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## SOVREN Spring Sprints Pacific Raceways



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GARDENA, CA



Thompson Historic  
Oval Invitational



photo by Paul Valentine

#776 Derek Vick, 1964 Triumph Spitfire; #02 Doug Hilton, 1971 MG Midget; #33 Jake Hilton, 1959 Austin Healey Bugeye.

# CVAR Marvelous May Races

## Eagles Canyon Raceway, Texas

May 15-17, 2015

— story by Don Gwynne

The Texas weather played cat and mouse with CVAR racers for most of the weekend. Rain tires? Dry tires? What to do, what to do? The track was damp in some spots for most of the weekend, and even when the rest of the track dried out, there was always a slight drainage running across in the braking zone for the last turn before the front straight. Tricky, tricky!

Bobby Whitehead again served as the Race Chairman and did his usual outstanding job of organizing the event. From the Flag Chief's point of view, the weekend went extremely well in spite of the weather. Some novice corner workers received some excellent training from our more experienced folks, and 11 drivers worked a corner for a day as required by CVAR to get their racing license.

There were 40 small bore British cars entered and eligible to compete in the British Small Bore Festival (BSBF) feature race after lunch on Saturday. Of them, 27 came to the grid, and 22 cars finished the half-hour BSBF event. The grid was set from best times on Saturday morning's sessions. Jake Hilton sat on pole driving his (bugeyed) blue #33 A-H Sprite. Randy Riney sat alongside on the front row in his blue #45 A-H Sprite. The track was drying all during the race; the polesitter qualified at 2:19, whereas the top three finishers were all turning 2:14 times by the checkered flag. Jake Hilton dropped out after four laps due to his fuel pump falling off (!!!), whereupon Randy Riney took the lead and led to the checker, except for a challenge from Chris Duroy, who led briefly during the ninth lap. Jake's brother Doug Hilton rose from fourth at the green to

his white #89 Ford Escort RS1600. Forrest Tindall took a Modified class win in his (1500cc Ford powered) blue & white #17 Mk1 Lola. Robert Blake's red Triumph TR-4 won the D Production class in 19th overall. Chris Duroy won CVAR's FP2 experiment (for cars prepared to post-1972 GCR rules) with his blue #101 MG Midget in 20th overall.

Your author got a lesson in personal safety on Saturday. After driving the 30 minute



photo by Paul Valentine

#17 Herb Hilton, 1967 Ford Mustang; #05 Don Noe, 1965 Ford Mustang.

second in the last two laps, driving his blue #73 MG Midget. Taking a look at the BSBF finishers by class, Riney's 1st overall also meant the F Production win. Long-time CVAR school instructor Bill Haga finished third overall to win E Production in his dark green #6 MGB. Don Gwynne's eighth overall finish was good for an unopposed B Sedan win in

BSBF race, then hurriedly refueling and driving the 15 minute Group 7 race that immediately followed it, I couldn't hear anything at all when I got out of the car. Just ringing and garbled, unintelligible tinny sounds when someone spoke to me. I was using a pocket scanner and "ear buds" to listen to race control during both races. It is pretty obvious in hindsight that "ear buds" are not intended to be used as hearing protection, but I didn't think about that at the time. Back



photo by Paul Valentine

#140 Douglas Oliver, 1975 BMW 2002; #55 Cynthia Trifillio, 1971 FIAT 124 Coupe.

home later Saturday night, I still could not hear normally. To say that I was scared would be an understatement. It looked like I might spend the rest of my life in partial deafness. Happily, my hearing returned to near normal in a few days. My audiologist tested me six days after the event, and said that the left ear was back to normal, but the right ear had lost a bit of response in the 2000 to 2500 Hertz range, exactly where human speech has the most information content. Next came ear molds to make a set of custom fitted ear protector plugs. Never again will I drive or work around race cars without really good hearing protection. What? What did you say? Eh? Speak up! Did you say something to me? Please, please learn from my mistake, folks. Spouses hate having to repeat everything!

