

THE VINTAGE AND HISTORIC RACING NEWS MAGAZINE

Vintage Race Reports. Schedule.
Cars for Sale, Auctions and More

VICTORY LANE®



Bridgehampton

January 2016: Volume 31, No. 1
\$6.95 USA, \$7.95 Canada

SVRA U.S. Vintage National Championships Circuit of the Americas



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CSRG at Sonoma Raceway

– CONTENTS –

VINTAGE AND HISTORIC RACE REPORTS

- 24 CSRG Charity Challenge**
Oct. 2-4, 2015, Sonoma Raceway, California
– by *Brian F. Rose*

- 33 Maryhill Loops Vintage Hill Climb**
Oct. 3-4, 2015, Goldendale, Washington
– by *Marc Schechter*

- 34 DAARA Fall Dirt Nationals**
Nov. 12-14, 2015, Marion County Bullring, Florida
– by *Geoff Yoder*



- 36 VDCA Palm Beach Road Race Classic**
Nov. 14-15, 2016, Palm Beach International Raceway, Florida
– by *Sandy Jackson*

- 38 HSR Savannah Speed Classic**
Oct. 21-25, 2015, Grand Prize of America Circuit, Georgia
– by *Rick Bennett*

- 42 HSR Atlanta Fall Historics**
Sep. 18-20, 2015, Road Atlanta, Georgia
– by *Nick Francis*

- 48 SVRA U.S. National Championship**
Nov. 4-8, 2016, Circuit of the Americas, Texas
– by *Don Gwynne*

- 59 SVRA Mardi Gras in October**
Oct. 8-11, 2015, NOLA Motorsports Park, Louisiana
– by *Steve Gorwitz*

- 61 RMVR Oktoberfest Spooktacular**
Oct. 24-25, 2015, Pikes Peak International Raceway, Colorado



COVER

- 24 CSRG**
#43 Russ Uzes, Corvette
photo by Bob Pengraph

- 30 Bridgehampton**
#42 Briggs Cunningham,
Ferrari 166, at Bridgehampton
in 1951
courtesy of Art Evans

- 48 SVRA**
#42 Mike Kaske,
1964 Causey Special;
#23 Guy Tolomeo,
1963 Lotus 23.
photo by Don Gwynne

**2016 Schedule
p. 67**



Table of Contents continued on page 7

SVRA U.S. Vintage Racing National Championship

Circuit of the Americas, Texas

Nov. 4-8, 2015

— story by *Don Gwynne*

SVRA has become known in recent years for putting on well attended and well run vintage racing events at some of the nation's best known venues, including VIR, Sebring, Road America, Watkins Glen, Indianapolis Motor Speedway, Coronado, Sonoma, Mid-Ohio, NOLA Motorsports Park and, recently, the Circuit of the Americas, home of the U.S. Grand Prix.

Bad weather was a big part of the story this year at COTA, both during the Formula 1 weekend and afterwards, leading up to the SVRA event. High winds, heavy rain, and possibly even a tornado did a lot of damage to COTA not long before transporters were due to start arriving on 3 November. SVRA President Tony Parella was effusive in his praise for the COTA staff and his own SVRA staff for getting the circuit back to good condition just in time. It would be difficult to overstate the amount of hard work that was accomplished in the weeks just before the U.S. Vintage Racing National Championship races.





#22 James Cotcher, 1998 Ford Spec Racer;
#071 Maor Primo, 1971 FIAT 124 Coupe;
#24B Jerry Barker, 1963 Triumph Herald.

photo by Don Gwynne



photo by Don Gwynne

#6 Dan Cowdrey, 1966 Lola T70 Mk II; #11 Merc Davis, 1965 Lola T70 Mk I; #10 James Cullen, 1970 Lola T70 Mk IIIB.

SVRA's Vintage Racing Nationals 2015 included 11 Championship race groups and a pair of hour-long enduros. COTA's 20-turn, 3.4-mile track includes several elevation changes, among them a 133-foot climb from the front straight up to the iconic Turn 1 hairpin.

This was the third year for SVRA's National Championship event, all at COTA. The pre-

could glean to insure success on COTA's challenging track. Several of the 2015 Bell Helmet winners at COTA this year are TOP graduates. SVRA's TOP has proven to be a great resource for drivers looking for more detailed, accurate and data driven knowledge about how to get around this great track quickly. Your author took part in TOP at COTA last year, and is hoping there will be a TOP class at NOLA next year.

Thursday was a practice day, all day. Jaguar provided the pace car, and hosted an autocross in an adjacent parking lot. The event was free, any adult could sign up and thrash a hot new Jaguar F-Type around the autocross track. Really! Way cool.

Friday saw drivers in 11 race groups take part in qualifying sessions, then in the early afternoon, there were five qualifying races (Groups 3 and 4, Groups 5 and 7a, Group 10, Group 2, and Group 8). SVRA defines their race groups as follows:

- Group 1: Pre-1973 small bore production
- Group 2: Pre-1973 open wheel
- Group 3: Pre-1973 medium displacement production
- Group 4: Pre-1960 limited sports racers; pre-1969 larger displacement production
- Group 5: 1960-1972 WSC, WMC; pre-1969 Can-Am; pre-1969 large displacement production
- Group 6: Pre-1973 big bore
- Group 7: 1984-2008 Sports 2000; post-1967 Can-Am; post-1970 WSC; post-1972 2-liter sports cars
- Group 8: 1973-1985 production
- Group 9: 1973-2009 wings & slicks open wheel
- Group 10: 1973-1999 GT; post-1967 over 6-liter sports cars; NASCAR and Nationwide stock
- Group 11: 1973-2008 GTP/Group C, ALMS, WSC, Grand Am prototype

SVRA also hosted a Classic Car Show at COTA on Saturday morning. All Classic, Vintage, Exotic and Collectible Cars and Motorcycles of interest were invited, and the show was well attended.

