

Speed in the Heart of Texas

by DAVE ALLEN

THEY DO THINGS big in Texas. They have the largest state, the biggest oil wells, and Sunday, April 12th, they had the biggest rainstorm ever to hit that part of the country. In spite of the downpour which lasted until 9:00 A.M., the largest crowd in Texas watched the biggest sports car race to be held in these parts. Some 35,000 spectators gathered at Bergstrom Air Force Base to see the Lone Star National Sports Car Races. We might add one other weather note . . . after 9:00 A.M. the skies cleared and a very large sun made things bright and dry. Due to the fore-mentioned rain, one of the grandstands collapsed just before the start of the first race, resulting in a few minor injuries and a delay of the race.

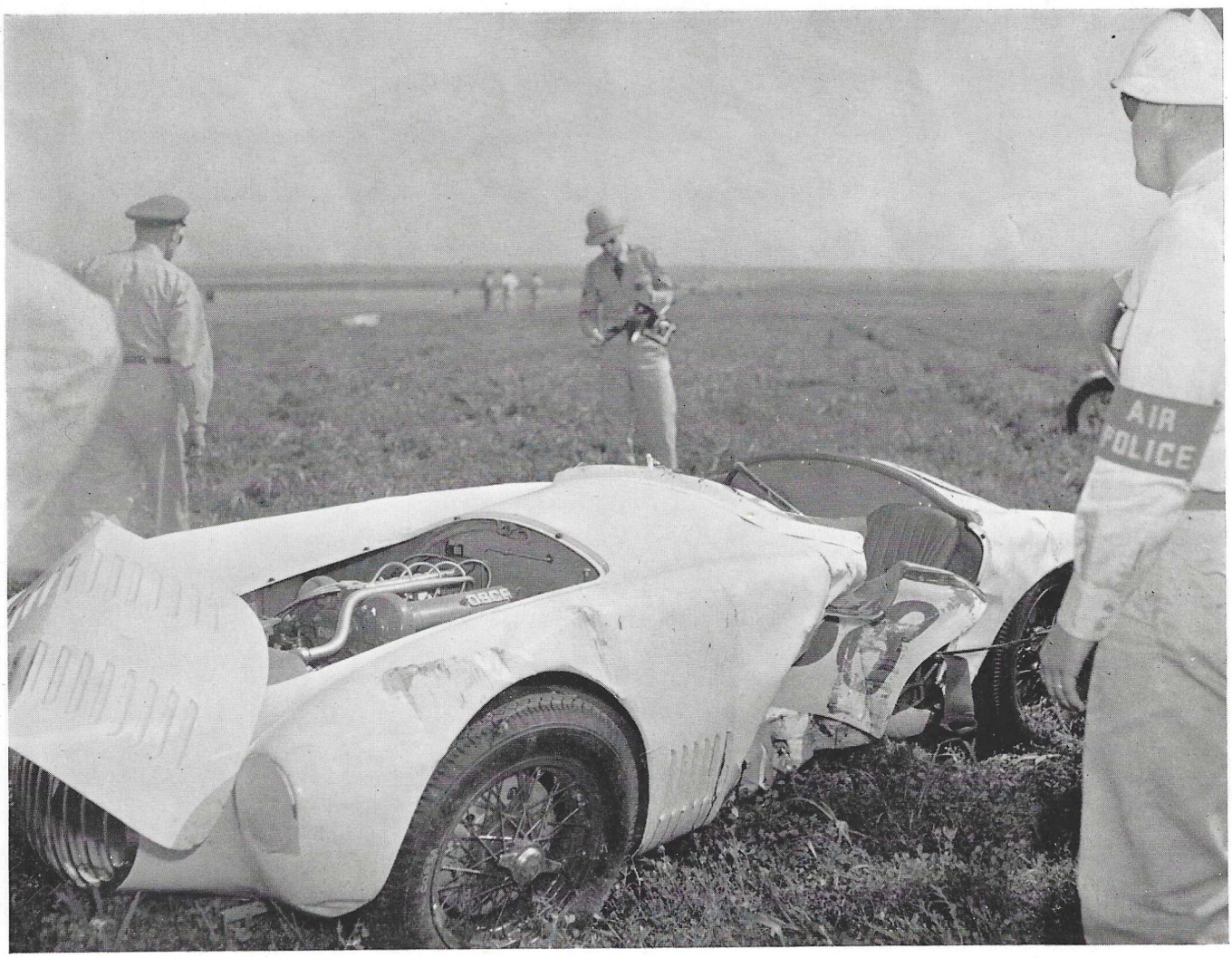
The first event was 12 laps around the 4.48 mile circuit, roughly 50 miles, for Production Sports Cars of all classes. As expected, the race developed into a class battle, with Lup Rainwater in his XK 120 coupe and Tom Newcomer in his roadster leading the Class C field, and Karl Brocken in his Porsche getting an early lead on the F Class. For the first few laps, Rainwater led by a slight margin, then he and Newcomer began swapping back and forth. By the 9th lap Newcomer had the lead and began to press a bit. At this point, Staley of Wichita Falls, Texas, in his Morgan Plus 4 went into the pits. He re-entered but the Morgan sounded far from happy with the idea. Brocken in the Porsche looked in good form and led his class easily all the way. Colonel Ray Williams carried the Bergstrom colors in his MG TD and drove a very consistent race, finishing 7th overall and 4th in his class. Bill Banes followed the two Porsches home, thus getting a 3rd place win for his beautiful MG TC. When the checkered flag came down, it found Tom Newcomer the winner closely followed by Lup Rainwater. Harold Fenner in an XK 120 was third with Karl Brocken fourth. Stella Chaney Brown of St. Louis drove her first race in an MG TD, averaging 52.3 mph for the run . . . a good show for the first time out. Complete results on this and all the other races will be found at the end of this article.