The Saturday afternoon round of 15-minute Group races commenced after the BSBF event. Special recognition goes to Chris Judd and Chris Wells for their professionalism in

the starter's orders on Sunday afternoon, with all but one finishing the 20 minute event. Berkeley Merrill sat on pole in his orange #12 Porsche 914, but after the green flag, Scott Brady got by in his blue #14 Fiat Abarth 124 Spider. Jake Hilton moved from fourth on the grid to lead overall on the fourth and fifth laps, but then was overtaken by Mike Floyd's yellow #614 Porsche 914. Floyd held the lead until his Porsche's cooling fan disintegrated and jammed up on the last lap, eventually finishing a lap down, 15th overall. In his very first points race after drivers



photo by Don Gwynne

#12 Mike Vecellio, 1963 Empi Crusader; #106 Mike Briggs, 1972 MG Midget.

green #186 MGA, who eventually finished fifth overall. Johnson's dark green #39 Devin Chevrolet finished second overall. Louis Gladfelter started back in eighth driving his 1958 white #58 Chevrolet Corvette, but bellowed his way up to finish third overall. Scott Pinkston and Bob Pinkston had the crowd pulling for them, driving VW Beetles, (white #3 and red #7, respectively).

The last race of the weekend was for **GROUP 6** open wheel cars, with only four cars coming to the line. It was relatively uneventful, with Jim Barron's red #14 FA Lola T240 sitting on pole and leading all the way to the checkered flag. Angus Lemon, driving his purple #86 Merlyn Mk1a FF1, managed to keep enough pressure on Barron to keep him honest, finishing only two seconds back. Robert Rodgers passed Tim Blakeney on the third lap and went on to finish third overall and second in FA class in his red #44 Abarth-Fiat.

CVAR's next event will be Thunder on the Cimarron XIV and Formula Vee Feature at the Hallett Motor Racing Circuit, Hallett, Oklahoma, August 28-30, 2015. Hallett was originally planned as including a drivers school, but CVAR's fall drivers school has been rescheduled for September 18-20, 2015 at Texas World Speedway in College Station, after TWS management didn't shut down racing operations as fast as they had originally estimated.



photo by Don Gwynne

#77 Wes Wigginton, 1972 MG Midget, #186 Lou Marchant, 1959 MGA.

handling a rear brake fire on Jeff Norris' black #44 FP2 MG Midget in the fast pits. Their quick firefighting actions prevented a serious situation from getting out of hand. Happily no one was injured. Jeff needs to consider keeping firemen on his permanent crew roster! After the track (and the pit lane!) went cold in the late afternoon, a catered fajita feast on Saturday evening set a high standard; no one left hungry (or thirsty).

Sunday afternoon's 20 minute points races started with a combined race for **GROUP 1, 7**. Of 24 Group 1 and Group 7 cars entered for the weekend, only 10 took the Sunday afternoon green flag. Herb Hilton sat on pole in his yellow #17 Mustang, and he led every lap to take the overall win and the A Sedan class win. Richard Reeves started second and finished second overall, in his green #78 Porsche 911, to win C Production. Tim Woodruff ran the last half of the race in fourth overall in his blue #74 BMW 2002, but benefitted when Dan Hightower's blue #77 Datsun 240Z fell back on the very last lap. Woodruff finished 3rd overall and won the B Sedan class.

In contrast to the relatively small G1/G7 grid, the **GROUP 2** points race for DP, EP, FP and CS produced the largest grid of the afternoon. Of 39 Group 2 cars registered, 25 came under

Austin Mini. A lap down, Robert Blake took an unopposed D Production class win in his red #14 Triumph TR-4.

The **GROUP 3** race for Formula Vee had 15 starters. Bigger Hammer's Bill Griffith sat on pole in his black & silver #33 Warrior, and led all but two laps to take the overall win. After starting third, Dwight Calkins, driving his red #87 Lynx B, took the lead from Griffith on the fifth and sixth laps. Then Dwight got caught out by the aforementioned water crossing the track in the braking zone of the last turn before the front straight, and he retired. Mike Rogers, driving his silver #05 Bobsy Vega, fought his way from fifth on the grid to a second place finish, less than a second behind Griffith at the checkered flag. Elliot Barren's silver #23 Pegasus finished third.

CVAR's historic **GROUP 4** grid was larger than usual, with 10 cars starting. Forrest Tindall's 1960 blue & white #17 Lola Mk1 led the race from start to finish for the overall win. Allen Johnson started third, but soon reeled in Lou Marchant's 1959 dark



photo by Don Gwynne

#86 Angus Lemon, 1969 Merlyn Mk 11a; #11 Len Mills, 1969 Crossle 16F.



