

Vintage Racing

VICTORY LANE®

July 2011 - VOLUME 26, NO. 7
\$4 USA \$5 CANADA

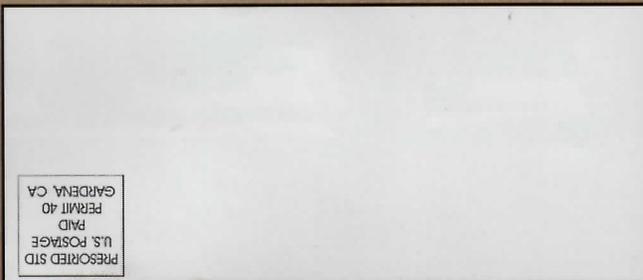


HSR, Road Atlanta, GA

- Vintage Events Schedule
- Vintage Race Reports
- Racing Resources
- Vintage Cars for Sale
- Vintage Auctions
- and much more!



RMVR, High Plains Raceway, CO



PRESORTED STD
U.S. POSTAGE
PAID
PERMIT #0
GARDENA, CA



CVAR, Eagles Canyon Raceway



photo by Don Gwynne

#73 Clive Baker, 1968 LeMans/Sebring Coupe; #169 Steve Coleman, 1969 Austin Healey Targa Florio Roadster.

CVAR 20th Annual Marvelous May Races

Eagles Canyon Raceway, TX May 20-22, 2011

-story by Don Gwynne

Record entries for this event, combined with a record grid for the British Small Bore Festival made CVAR's 20th Annual Marvelous May Races a huge success. The weekend didn't look very promising during the Friday test, tune and practice day, when 6 inches of rain fell in a short period, and wind whipped it all around. Happily, the weather on Saturday and Sunday was near-perfect for what turned out to be one of the best racing weekends in recent memory. The number of entries appears to have set a record for a CVAR event in North Texas. CVAR's continuing focus is on period-authentic preparation rules and classes. In addition to the British Small Bore Festival cars, the weekend saw CVAR's largest Group 2 and Group 4 fields ever. CVAR enjoys one of the very best worker groups in amateur racing, and it was this highly valued support team that kept the event running smoothly all weekend.

The **British Small Bore Festival** feature race had 60 entries, with 49 British cars coming to the grid. This was one of the largest starting grids anyone in CVAR can remember. To the BSBF driver's credit, everyone behaved on the start and showed true CVAR spirit throughout the race. No incidents!

The BSBF feature event's Special Guests set two significant milestones in vintage racing history. CVAR reunited Clive Baker with the prototype Sprite he had not seen for 43 years.

Clive said he will remember it forever. Also, this was the first time since Geoff and Donald Healey raced (some 50+ years ago) that a Healey family member strapped in behind the wheel and raced an Austin Healey race car. David Healey stated "...a very big thank you, it certainly fulfilled one of my early and lasting dreams, racing a race Healey!" In the BSBF feature race, Sam Healey drove the dark green #52 MG Midget, David Healey drove the light green #77 Sprite, and Clive Baker drove Steve Coleman's blue & orange #73 "Sebring Sprite" prototype.

Sprite prototype(s) owner Steve Coleman deserves a huge amount of credit, for envisioning the possibility of an Under 3 Liter British Small Bore Festival event, for bringing Clive Baker and two members of the Healey family to the event, and for putting together goodie bags for all the entrants and drivers. Race Chairman Dan Ruehs did an excellent job of organizing the paddock, and saw to it that golf cart shuttles ran all the time, saving people from the long uphill walk from the lower paddock to the upper area. The Storage 105 team brought 12 British cars to the event and gave a free commemorative event tee shirt to every entrant, not just the BSBF entrants.

BSBF organizer Steve Coleman exceed the Saturday night dinner banquet and made several award presentations, including:

The Healey Family trophy is awarded to the British Race Car deemed to be the best prepared and performing car with regard to vintage period

engineering. ONLY participating British race cars were eligible. The recipient, Chris Kellner, was selected by the votes of the British car drivers participating in the BSBF feature event.