The second race, 75 miles for Modified Sports Cars, all classes, saw Bill Spear in the 4.1 Ferrari take an early lead, never to be headed. On the first trip around, Roy Scott in the Cherryhome Allard held down second spot with Fred Wacker and Jim Kimberly bumper to bumper in third and fourth. The next lap put Wacker's

8-Ball Allard in second position, Kimberly in a close third, and Scott running fourth. At this point Scott's Allard began making expensive noises and he soon retired with serious mechanical difficulties. Jack Ensley took over this spot in his Allard, followed by Walt Gray in his Olds-powered Allard. The XK 120 Cs driven by Dale Duncan, Chuck Leighton, and Frank Larson were having a bit of a dust-up by themselves while the various modified XKs gave plenty of action. The smaller cars were battling it out too, with Bobby Said in the Moffett OSCA, Jim Simpson and Rees Makins, both in OSCAs, and an assortment of MGs keeping fast company.

By the 14th lap Spear was out in front by about 17 seconds, Wacker in second with a 2 second lead on Kimberly in the 4.1 Ferrari. And so it came to the end in that order, with Jack Ensley in fourth. The Wacker-Kimberly battle was one to watch . . . 75 miles of hard racing with never more than 4 seconds separating the two! Another interesting sight was Paul Gougelman in his tiny Nardi, cleaning all the various MGs at an average speed of 65.5 . . . a very business-like machine with a very business-like driver. The international flavor was added to this affair with one entrant from Mexico City, Fred Vanbeuren with his Ford special. Promptly dubbed a "Mexican Allard," the car gave a good showing for both itself and its driver.

