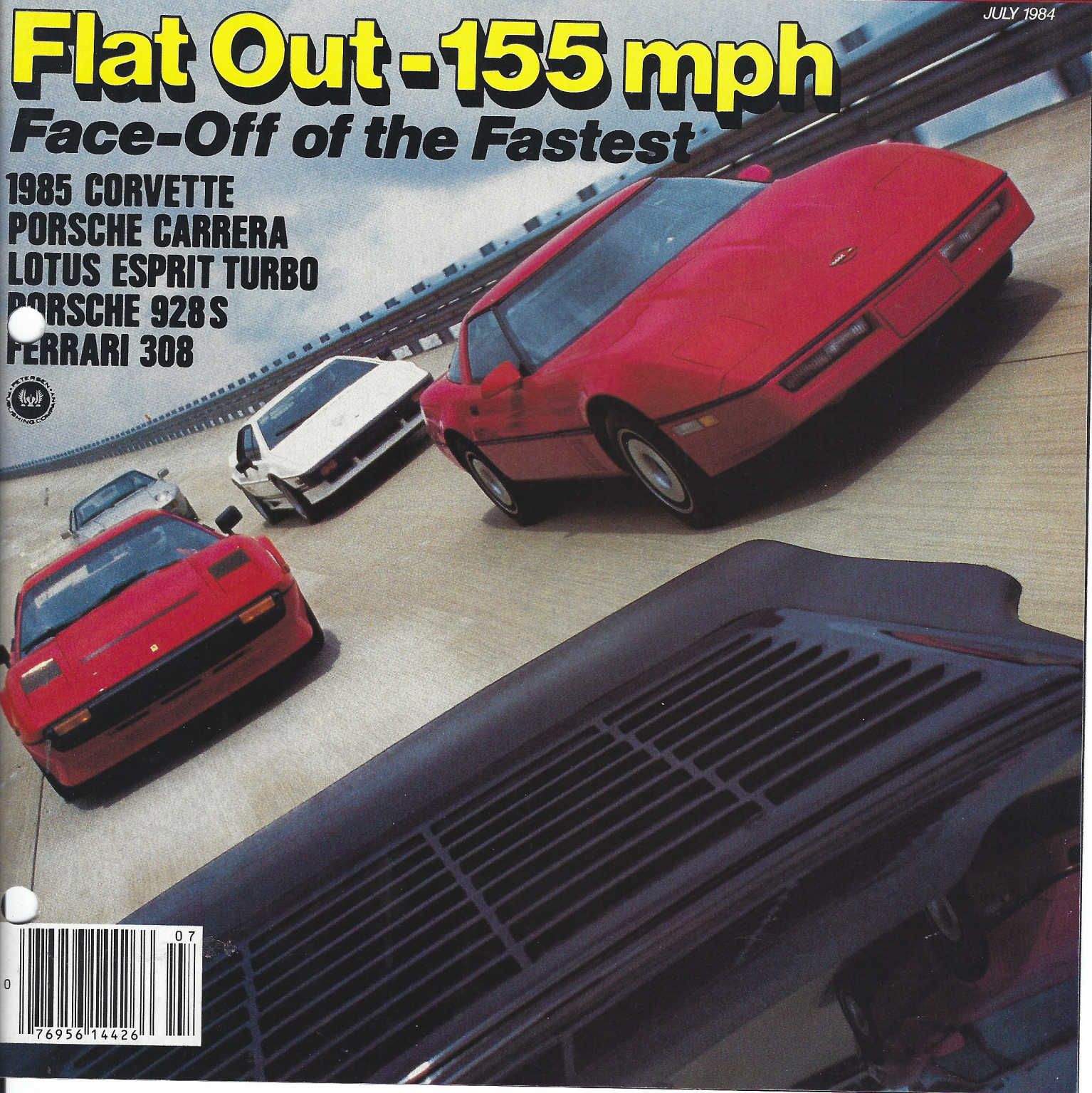
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