

PEOPLE, CARS, EVENTS & RESOURCES
OF VINTAGE RACING

VICTORY LANE®

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CVAR at Hallett

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VDCA/VRG Wild Hair Run



CSRG at Infinon



CVAR 2nd Annual Mike Stephens Classic

Hallett Motor Racing Circuit, OK
March 27-29, 2009

photo by Clyde Coman

#66 John Gaudette, Zink C4; #13 Al Brussich, Lotus 61. Yes that is snow!

-by George Curl & Bob Green

Wow! We can control a lot of things, but no one can control the weather. Hallett in the snow was awesome. Running the track in the (unfamiliar) clockwise direction taxed people's brains. Rain during practice Friday made the "new" track easier to learn. Everyone had a

weather forecast and decided to go back home. Too bad, they really missed a special weekend of fun.

Saturday was something else. Snow started at the track around 8:00 am and continued until 3:30 pm. The one inch forecast became 10 inches of wet and heavy snow. Saturday was for snowmen, snowball fights, bench racing, dominos, cards, and video clip trading from laptop-to-laptop. With CVAR Tech Chief David Griffith at the grill, the restaurant was "semi-open".

Notwithstanding the atrocious weather, Connie and Scott Stephens put on a great party Saturday afternoon. After the party, the next task was to clear the track of 10" of snow. Many trucks and SUV's made many laps for up to three hours. You had to be there. You knew the track was clearing when your lap times went from the 10 minute range to under 3 minutes. Everyone was smiling and laughing, even those on the sidelines watching.

Men/boys, trucks, race track, snow – well, you get the picture. Note: A sliding/drifted truck moves snow, a lot more snow. There was no reported contact but more than a few four-offs. A long wheel base dually tow truck in a full lock, full throttle drift is a sight you don't get to see very often.

It worked. The track's power broom followed our activities and by Sunday morning we were getting close. A little more trucking and the Grid and Hot Pit were in shape. There

were many doubters but most were determined to salvage something out of the weekend.

Sunday morning stayed clear and cold and the stalwarts enjoyed one qualifying session and two races. First car out for practice and qualifying was at 10:30 a.m. The 46 remaining cars were separated into four race groups for practice and qualifying and two races were scheduled for each. It was best described by many as a surreal experience.

Track photographer Clyde Coman's photos of colorful race cars on a black track bordered by white snow are awesome. Thanks to Clyde's expertise at "photo editing" one photo of Doug Oliver's white BMW 2002 was made to appear that it is hanging in an art museum in Tulsa. Ask Doug about it at the next race... he'll probably have a copy of Clyde's creative picture depicting an art student sketching his B Sedan racer. Cool stuff.

No contact, great racing, and an event that 46 drivers will never forget. To those that stayed, you are simply the best of the CVAR attitude and spirit -- a huge thank you. To those that left early you really missed something special.



photo by David Griffith

George Curl and the snowman.

heightened sense of awareness. Folks behaved and the learning curve wasn't near as steep as some imagined. Listening to the forecast and watching the radar made us realize that Saturday was sure to be a wash out.

Practice & Qualifying on Friday was messy at best, with rain, sleet, hail, and a high temperature of 37 degrees or so. Many brave souls ventured out and had no real problems except the weather. It was poor conditions for our wonderful track workers for sure. About half the entrants looked at the weekend's



photo by Clyde Coman

#32 Bill Abel, Alfa Romeo GT.

How To Survive The Blizzard And Go Racing

-by Bob Green

CVAR Chief Steward

Friday was a test and tune day for CVAR racers at Hallett Motor Racing Circuit in Oklahoma. The March weather went from bad to worse as a daylong rain turned to sleet and hail and heavy snow was forecast for Saturday. The decision to cancel all Saturday track activities was made Friday afternoon and most everyone settled down for a social day, though some started home early.