The third event was 23 laps or 103 miles for modified and production Sports Cars under 1500 cc displacement. Before we get into the actual race itself, there is another story to be told. It has not been and never will be the practice of Sports Car to emphasize or show pictures of accidents. We are this time, however, because herein lies a tale . . . a tale of sportsmanship and enthusiasm rarely found in any other sport. George Moffett of Mt. Kisco, N. Y. had entered his new OSCA with Bobby Said as co-driver. During practice, Moffett had a rather nasty accident, spinning off the course, hitting a concrete landing-light base, and overturning. The car was badly damaged and George was taken to the hospital. He sustained a broken leg, broken shoulder, dislocated arm, and numerous cuts. The OSCA was taken to the hanger and covered up . . . a sad sight to behold. About 7:30 that night, the night before the race, Said and the other OSCA boys decided that if no serious structural damage had been done to the machine, it should run the next day. Working with volun-



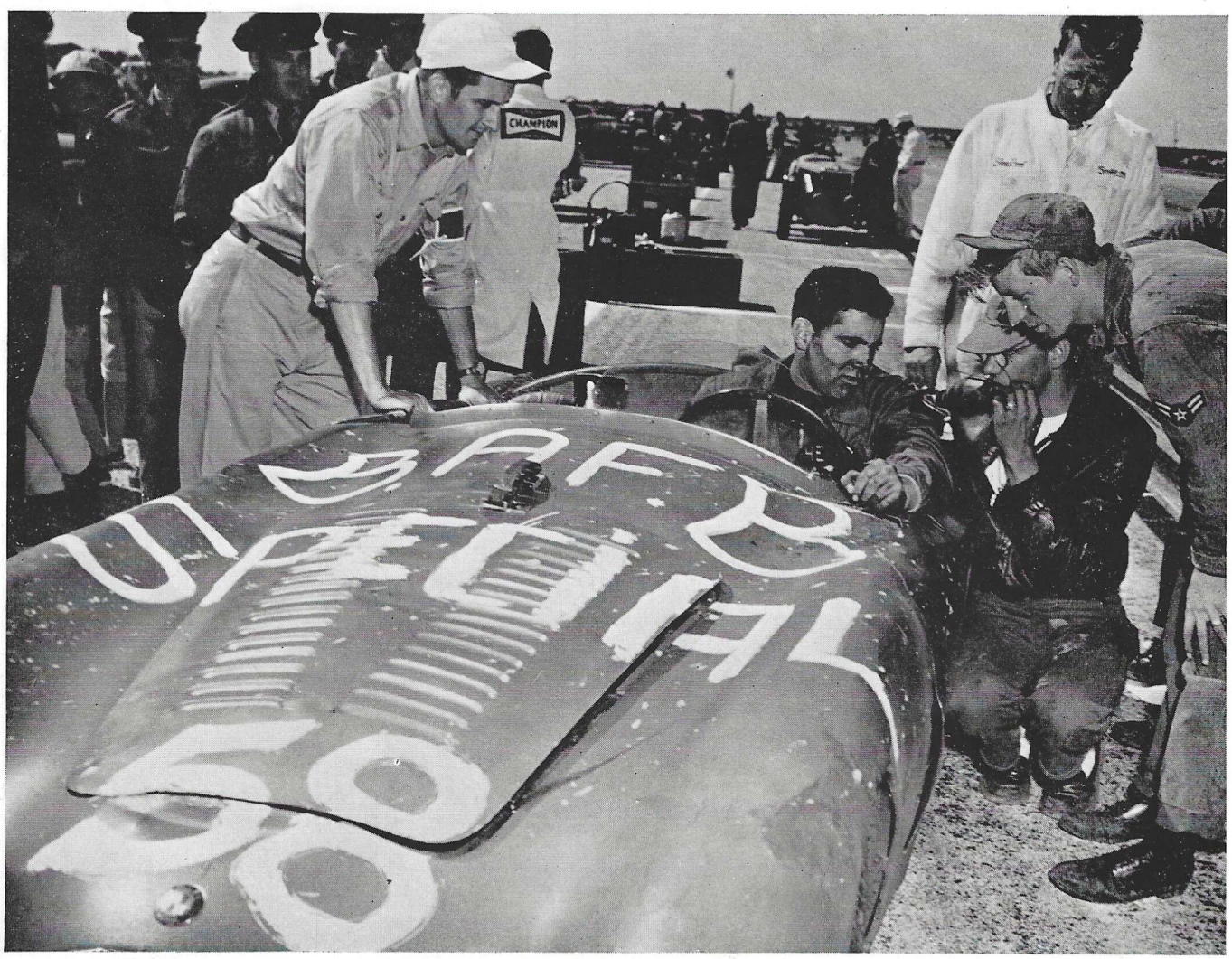
George Moffet's OSCA after spinning out during the Saturday practice. This is the "before" shot.

