

Special Issue
2008 Vintage Schedule
How to Get Started in Vintage Racing

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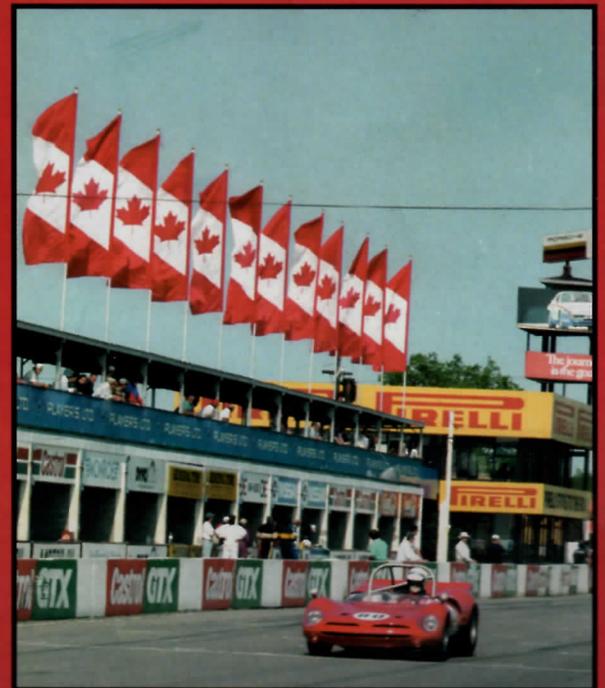
Looking back on the Denzel



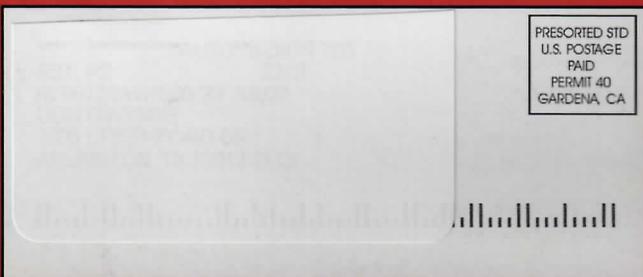
A Grattan Raceway Park Adventure



CVAR 1st Annual Eagles Canyon Extravaganza



Mosport Can-Am Then & Now: 1968 & 2008



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CVAR 1st Annual Eagles Canyon Extravaganza

December 1-2, 2007

Eagles Canyon Raceway, TX



#1 Pete Hoekenga, 1979 Lola T549; #29 Stephen Page, 1980 March Atlantic.

-story and photos by Don Gwynne

This event was sanctioned and run by Corinthian Vintage Auto Racing (CVAR), and was sponsored by the new Vintage Racing League (VRL). VRL's Stephen Page was the event chairman. Despite some automotive misfortunes, which came his way, Stephen kept his big smile and got



Michael Saxe won first overall in his #979 Porsche 911.

lots of hugs all weekend. Saturday was practice and qualifying races.

Saturday night was quite a party, complete with congratulatory speeches and a free buffet dinner. David & Linda Cook received a standing ovation from all the CVAR attendees for bringing Eagles Canyon Raceway from a paper dream to a successful first race weekend.

The restaurant and bathroom facilities, normally things we take for granted, were finished just in the nick of time thanks to CVAR volunteerism at its best. Sam LeComte brought a construction crew from his business out to Eagles Canyon to help finish the facility in time. To top off the evening, Sam and his family, including his wife Selina and his mother, served a delicious Italian dinner to everyone present. CVAR sincerely thanks Sam for everything he contributed to the

success of our first weekend at Eagles Canyon.

Sunday's **Group 6** points race took place on a glorious sunny day under clear blue skies. Pete Hoekenga won it as well. Pete finished first in FF2 and first overall, with Patricio Junco winning FF1 in second place overall. Kent Liming and Jeff Anderson both took unopposed class wins in FA and FB respectively, but both crossed the finish line more than a minute after speedy Pete. The winner's average speed was 73.6 mph, with a 2:00.9 fastest lap.

The second points race of the day was for **Group 7** (CP, DP, S7, and BS). Porsche hot shoe Jim Buckley proved again that he is a hard man to catch. He finished his green #71 CP Porsche 911T first overall, more than 12 seconds ahead of second place George Kopecky driving his psychedelic #97 CP Porsche 911S. Third overall

and first in S7 was Mitchell Hibbs driving his #6 silver & yellow Caterham. Norm Dodson placed first in DP and eighth overall driving his #1 red Lotus Super 7. Steven Cole won B Sedan in his immaculate red #04 Fiat 124 Sport Coupe, just ahead of Terry Sayther's yellow #02 BMW 2002. This VL author and photographer finished third in B Sedan driving white #89 Ford Escort.

