

THE VINTAGE AND HISTORIC RACING NEWS MAGAZINE

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# VICTORY LANE



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HSR at Road Atlanta, GA



## RMVR 2012 Drivers School Pikes Peak Int'l Raceway, CO



CVAR at Hallett Raceway, OK

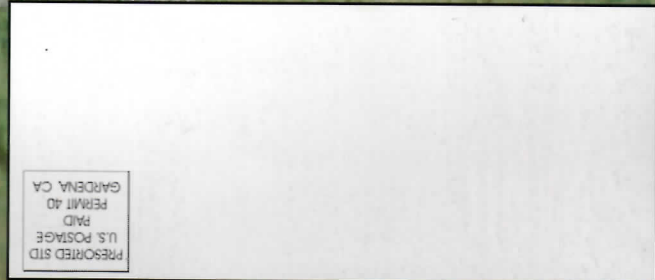




photo by Don Gwynne

#33 Bill Griffith, 1969 Warrior; #68 Mike Callahan, 1968 Zink Z-5; #119 Bruce Revennaugh, 1967 Zink C-4.

# CVAR Mike Stephens Classic

## Hallett Raceway, OK

April 20-22, 2012

– Story by Don Gwynne

The 5th Annual Mike Stephens Classic brought sunny Oklahoma weather, and once again the Stephens family hospitality was outstanding. CVAR thanks Victory Lane Magazine for their sponsorship of the event and providing T-shirts for the Vee drivers. Racer Parts Wholesale

sponsored the weekend and donated goodies, while the McClanahan's Storage 105 group brought custom event T-shirts.

On Saturday afternoon, 15 Formula Vee drivers took the green flag for the 30 minute feature race. **THE VICTORY LANE FORMULA VEE FESTIVAL FEATURE RACE** would have had 17 starters but for an unfortunate traffic accident that befell Tom O'Grady on Interstate 35 near Denton, TX, enroute to Hallett. His trailer and FV will probably recover, but it seems doubtful that his motorhome will. Northbound I-35 was reportedly closed for almost three hours, so this was no small fender-bender. Tom offered his profuse thanks for the many CVAR workers and racers who stopped to render assistance. No other vehicles were involved and thankfully, no one was injured (tire failure is suspected).

Seven cars finished on the leader's lap, with Bill Griffith's black & silver #33 Warrior taking first. Team Geezer's Mike Callahan finished a close second in his white & blue #68 Zink Z-5, with Bruce Revennaugh a few more seconds back in third in his blue #119 Zink C-4. Doane Harrison came in fourth in his red & white #56 Zink C-4. The field suffered only one DNF.

In the ensuing Winner's Circle ceremonies, Robert and Cindy Rodgers' daughter Cynthia proved to be a gracious and lovely trophy girl, handing out giant piston trophies that didn't look like they would fit a Volkswagen barrel very well. Cynthia's name is now proudly painted on her dad's blue #16 Fiat 124 Sport Coupe, and she looks forward to attending the next CVAR driver's school at TWS in September 2012.

Following the Saturday racing, Group 1 Camaro racer (and occasional Bigger Hammer Formula Vee pilot) Sam LeComte treated the crowd with choices including catfish, shrimp, steaks, crab legs, and chicken. He brought all the fixings from Texas, but used the Hallett café facilities in preparing the bountiful meal.

Incredibly, the CVAR dinners at Hallett just keep getting better every year!

CVAR rotates the starting order at each race weekend. For this event, the planned order was Group 7 first out, then Group 1, Group 2, etc. A relatively small turnout, however, led to combining Groups 1 and 7 for the Sunday races. In the Sunday afternoon points race, the **GROUP 1 AND 7** cars played well together. Skip Duplissey's Group 7 green #71 Porsche 911 T sat on the outside of the front row alongside John Harden's Group 1 red #146 Mk8 Huffaker Genie. When the green flag dropped, however, cubic inches proved tough to beat. Tony Shores roared immediately into second overall in his light blue & black Boss 302 Mustang and held that spot all the way to the end to win the A Sedan class. John Harden never looked back, leading the race from start to finish, winning A Sports Racing in the process. George Kopecky muscled his black Porsche 911 RSR from 12th on the grid up to third overall and first in FIA class at the finish. Skip Duplissey finished a strong 4th overall to win the C Production class. Michael Stephens (no



photo by Clyde Coman

#30 Mike Stephens, Alfa Romeo Spider Veloce; #89 Don Gwynne, Ford Escort; #24 Tom Taff, Porsche 914-6.



photo by Clyde Coman

#71 Maor Primo, Fiat 124 Sport Coupe B Sedan.

## Victory Lane Vintage Formula Vee Festival Race

— story by Mike Callahan

Seventeen Formula Vees, 15 monoposto and 2 FV1s, took the “call to grid” for the Victory Lane Vintage Formula Vee Festival Race at Hallett Motor Racing Circuit on April 21. The race was the feature event in CVAR’s Fifth Annual Mike Stephan’s Classic.

This was the first race of 2012 in the Victory Lane series and was conducted under perfect weather conditions. The day was dry, sunny, temperatures in the mid-seventies and no wind.

The front row of the field, Mike Callahan (Zink Z-5) and Bill Griffith (Warrior FV) brought the Vees to the flag for a 30 minute race over the 1.8 mile, 10 turn Hallett track.

