



#61 John Page, 1965 Alfa Romeo Spider Veloce; #186 Lou Marchant, 1959 MG A.

photo by Don Gwynne

CVAR Mike Stephens Classic

Hallett Motor Racing Circuit, OK

April 8-10, 2011

-story by Don Gwynne, George Curl and Art Summerville

Historically, CVAR usually races Hallett counter-clockwise. But Hallett was brilliantly developed so that it can also be run clockwise. So now we alternate, spring and fall. It is like having two very different race courses for the price of one. A year ago, the spring clockwise event was held in persistent, and often heavy, rain. This April saw sunny Oklahoma weather, and once again the Stephens family hospitality was outstanding. Every time we think they can't do better, they do. Thanks also go to the Colorado, Kansas and Missouri vintage racers who give Hallett events solid spots on their calendars.

Special guests from Canada (Joe Lightfoot and his wife Cheryl) as well as from California (Don Racine, Mini Mania, and his family) were clearly impressed by the Hallett warm welcome and CVAR's "vintage spirit", and said

so in writing. Race chairman Art Summerville extended his personal thanks to all the workers for helping make another outstanding event possible. Roger Bailey is leaving us after a long run with CVAR. His job is taking him to Pittsburgh, PA, which is closer to home for him. Roger served well as CVAR's Chief of Tech for 4 years and often filled in as needed. Thanks for all you have done, Roger.

Eleven FF1 drivers and cars gridded up before the feature race for a group photo. Hallett's 1.8 mile clockwise road course is well suited to Formula Fords when geared correctly. Coyote Turn is even a first gear corner. Sunday afternoon's 30 minute

Formula Ford Feature Race provided a really good show. The grid was set by the previous Group 6 race with James Stiehr of Evergreen, Colorado on the pole in his red & black #31 Winkelman WDF-1. Chalmer McWilliams, green & white #19 Lotus 51A, lined up second, Patricio Junco, red #21 Merlyn 20-A, third and Bill Johnson, blue #28 Royale RP3A fourth.

Thirty minutes is the longest race run by the Formula Fords in CVAR. It requires a full tank of fuel and plenty of driver stamina. Spectators watching at the last corner coming into the front straight saw some really good safe passing. Chalmer McWilliams put up a great effort, but just could not match James Stiehr's pace. After the feature race win, James said he has never

been so comfortable with his car and with the track. This was very apparent watching him flow through that last corner to the front straight on the way to his convincing win. The top five



photo by Don Gwynne

#62 Jim Macaulay, 1976 Crossle 32F; #87 Nathan John, 1972 Lola T-200.

drivers crossed the finish line with 22 laps. The remainder of the day's races were approximately twenty minutes each.

The **Group 1** (ASR, AS, AP, BP, CP) race on Sunday afternoon was a preview of fall's "Thunder on the Cimarron", giving the spectators quite a show. Oklahoma's John Hardin led the way home in his 1963 red & white #146 Huffaker Genie Mk VIII, taking the overall and A Sports Racing win. Missouri's Tony Shores chased John home, finishing second overall and first in B Production driving his 1965 blue & orange #21 Mustang. The "Bowtie" crowd was pleased by Chad Courty winning A Sedan with his 1968 orange #38 Camaro, finishing third overall. The next three spots were taken by C Production



photo by Don Gwynne

#7 John Fudge, 1957 Ferrari 250GT; #51 Dan Ruehs, 1959 Chevrolet Corvette.

drivers George Kopecky, Ralf Kuehnhoefler, and Berkeley Merrill. Jim Sandberg won A Production driving his 1969 red Corvette.

The **Group 2** race (DP, EP, FP, BS and CS) was won by Greg Hibbs driving his red #62 DP Lotus Super Seven. Jeff Sloan placed a distant second overall and second in DP in his green #63 Lotus Super Seven. Just two seconds later, Canadian guest Joe Lightfoot won EP and placed third overall in his gold #169 MGB. Fourth overall and first in B Sedan was Maor Primo in his brilliant red #71 Fiat 124 Sport Coupe. Immediately behind "Primo" came California guest Don Racine, driving his red #177 "Mini Mania" Mini Cooper S to win C Sedan. Bill Hill won FP in his blue #114 MG Midget.