Saturday began with four more qualifying races (Group 7b and 11, Group 1, Group 6 and Group 9). A brief warm-up session for Trans-Am cars followed. Then (before lunch) commenced the one hour Vintage/Classic Enduro for Groups 1, 2,3,4,5a, 6a and 8. A mandatory pit stop lasting several minutes was a regulatory part of the Enduro, giving time for refueling and driver change. Refueling crews were required to wear protective clothing. Most simply wore drivers suits, but some teams sported snazzy pit crew uniforms and protective gear made for the purpose.

With 34 cars coming to the damp false grid for the Enduro, Frank Beck sat on pole for the **VINTAGE/CLASSIC ENDURO** in his #59 1972 Porsche 914/6, and led much of the race, only to be disqualified. The team of Sean and Daniel Brown introduced the spectators



photo by Chuck Andersen

#979 Michael Saxe, 1974 Porsche 911; #55 David Leyvas, 1973 Porsche 911 RSR.

race event schedule included test sessions on Wednesday, and SVRA's increasingly popular Track Orientation Program (TOP). For a fee, drivers can receive high quality instruction on driving the particular track, including ride-arounds in vans with instructors giving advice and answering questions on the move. Chalk talk, and seat time in your own car are also part of TOP.

Assisted by Ron Zitz, Ray Snowden, Alex Miller and David Bearden, Chief Instructor Peter Krause insured that there were lengthy "van arounds" providing a good foundation. Three on-track sessions in their own cars plus detailed handouts and video review were the main benefit.

TOP attendance was up this year to 51 entrants, several of which were repeat participants, anxious for any advantage they



photo by Don Gwynne

#30 David Hale, 1985 Lola T598; #42 Mike Kaske, 1964 Causey Special.

to what a well-prepared, well driven English sedan can do, with their #85 1975 Mk 1 Ford Escort RS crossing the line about thirty seconds after Beck, but inheriting the overall win after Beck's DQ. Craig Lyons crossed the finish line in his #243 1967 Porsche 911S behind the flying Escort and ahead of Lee Giannone's #12 1966 Porsche 911, but was subsequently penalized three laps, dropping him down to a 28th overall spot. Giannone was thus ranked as second overall in the final results, with Tom Briest's #71 1970 Porsche 914/6 third. As for the weather, it wasn't really raining so much as just occasionally spitting, but it made for a slippery track during parts of Saturday's racing.

Following lunch came the first of the Championship races, with 26 **GROUP 8** cars coming to the grid. Ron Zitza sat on the pole position in his #71B 1970 Porsche 914/6, with Lee Giannone alongside in his #13 1966 Porsche 911. On the second row was Richard Nichols' #14 1971 Datsun 240Z inside, and Tom Briest's #71 1970 Porsche 914/6. And



photo by Chuck Andersen

#46 Jody O'Donnell, 1969 Corvette.

after more than 20 minutes of racing, that is how the official race results read. That omits the biggest come from behind story of the weekend, however. During the pace lap, Sean Brown encountered a problem with his #85 1975 Mk 1 Ford Escort RS, but with some help, got things put right in time to take the green flag in dead last position. It wasn't long before people began to notice his masterful charge up through the field in the white/yellow/black Escort. He eventually reeled in the race leader, Ron Zitza, and after going wide at the last turn of the last lap, out dragged the Porsche to take the checkered flag by just a tenth of a second. Sadly for Brown, he was later disqualified for receiving outside mechanical assistance at the race start. Still, it was a masterful drive, and fun to watch.

Next came the championship race for a total of 38 **GROUP 6** cars. Frank Beck started on the pole in the same #59 1972 Porsche 914/6 that he drove in the Vintage/Classic Enduro, with Fritz Seidel alongside in his #85D 1973 Porsche 911 IROC RSR. Second row consisted of Curt Vogt's #23D 1970 Ford Mustang Boss 302, with Bill Keith's

#17C 1973 Porsche 911 RSR alongside. After the green flag, Beck led the first lap, only to be passed by Seidel and Edward Sevadjian's big block #36 1969 Corvette. Seidel regained the overall lead briefly on lap 6, but Sevadjian retook the lead and took the checkered flag. Seidel finished second, only a little

more than one second later. Todd Treffert placed third in his #14 1974 Porsche 911.

Twenty two of the **GROUP 9** "wings & slicks" open wheel cars came to the grid for their Championship race. James French was on pole in his #8 1997 Benetton B197, with Hans Ada alongside in his #3 2006 Swift 16. The second row inside position was held by

Jacek Mucha's #07 2006 Swift 16, with Chris Farrell alongside in his #35A 1979 Ralt RT2. James French turned the fastest lap (1:53.202) during his flag to flag romp to victory. No other Group 9 driver achieved an under a two minute lap, in comparison. Hans Ada held second overall, also from flag to flag. Bruce Hamilton moved up steadily from his sixth starting position

to finish third. Chris Farrell finished fourth, with everyone else finishing at least one lap down on the first four.

The last race on Saturday was a 100-mile, 30-lap Trans Am race, Round 11 of the Contemporary Trans Am Series. This was the first Trans Am Series race at COTA. It was touted to be a big battle between Amy Ruman and Paul Fix, who were only separated by 11 points. Track conditions were cool (57°) and windy; morning showers gave way to cloudy skies and the track started to dry for this last race of the day.