teers from the air base machine shop, this group labored all night to get the car back in the running. Fortunately there was no mechanical damage, but the body had to be rebuilt and all running gear magna-fluxed. At 8:30 the next morning the car, newly christened the "Bergstrom Air Force Base Special," sporting a new red paint job passed a rigid technical inspection and was ready to go. For such a show of sportsmanship the entire crew deserves special mention. Unfortunately I do not know all the names of the ones who worked on the project. However, I do know that competitors worked side by side, giving up much-needed sleep to get the car back in the race. Sports car racing as we know it is typified by this act . . . an act of clean competitive sportsmanship. For this, Said was awarded the Sportsmanship Trophy presented by the Shell Oil Company at this race.

At the drop of the green flag, Johnny VonNeuman took the lead in the Gloeckler Porsche followed by Said in the OSCA. On the first lap, Said took the lead back and held it for 6 laps. From there until the 15th lap, Said and VonNeuman exchanged the lead at least 12 times! Rees Makins was running an easy third with Fred Hill in his MG TC fourth. The Said-VonNeuman duel was a real spectacle . . . with the Porsche having a bit more steam on the straights. Bobby, unmindful of the lack of sleep, drove a beautiful race in spite of all his past obstacles, and the OSCA, although not a thing of beauty on the exterior, proved that it may have been down, but it was far from out.

On the 15th lap, Said was in the lead by 4½ seconds, lapping the circuit at 80.5 mph. From that point on he built the lead up to 12 seconds in the 20th lap. In the 21st time around, VonNeuman closed the gap a bit, cutting down Said's lead to 9½ seconds. On this lap, Said was timed through the speed trap on the main straight at 122 mph. Going into the last lap, Said was leading by 14 seconds and received the checkered flag with 12 seconds to spare. VonNeuman was second, Rees Makins third and Fred Hill fourth. It was a spectacular race and a very happy driver, one Bobby Said, who with the help of his competitors, had done what seemed impossible.

The fourth race, 200 miles for modified and produc-



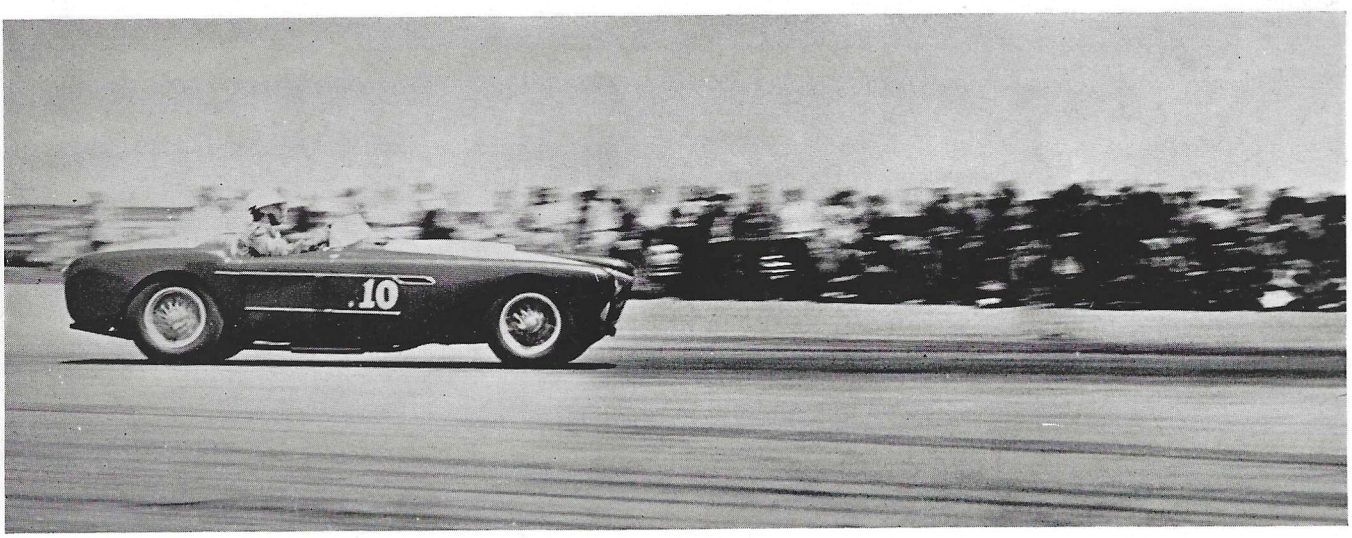
And here's how the Moffett OSCA looked after an all-night restoration job. Bobby Said in the "Bergstrom Air Force Base Special," after winning his class in the second race, seems to be asking, "Will she hold together for one more?" Answer; "It sure did!"