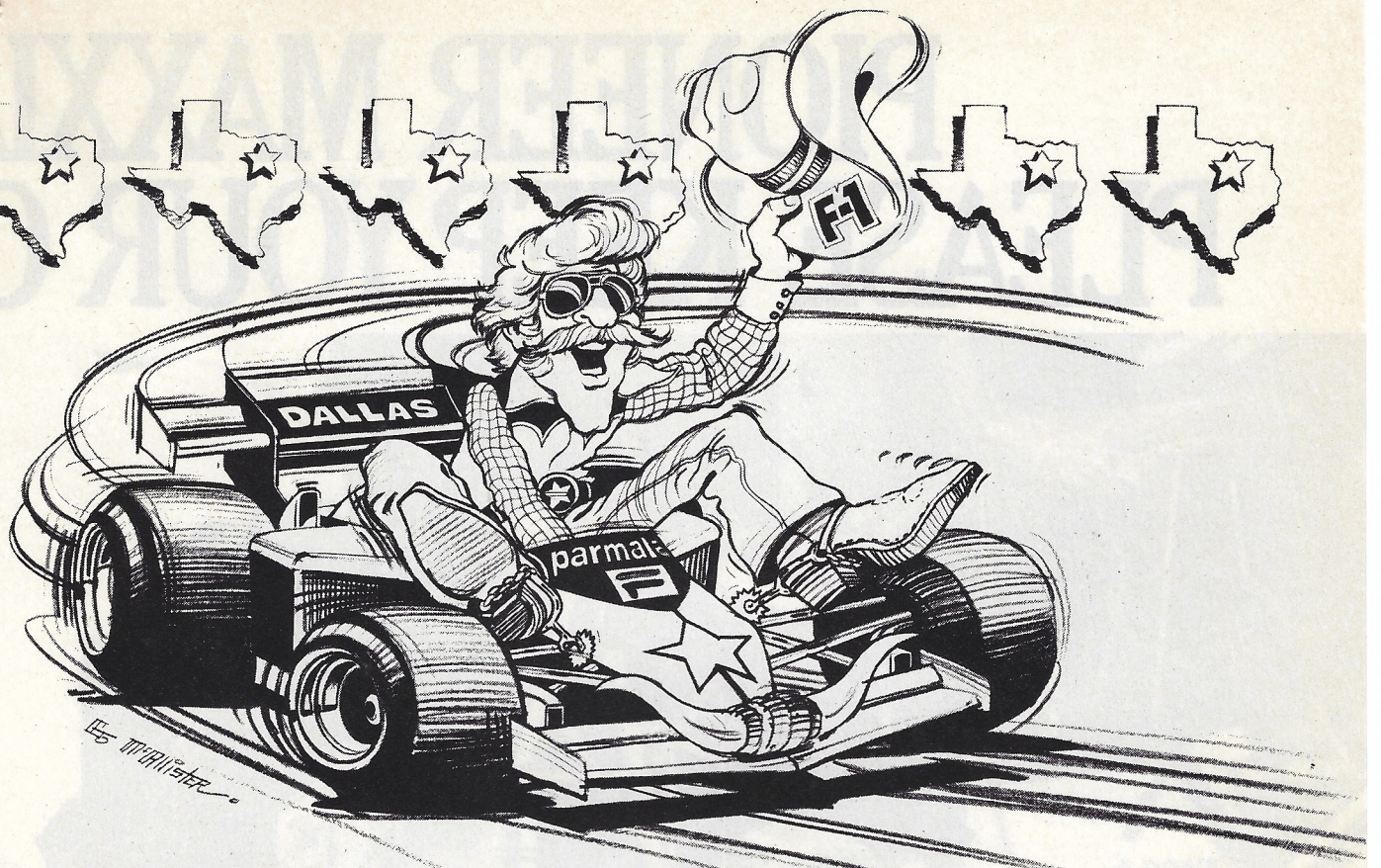
JULY 1984