Paul Fix held the pole position in his #4 Stopflex/CarCoach/RoyalPurple/Well-Worth Chevrolet Corvette. Amy Ruman was set to start her No. 23 McNichols Company/Don Sitts Auto Chevrolet Corvette fifth on the grid. Ruman, however, blasted up to 2nd place by the exit of turn one. The one-two



photo by Chuck Andersen

#44 Jim Malone, 1968 Triumph TR6; #43B Brian Pettey, 1972 Datsun 510; #19 Bob Borden, 1971 Porsche 911; #101 Mark Eskuche, 1966 Porsche 911S.

pair of Fix and Ruman led the rest of the pack for a dozen laps, before Ruman took over the lead when Fix suffered a transmission failure on lap 12. After a series of cautions, Michael Lewis in the #12 Autocon Motorsports Jaguar XKR and Cliff Ebben in the #36 Stumpf Ford/McMahon Group put on a true Trans Am showdown in the final laps of the race, with Ruman edging both of them out for the win on the final lap of the race. The first four cars crossed the finish line within two seconds of each other after an hour of racing. Amy Ruman also received the Coolshirt Systems "Cool Move of the Race" for her final pass for the lead over Cliff Ebben on the last lap of the race.

In a truly impressive maintenance performance, the Paul Fix pit crew actually removed the failed gearbox, installed a new gearbox, and got Paul back out of the garage before the Trans Am race was over. He had hoped to get back into the fray to earn at least one more point, but alas, the last lap had already commenced and he was held at pit exit and not allowed to rejoin. Still, bravo to Paul's team for an incredible effort. Your author watched and photographed the entire transmission replacement, mesmerized. But I forgot to start a stopwatch. My best guess is that they got Paul back onto the pit road in about 20 minutes or so.

After the track went cold, there was still plenty to see and do at COTA. The Motostalgia



photo by Chuck Andersen

#11B James French, 1997 Jordan 197; #8 Brian French, 1997 Benetton B197.



photo by Will Mederski

#80 Jim Kelleher, 1980 March 80A/79 Aero; #65 Douglas Schumacher, 1980 Argo JM8.

Auction went on in the Media Center Banquet Hall simultaneously with a "Texas Sized BBQ" dinner. A lot of beautiful cars went across the auction block, but the big sale of the evening was Lot #S11, a silver 2005 Mercedes-Benz SLR McLaren, which sold at \$407,000. Amphibian fans may be interested in Lot #S19, a red 1964 Amphicar 770, which sold for \$55,000. The Marshall Tucker Band put on a great live show starting at 7 pm.

The first Championship race on Sunday morning was for 20 minutes plus one lap, combining **GROUPS 5 AND 7A** together. Mark Coombs started the race in pole position driving his Group 7a #77 1990 Lola T90/90, with Fritz Seidel alongside in his Group 7a #02 2004 Carbir CS2. The second row inside slot was taken by John Boxhorn in his Group 5 #89 1984 Tiga SC84. Paul LaHaye rounded out the second row in his Group 7a #72 1989 Lola T90/90. Behind them came 25 more Group 5 and Group 7a sports racing cars. Fritz Seidel took over the lead after the first lap was complete, and was never headed. Seidel went on to take the overall win and the Group 7a class win. Although Seidel managed to get past him, nobody else was able to take the second spot away from Mark Coombs, who finished second overall and second in Group 7a. Dan Cowdrey, on the other hand, took his #6 1966 Lola T70 Mk II up steadily through the field from twelfth on the grid to finish third overall and first in Group 5. From near

the bottom of the starting grid, Marvin Hodges posted a good drive to come from 28th up to finish 13th overall in his Group 7a #66 Lola T598. Marvin had the misfortune of coming in on a rope during the qualifying session, hence his starting position at the back for the Championship race. I seemed to keep bumping into his family members all weekend long; like so many vintage racers, he is very fortunate to have such enthusiastic support.

Next up was **GROUP 1**, a combination of small bore mass-produced small sports cars and sedans built prior to 1973, open wheeled Formula Juniors built from 1956 to 1963, and Formula Vees. Robert Hoemke was on pole driving his #4 1962 Cooper T59 Formula Junior, with Ed Moore alongside in his similar #8B 1962 Cooper T59 Formula Junior. Sharon Adelman was gridded on the inside of the second row in her #97 1963 Brabham BT6 Formula Junior. Next to her sat Tom O'Grady in his #53 1962 Cooper T59 Formula Junior. A pair of rarer cars made up the third row, with Jeff Anderson on the inside driving his #22 1961 Lotus 20/22 Formula Junior and Robert Rodgers driving Ugo Piccagli's #19 1959 Taraschi FJ2 car. The fourth row was the first we saw of a sports car, with Randy Riney on the outside in his F Production #45 1963 Austin Healey Sprite. When the green flag waved, Ed Moore got in front of Robert Hoemke and held first overall for four laps, then Hoemke briefly led two laps before Moore got back in front and held it to the end, for first overall and first in FJ1 class. Bob Koons, driving his #61 1961 Lotus 20 FJ1,

rose up to third overall by the second lap after starting in seventh overall, and held it to the checkered flag. Similarly, Lee Fleming took his F Production #77C 1969 MG Midget from ninth on the grid up to finish fourth overall, and the FP class win. Dennis Racine took the C Sedan class win in his #51 1965 Austin Mini Cooper S. First of the Formula Vees at the finish line was Dwight Calkins driving his #87 1972 Lynx B, in 14th overall. John Furlow Jr. scored the H Production class win in his #38 1959 Abarth Allemano at 21st overall, with Robert Mackenzie winning G Production in 28th overall in his #62 1962 Triumph Spitfire. Robert Rodgers won FJ2 in the Taraschi at 33rd overall.

Following the Group 1 race, 34 cars lined up for the (90 minutes + two mandatory pit stops) **HAWK PERFORMANCE HISTORIC GT/GTP ENDURO** for Groups 5b, 6b, 7, 9, 10 and 11. Although one might think that qualifying grid positions don't play as big a role in the final results when the race goes for an hour and a half with two pit stops, this didn't seem to be the case here. The first overall finisher, Bruce Hamilton,



photo by Chuck Andersen

#28 Paul Raby, 1964 MGB.

was gridded fourth in his #85 2008 Dallara Infinity. The second overall finishers, Lee Brahin and Skylar Robinson, were gridded third in their #4 1999 Dallara Infinity. The third overall finisher, Travis Engen, was gridded second in his #2 2005 Audi R8 LMP. Unfortunately, the polesitter, Roberto Garcia, didn't have much luck in his #74 1999 Riley & Scot Mk III GTP car, not completing even the first lap. Incredibly, after 90 minutes of racing and a pair of mandatory five minute pit stops, Bruce Hamilton's margin of victory was only 0.4 seconds over the team of Brahin and Robinson.