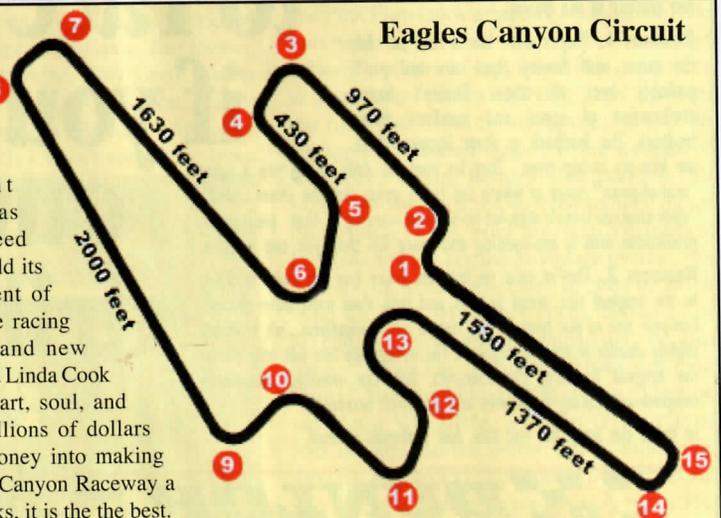
Group 1 (AP, AS, BP, and FIA) cars shook the ground for the third Sunday points race.

Michael Saxe showed the quick way around, winning FIA class and first overall in his red #979 Porsche 911. His winning average speed was 73.7 mph, and his fastest lap was a 2:01.5. Sam LeComte won A Sedan driving his blue #67 Camaro, crossing the finish line in second place overall, 11 seconds in arrears to Saxe. Third overall and second in FIA class was Ron Shade,

In an era where too many road racing courses are being lost to property development schemes, it was wonderful indeed for CVAR to hold its first points event of its 2008 vintage racing season at a brand new track. David and Linda Cook have poured heart, soul, and quite a few millions of dollars of their own money into making the new Eagles Canyon Raceway a reality. And folks, it is the the best.

With 70 feet of elevation changes, wide long straights, and some off camber turns, Eagles Canyon really challenges the average vintage racer. It will take some time for many of us to learn the quick way around this 15 turn, 2.55 mile road course. Some said there was not a flat straight on the Circuit. This is an FIA

Eagles Canyon Circuit



Level 2 circuit and will be the site of ALMS and Grand Am races in the future. Eagles Canyon is located approximately 35 miles northwest of Fort Worth, Texas.

driving his blue and yellow #810 Porsche 911T. Greg Reynolds won B Production driving his white & blue #89 Shelby GT-350. Greg finished in sixth overall, almost two seconds ahead of the A Production winner Jody O'Donnell and his white #46 Corvette.

The **Group 2** (EP, FP, and CS) field was an all-British show... Morris Garage, Austin Healey, Triumph, and British Leyland were well represented.

Although Trevor Bond started on the pole in his red and white (ex-Overseas Motors) #85 Mini-Cooper, it was Herb Hilton who finished first overall, winning FP while averaging 68.1 mph, with a best lap of 2:12.96 in his red and white #02 MG Midget. Newly elected CVAR President George Curl won EP driving his blue #401 MGB, barely ahead of Florida's John Hamilton in his "Great Pumpkin" orange #80 MGB. The next four finishers were all C Sedans, with Trevor Bond leading the way. In a near photo-finish, Robert Hoemke brought the

sister ex-Overseas Motors purple #61 Mini-Cooper across the line only 0.3 seconds in arrears.

The Sunday points race for **Group 3** was all Formula Vees, no Spec Sprites were entered. Team Geezer's Mike Callahan won the race in his white #68 Zink, with Bill Griffith's red #11 Zink only a half-second behind him at the checkered flag. Outgoing CVAR President Dave Peterson finished a distant third driving his yellow #7 Zink. Past CVAR President Art Summerville placed sixth driving his green and white #1 Zink.

The last points race of the weekend was for CVAR's historic **Group 4** (VA, VB, VC, CM, DSR,



**#56 Mark Hargrave, 1965 Mustang;
#5 Tod Zelinski; 1966 Mustang.**

FFJr, FJr, and HP). Bruce Revennaugh took the overall win in his green #60 Lotus 18 Formula Junior, with a fastest lap of 2:12.19 along the way. Jim Yule's #7 Huffaker/BMC Formula Junior was second overall and second in FJr. Fred Crowley's red Austin Healey 100-6 won VA in fourth overall. One of CVAR's founders, Brad Balles, took an unopposed FB win in his blue Brabham BT-29. Another CVAR old-timer, John Furlow Sr., took an unopposed CM win driving his silver and red #37 Kurtis 500KK. Mike Orlie, blue #18 Porsche 356 roadster, finished just ahead of John Page's white #61 Alfa Guila Spider to win VB. Grover Maurer took an unopposed Spec Sprite win in his green MG Midget.