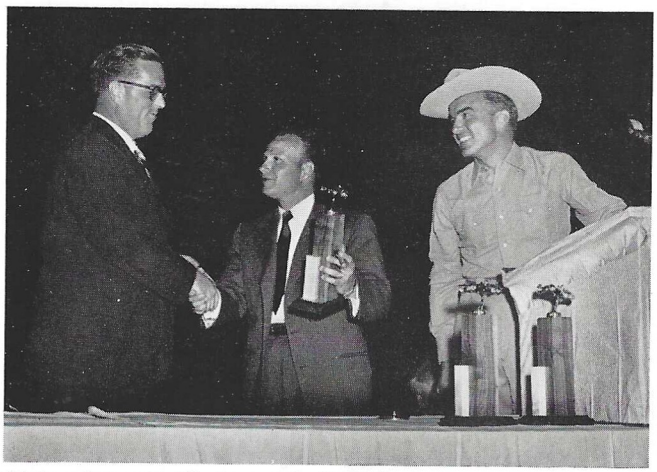
A typical shot of the Said-VonNeuman battle during the third race. Here Bobby leads Johnny through one of the sharp bends.

tion Sports Cars over 1500 cc displacement, was preceded by a show, rarely seen by race fans. Four Air Force Helicopters put on a square dance! In case you think the Texas heat had your writer seeing things, I wish to state that 35,000 people can corroborate this statement! Complete with music and a caller on the public address system, these four weird machines did some precision flying that was a sight to see. As we mentioned before, they do things real big in Texas.

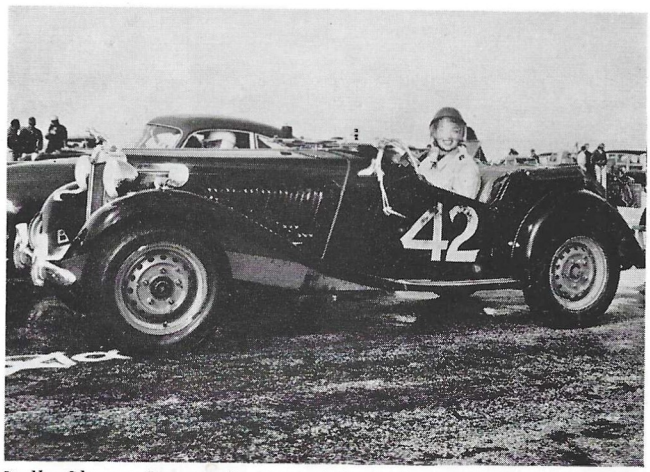
Jim Kimberly took the lead at the start with the 4.1 Ferrari with Phil Hill in the Alex Thompson XK 120C in second and Wacker's 8-Ball Allard in third. Bill Spear did not start his 4.1 Ferrari in this one, having suffered mechanical troubles after the first race. Following the first three was Masten Gregory in his XK 120C, Jack Ensley in the Allard and Frank Larson in his C. Gentleman Jim set a sizzling pace right at the start, being timed through the traps at 137 mph on the second lap. Sherwood Johnston, in the Art Feuerbacher XK 120 C was running a bit back in the pack, but set a good time of 127 mph through the traps on that lap. On the third lap, the Crimm Modified Jag with Carrol Shelby on board came into the pits and made like Old Faithful. After a long tall drink, it went back in, only to retire later in the race with the same difficulties. Into the fourth lap, Kimberly was leading by 7 seconds with Wacker second, and Hill in number 3 spot. On the fifth time around, Wacker was missing, Hill had taken over second place, Gregory was third, and the terrific pace was beginning to thin out the



