



photo by Don Gwynne

#80 Jim Kelleher, 1980 March 80A; #5 Mitchell Hibbs, 1969 Merlyn Mk11a; #38 John Slade, 1972 March 722 Atlantic; #180 Thomas Murphy, 1980 March FA.

CVAR Marvelous May Eagles Canyon Raceway, TX

May 18-20, 2012

— story by Don Gwynne

Great weather and the Second Annual British Small Bore Festival feature race made CVAR's 21st Annual Marvelous May Races a resounding success this year. Eagles Canyon is gaining allegiance and developing racing traditions among CVAR's membership.

The 20-minute **BRITISH SMALL BORE FESTIVAL (BSPF)** feature race on Saturday had 40 entries, with 31 under 3-liter closed wheel British cars actually coming to the grid (and all but one finishing!). To the BSBF drivers' credit, everyone behaved on the start and showed true CVAR spirit throughout the race. There may, however, be some truth to the stickers which read "British Race Cars Don't Leak Oil... They Just Mark Their Territory."

Last year's BSBF was so much fun that Clive Baker returned all the way from the United Kingdom, this time to drive Steve Coleman's TFR7 "Targa Florio" prototype Sprite. Unfortunately, various troubles limited him to finishing four laps down. In 2011, Chalmer McWilliams' overall winning mount

was his BRG Lotus Elan; this year, his BRG Lotus Super Seven produced an almost identical fastest lap, plenty quick enough for his second BSBF overall win.

Steve Coleman deserves tons of credit for coordinating the second Under 3 Liter British Small Bore Festival event, and for putting together goodie bags for all the entrants and drivers. Just like last year, 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. Since last year's event, BSBF organizer Steve Coleman added the blue Group 1 notchback A Sedan Mustang to his stable of one-of-a-kind Sprite prototypes, and seems to really enjoy "running with the big dogs."

Saturday night's dinner banquet was punctuated with several award presentations, not only to the BSBF winner, but also to Storage 105 scion Jack McClanahan, who was presented with a birthday cake decorated with his Austin Healey 100-4. Considering his #104 needed major repairs a few years ago following an "inversion event" at the hands of a drivers school student, it was cruelly

hypothesized by your author that perhaps this was an "upside down cake". Sympathetic groans from the crowd resulted; Jack took the ribbing with good natured aplomb and his usual big smile.

Steve Coleman's BSBF 1st, 2nd and 3rd place trophies were quite creative, with a British/Texas twist. Lucas distributor housings formed a chalice, holding a Shiner Bock beer in a checkered CVAR BSBF memorial "koozie" drink holder. No one else will have anything like it on their mantle, for sure! The big one went to Chalmer

McWilliams, as noted above. The 2nd place trophy went to Donald Dickey and his BRG MGB, up from a 4th place finish in last year's inaugural BSBF event. The 3rd place trophy went to Jack's son Jay McClanahan and his MG Midget.

In addition to the BSBF event, entrants enjoyed a full weekend of racing, with two 15 minute heats on Saturday, a 15 minute heat Sunday morning, followed by 20 minute points races on Sunday afternoon. Leading off the Sunday afternoon points races was **GROUP 1** (AP, BP, AS and FIA). Tony Parella, winner of last year's Clive Baker Trophy, finished first overall very convincingly in his thundering Duntov-prepared FIA Corvette. His margin of



photo by Don Gwynne

#66 Peter Glawe, 1966 Austin-Healey Sprite; #14 Mike Glass, 1967 MG Midget; #53 Vincent Hauser, Porsche 914-4.

victory over second overall Richard Hunter's Mustang, which won the A Sedan class. There were no finishers in AP or BP.

GROUP 2 (E Production, F Production and C Sedan) cars took the second green flag, and all but two finished. Mike Floyd scored an overall victory and the EP class win driving his Porsche 914, just like he did during last year's event. Herb Hilton placed second overall and first in FP, again, just like he did during last year's event, but this time driving his black #106 MG Midget, not his usual red #02. Trevor Bond's Austin Mini scored a brilliant third overall to win the C Sedan class. It was no cake walk for Bond, however, with Rodger Soucy crossing the finish line less than half a second behind in his Austin Mini Cooper S for fourth overall and second in C Sedan.

The third points race of the afternoon was for Formula Vee in **GROUP 3**, and it was a battle



photo by Don Gwynne

#47 John Fershtand, Boss 302 Mustang; #444 Lee Wilkins, Porsche 911RS.

from start to finish. At the end, John Ridings took the win in his Zink C-4, just over a half second ahead of Doane Harrison in his Zink C-4. Team Geezer's Mike Callahan was only a quarter second behind Harrison, driving his white and blue #68 Zink Z-5. Phew! Talk about a lesson in close quarter racing. It was fun to watch.