photo by Paul Valentine

**#39 Ross Mussina, 1972 Datsun 240Z; #113 Terry McLaren, 1969 MG Midget.**

**GROUP 1, 7**

**PL CL DRIVER/CAR**

- 1 AS H. Hilton/1967 Ford Mustang 2:08.665
- 1 CP R. Reeves/1972 Porsche 911 2:08.549



photo by Don Gwynne

**#06 Gary Bauer, 1969 Datsun 510.**

- 1 BS T. Woodtuff/1974 BMW 2002 2:15.784
- 2 AS J. Sharp/1971 Camaro
- 2 BS D. Oliver/1975 BMW 2002

- 3 BS R. Rosenberg/1972 BMW 2002
- 2 CP D. Hightower/1972 Datsun 240Z
- 4 BS G. Bauer/1969 Datsun 510
- 3 CP J. Stephens/1972 Datsun 240Z

**GROUP 2**

**PL CL DRIVER/CAR**

- 1 FP J. Hilton/1959 Austin Healey Bugeye 2:14.545
- 1 EP S. Brady/1972 FIAT Abarth 124 Spyder 2:17.709
- 2 EP B. Merrill/1972 Porsche 914/4
- 2 FP R. Riney/1963 Austin Healey Sprite
- 3 FP P. Sandy/1959 Austin Healey Sprite
- 4 FP D. Hilton/1971 MG Midget
- 5 FP J. Hovey/1967 Triumph Spitfire
- 3 EP B. Haga/1964 MGB
- 4 EP J. Jones/1972 MGB
- 5 EP K. Barstead/1965 MGB Roadster
- 6 FP P.D. Sohn/1972 MG Midget
- 7 FP A. Hofeling/1971 MG Midget

- 8 FP M. Briggs/1972 MG Midget
- 1 CS T. Bond/1964 Austin Mini 2:27.843
- 6 EP M. Floyd/1973 Porsche 914
- 7 EP M. Baker/1963 MGB
- 8 EP T. Welsh/1974 MGB
- 9 FP G. Reed/1967 MG Midget
- 10 FP D. Vick/1964 Triumph Spitfire
- 11 FP B. Barnes/1967 Austin Healey Sprite
- 12 FP J. Walker/1961 Austin Healey Sprite

- 1 DP R. Blake/1963 Triumph TR4 2:34.668

- 13 FP T. Swonke/1972 MG Midget
- 14 FP D. Littlefield/1974 MG Midget

**GROUP 3**

**PL CL DRIVER/CAR**

- 1 FV B. Griffith/1969 Warrior 2:18.142
- 2 FV M. Rogers/1968 Bobsy Vega
- 3 FV E. Barren
- 4 FV G. Smith/1972 Treuhaf Vee
- 5 FV R. Weingartner/1968 Beach 5C
- 6 FV W. Murphey/1966 Zink
- 7 FV S. Smith/1968 Zink



photo by Don Gwynne

**#12 Berkeley Merrill, 1972 Porsche 914/4.**

- 8 FV M. Jones/1968 Nash Scrambler
- 9 FV L. Thacker/1972 Autodynamics Caldwell D-13
- 10 FV A. Schutts/1963 Formcar
- 11 FV K. Fuller/1963 Kellison



photo by Don Gwynne

**#34 Cassandra Fuller, 1963 Kellison.**

- 12 FV S. Patterson/1968 Zink C-4
- 13 FV D. Fisher/1965 Autodynamics Mk IIB

- 14 FV D. Calkins/1972 Lynx B
- 15 FV B. Wright/1964 Zink

**GROUP 4**

**PL CL DRIVER/CAR**

- 1 CM F. Tindall/1960 Lola Mk I 2:24.869
- 2 CM A. Johnson/1959 Devin Healey
- 1 VA L. Gladfelter/1958 Corvette 2:25.577
- 1 EP S. Partin/1969 Alfa Romeo GT Junior 2:23.519
- 1 VB L. Marchant/1959 MGA 2:26.322
- 1 SFP W. Wigginton/1972 MG Midget 2:30.506
- 1 CS B. Pinkston/1966 Volkswagen Beetle 2:30.146
- 1 VC G. McFarlane/1960 H-Mod Thundermug 2:34.482
- 2 SFP J. Williams/1964 Austin Healey Sprite
- 2 CS S. Pinkston/1957 Volkswagen Beetle

**GROUP 6**

**PL CL DRIVER/CAR**

- 1 FA J. Barron/1972 Lola T240 2:05.229
- 1 FF1 A. Lemon/1969 Merlyn Mk 11a 2:05.384
- 2 FA R. Rodgers/1980 Abarth 33
- 2 FF1 T. Blakeney/1972 Royale RP-16

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**— DAVE HOGYE, TRIUMPH TR3**

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