Flat Out - 155 mph

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Dallas Grand Prix Preview

J.R. Discovers F1

by Gary Witzenburg

ILLUSTRATION BY GARY McALLISTER

Let's see, after Monaco there's Montreal, Detroit, Dallas, Brands Hatch, Hockenheim . . . Wait a minute! Dallas?

Land of Tex-Mex, Ewing Ranch, pickemups, cowboys, and *The Cowboys*? Dallas?

Sure. Why not? Dallas is America's seventh largest city, the third leading convention and trade-show center, and among the top three in big-buck business, fashion, film, and video. Its airport, shared with neighbor (and competitor) Fort Worth, is the world's fourth busiest and occupies an area larger than Manhattan.

Located in the fertile farmlands of northeast Texas (not, as you might think, surrounded by sand, cactus, and rattlesnakes), Dallas is chock full of hotels, nightclubs, amusement complexes, museums, shopping centers, parks, golf courses, you name it, and boasts "more restaurants per capita than any other American city." In many ways, it's really an Eastern metropolis—sophisticated, fashionable, fast-paced—compared to its more laid-back neighbor 28 miles to the west. According to Fodor's "Dallas/Fort Worth" guidebook, humorist Will Rogers once said: "Fort Worth is where the West begins and Dallas is where the East peters out."

More important to those cold, calculating businessmen/racers who populate and run Formula One, however, it's also chock full of money—the key qualification these days.

Billing itself as an "emerging international city," Dallas recently decided that an international sporting event would be just the ticket to enhance its world image. Also to attract the international jet-setters who typically follow the GP Circus, scattering their various currencies as they go.

The race is the brainchild of Dallas real estate tycoon Donald Walker and construction company owner Larry Waldrop. Both top-rank racing nuts (Walker collects and races vintage Ferraris, backs a Can-Am team, and is the same Don Walker who has taken over promotion of the SCCA's Can-Am series this year), each independently began early last year investigating the feasibility of bringing F1 to Dallas. Then, learning of each other's efforts, they joined forces in March 1983 and made it happen.

About now, you're probably wondering about the track. Don't fret, there'll be one. Ground was broken February 15 on a 2.38-mile race course through the streets of Dallas' historic city-owned Fair Park, just two miles east of downtown. Site of the city's annual October State Fair, the 273-acre facility encompasses the famous Cotton Bowl stadium, the Dallas Coliseum and Music

Dallas Grand Prix Preview

Hall, the Texas Hall of State and Centennial Building, a garden center, an outdoor band shell, several museums, an aquarium, a lagoon, even a midway with a nostalgic wooden roller coaster. The course winds past the roller coaster, between the Cotton Bowl and the Coliseum, in front of the Hall of State, behind the Automobile Building, past the Music Hall and the Natural History and Fine Arts Museums, and back along Pennsylvania Avenue. The Coliseum will serve as the F1 garage; and yes, parents and kiddies, the museums and the midway *will* be open.

Surprisingly, the whole thing is privately funded by Walker, Waldrop, and a group of investors. They plan to spend \$1 million to repave the existing streets that make up the course and another \$1.5 million to construct the five miles of temporary concrete barriers (in 12-ft/4-ton sections), six miles of fencing, grandstands for 60,000 to 100,000 people, tirewalls, etc. Their contract with (F1 sanctioning body) FISA runs for five years.

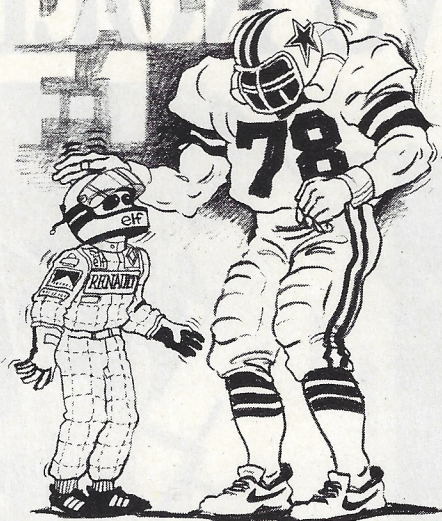
In addition to the 1:30 p.m. F1 Grand Prix, Walker and Waldrop have lined up a Can-Am event, a celebrity/pro race (manufacturer/sponsor to be announced), and two vintage races (see schedule). The Saturday vintage event, called the European/American Challenge, is unique and should prove especially interesting. It pits former top European racers (Stirling Moss, Richard Attwood, Michael Knight, David Piper, Jonathon Palmer, and the ubiquitous David Hobbs, to name a few) against a selection of American heroes including none other than America's first World Champion, Phil Hill, who will be piloting Don Walker's very nice Ferrari 250 LM. Word is that the Europeans will be bringing over some rare old racing machinery that has never before been seen in this country.