Bill Spear, Southport, Conn. at speed on the main straight during his victorious run in the second race.



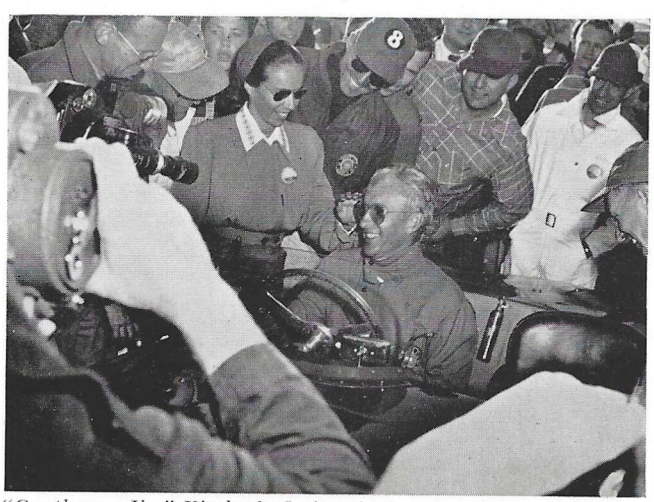
Victory banquet, Western style. Fred Cook, R. E. of the Texas region and Chief Steward of the race presents trophy to Bill Spear, while President "Texas Fred" Wacker looks on.



Stella Chaney Brown, St. Louis, Mo. in her stock MG TD. Stella turned in a fine performance for her first race and is looking forward to the next one.



Mexico's entry in the Lone Star Races. The Ford special driven by Fred Vanbeuren, Mexico City gets the ok during Technical Inspection. Fred is the second from the right in the white shirt.



"Gentleman Jim" Kimberly flashes the familiar victory smile after winning the 200 mile event.



E. Tom Newcomer, Overland Park, Kansas looks pleased with his mount after winning the first race.

field. As Wacker described his car later, "It was going like a bomb . . . BOOM!"

The lead positions remained unchanged up through the 13th lap, but Hill had closed in on Kimberly, leaving a scant 6 seconds between them. Hill's brilliant performance in the smaller displacement Jag is a great credit to his driving ability . . . nothing new to sports car fans.

In the 18th lap Johnston went out with the XK C having gear box troubles, and Hill took the lead from Kimberly . . . a lead of about 2 feet! The next time around found the Ferrari back in front and Chuck Leighton in the Feuerbacher XK Silverstone experiencing cooling troubles that ended in retirement in the 23rd lap.

Lap 28 produced the following: Kimberly, Hill, and Gregory in the first three with Jack McAfee in the Devin Ferrari coupe in fourth, Jack Ensley fifth, and Frank Larson in the XK C holding down sixth spot. On the 30th lap, Kimberly set the speed trap record, going through the A trap at a cool, or rather, hot 150 mph! He averaged a handy 88 mph lap speed on that one. Positions remained unchanged until the 39th lap when Frank Larson moved into fifth spot, putting McAfee back in sixth. On the 40th round, Hill hit a nice 142 mph run through the traps . . . a rather creditable showing for a Jaguar. Positions remained unchanged from there on in, with Kimberly winning by 6 seconds, followed by Hill, Gregory, Ensley, Larson, McAfee, and Gray.