Chris wrote the following summary regarding his #23 white over red Austin Healey 3000: "My Healey is built to the specs of the factory works cars that dominated European rallying in



photo by Don Gwynne

#6 Duncan Charlton, 1952 Morgan Plus 4; #94 Piers Gormly, 1961 Morgan 4.

the early '60s. It has been written that its finest hour was the outright win of the Liege-Rome-Liege Rallye of 1960 where Pat Moss and Ann Wisdom won this very grueling event. Of note as well, it was the first outright win in European Rallying for a ladies team. My car has all of the factory mods that were used for rallying in those years. These include the alloy cylinder head, triple 45DCOE twin choke Webers, straight cut gears transmission and an up-rated overdrive. The factory body mods include front and rear fender vents, two spare tire boot lid, carburetor access panel, cowl scoop for cockpit fresh air and a factory hardtop... It was a humbling experience for me to be recognized in that manner after the [catastrophic endo - Ed.] shunt we'd suffered at Eagles Canyon just a few short years before."

The Clive Baker Trophy was awarded to Tony Parella, a Novice driver of the black #56 C1 Chevrolet Corvette. Tony was chosen to receive this award by all his fellow CVAR drivers and workers for exhibiting the highest level of vintage racing sportsmanship for the event weekend, based on his behavior both on the track and in the paddock in accordance with the "Corinthian Pledge".



photo by Don Gwynne

#74 Kenneth Barstead, 1964 MG B; #66 Peter Glawe, 1966 Austin Healey Sprite.

The BSBF Race trophies were awarded according to voting by the workers, not finishing position. 1st place went to Chalmer McWilliams, green Lotus Elan, 2nd place went to Piers Gormly, green Morgan +4, and 3rd place went to Andrew Fawcett, yellow Lotus Elan + 2. The workers enjoyed the opportunity to vote on the BSBF trophy winners irrespective of their overall finishing positions, and made great choices. The trophies were welded up from Spridget parts! For those who just must know, the BSBF was won by Chalmer McWilliams in his BRG #36 Lotus Elan. The red #62 Lotus Super Seven driven by Gregory Hibbs and the silver & green #63 Lotus Super Seven driven by Jeff Sloan finished second and third, and Donald Dickey's BRG #99 MGB finished fourth.

To be sure, there was a full slate of races in addition to the BSBF event. Leading off the Sunday afternoon points races was **Group 2** (E Production, F Production and C Sedan). Mike Floyd scored an overall victory and the EP class win driving his yellow #614 Porsche 914. Herb Hilton's red #02 MG Midget, a perennial winner in Group 2, had to settle for second overall and first in FP. John Hamilton's long tow to this event from Florida was rewarded by a second place finish in EP class driving his "Great Pumpkin" orange #80 MGB. Rodger Soucy's persistence in correcting a brake caliper problem on his blue #155 Mini paid off in a fourth overall, first in C Sedan finish, with Trevor Bond's silver #86 Mini



photo by Walter Reid

#59 Jim Yule, 1959 Elva 100.

finishing less than a tenth of a second behind him. The SFP class, which usually runs with Group 3, was lumped into FP.

The second points race of the afternoon was for **Formula Vee**, and it proved difficult to get any interesting photos of R. David Jones, because he was so far out in front of the rest of the FV pack that he was all alone. He finished an astounding 22 seconds ahead of a tight pack



photo by Don Gwynne

#44 Samuel Partin, 1969 Alfa Romeo Gt Junior; #73 P.D. Sohn, 1971 MG Midget; #86 Trevor Bond, 1964 Austin Mini; #30 John Setar, 1971 Porsche 914.

of the next four finishers, who were all less than two seconds apart. David's blue & yellow Zink C4 was untouchable this day. The fact that he is an experienced SCCA racer from way back probably had something to do with it, you think? Anyhow, second place went to Bill Griffith in his red #11 Zink, third went to Doane Harrison in his red & white Zink, and fourth went to John Ridings in his copper #57 Zink. All in all, a Zink afternoon.