Okay, but why July? Isn't it killer hot there in July?

Well, the Dallas GP logically follows the Canadian (June 17) and Detroit (June 24) GPs. It falls between the area's spring rainy season and the late-summer Republican National Convention. And the average temperatures in July, they tell us, are a nighttime low of 74° F and a daytime high of 95° F. Yes, it probably will be hot, but not excruciatingly so. (Would you prefer the cold rain and mud of Watkins Glen in the fall?)

Did we forget to tell you that famous Texan and longtime Dallas resident Carroll Shelby himself is race director? "The Dallas Grand Prix isn't just a race," says Ol' Shel. "It's a spectacle. Like the Super Bowl, the World Series, or the Indianapolis 500 . . . only bigger, better, and more international." Who could possibly question this?

Need a second opinion? American F1 driver (now with Alfa Romeo) Eddie Cheever was interviewed by a *Dallas Morning*



News reporter during a short break in practice for the March 25 Brazilian GP. "Dallas is a business city," he said, "and because of that, the race should be handled well. [It] is Formula One's kind of city—lots of money, glamor, interest."

Ready to return to the sizzling hot track, Cheever (who eventually finished 4th) donned his mask and helmet, waved to the crowd, and then glanced back over his shoulder at the reporter. "Fast cars and beautiful women," he grinned. "How can you beat that?"

Tickets

Three-day ticket prices range from \$25 for general admission to \$150 for the choice (Zone A) "Gold" grandstand seats. In between are the cheap seats for \$40-50, the halfway decent seats for \$75-100, and the rest of the good seats for \$125. Friday/Saturday general admission is \$12, Sunday-only is \$20, and Sunday-only Gold seats (front rows) go for \$125. Garage passes are \$10 additional, as are pit passes—but the latter are only available with the expensive Gold category tickets. Write: Dallas Grand Prix, 12700 Preston Rd., Suite 155, Dallas, TX 75230; or call 214/458-8467. Mastercard and VISA accepted.

Transportation, Wining, and Dining

The first thing you should know is that Dallas, like most major cities that grew up in the age of the automobile, is a place where you're going to want a car. There are buses that serve major hotels from the airport, plus taxis and city buses; but the distances are far, and the public transportation is less convenient than in, say, New York or Washington, D.C. On the other hand, parking at or near the Fair Park course will be very limited, so the organizers *strongly* recommend the Park-n-Ride shuttle service that will operate between major hotels (and some big shopping centers) and the track. The cost is \$5 round trip, and the number to call for Park-n-Ride information is 214/263-1877.

Getting to Dallas is easy. It's roughly equidistant from both coasts and served by several major interstates, plenty of airlines (American is home-based there), both Greyhound and Trailways and even AmTrack, though the latter stops by only three times each week. If you can't find an affordable rental car, locate one in a nearby city (Austin is 3½ hours away, Houston and San Antonio about 5 hours), and drive in. Be aware that Texas' Highway Patrol *does* enforce the Double Nickel. If you fly in and *don't* have a car, the 17-mile bus ride from the airport will cost

Dallas Grand Prix Schedule

JUNE

USA Film Festival hosts Dallas Grand Prix Racing Film Perspective at Loews Anatole Hotel.

SUNDAY, JULY 1

Charity Gala at the the Willow Bend Polo and Hunt Club, \$10 donation, proceeds to the Dallas Symphony Orchestra League (includes Concours d'Elegance, polo match, hot-air balloon launch).

MONDAY, JULY 2

Celebrity/Pro golf tournament at the Bent Tree Country Club (no charge for admission; entry fee \$300).