Following the lunch break, **GROUPS 7B AND 11** ran their combined Championship race. The Group 11 cars occupied the first seven finishing positions, as could be expected. Theo Bean IV's GTP3 #12 2008 Courage Oreca LMP1 sat on pole, and led every lap to take the overall win. Toby Bean started his GTP2 #641990 Chevrolet Intrepid



photo by Don Gwynne

#24 Bill Treffert, 1960 Lotus Corvette; #99 Thor Johnson, 1959 Lotus 17.

on the second row, but moved into second overall before the end of the first lap, which is where he eventually finished, some 45 seconds behind Theo. Jacek Mucha started on the inside of the second row, and ultimately finished in fifth overall, first in GTP1. Scott Walton started in fifth slot driving his #07A 2000 Qvale Mangusta, and finished sixth overall and first in TA2. Cal Meeker finished in eighth overall to place first in Group 7 BSR.

GROUPS 3 AND 4 ran their combined Championship race next. Stephen Steers started the race from the inside of the second row in his Group 4 #66 1958 Echidna Roadster, but moved up after the first lap to lead overall until taking the checkered flag and the B Modified class win. Phil Mulacek started on the outside of the front row, and after a brief stint behind Bill Treffert on laps 3 through 6, wound up finishing second overall to win the B Production class in his Group 4 #66A 1964 AC 289. Polesitter Bill Treffert's Group 4 #24 1960 Chevrolet Corvette led the first lap, then settled into third overall at the finish, only to be disqualified during SVRA's post-race scrutineering for being underweight. Thor Johnson started fourth in his Group 4 #99 1959 Lotus 17 and finished third overall, winning the F Modified class. The Group 3 #8A 1964 Alfa Romeo TZ-1 driven by Joseph Colasacco started in 14th but moved up rapidly during the first three laps, to eventually finish fourth overall and first in C Production. Joe set the fastest lap of the race (2:39.606) during his charge up to fourth. Dawn Myers started in 13th in her Group 3 #189 1961 MGA but worked her way up to ninth overall to win E Production. Steve Patti started in 18th driving his Group 3 #54 1963 Ginetta G4.

He didn't get a particularly good start, falling back to 22nd overall on the first couple of laps, then steadily fought his way up to finish 12th overall, winning D Production. Maor Primo drove his Group 3 #071 1971 Fiat 124 Sport Coupe from 19th up to finish 15th and win the B Sedan class. Taylor Fudge drove his father's Group 4 #56 1956 Lister-Maserati A6GCF to 15th overall and the D Modified win. John Furlow Sr.'s Group 4 #37 1954 Kurtis 500KK finished in 28th overall to win the C Modified class.

A large (35 cars) **GROUP 2** open wheel field put on a good show. Bruce Hamilton started in pole position driving his Formula B #7 1970 Brabham BT36, but it was not to last. Randall Smith, who started next to Hamilton, got past during the first lap, eventually finishing in second overall driving his Formula B #148 1969 Brabham BT29. Hamilton eventually finished the race in seventh overall, seventh in FB. Wade Cunningham was the first Formula Ford to cross the finish line. His #122 1972 Titan started in tenth position, and with three laps to go, moved into ninth overall and stayed there to win FF. Jerry Thompson finished 16th overall to come first in CF class driving his #116 1979 Lola T540. Bruce Revenaugh finished 30th overall in his #24 1960 Lotus 18-F1 to win the FA class.

The last race of the weekend was for the bellowing **GROUP 10** cars. Ike Keeler took



photo by Chuck Andersen

#17C Bill Keith, 1973 Porsche 911RSR; #31 Seth Higgins, 1973 Porsche 911 RSR

pole position, fastest lap (2:18.423) and finished first overall to win GT1 driving his #5 1990 Oldsmobile Cutlass. Sean Ryan started on the outside of the front row, and ran the entire race in second overall. He eventually won the SC3 class in his #90 2006 Ford Fusion, just seven seconds behind Keeler. Brian Petty finished in seventh overall driving his #43 1974 Porsche 911 RSR, winning the GT2 class. Behind Petty, Michael Saxe won the GT3 class in his #979 1974 Porsche 911. David Buchanan came next to win the MP class in his #442 1995 Ferrari F355 Challenge car.

Overall, a very successful weekend, with few problems to solve. SVRA extended a special thanks to Bell Helmets for providing the special gold and black U.S. Vintage Racing National Championship helmet trophies. Whew... a whole lot of racing to take in. Well done, SVRA, and thank you for all the hard work.



photo by Chuck Andersen

#146 Chip Fudge, 1963 Genie Mk VII.

GROUP 1

PL CL DRIVER/CAR

- 1 1FJ1 E. Moore /1962 Cooper T59 2:32.436
- 2 1FJ1 R. Hoemke /1962 Cooper T59
- 3 1FJ1 B. Koons /1961 Lotus 20
- 1 1FP L. Fleming /1969 MG Midget 2:45.797
- 4 1FJ1 S. Adelman /1963 Brabham BT5
- 5 1FJ1 T. O'Grady /1962 Cooper T59
- 2 1FP R. Riney /1963 Austin Healey Sprite
- 1 1CS D. Racine /1965 Austin Mini Cooper S 2:47.670
- 3 1FP W. Carson /1967 MG Midget
- 4 1FP E. Lamantia /1962 MGA Mk II
- 5 1FP D. Littlefield /1974 MG Midget
- 6 1FJ1 J. Anderson /1961 Lotus 20/22
- 6 1FP P. Sandy /1959 Austin Healey Sprite
- 1 1F D. Calkins /1972 Lynx B 2:57.976
- 2 1F G. Byrne /1970 Zink FV C4