It is very difficult to give credit to everyone responsible for making this race a success. Special mention should go to Major Ed Craig from Eglin Air Force Base who, with his team of timers, known as Craig's Merry Men, made the speed trap times available. Capt. Thad Brannon, Project Officer of the Bergstrom Base, and all his assistants worked long hours, overcoming serious obstacles, to make the event possible. Thanks go to Col. Ben Lichty, Base Commander, Col. C. T. Edwinson, Division Commander and to all their staffs for making our stay a pleasant one. And to all the officers and airmen of Bergstrom Field whose work and effort played such an important part in this event we offer our most sincere thanks. Our gratitude goes to the chairmen and members of the various committees, W. B. Smith, Fred Cook, Milton Ferris, Jim Hall, and the many others who gave their time and effort.

OFFICIAL RESULTS

1ST RACE 50 MILES FOR PRODUCTION SPORTS CARS—OVERALL

Position	Driver	Car	Class	Avg. Speed	Best Speed Thru Traps A Trap	B Trap
1.	E. Newcomer	XK 120	C	74.9 mph	116 mph	105 mph
2.	L. Rainwater	XK 120	C	74.8	120	114
3.	H. Fenner	XK 120	C	67.7	111	102
4.	K. Brocken	Porsche	F	66.0	97	88
5.	R. Richter	Porsche	F	64.8	109	96
6.	W. Banes	MG TC	F	60.4	80.5	78
7.	R. Williams	MG TD	F	60.3	83	75
8.	J. Stanley	Morgan	D	57.4	88	86
9.	S. Brown	MG TD	F	52.3	81	73
10.	H. Clifford	Crosley	H	51.2	68	63

CLASS C

1.	E. Newcomer	XK 120
2.	L. Rainwater	XK 120
3.	H. Fenner	XK 120
4.	J. Staley	Morgan

CLASS F

1.	K. Brocken	Porsche
2.	R. Richter	Porsche
3.	W. Banes	MG TC
4.	R. Williams	MG TD
5.	S. Brown	MG TD
6.	H. Clifford	Crosley (Only Class H)

2ND RACE 75 MILES FOR MODIFIED SPORTS CARS—OVERALL

1.	W. Spear	Ferrari	C	85.7 mph	146 mph	136 mph
2.	F. Wacker	Allard	B	85.6	141	129
3.	J. Kimberly	Ferrari	C	85.5	149	141
4.	J. Ensley	Allard	B	83.15	129	118
5.	D. Duncan	XK 120C	C	82.8	142	133
6.	C. Wallace	XK 120C	C	80.95	140	128
7.	W. Gray	Allard	C	80.4	133	125
8.	F. Larson	XK 120C	C	79.6	134	121
9.	C. Leighton	Jag. Silv.	C	79.5	131	115
10.	R. Schroeder	XK 120	C	79.1	126	115
11.	G. Koehne	XK 120	C	79.0	120	120
12.	F. Vanbeuren	Ford Spl.	C	76.5	124	106
13.	A. Thomson	XK 120C	C	75.4	134	118
14.	R. Lavely	XK 120	C	75.2	124	109
15.	B. Said	OSCA	F	74.3	119	106
16.	J. Simpson	OSCA	F	71.0	106	104
17.	R. Makins	OSCA	G	70.8	108	97
18.	P. Gougelman	Nardi	H	65.5	96.5	91
19.	H. Fenner	MG TD	F	67.4	88	89
20.	F. Hill	MG TC	F	67.1	93.5	88
21.	B. Bartendale	MG TC	F	64.6	98	87
22.	J. Mays	Fibre Spts.	G	63.6	91	87
23.	R. Samuelson	Siata	H	62.5	90	81

2ND RACE 75 MILES FOR MODIFIED SPORTS CARS—OVERALL—*Continued*

Position	Driver	Car	Class	Avg. Speed	Best Speed Thru Traps A Trap	B Trap
24.	C. Shelby	MG TC	F	62.0	96.5	90
25.	H. Clifford	Crosley	H	61.6	85.5	80