A diverse group of cars lined up for CVAR's historic **GROUP 4** (CM, CSR, VA, VB, FJR and FFJR) race. At the end of 9 laps, it was Jim Sharp's Cooper T-56 that took the overall win and the FJR class win. Not only was this Jim's first race win since taking up vintage racing, he did it driving the exact same Cooper owned and driven "back in the day" by his father Hap Sharp. It was a very, very special and popular

is temporarily racing the car in CVAR's C Modified class instead of VA because of non-stock front disk brakes. The heavy duty drum front brakes called out in SCCA's historic Production Car Specifications (PCS) for this car are scarce as hens teeth, it seems, but Tony is committed to finding and installing a set someday to make the car truly "period correct." Mike Vecellio drove his unique EMPI Crusader to the VB class win. Bruce Revenaugh won Front



photo by Don Gwynne

#186 Reed Yates, BRG MGA; #76 Fred Crowley, 1962 Austin-Healey 3000.



photo by Don Gwynne

#4 Jeff Kraemer, 1969 Merlyn MK-11; #64 Larry Reyburn, 1971 Merlyn.

win. Clive Baker made Sharp work for every bit of it, however, driving Steve Coleman's Austin Healey TFR7 Targa Floria roadster prototype. At the finish line, Coleman trailed Sharp by just over a second and a half, for second overall and the C Sports Racing class win.

Tony Parella drove his 1958 small block Corvette to third overall and first in C Modified class. He

911Ts driven by Skip Duplissey and Alfonso Tomita. Dr. Berkeley Merrill drove his Datsun 240Z to a strong third place in CP. Michael Stephens won D Production in his Alfa Romeo Spider Veloce, ahead of seven (!) CP Porsches and a CP Datsun. Well done by a Novice driving a new-to-him car in his second race weekend! BMW 2002 driver Tim Woodruff finished ninth overall to win B Sedan class.

A special tip of the hat goes to the second place B Sedan driver Mike Franka, who finished twelfth overall in his 1972 Alfa Romeo GTV. He drove the car all the way from St. Louis, raced it, and drove it back home, just exactly as was common in the formative years of amateur racing. That accomplishment requires courage, confidence, and competence. And this wasn't just a one-time thing. He did the same to race with CVAR at Hallett the month before. I was greatly impressed, and he is a nice guy to boot.

CVAR's next event is the Fall Driver's School & Races at Texas World Speedway, September 7-9, 2012.

BRITISH FESTIVAL RACE

PL CL DRIVER/CAR

- 1 DP C. McWilliams/1964 Lotus Super Seven 2:08.516
- 1 EP D. Dickey/1963 MGB Roadster 2:09.125
- 1 FP J. McClanahan/1972 MG Midget 2:11.731
- 1 CS R. Hoemke/1965 Cooper Mini S 2:14.096
- 2 EP B. Haga/1964 MGB
- 2 DP N. Dodson/1963 Lotus Super Seven
- 3 EP J. Hamilton/1965 MGB Roadster
- 4 EP G. Curl/1964 MGB

- 2 FP S. Knight/1968 MG Midget
- 3 FP H. Hilton/1972 MG Midget
- 2 CS R. Soucy/1967 Austin Mini Cooper
- 1 SFP S. Frank/1971 MG Midget 2:18.866
- 1 BS D. Gwynne/1970 Ford Escort Rs1600 2:19.530
- 4 FP A. Hofeling/1971 MG Midget
- 3 CS T. Bond/1964 Austin Mini
- 1 VB D. Charlton/1952 Morgan Plus 4 2:18.957
- 5 FP W. Gardner/1963 A-H Sprite
- 6 FP B. Collins/1972 Triumph Spitfire
- 7 FP P. Sandy/1959 Austin-Healey Sprite

- 8 FP H. Noble/1962 MG MKII
- 2 VB R. Yates/1959 MGA
- 9 FP J. Hovey/1967 Triumph Spitfire
- 10 FP S. Barrett/1969 MG Midget
- 3 VB J. McClanahan/1955 Austin-Healey 100-4
- 5 EP K. Morris/1969 MGB
- 11 FP D. Doidge/1972 MG Midget
- 12 FP T. Colley/1959 Austin-Healey Bug Eye Sprite
- 1 CSR C. Baker/1969 Austin-Healey Targa Florio Roadster 2:14.220
- 1 VA F. Crowley/1962 Austin-Healey 3000 2:18.772