A record **Group 4** (CM, CSR, VA, VB, VC, FJR and FFJR) field took the starter's orders. At the end of 9 laps, it was Forrest Tindall's blue & white #17 Mk1 Lola that took the overall win and the CM class win. Just a tenth of a second later, Charles Bamford's blue #34 Cooper T-56 placed second overall and won the FJR class. On the next to last lap, Charles' T-56 Cooper turned fastest lap of the race. Jim Yule's green #59 Elva 100 placed fourth overall to win the FFJR class, less than a second behind Bamford. Mike Vecellio's rare black #12 EMPI Crusader came next to win the VB class. David Healey drove Steve Coleman's historic blue & orange #73 (LeMans & Sebring) Austin Healey prototype to the CSR win. Behind him, but just by a nose, was Sam Healey driving Steve Coleman's equally historic silver #169 TFR7 (Targa Florio) Austin Healey prototype roadster.

Next across the line, in seventh overall, Alan Johnson won VA driving his red #1 Devin MGA. John Page won VB in his white Alfa Romeo Spider Veloce, just nipping Piers Gormley's green #94 Morgan +4. Gary Bauer won VC in his yellow #5 Bugeye Sprite.

The **Group 6** (FA, FF1 and FF2) finishing order was sort of the reverse of what one might expect. Dave Salls took the overall win and the FF1 class win in his green #26 Lotus 51, with Mexico's Patricio Junco a few seconds behind in his red #21 Merlyn 20-A, also an FF1 car. Third overall and first in FF2 was Mark Domiteaux in

his black & yellow #71 Titan Mk9B. The first FA car to cross the line finished in sixth overall, the red #15 Centaur FSV driven by Kent Liming.

The first four spots in the **Group 7** (CP and BS) race were taken by C Production Porsches 911s. In order, they were driven by Ron Shade, George Kopecky, Ned Cullen, and Ralf Kuehnhofer. In fifth overall and fifth in CP came the Datsun 240Z driven by Dr. Berkeley Merrill. Thence came three more Porsches, and finally the #140 blue & white BMW 2002 driven by Doug Oliver for the B Sedan class win in ninth overall.

Last race of the day was for the **Group 1** thunder (AP, BP, AS and FIA). Thunder gave way to nimble, however, as Seth Higgins took



photo by Don Gwynne

#56 Tony Parella, 1958 Chevrolet Corvette.

the overall win and the FIA class win in his blue #31 Porsche 911RSR. Jody O'Donnell took the A Production class win in second overall driving his white #46 Corvette. Daryl Gough was third overall and second in FIA class with his silver #64 Corvette. Dr. Clair Schwendeman placed fourth overall and second in A Production with his red/white/blue #37 Corvette. Next came John Fershtand to win A Sedan in his blue #47 Boss 302 Mustang, with his brother David Fershtand right behind him in the #17 blue Mustang notchback. Phil Pickens won the B Production class in his white #920 Mustang, nipping Roy Allen by less than a second.

CVAR's next event is the Fall Driver's School and Races at Texas World Speedway, 9-11 September, 2011.

FUEL SAFE FUEL CELLS FOR YOUR VINTAGE CAR
800-433-6524

CUSTOM WHEEL WELL BLADDER CUSTOM WEDGE

FUEL CELL FOR PORSCHE 911/930 WEDGE BLADDER P/N CB400

PRO CELL® IN TRIUMPH OEM CAN VINTAGE CAR CUSTOM CELL

Buy Online: www.fuelsafe.com/store or call for quote.

Fuel Safe Systems, 1550 NE Kingwood Ave, Redmond OR 97756 Tel: 541-923-6005 Email sales@fuelsafe.com

GMT *J.R. and Eileen Mitchell's*
Racing

TIME FOR FUN

20 Years of Experience Providing

- Expert Race Preparation
- Race Proven Trackside Service
- Quality Ground Up Vintage and Historic Race Car Restorations

www.gmtracing.com

(203) 270-8441 • 16 Commerce Rd Newton, CT 06470