Although he finished Sunday's Group 4 race in last place, Tom DeSalvo nonetheless garnered a lot of attention with his silver #198 Edwards/Blume Crosley Special. This car's competition history dates to the early 1950's, lastly in the "Seventh Annual Pebble Beach Sports Car Road Race", April 22, 1956.

results on pg. 27



#16 Scott Brady, 1972 Fiat; #193 Jose Iturbe, 1969 Porshe 911.

#198 H mod Crosley Special By Don Gwyne

The following is the content from Doug Brower's pit display board.

"In 1953, Forrest Edwards built the special using the running gear from a 1951 Morris. The chassis was made from 4130 Chrome-moly tubing and he designed and constructed the aluminum body (this was his first and last attempt). Forrest originally planned to use a Crosley engine but lack of funds dictated using the existing Morris engine. The first race was the 1954 Pebble Beach Race and the performance was outstanding (see the race description in the Road and Track article). The car raced at Golden Gate on 6/5/54, Torrey Pines on 7/3/54 and the Santa Clara Fairgrounds on 7/18/54. Forrest drove the car to the 1954 Labor Day Race in Santa Barbara and blew the engine.

Tip Blume purchased the car and installed the Crosley engine. Tip was a veteran driver having been the Pacific Northwest Champion in 1922 and 1923. In 1924, he had a well known speed shop in San Jose. He started San Jose British Motors and later opened up a dealership in Gilroy. Tip raced the special all over the west coast including Bakersfield on 5/1/55, Buchanan field on 8/20/55 and Stockton on 3/17/56.

He also ran at the Santa Clara Fairgrounds and Madera Airport. Tip raced the special in 1955 and 1956 Pebble Beach Races. The 1956 Pebble Beach was his last race and he put the car on blocks at the age of 61.

The special changed owners a number of times but wasn't raced. In August 1985 David Brodsky located the special and returned the car to vintage racing with the original color and numbers. David raced the car extensively through late 2004, at which time I purchased the car. I updated the safety equipment and returned the windshield to the original design. The car is reliable and a blast to drive.

Doug Brower"

After reading the informative pit display board next to Tom's car, your author did some of his own research into the car's history, and found the following description of its final 1956 Pebble Beach outing, published in the April 20-27, 1956 issue of the now-defunct "MotoRacing" magazine. In an article "Myra's Clipboard - Data on Non-Finishers at Pebble Beach", Myra Jones wrote "...No. 198, Tip Blume's Crosley Special, was not running right. He had new magneto and dual carburetion which had not been adjusted properly. The two members of his pit crew are MDs." Quite a few now-famous names were

198 H mod **# 198 EDWARDS/BLUME** **H mod CROSLEY SPECIAL**

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Doug Brower

racing at Pebble Beach the same weekend, including Phil Hill, Carroll Shelby, Richie Ginther, Pete Lovely, R.W. "Kas" Kastner, Elliott Forbes-Robinson, Dick Thompson, Tony Settember, and Jack McAfee.

Continued from pg. 25

GROUP 6

PL CL DRIVER/CAR

- 1 FF2 P. Hoekenga/ 79 Lola T540 2:01.76
 - 1 FF1 P. Junco/68 Lotus 51B 2:05.227
 - 2 FF2 M. Bond/75 LeGrand MK21
 - 1 FA K. Liming/70 Centaur FSV 2:09.920
 - 2 FF1 J. Kelleher/69 Merlyn F/F
 - 3 FF1 D. Salls/69 Lotus 51
 - 3 FF2 S. Jacobs/74 Dulon MP15
 - 4 FF2 E. Copley/73 Lola T340
 - 1 FB J. Anderson/69 Brabham BT29 2:06.603
 - 4 FF1 L. Mills/69 Crossle 16F
 - 5 FF2 M. Domiteaux/75 Titan FF Mark 9B
 - 5 FF1 B. Haga/69 Alexis
 - 6 FF2 M. Robinson/76 Merlyn MK 029A
 - 6 FF1 B. Johnson/71 Royale RP3A
- GROUP 7**
- PL CL DRIVER/CAR**
- 1 CP J. Buckley/71 Porsche 911T 2:06.501
 - 2 CP G. Kopecky/70 Porsche 911S
 - 1 S7 M. Hibbs/ 97 Caterham 2:09.061
 - 3 CP S. Kent/73 Porsche 911 E