Group 3 (FV and SFP) saw Formula Vees dominating the first six finishing positions, with Tom Stege coming out on top driving his yellow #38 Beach. One lap down, Gary Emery won SFP "Spec Sprite" class in seventh overall, driving his green & yellow Austin Healey Sprite.

The **Group 4** (VA, VB, VC, FFJr, and C Modified) race saw some interesting and historic cars come out to play. Tom Atlas placed first overall in his 1962 blue #171 Huffaker Mk II FFJr. Nipping at Tom's heels was Tony Parella's 1958 black #56 Corvette to take the VA class win. Forrest Tindall's blue & white #17 Mk I Lola came next for the C Modified class win, barely ahead of another Mk I Lola, the black #17 car driven by Jeff Norris. By barely ahead, we are talking less than 3/100 of a second. Close racing indeed! Jack McClanahan won VB in his green & white Austin Healey 100-4. After completing eight of the winner's thirteen laps, Oklahoma City driver John "Chip" Fudge decided that the tires and brakes of his 1957 blue



photo by Clyde Coman

#72 Gerry Tussing, 1972 Titan Mk 6A; #19 Chalmer McWilliams, 1967 Lotus 51A; #5 Mitchell Hibbs, 1969 Merlyn Mk 11A; #87 Nathan John, 1972 Lola T-200; #28 Bill Johnson, 1971 Royale Rp3A; #64 Lawrence Reyburn, 1971 Merlyn Mk 20A FF1; #31 James Stiehr; 1969 Winkelmann Wdf-1; #62 Jim Macaulay, 1976 Crossle 32F; #21 Patricio Junco, 1972 Formula Ford Merlyn 20-A; #32 John Breidenbach, 1968 Lotus 51B Formula Ford; #63 Dennis L. Collins, 1969 Merlyn 11A FF.

& white #7 Ferrari 250GT were done for the day. Sometimes discretion is the better part of valor, especially with a rare and classic Ferrari. Chip's car is one of only eight 250GTs built with a "low roof" during Ferrari's crossover from Boano bodyworks to Carrozzeria Ellena. Those eight laps were good for the VC class win nonetheless. The "worst luck of the day" award should probably go to Lou Marchant. After an overnight tow from Albuquerque, NM the day before (ask her sometime for the scary story involving the wreck of her tow vehicle and trailer enroute to an event at Infineon the week before), her beloved green #186 MGA suffered

a severe case of engine block ventilation at the first turn after the green flag dropped.

Last race of the weekend was for a small **Group 6** (FA and FF1) field of five cars, with two FF1 drivers leading two FA cars to the checkered flag. Mexico's Patricio Junco took the overall and FF1 win in his red #21 Merlyn 20-A, a convincing 1 minute ahead of the rest of the pack. Dallas' Larry Reyburn came second in his blue & silver #64 Merlyn 20-A. Fred Haynie's red #77 Royale RP19 was less than a tenth of a second behind Reyburn to place third overall and take the FA class win over James Tanner's orange #113 Lola T-326 Super Vee.

Congratulations to all the drivers and crews.

RACE RESULTS
FORMULA FORD FEATURE
PL CL DRIVER/CAR



photo by Don Gwynne

#161 Dennis Racine, 1961 Austin Cooper S.

- 1 FF1 J. Stiehr/1969 Winkelmann Wdf-1 1:23.282
- 2 FF1 C. McWilliams/1967 Lotus 51A
- 3 FF1 B. Johnson/1971 Royale Rp3a
- 4 FF1 P. Junco/1972 Formula Ford Merlyn 20-A
- 5 FF1 M. Hibbs/1969 Merlyn Mk 11a
- 6 FF1 L. Reyburn/1971 Merlyn Mk 20A FF1
- 7 FF1 G. Tussing/1972 Titan Mk6a Ff
- 8 FF1 N. John/1972 Lola T-2000
- 9 FF1 D. Collins/1969 Merlyn 11A Ff
- 10 FF1 J. Breidenbach/1968 Lotus 51B Formula Ford