- 6 EP T. Welsh/1974 MGB
- GROUP 1**
- PL CL DRIVER/CAR**
- 1 FIA T. Parella/1971 Chevrolet Corvette 2:00.366
- 1 AS R. Hunter/1967 Ford Mustang 2:03.410
- 2 FIA G. Kopecky/1973 Porsche RSR
- 2 AS J. Fershtand/1969 Ford Mustang
- 3 FIA L. Wilkins/1973 Porsche 911 RS
- 3 AS J. Garrett/1967 Ford Mustang
- 4 AS S. Coleman/1965 Ford Mustang
- 5 AS G. Hassell/1968 Ford Mustang

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Letters continued from p. 11

an MGA for Mark Donahue in earlier years. He asked me, quietly and aside, what I had done. Then he turned to the protestors saying, "Bill's car is legal. It is up to you to figure out what he did." I then collected my trophy and drove home.

As I raced it I found that the brake pads had to be replaced for each race, as they would not last for two fifteen lap races! As I planned on entering a six hour endurance race at Vineland, NJ, I began to hunt for brake pads that would last. I wrote to the importer, saying that their ads about the 'Octagon on the Battle Line' were misleading and where could I get good pads? I got a letter saying that my warranty was invalid because I was racing, copied to the exporter in the UK. I wrote a similar letter to the exporter in the UK, got a similar letter, copied to the factory. So I wrote to the factory. No return letter. Instead a man showed up at my door at home with a bag of pads, saying "These will last." They did, I finished sixth overall, well ahead of many Corvettes and certain Italian race cars that had red hot brake drums. What fun!

Charlie Jefferson soon found a Lotus Eleven, reputed to have been raced at Nassau, and persuaded me to swap for it. I was putty in his hands. The MGA went to a man in New York City. He and I had some correspondence as to what had been done to the MGA. That soon ended, and to the disappointment of the MGA Registrar, I lost the correspondence.

Best regards,
Bill Steagall, Co-Registrar, Lotus 23
Historic Lotus Register of the UK.

Pam: Thank you, Bill, for the walk down memory lane.



Dan and Pam,

Interesting bit from Larry regarding the blown engine and parts of the block arriving in the grill of Jon Shirley's Ferrari. I'll admit it was I in the diminutive little Ladybird Mk 6 who did, in fact, have a catastrophic engine failure while leading the Ferrari to the finish line. I am truly sorry that the Ferrari suffered injury to the grill and am glad it was not more serious. However,

poor Ladybird suffered also, with the near total destruction of a nearly new engine (probably less expensive than a Ferrari).

Lesson for both of us: "always expect the unexpected" and "watch out for those diminutive sports cars."

Please pass this on to both Larry and Jon. And thanks for all you do to promote the vintage race hobby. Hope to see you in Seattle for the Historics.

Paul Ingram

Pam: Your efforts to set the record straight about the Ferrari are appreciated.

One of my "diminutive sports car" stories involves a Mallock. There was a race at Phoenix Int'l Raceway (back when they still had a road course) and the Mallock and a Cobra had a heated race. The Cobra would pull away on the straights and the Mallock would pass in the turns. The Cobra driver commented that he wanted to "swat that bug." Both drivers shared a post-race laugh and a handshake.

Your observations are so true. I may add one more: big things comes in small packages. ❏

Car & Driver Tech cont. from p. 18

provides minute vacuum air flow adjustment, allowing complete accuracy.

Each cylinder needs to do the same amount of work. If each cylinder doesn't have exactly the same air intake volume, the horsepower produced by each cylinder will vary, causing the loss of power and increased rod bearing and wrist pin wear.

"Light mineral oil" is recommended as a manometer fluid. Fluids with a higher specific gravity shorten scale fluid movement and

decrease accuracy. (For example, mercury's specific gravity is 13.6 times light mineral oil's 0.85 specific gravity. At the same vacuum, mercury would move 1 unit and light mineral would move 13.75 units, which expands the scale for easier and more precise measurement.

The concave meniscus curve on a monometer scale is accurate to within thousandths of an inch, which relates to minute portions of a degree for throttle plate angles. When one places the bottom of the meniscus curve on the top edge of a scale

line for the throttle plate setting, it is easy to return to this exact setting as one adjusts the other throttle plates. (Do not use the side of the glass tube for measurement because capillary attraction of a fluid on the tube wall does not produce a sharp line).

Balanced combustion air produces equal power pulses, increasing engine reliability, horsepower and performance; lowers exhaust emissions due to thorough combustion; and increases miles per gallon.