- 7 1FP L. Marchant /1959 MG A
- 3 1F E. Barron /1972 Pegasus FV
- 4 1F J. Ridings /1968 Zink FV C4
- 5 1F E. Barron /1963 Kellison FV
- 6 1F M. Rogers /1968 Bobsy Vega
- 1 1HP J. Furlow Jr /1959 Abarth Allemano 3:07.585
- 2 1CS S. Partin /1969 Alfa Romeo GT Jr.
- 7 1F E. Lovay /1970 Formula Vee Caldwell
- 8 1FP T. Swonke /1972 MG Midget
- 9 1FP G. Bilawsky /1969 Austin Healey Sprite Mk IV
- 8 1F S. Smith /1968 Zink FV C4
- 9 1F D. Fisher /1965 Autodynamics Mk IIB



photo by Will Mederski

#90 Sean Ryan, 2006 Ford Fusion.

- 1 1GP R. MacKenzie /1962 Triumph Spitfire 4 3:18.437
- 10 1F K. Barron-Fuller /1969 VW Zinc
- 10 1FP D. Turner /1964 Austin Healey Sprite



photo by Don Gwynne

#66 Marvin Hodges, 1985 Lola T598.

- 11 1FP D. Buchanan /1956 Alfa Romeo Sebring Spider
- 12 1FP P. Glawe /1966 Austin Healey Sprite
- 1 1FJ2 R. Rodgers /1959 Taraschi Formula Jr 3:08.822
- 13 1FP M. Lyle /1961 Austin Healey Bugeye Sprite
- 14 1FP R. Williams /1972 MG Midget
- 15 1FP D. Hilton /1959 Austin Healey Bugeye Sprite

GROUP 2

PL CL DRIVER/CAR

- 1 2FB T. Kasemets /1969 Brabham BT29 2:14.941
- 2 2FB R. Smith /1969 Brabham BT29
- 3 2FB R. Hornig /1971 Brabham BT35
- 4 2FB T. Engen /1970 Chevron B17b
- 5 2FB B. Lima /1967 Brabham BT21
- 6 2FB W. Thomas /1967 Brabham BT21
- 7 2FB B. Hamilton /1970 Brabham BT36
- 8 2FB M. Giroux /1969 Brabham BT29

- 1 2FF W. Cunningham /1972 Titan Formula Ford 2:27.849
- 2 2FF R. Lewis /1970 Caldwell Formula Ford
- 9 2FB J. Anderson /1969 Brabham BT29
- 10 2FB D. Chapman /1968 Brabham BT21B
- 3 2FF M. Hibbs /1969 Merlyn Mk -11a
- 1 2CF G. Bilawsky /1986 Swift DB-1 2:31.108
- 4 2FF D. Cowdrey /1970 Titan Mk 6
- 2 2CF J. Thompson /1979 Lola T540
- 5 2FF P. Hardsteen /1968 Lotus 51
- 6 2FF A. Lewis /1972 Titan Mk 6
- 3 2CF C. Daniels /1973 Crossle 25F



photo by Chuck Andersen

#85 Sean Brown, 1975 Ford Escort RS Mk I.

- 4 2CF J. Moore /1980 Lola T540
- 5 2CF M. Anderson /1979 Crossle F-35
- 6 2CF M. Lillquist /1979 Crossle 35F
- 7 2CF B. Domeck /1976 Lola T342
- 7 2FF G. Hibbs /1972 Merlyn 20A
- 8 2FF T. Linton /1969 Winkelmann WDF1



photo by Suzanne O'Neal

#3 Gregory Hibbs, 1972 Merlyn 20A; #20 John Lewinger, 1971 Crossle 20F.

9 2FF J. Breidenbach /1968 Lotus 51B
 8 2CF R. McNeill /1979 Royale RP26
 10 2FF J. Lewinger /1971 Crossle 20F
 11 2FF W. Demarest /1972 Titan Mk 6B
1 2FA B. Revenaugh /1960 Lotus 18-F1
 2:43.079

12 2FF T. Blakeney /1972 Royale RP-16
 2 2FA J. Colasacco /1965 Ferrari 1512
 11 2FB C. McWilliams /1966 Lotus 41C
 12 2FB R. Burnside /1968 Winkelmann
 WDB1

13 2FF G. Gecelter /1971 Lotus 69

GROUP 3,4

PL CL DRIVER/CAR

1 4BM S. Steers /1958 Echidna Roadster
 2:41.766

1 46BP P. Mulacek /1964 AC 289
 2:42.524

1 4FM T. Johnson /1959 Lotus 17
 2:45.757

1 3CP J. Colasacco /1963 Alfa Romeo
 TZ-1 2:39.606

2 3CP D. Wilson /1962 Lotus Super 7
 2 46BP P. Mulacek /1964 AC Cobra



photo by Chuck Andersen

#105 Terry Swonke, 1972 MGB.

3 3CP G.F. Balbach /1960 Porsche 356

1 3EP D. Myers /1961 MG A 2:45.166

4 3CP G.C. Balbach /1961 Porsche 356

5 3CP P. Ryan /1962 Lotus S7

1 3DP S. Patti /1963 Ginetta G4 2:45.600

1 3M J. Cotcher /1998 Ford Spec Racer
 2:46.378

2 3DP D. Foreman /1971 Porsche 914/4

1 3BS M. Primo /1971 Fiat 124 coupe
 2:49.715

1 4DM T. Fudge /1956 Lister-Maserati
 A6GCF 2:54.965

3 3DP M. McGarry /1962 MGB Roadster

4 3DP J.R. Schnabel /1974 Fiat 124
 Spider



photo by Will Mederski

#28 Mark Hilderbrand, 1972 Corvette.