GROUPS 7, 1

PL CL DRIVER/CAR

- 1 ASR J. Harden/1963 Huffaker Genie Mark VIII 1:28.795
- 1 BP A. Shores/1965 Ford Mustang 1:29.833
- 1 AS C. Courty/1968 Camaro RS 1:30.343

1 CP G. Kopecky/1970 Porsche 911S 1:30.401

- 2 CP R. Kuehnhoefler/1973 Porsche 911
- 3 CP B. Merrill/1971 Datsun 240Z
- 1 AP J. Sandberg/1969 Chevrolet Corvette 1:33.793
- 4 CP T. Taff/1971 Porsche 914 6
- 2 BP S. Seitz/1965 Ford Mustang
- DNF AS J. Atwell/1967 Ford Mustang
- DNF CP D. Piott/1972 Porsche 914
- DNF CP G. Morgan/1972 Porsche 911

GROUP 2

PL CL DRIVER/CAR

- 1 DP G. Hibbs/1962 Lotus Super 7 1:31.973
- 2 DP J. Sloan/1963 Lotus Super 7
- 1 EP J. Lightfoot/1965 MG B 1:36.336
- 1 BS M. Primo/1971 Fiat 124 1:36.245
- 1 CS D. Racine/1966 Morris Mini Cooper S 1:35.037
- 1 FP W. Hill/1968 MG Midget 1:38.145
- 2 EP G. Curl/1964 MG B
- 3 EP T. Welsh/1974 MG MGB
- 2 FP R. Fisher/1959 Austin Healey Sprite
- 3 FP G. Reed/1967 MG Midget



photo by Don Gwynne

#071 Maor Primo, 1971 Fiat 124.

- 4 FP S. Knight/1966 Austin Healey Sprite
- 4 EP M. Floyd/1973 Porsche 914
- 5 FP R. Grantham/1971 Triumph Spitfire
- DNF CS D. Racine/1961 Austin Cooper
- DNF FP J. Sharp/1972 MG Midget
- DNF FP H. Hilton/1971 MG Midget

GROUP 3

PL CL DRIVER/CAR

- 1 FV T. Stege/1969 Formula Vee Beach 1:35.648
- 2 FV B. Griffith/1970 Calwell D13
- 3 FV R. Bailey/1969 Lynx B
- 4 FV D. Harrison/1965 Zink C4
- 5 FV J. Yule/1963 Formcar Mk II
- 6 FV J. Revenaugh/1967 Zink C-4
- 1 SFP G. Emery/1964 Austin Healey Sprite 1:44.229
- 7 FV F. Storer/1963 Formcar
- 8 FV B. Heuer/1969 Shark P69
- 2 SFP M. Vecellio/1972 MG Midget

GROUP 4

PL CL DRIVER/CAR

- 1 FJR T. Atlas/1962 Huffaker Mk II 1:36.339
- 1 VA T. Parella/1958 Chevrolet Corvette 1:36.432
- 1 CM F. Tindall/1960 Lola MK I 1:36.250
- 2 CM J. Norris/1964 Lola MK I
- 2 FJR C. Bamford/1961 Cooper T56
- 2 VA A. Johnson/1958 Devin Mga
- 3 VA D. Ruehs/1959 Chevrolet Corvette
- 1 VB J. McClanahan/1955 Austin Healey 100-4 1:42.836
- 1 VC J. Fudge/1957 Ferrari 250GT 1:44.614



photo by Don Gwynne

#02 Herb Hilton, 1971 MG Midget.

- 2 VB M. Ford/1950 MG TD
- DNF VB L. Marchant/1959 MG A

GROUP 6

PL CL DRIVER/CAR

- 1 FF1 P. Junco/1972 Formula Ford Merlyn 20-A 1:26.368
- 2 FF1 L. Reyburn/1971 Merlyn MK 20A FF1 1:29.405
- 1 FA F. Haynie/1975 Royale Rp19 1:29.405
- 2 FA J. Tanner/1976 Lola T326 Super Vee
- DNF FF1 D. Collins/1969 Merlyn 11A FF



photo by Don Gwynne

#776 Manley Ford, 1950 MG TD.