- 2 S7 C. McWilliams/64 Lotus Super 7
 - 4 CP N. Cullen/72 Porsche 911T
 - 5 CP B. Merrill/71 Datsun 240Z
 - 1 DP N. Dodson/63 Lotus Super 7 2:12.346
 - 6 CP T. Taff/71 Porsche 914 6
 - 7 CP P. Sullivan/70 Porsche 914 6
 - 8 CP E. Cullen/70 Porsche 911S
 - 3 S7 J. Sloan/63 Lotus Super 7
 - 9 CP D. Noe/67 Porsche 911S
 - 10 CP B. McClung/72 Porsche 914-6
 - 11 CP J. Bayman/72 TVR 2500
 - 1 BS S. Cole/71 Fiat 124 Coupe 2:22.092
 - 4 FF2 R. Sayther/74 BMW 2002
 - 12 CP J. Bartos/71 Porsche 914-6
 - 13 CP A. Nigro/72 Porsche 914
 - 3 BS D. Gwyne/70 Ford Escort RS160
 - 4 BS S. Brady/72 Fiat 124
 - 5 BS S. Smargiasso/73 Capri
- GROUP 1**
- PL CL DRIVER/CAR**
- 1 FIA M. Saxe/74 Porsche 2:01.478
 - 1 AS S. LeComte/67 Camaro 2:03.066
 - 2 FIA V. Shade/72 Porsche 911T
 - 2 AS D. Ruehs/69 Camaro
 - 3 FIA D. Gough/ 64 Corvette
 - 1 BP G. Reynolds/67 Shelby GT530 2:06.208
 - 1 AP J. O'Donell/69 Corvette 2:05.061

- 4 FIA S. Higgins/74 Porsche Carrera
 - 3 AS K. Rich/67 Shelby GT350
 - 4 AS A. Shores/70 Mustang Boss 302
 - 5 AS J. Fershtand/69 Mustang
 - 5 FIA Y. Bebic/82 Porsche 911SC
 - 6 AS M. McIlyar/68 Camaro
 - 2 BP T. Flier/63 Corvette
 - 3 BP T. Zelinski/66 Mustang
 - 4 BP M. Hargrave/65 Mustang
 - 6 AS C. Janin/66 Mustang
 - 7 AS D. Haynes/70 Mustang Boss 302
 - 8 AS R. Suggs/70 Mustang
 - 2 AP J. Macaulay/72 Corvette
- GROUP 2**
- PL CL DRIVER/CAR**
- 1 FP H. Hilton/71 MG Midget 2:12.961
 - 2 FP B. Gardner/ 63 A-H Sprint
 - 3 FP S. Coleman/72 MG Midget
 - 1 EP G. Carl III/64 MGB 2:17.440
 - 2 EP J. Hamilton/65 MGB
 - 1 CS T. Bond/ 62 Mini Cooper 2:17.344
 - 2 CS R. Hoemke/65 Mini Cooper S
 - 3 CS R. Soucy/67 Mini Cooper S
 - 4 CS T. Davies/66 Mini Cooper S
 - 4 FP A. Hofeling/71 MG Midget
 - 5 FP G. Reed/65 MG Midget
 - 6 FP J. Setar/62 MGA MK II
 - 5 CS B. Barnes/67 Mini Cooper S
 - 3 EP B. Whitehead/70 Triumph GT6

- GROUP 3**
- PL CL DRIVER/CAR**
- 1 FV M. Callahan/68 Zink C4 2:18.251
 - 2 FV B. Griffith/Zink FV
 - 3 FV D. Peterson/72 Zink C4
 - 4 FV J. Gaudette/69 Zink C4
 - 5 FV J. Wilt/69 Nash Scambler
 - 6 FV A. Summerville/68 Zink C4
 - 7 FV A. Summerville Jr./68 Zink C4
 - 8 FV G. Byrne/64 Bobsy Vangaurd
 - 9 FV D. Rolison/67 Zink Z-5
- GROUP 4**
- PL CL DRIVER/CAR**
- 1 FJr B. Revenaugh/60 Lotus 18
 - 2 FJr J. Yule/Huffaker BMCD FJr
 - 3 FJr J. Breidenbach/60 Lotus 18
 - 1 VA F. Crowley/62 A-H 100/6 2:19.462
 - 1 FB B. Balles/70 Brabham BT-29 2:20.432
 - 1 CM J. Furlow Sr./54 Kurtis 500KK 2:24.310
 - 1 VB M. Orlie/60 Porsche Rstr 2:26.320
 - 2 VB J. Page/61 Alfa Guilia Spider
 - 1 SFP G. Maurer/72 MG Midget 2:27.270
 - 1 VC R. Yates/54 MG TF
 - 2 VC G. Bauer/59 A-H Sprite
 - 3 VC T. Desalco/Edwards/Blume S



Everyone was smiling at the CVAR Eagles Canyon Extravaganza, even if you had a little car trouble, especially Race Chairman Stephen Page, photo at right.