2 3BS C. Trifilio /1972 Fiat 124

1 4BP D. Ruehs /1959 Chevrolet Corvette
 2:49.817

6 3CP M. Zubko /1961 Porsche 356

5 3DP P. Raby /1964 MG B

1 3BS R. Barton /1965 Ford Lotus
 Cortina 2:56.246

7 3CP A. Byrnes /1965 Lotus Elan

6 3DP K. Morris /1969 MG B

3 3BS P. Gormly /1971 Ford Escort Mk 1

4 3BS R. Rosenberg /1976 BMW 2002

7 3DP J.L. Jones /1972 MG B

1 4CM J. Furlow Sr /1954 Kurtis 500KK
 3:12.152

2 4FM S. Patterson /1952 Devin MG
 Speedster TD

2 3EP D. Gussack /1963 Triumph Spitfire

5 3BS J. Barker /1963 Triumph Herald

3 3EP S. Brown /1966 MGB GT

GROUP 5,7A

PL CL DRIVER/CAR

1 7S2 F. Seidel /2004 Carbir CS2
 2:18.984

2 7S2 M. Coombs /1990 Lola T90/90

1 5ASR D. Cowdrey /1966 Lola T70 Mk
 II 2:20.856

3 7S2 P. LaHaye /1989 Lola T90/90

4 7S2 M. Brannon /1990 Swift DB5

5 7S2 J. Kramer /1988 Lola T88/90

6 7S2 H. Payne /1989 Lola T89/90

1 7HS2 J. F. Boxhorn /1984 Tiga SC84
 2:26.543

7 7S2 N. Scigliano /2004 Carbir S2

2 5ASR H. Buppert /1969 Lola T70
 Mk III

2 7HS2 T. Kane /1983 Tiga SC83

3 5ASR M. Devis /1965 Lola T70 Mk I

1 7VS2 M. Hodges /1985 Lola T598
 2:23.771

1 5FM D. Bundy /1964 Lotus 23B
 2:30.107

1 5BSR R. Kuehnhoefler /1971 Chevron
 B19 2:26.331

4 5ASR J. Fudge /1963 Genie M. VII

2 7VS2 D. Hale /1985 Lola T598

2 5FM T. Engen /1962 Lotus 23B

2 5BSR M. Kaske /1964 Causey Special

3 5FM D. Baughman /1969 Nerus F100

3 5BSR T. Hefty /1963 Elva Mk 7S

4 5FM G. Tolomeo /1963 Lotus 23

5 5ASR V. Dean /1961 Lotus 19B - Buick

5 5FM M. Kaleel /1964 Lotus 23B

3 7HS2 S. Monroe /1981 TIGA - Miriah
 S2000

6 5ASR E. Haga /1965 McLaren M1A

4 5BSR R. Cassin /1964 Elva Mk 7S

7 5ASR J. Cullen /1970 Lola T70 Mk
 IIIB

5 5BSR T. Tuttle /1961 Huffaker Genie

GROUP 6

PL CL DRIVER/CAR

1 6AP E. Sevadjian /1969 Chevrolet
 Corvette 2:29.865

1 6GTO F. Seidel /1973 Porsche 911
 IROC-RSR 2:29.858



photo by Chuck Andersen

#63 Keith Frieser, 1984 Mercury Capri.

2 6GTO T. Treffert /1974 Porsche 911

1 6GTU F. Beck /1972 Porsche 914/6
 2:34.258

2 6AP C. Schwendeman /1968 Chevrolet
 Corvette Roadster

1 6TA C. Bentley /1967 Chevrolet

Camaro Z28 2:36.357

1 6BP M. Parent /1969 Chevrolet

Corvette Roadster 2:36.221

3 6GTO D. Leyvas /1973 Porsche 911
 RSR

2 6TA J. Bittle /1968 Ford Mustang
 Tunnel Port 302

4 6GTO S. Higgins /1973 Porsche 911
 RSR

3 6TA C. Vogt /1970 Ford Mustang Boss
 302

3 6AP M. Mcilyar /1971 Chevrolet
 Corvette

4 6AP M. Hilderbrand /1972 Chevrolet
 Corvette

2 6BP R. Williams /1962 Jaguar XKE

3 6BP S. Seitz /1965 Ford Mustang

4 6TA N. Daniels /1968 Camaro

5 6GTO B. Keith /1973 Porsche 911 RSR

1 6HTA K. Rich /1967 Shelby GT350
 2:40.089



photo by Chuck Andersen

#51 Taz Harvey, 1969 Datsun 510.

1 6AS H. Hilton /1967 Ford Mustang
 2:40.136

2 6AS S. LeComte /1967 Chevrolet
 Camaro

1 6BPR J. McCormick /1985 Ford Cobra
 IV 2:39.751

4 6BP A. Vinson /1966 Shelby GT350

5 6BP M. Parsons /1966 Shelby GT350

5 6AP A. Vinson /1966 AC Cobra

6 6TA G. Hassell /1968 Ford Mustang

3 6AS C. Lemmons /1965 Ford Mustang

7 6TA M. Evans /1968 Ford Mustang

6 6AP J. Sandberg /1969 Chevrolet

Corvette

8 6TA D. Haynes /1970 Ford Mustang

4 6AS T. Hassell /1966 Ford Mustang

6 6BP J. Robau /1964 Chevrolet Corvette

7 6BP A. Trotter /1969 Chevrolet

Corvette Roadster

9 6TA M. Lovay /1969 Ford Mustang

Boss 302

8 6BP J. Caudle /1969 Chevrolet Corvette

10 6TA T. Cantrell /1969 Ford Mustang

Boss 302

11 6TA R. Cobb /1971 AMC Javelin

12 6TA S. Ryan /1971 Chevrolet Camaro

GROUP 7B, 11

PL CL DRIVER/CAR

1 11GTP3 T. Bean /2008 Courage Oreca
 LMP1 2:01.470

1 11GTP2 T. Bean /1990 Chevrolet
 Intrepid 2:05.925

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- 2 11GTP3 T. Engen /2005 Audi R8 LMP
 3 11GTP3 M. Brannon /2000 RileyScott Mk IIIC
 1 11GTP1 J. Mucha /2006 Swift JMS 016 CP 2:11.220
 1 11TA2 S. Walton /2000 Qvale Mangusta 2:13.593
 4 11GTP3 F. Barber /2003 Doran JE4 Daytona Prototype
 1 7BSR C. Meeker /1973 Lola T292 2:12.307
 2 7BSR K. Frieser /1972 Lola T290
 1 11MP1 J. Shaw /2008 Ford Doran GT 2:18.478



photo by Chuck Andersen

#23A Curt Vogt, 1970 Ford Mustang Boss 302.