CLASS B

1.	F. Wacker	Allard
2.	J. Ensley	Allard

CLASS C

1.	W. Spear	Ferrari
2.	J. Kimberly	Ferrari
3.	D. Duncan	XK 120C
4.	C. Wallace	XK 120C
5.	W. Gray	Allard
6.	F. Larson	XK 120C

CLASS F

1.	B. Said	OSCA
2.	J. Simpson	OSCA
3.	R. Makins	OSCA (Class G Moved up to F)
4.	H. Fenner	MG TD
5.	F. Hill	MG TC
6.	B. Bartendale	MG TC

CLASS H

1.	P. Gougelman	Nardi
2.	R. Samuelson	Siata
3.	H. Clifford	Crosley

3RD RACE 100 MILES FOR MODIFIED AND PRODUCTION SPORTS CARS UNDER 1500CC.—OVERALL

1	B. Said	OSCA	F Mod.	79.2 mph	122 mph	114 mph
2.	J. VonNeuman	Porsche	F Mod.	78.9	123	110
3.	R. Makins	OSCA	G Mod.	71.4	111	108
4.	F. Hill	MG TC	F Mod.	67.25	95	88
5.	R. Richter	Porsche	F	66.7	103	95
6.	P. Gougelman	Nardi	H Mod.	66.1	97	91
7.	R. Samuelson	Siata	H Mod.	64.25	90	84
8.	J. Harbour	MG TD	F	62.6	83	80
9.	G. Wright	Jupiter	F	57.9	89	83
10.	H. Clifford	Crosley	H Mod.	67.8	85	82

CLASS F MODIFIED

1.	B. Said	OSCA
2.	J. VanNeuman	Porsche
3.	R. Makins	OSCA (Only G Entered)
4.	F. Hill	MG TC

CLASS H MODIFIED

1.	P. Gougelman	Nardi
2.	R. Samuelson	Siata
3.	H. Clifford	Crosley

CLASS F PRODUCTION

1.	R. Richter	Porsche
2.	J. Harbour	MG TD
3.	G. Wright	Jupiter

4TH RACE 200 MILES FOR MODIFIED AND PRODUCTION SPORTS CARS OVER 1500CC.—OVERALL

1.	J. Kimberly	Ferrari	C Mod.	86.4 mph	150 mph	142 mph
2.	P. Hill	XK 120C	C Mod.	86.3	140	142
3.	M. Gregory	XK 120C	C Mod.	85.3	139	131
4.	J. Ensley	Allard	B Mod.	82.4	126	127
5.	F. Larson	XK 120C	C Mod.	81.9	134.5	133
6.	J. McAfee	Ferrari	C Mod.	79.4	141	122
7.	W. Gray	Allard	B Mod.	76.3	126.5	123
8.	L. Rainwater	XK 120	C	75.3	121.5	119
9.	R. Schroeder	XK 120	C Mod.	75.0	127.5	118
10.	E. Newcomer	XK 120	C	72.7	119.5	116
11.	E. Vanbeuren	Ford Spl.	C Mod.	69.8	121	116

CLASS B MODIFIED

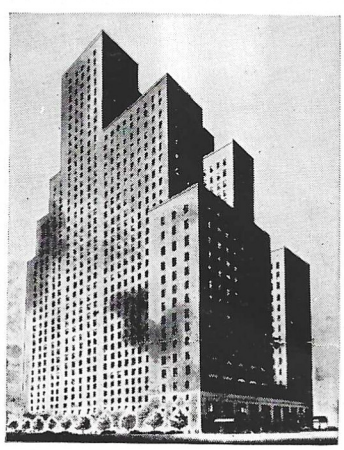
1.	J. Ensley	Allard
2.	W. Gray	Allard

CLASS C PRODUCTION

1.	L. Rainwater	XK 120
2.	E. Newcomer	XK 120

CLASS C MODIFIED

1.	J. Kimberly	Ferrari
2.	P. Hill	XK 120C
3.	M. Gregory	XK 120C
4.	F. Larson	XK 120C
5.	J. McAfee	Ferrari
6.	R. Schroeder	XK 120



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