Saturday saw a record-setting 10 inches of heavy, wet snow beginning at 8:00 a.m. and ending at 5:00 p.m., coinciding with the start of the usual track banquet and social

gathering. Being a mostly Texas based group, we don't know about snow and decided that we would try to clean the mess up and race on Sunday anyway. Many scoffed, but we were not to be deterred. We began the operation at 7:00 P.m. that evening with four FWD trucks and SUV's to break up the track snow and soon these were joined by all types of vehicles. You had to be there! Race track, snow, guys, trucks, and dark – well you can imagine the result. Facts: 1) A truck will move LOTS more snow when in a 4 wheel drift (slide) and 2) 25 to 30 trucks will move huge amounts of snow when involved in an informal drifting competition. We pulled the trucks off at 10:00 p.m. and the track power

broom attacked what was left. Much fun was had by all involved.

On Sunday morning (26 degrees) the trucks were back on a track that was 80% clear with spotty black ice. They worked on the grid and hot pit areas with the final clearing made by the power broom.

The highways were closed but we were going racing. The first group rolled off the grid at 10:30 a.m. for practice and qualifying, followed by two races in four race groups for all classes. To the 46 racers who had faith in us getting it done, thanks for staying. To the Hallett track crew, racers and workers who made it happen, thank you.

Let's not do it again.



photo by Clyde Coman

#18 Mike Orlie, Porsche Roadster;
#31 Gary Emery, Austin Healey Sprite.



photo by Clyde Coman

#10 Edward Copley, Lola T340;
#61 John Mihalich, Lotus 61.

RACE RESULTS

RACE 1

PL CL DRIVER/CAR

1 CP V.Shade/Porsche 911T
1:48.436

RACE 2

PL CL DRIVER/CAR

1 BS B.Abel/Alfa Romeo 1:51.257
1 CS D.Patton/Mini Cooper
1:55.124

4 FP R.Fisher/AH Sprite

RACE 3

PL CL DRIVER/CAR

1 FF2 P.Hoekenga/ Lola T540 1:45.441
2 FF2 S.Clark/Lola T540 1:47.441
1 FF1 P.Junco/Lotus 51B 1:50.661
1 FV R.Bailey/Lynx B
2 FV B.Griffith/Adams 5C
3 FV M.Callahan/Zink Z5
4 FV B.Ravenaugh/Zink
5 FV J.Gaudette/ Zink C4
2 FF1 A.Brussich/Lotus 61
6 FV F.Stoner/Formcar
7 FV B.Hauer/Shark P69
8 FV D.Harrison/Zink C4

3 FF2 T.Stege/Formula Vee

3 FF1 E.Copley/Lola T340

9 FF J.Mahalich/Lotus 61

10 FV CL.Turcotte/Baker

4 FF2 J.Ravenaugh/Zink C-4

11 FV J.McCaulay/Crossle 32F

12 FV D.Rolison/Zink C-5

1 FA K.Liming/Centaur 2:17.216

RACE 4

PL CL DRIVER/CAR

1 VB M.Orlie/Porsche 2:04.857

1 SFP J.Walker/AH Sprite 2:04.663

2 SFP G.Emery/AH Sprite

1 VC T.Desalvo/Crosle Special 2:49.213



photo by Clyde Coman

#40 George Curl, MGB;
#140 Douglas Oliver, BMW 2002.

2 CP S.Duplissey/Porsche 911

1 BP T.Filer/Corvette

1 AS A.Shores/Ford Boss Mustang
1:58.595

2 BP R.Allen/Shelby Mustang
GT350

3 BP C.Jones/Shelby Mustang
GT350

3 CP A.Tomita/Porsche 911

4 CP C.Koehler/Porsche 911

1 EP G.Curl/MGB 1:55.785

2 BS D.Oliver/BMW 2002

3 BS J.Pitt/Alfa Romeo

2 EP M.Floyd/Porsche 914

1 FP D.Littlefield/MG Midget 2:06.253

2 FP D.Williams/AH Sprite

3 EP J.Hamilton/MGB Roadster

4 EP K.Morris/MGB

3 FP P.Glawe/AH Sprite

5 EP T.Walsh/MGB



photo by Clyde Coman

#63 Ted Filer, Corvette;
#88 Alfonso Koehler, Porsche 911.