- 3 7BSR M. Thurlow /1973 Lola T294
 4 7BSR P. Hoekenga /1971 Lola T212
 2 11TA2 J. O'Donnell /1993 Dodge Daytona
 3 11TA2 D. Noe /1993 Ford Mustang
 1 7ASR L. Brahlin /1995 Ralt RT-41 SR 2:13.374
 5 7BSR R. Gritten /1972 Lola T292
 6 7BSR G. Gregory /1973 Chevron B 26
 5 11GTP3 M. Stratford /2006 Elan DP-02
 7 7BSR G. Adelman /1976 Chevron B36
 8 7BSR J. Jacobs /1971 Chevron B19
 4 11TA2 L. Fix /2000 Jaguar XKR
 2 11GTP1 J. Stengel /1972 McLaren M8F



photo by Suzanne O'Neal

#66 Stephen Steers, 1958 Echidna Roadster.

- 9 7BSR B. Groza /1975 Sauber C4
 1 11MP2 J. Cullen /2007 Porsche GT3 Cup 2:31.193
 10 7BSR R. Johnson /1975 Lola 296
 11 7BSR D. Jacobs /1973 March 73S

**GROUP 8
 PL CL DRIVER/CAR**

- 1 8AP R. Zitzka /1970 Porsche 914/6 2:41.974
 2 8AP L. Giannone /1966 Porsche 911
 3 8AP R. Nichols /1971 Datsun 240Z
 4 8AP T. Briest /1970 Porsche 914/6
 1 8BS I. Keeler /1972 Datsun 510 2:54.431
 1 8BP N. Clemence /1967 Porsche 911S 2:52.697
 2 8BS T. Benjamin /1969 Alfa Romeo GTV
 1 8CP M. Eskuche /1966 Porsche 911S 2:54.821
 2 8BP J. Cullen /1972 Porsche 914/6
 2 8CP J. Johnson /1970 Porsche 911
 5 8AP R.B. Williams /1970 Porsche 911
 3 8BS B. Petty /1972 Datsun 510
 3 8CP B. Alhaddad /1971 Porsche 911
 1 8RS T. Harvey /1969 Datsun 510 2:56.503
 2 8RS P. Strobl /1972 BMW 2002
 6 8AP B. Borden /1971 Porsche 911
 4 8BS H.D. Woodruff /1974 BMW 2002
 4 8CP J. Wactor /1970 Porsche 914/6

- 3 8BP S. Burkland /1969 Porsche 911
 5 8CP R. Naze /1972 Porsche 911
 7 8AP S. Adelman /1965 Ginetta G4R
 6 8CP W. Blasman /1970 Datsun 240Z
 5 8BS T. Ermish /1971 Datsun 510
 1 8GT3 J. D. Martin /1976 Datsun 240Z 3:11.898

**GROUP 9
 PL CL DRIVER/CAR**

- 1 9BOSS J. French /1997 Benetton B197 1:53.202
 1 9F1 H. Ada /2006 Swift 16 2:07.829
 2 9BOSS B. Hamilton /2008 Dallara Infinity
 1 9FA C. Farrell /1979 RALT RT2 2:12.687
 3 9BOSS P. Stratford /1998 Benetton B198



photo by Chuck Andersen

#49 Mark Sharinn, 1965 Shelby GT350.

- 2 9F1 J. Mucha /2006 Swift 16
 2 9FA J. Delane /1971 Tyrrell 2
 1 9FB C. Meeker /1979 Ralt RT1 2:22.687
 1 9FA5 P. Wilson /1973 March 73a-2 2:19.016
 3 9F1 M. Gensini /1991 Dallara F1 BMS-191
 2 9FA5 C. Parsons /1976 Lola 332C
 2 9FB G. Gregory /1977 Chevron B39
 3 9FA5 B. Leeson /1969 McLaren M10B
 3 9FA B. Blain /1977 BRM P207 Formula 1



photo by Will Mederski

#12 Lee Giannone, 1966 Porsche 911.

- 4 9FA P. Reyns /1974 Chevron B27
 4 9FA5 M. Harmer /1969 Surtees TS-5
 1 9FA2 R. Merritt /1985 Ralt RT5 2:23.625
 4 9F1 W. Cunningham /2004 Elan Pro Formula Mazda
 5 9F1 D. Schumacher /1980 Argo JM8
 5 9FA5 J. Stengel /1973 McRae GM1
 3 9FB J. Kelleher /1980 March 80A/79 aero

**GROUP 10
 PL CL DRIVER/CAR**

- 1 10GT1 I. Keeler /1990 Oldsmobile Cutlass 2:18.425
 1 10SC3 S. Ryan /2006 Ford Fusion 2:19.084
 2 10SC3 T. Cantrell /1998 Ford/ Penske Taurus Stock Car
 3 10SC3 J. Carley /2006 Chevrolet Monte Carlo
 1 10SC2 M. Parent /1988 Oldsmobile Cutlass 2:27.478
 4 10SC3 P. Mulacek /1998 Chevrolet Lumina
 1 10GT2 B. Petty /1974 Porsche 911 RSR 2:27.783
 1 10GT3 M. Saxe /1974 Porsche 911 2:35.995
 1 10MP D. Buchanan /1995 Ferrari F355 Challenge 2:47.076
 2 10GT1 M. Zoch /1991 Chevrolet Corvette Coupe

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photo by Suzanne O'Neal

#8b Ed Moore, 1962 Cooper T-59.