For info, www.manometerbarye.com. ❏

CVAR cont. from p. 45

6 AS T. Hassell/1966 Mustang Notchback

7 AS C. Courty/1968 Camero RS

GROUP 2

PL CL DRIVER/CAR

1 EP M. Floyd/1973 Porsche 914
2:10.816

1 FP H. Hilton/1972 MG Midget
2:13.561

1 CS T. Bond/1964 Austin Mini 2:16.407

2 CS R. Soucy/1967 Austin Mini Cooper

2 EP S. Brady/1972 Fiat Abarth 124
Spyder



photo by Don Gwynne

#104 Jack McLanahan, 1955 A-H 100-4.

2 FP S. Knight/1968 MG Midget

3 FP H. Noble/1962 MGA MKII

3 EP K. Morris/1969 MGB

4 FP M. Glass/1972 MG Midget

5 FP G. Reed/1967 MG Midget

6 FP P. Glawe/1966 Austin-Healey Sprite

7 FP D. Doidge/1972 MG Midget

8 FP T. Colley/1959 Austin-Healey
Bugeye Sprite

4 EP J. Hamilton/1965 MGB Roadster

9 FP J. Walker/1961 Austin-Healey Sprite

10 FP J. McClanahan/1972 MG Midget

5 EP T. Welsh/1974 MGB

GROUP 3

PL CL DRIVER/CAR

1 FV J. Ridings/1968 Zink C4 2:15.927

2 FV D. Harrison/1965 Zink C4



photo by Don Gwynne

#614 Mike Floyd, Porsche 914

3 FV M. Callahan/1968 Zink Z-5

4 FV B. Griffith/1969 Warrior

5 FV A. Summerville/1968 Zink C4

6 FV D. Calkins/1972 Lynx B

7 FV R. Cardenas/1970 Lynx C4

8 FV T. O'Grady/1969 Lynx B

9 FV C. Singletary/1965 Autodynamics
Mark IIB FV

10 FV F. Storer/1963 Formcar

11 FV W. Wolf/1970 Zink C-4

GROUP 4

PL CL DRIVER/CAR

1 FJR J. Sharp/1961 Cooper FJ MK 2
T-56 2:12.016

1 CSR C. Baker/1969 Austin-Healey
Targa Florio Roadster 2:14.646

1 CM T. Parella/1958 Chevy Corvette
2:14.617

2 FJR C. Bamford/1961 Cooper T56

1 VB M. Vecellio/1963 Empi Crusader
2:18.016

1 FFJr B. Revenaugh/1959 Elva 100
2:18.704

2 FFJr J. Yule/1959 Elva 100

1 VA F. Crowley/1962 Austin-Healey
3000 2:19.194

2 VA A. Johnson/1958 Devin MGA

2 VB L. Merchant/1959 MGA

3 VB J. McClanahan/1955 A-H 100-4

GROUP 6

PL CL DRIVER/CAR

1 FA J. Kelleher/1980 March 80A
1:54.044

2 FA T. Murphy/1980 March FA

1 FF1 M. Hibbs/1969 Merlyn MK11a
1:59.823

2 FF1 S. Lafferty/1971 Merlyn MK 20



photo by Don Gwynne

#99 Tony Parella, 1971 Corvette.

3 FA J. Slade/1972 March 722 Atlantic

1 FF2 M. Anderson/1979 Crossle F-35
2:04.048

3 FF1 G. Hibbs/1972 Meryln 20 A

4 FF1 A. Lemon/1969 Merlyn 11A

5 FF1 J. Kraemer/1969 Merlyn MK-11A



photo by Don Gwynne

#57 John Ridings, 1968 Zink C-4.

6 FF1 L. Reyburn/1971 Merlyn MK
20A FF1

4 FA S. Livingston/1979 Argo Jm4/6

GROUP 7

PL CL DRIVER/CAR

1 CP S. Duplissey/1971 Porsche 911T
2:03.709

2 CP A. Tomita/1973 Porsche 911T

3 CP B. Merrill/1971 Datsun 240Z

4 CP R. Kuehnhoefler/1973 Porsche 911

1 DP M. Stephens/1972 Alfa Romeo
Spider Veloce 2:08.565

5 CP M. Hanna/1969 Porsche 911S

6 CP T. Taff/1971 Porsche 914-6

7 CP A. Nigro/1972 Porsche 911

1 BS T. Woodruff/1974 Bmw 2002
2:13.270

8 CP E. Cullen/1970 Porsche 911

9 CP D. Hightower/1972 Datsun 240Z

2 BS M. Pranka/1972 Alfa Romeo Gtv

3 BS D. Gwynne/1970 Ford Escort
RS1600

10 CP M. Hanna/1972 Porsche 914-6

11 CP J. Iturbe/1972 Porsche 911

4 BS M. Primo/1971 Fiat 124