THURSDAY, JULY 5

Dallas Grand Prix Art Show opens at the Dallas Hilton (through July 8). Dallas Grand Prix Society cocktail reception at Club Mistral, Loews Anatole Hotel (by invitation only).

FRIDAY, JULY 6

Practice begins (all races) at Fair Park course. Dallas Grand Prix French Film Festival opens at the Loews Anatole. Midway opens at Fair Park. Dallas Garden Center begins serving lunch at Fair Park.

SATURDAY, JULY 7

Qualifying (all races). Europe/America Challenge Vintage Race. Can-Am race.

SUNDAY, JULY 8

Celebrity/Pro Race. Formula One warmup. Dallas Grand Prix Formula One World Championship Race (1:30 p.m.). Vintage Race.

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\$5-6 (depending where you're going) and cab fare runs about \$20. Call 214/574-2142 for airport bus (Surtran) and 214/827-3400 for city bus information.

Hotels are scattered, but the majority are clustered north and northwest of downtown. Flagship hotel for the GP (where the teams are staying) is the Loews Anatole in the Market Center area. It's probably full, but other Market Center hotels include a Best Western, a Holiday Inn, a Marriott, a Quality Inn, a Rodeway Inn, and a Travelodge. The Holiday Inn is offering special GP rates of \$38 single and \$42 double, as are five other Dallas-area Holiday Inns. Others on the special-rate list include the Fairmont (the Southwest's only 5-star hotel, and where most of the press will be) for \$85 single, \$105 double, and the Double Tree for \$59.90 single or double, including breakfast. Ask for the "Hotel List" when you call or write for ticket information.


Except for the major hotels, downtown Dallas tends to roll up its sidewalks at night. Best areas for dining and entertainment are North Dallas (actually Addison), Greenville Avenue (parallel to the

North Central Expressway), and McKinney Avenue (near downtown). North Dallas is pretty posh, as is Upper Greenville; Lower Greenville (below Mockingbird) tends to funky; McKinney Avenue "offers a small group of diverse options," according to Fodor's guidebook. Fodor's also warns that Dallas is known more for high-priced than for high-quality food, though there are some gems among the pomp and glitter. Hot tips include Agnew's and Enjolie (very expensive Continental cuisine), Hoffbrau Steaks and Tolbert's Chili Parlor ("Texana"), Chito's and Gonzalez (Mexican), Siam (Thai), and Kebab-n-Kurry (Indian). "Tex-Mex," which is particularly cheap, satisfying, and addictive, can be found most anywhere, but the center of Mexican restaurants and shops is the corner of Maple and Wycliff.

Finally, tips from an inside source (all inexpensive unless noted otherwise): Ribshack, Salih's, or Sonny Bryan's for Texas-style barbeque and chili; Chili's, Chip's, or Snuffers for burgers; Turtle Cove (moderate) or Aw Shucks for seafood; Black-Eyed Pea, Bubba's, or Dixie House for "Southern"; Old Warsaw (ex-

pensive) for "American-international"; Uncle Tai's (expensive) or Fang-ti China for Chinese; Herrera for Tex-Mex; Dalt's for burgers and munchies in a marble and brass vintage soda fountain setting; and Texaco Lunch Box for, believe it or not, gasoline and Chinese food (lunch only) to go.

Best singles nightlife, says our tipster, can be found at the huge Dave & Buster's on Electronic Lane near I-35 and Walnut Hill (about 8 miles north of the Loews hotel); or Studebaker's and In Cahoots, both off Central Expressway (U.S. 75), and Park Lane in the Northpark Center II shopping and restaurant area. As a holdover from strict Blue Laws, some areas require "memberships" (about \$3) to purchase drinks and some restaurants close somewhat early; call ahead to check hours and conditions.

For free tourist brochures and info: Dallas Convention and Visitors Bureau, Dallas Chamber of Commerce, Information Dept., 1507 Pacific Ave., Dallas, TX 75201; 214/954-1482. 

Just two miles east of downtown Dallas, the track site encompasses several museums, the Cotton Bowl, Dallas Coliseum, a lagoon, and even a midway with a wooden roller coaster.