- 2 10GT2 A. Alcazar /1965 Shelby GT350
HISTORIC ENDURO
PL CL DRIVER/CAR
1 9BOSS B. Hamilton /2008 Dallara
Infinity 2:04.412
2 9BOSS L. Brahini/Skylar Robinson
/1999 Dallara Infinity
1 11GTP3 T. Engen /2005 Audi R8 LMP
2:09.069
2 11GTP3 F. Barber/B. Jaeger /2003
Doran JE4 Daytona Prototype
3 11GTP3 M. Brannon/N. Greensall
/2000 RileyScott Mk IIIC
1 7S2 F. Seidel /2004 Carbir CS2
2:19.288
1 11MP1 J. Shaw/B. Jaeger /2008 Ford
Doran GT 2:14.570
4 11GTP3 M. Stratford/N. Greensall
/2006 Elan DP-02
1 10GT1 K. Frieser /1984 Mercury Capri
2:21.424
1 11MP2 J. Cullen/F. Beck /2007 Porsche
GT3 Cup 2:18.903
1 5ASR M. Devis /1965 Lola T70 Mk 1
2:26.232
2 7S2 P. LaHaye /1989 Lola T90/90
3 7S2 M. Coombs /1990 Lola T90/90
1 6AP C. Schwendeman/A. Sevadjian
/1968 Chevrolet Corvette Roadster
2:30.656
5 11GTP3 E. Johnson /2008 Porsche
997 RSR

- 1 7BSR G. Gregory/R. Buck /1973
Chevron B 26 2:15.117
2 6AP E. Sevadjian /1969 Chevrolet
Corvette
1 6BP S. Seitz /1965 Ford Mustang
2:38.122
1 6GTO T. Treffert /1974 Porsche 911
2:29.967
2 6GTO T. Johnson/S. McCaughey /1974
BMW Schnitzer 2800CSL
2 6BP M. Parent /1969 Chevrolet
Corvette Roadster
1 10GT2 A. Alcazar /1965 Shelby GT350
2:35.205
3 6BP A. Vinson/S. Morton /1966 Shelby
GT350
2 7BSR R. Gritten /1972 Lola T292
1 7HS2 J. F. Boxhorn /1984 Tiga SC84
2:26.914



photo by Chuck Andersen

#27 Alan Vinson, 1966 AC Cobra.

- 1 7VS2 D. Hale/R. Gunning /1985 Lola
T598 2:33.324
2 10GT2 S. Crawford /1973 Porsche
911 RSR
3 7BSR G. Adelman/O. Adelman /1976
Chevron B36
1 10SC3 S. LeComte /2006 Dodge
Charger 2:20.928
4 6BP P. Mulacek/P. Mulacek /1967
Shelby GT350
2 10GT1 G. Johnson /1991 Oldsmobile
Cutlass



photo by Will Mederski

#82 Hobart Buppert, 1969 Lola T70 Mk III.

- 1 9FA E. Swart /1978 Chevron B45- F2
2:23.977
1 6TA N. Daniels/R. Branom /1968
Chevrolet Camaro 2:49.803
6 11GTP3 R. Garcia /1999 Riley & Scott
Mk III
VINTAGE ENDURO
PL CL DRIVER/CAR
1 8RS S. Brown/D. Brown /1975 Ford
Escort RS Mk I 2:46.119
1 8AP L. Giannone /1966 Porsche 911
2:54.639
2 8AP T. Briest /1970 Porsche 914/6
1 8BP N. Clemence /1967 Porsche 911S
2:55.370
1 3CP G.F. Balbach /1960 Porsche 356
2:58.211
1 8BS T. Benjamin /1969 Alfa Romeo
GTV 2:58.254
2 3CP G.C. Balbach/M. Eskuche /1961
Porsche 356
1 8CP J. Johnson /1970 Porsche 911
2:58.768
3 8AP R.B. Williams /1970 Porsche 911
1 5BSR R. Cassin /1964 Elva Mk 7S
3:01.289
2 8BP J. Cullen /1972 Porsche 914/6
2 8BS I. Keeler /1972 Datsun 510
1 5FM D. Bundy /1964 Lotus 23B
2:57.668
1 3DP D. Foreman/E. Paradis /1971
Porsche 914/4 3:03.979

- 1 3BS M. Primo /1971 Fiat 124 coupe
3:06.736
1 46BP P. Mulacek /1964 AC Cobra
3:07.566
4 8AP C. Thompson/M. Thompson /1970
Datsun 240Z
2 8CP J. Wactor /1970 Porsche 914/6
2 3DP J.R. Schnabel/J. Baucom /1974
Fiat 124 Spider
1 2FF T. Linton /1969 Winkelman WD
F1 3:05.060
3 3DP K. Morris /1969 MG B



photo by Don Gwynne

#23 Tom Cantrell, 1969 Ford Mustang Boss 302.

- 2 46BP P. Mulacek /1964 AC 289
1 2CF C. Daniels /1973 Crossle 25F
3:10.517
1 1FP T. Fudge/S. Seitz /1967 Datsun
Roadster 3:15.378
1 6GTU T. Martin/T. Martin /1989 BMW
M3 2:53.704
2 5BSR T. Hefty /1963 Elva Mk 7S
3 8BP S. Burkland /1969 Porsche 911
4 8BP C. Lyons /1967 Porsche 911S
1 4DM J. Fudge/T. Harvey /1956 Lister-
Maserati A6GCF 3:24.720
5 8AP B. Borden /1971 Porsche 911
2 1FP D. Buchanan /1956 Alfa Romeo
Sebring Spider
1 1GP W. Wigginton /1972 MG Midget
3:16.741
2 2FF J. Lewinger /1971 Crossle
20F

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