The competition quickly evolved into several multi-car packs. The lead pack consisted of Callahan, Griffith, Bruce Revenaugh (Zink C-4) and Doane Harrison (Zink Z-5). A scant 1.2 seconds back was another four car pack of Jim Yule (Formcar), Dwight Calkins (Lynx B), John Ridings (Zink C-4), and Tom Stege (Beach Mk5). The third group was Bill Wolff (Zink C-4), the two FV1s of Randy Hablitzel (Autodynamics) and Bob Beirow (Katz) followed by Janet Revenaugh (Zink C-4), Dale Rolison (Zink Z-5), Fred Storer



photo by

#68 Mike Callahan, 1968 Zink Z-5; #33 Bill Griffith, 1969 Warrior; #119 Bruce Revenaugh, 1967 Zink C-4; #63 Jim Yule, 1963 Formcar Mk II; #56 Doane Harrison, 1965 Zink C-4.

(Formcar), Sam LeComte (Caldwell), Barry Heuer (Autodynamics), and Chuck Singletary (Autodynamics).

There were position changes within each pack on every lap with Mike Callahan holding the overall lead until lap 12 when Bill Griffith took the lead and held it to the finish.

Bill Griffith of Bigger Hammer Racing may be the most prolific winner in the Victory Lane series having won two of the races in

2010 and kicked off the 2012 series with yet another win.

During the course of the race, both Callahan and eventual winner Griffith flirted with the track record for vintage Vees. Both drivers beat the previous record with Mike Callahan prevailing at 1:33.637 on lap 17.

The Victory Lane Vintage Formula Vee Festival Race was fast, competitive, safe and most of all FUN!

relation to Hallett’s Stephens family) drove his recently acquired red #30 Alfa Romeo Spider Veloce to a strong D Production win, in 7th overall, which was especially noteworthy as this was his first race weekend after completing CVAR driver’s school at TWS a year ago. Back in 11th overall, Greg Reynolds won B Production in the “big 89” white Shelby GT-350, immediately followed by Don Gwynne in the “little 89” white Ford Escort which won B Sedan. Maor Primo might well have finished

higher in his red #071 Fiat 124 Sport Coupe, but for not hearing the Group 1/Group 7 grid call and finally getting on track several laps down on the pack.

The **GROUP 2** points race for E Production, F Production and C Sedan was a bugeyed romp all the way. Dave Williams drove his silver #23 A-H Sprite to a convincing start-to-finish overall win and the F Production class win. Mark Cory, also driving an FP bugeye, kept Williams honest, hounding him every

lap in his white #160 A-H Sprite, and taking the checker just 5.6 seconds in arrears after twenty minutes of racing. Herb Hilton was third overall and third FP in his red #02 MG Midget. John Setar won E Production, finishing fifth overall, driving his yellow & orange Porsche 914. David Patton took an unopposed C Sedan win in seventh overall, in his white & black Morris Mini.

After Saturday’s VL-sponsored feature race, the Sunday afternoon **GROUP 3** points race

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photo by Don Gwynne

## #80 John Hamilton, 1965 MGB Roadster; #02 Herb Hilton, 1971 MG Midget.

produced more close FV racing. The starting grid had Doane Harrison on pole in his red & white #56 Zink C-4, with Team Geezer's Mike Callahan sitting alongside in his white & blue #68 Z-5. When the green flag dropped, Callahan jumped into the lead and stayed there until the checkered flag fell. Not that it was easy, however. Bruce Revenaugh also got by Harrison on the first lap and held second for the rest of the twenty minute race. A tight battle for third through sixth soon developed, with Doane Harrison successfully defending the third spot against pressure from Tom Stege, Dwight Calkins and John Ridings, all of whom took the checker within a 1.5 second interval.

The age of the **GROUP 4** field ranged from 1955 thru 1961, but old age didn't seem to slow them down a bit. John "Chip" Fudge sat on pole in his green #56 Lister-Maserati,

with Charles Bamford's blue #34 Cooper T56 alongside. When the green flag dropped, Fudge and Bamford fought back and forth for the lead until on lap 8 the Lister-Maserati didn't appear. Bamford held the lead the rest of the way to finish first overall and win the FJR class. Fudge's misfortune simplified the life of the timing and scoring folks, however, since Tony Parella's black 1958 Corvette was also bearing #56. After the green #56 dropped out, Tony brought the black #56 across the line in second overall to win the C Modified class as well. Reed Yates won VB class by bringing Lou Marchant's BRG #186 MGA across the line in third overall. Gary Emery took an unopposed SFP "Spec Sprite" win in his green & yellow #31 A-H Sprite, in fifth overall. Gary McFarlane won VC while driving his one-of-a-kind "Thundermug" H-Modified to sixth overall.

The final race of the weekend was the **GROUP 6** points race for FA, FF1 and FF2. Mexico's Patricio Junco sat on pole in his red #21 Merlyn 20-A FF1, with Mark Domiteaux alongside in a black & yellow Titan Mark 9B FF2. When the green flag dropped, Junco led every lap except the one that counted most. Mark Domiteaux never gave up, and finally found an opening on the last lap to take the overall win. Steve Lafferty ran steadily from start to finish in his red #47 Merlyn 20-A to finish third overall and second in FF1. Robert Rodgers put in an "iron man" performance in his red #44 Abarth FA, driving with what later turned out to be broken bones in one foot after it was run over in a paddock incident. His reward was fourth overall and first in FA class.

A great event checked off the 2012 calendar. For those who have always wanted to run



photo by Clyde Conan

## #57 Guy Morgan, Porsche 911.

at Hallett, there will be another opportunity October 12-14 for the Thunder on the Cimarron XI. See you there.

### FORMULA VEE FESTIVAL

#### PL CL DRIVER/CAR

- 1 FV B. Griffith/1969 Warrior 1:33.930
- 2 FV M. Callahan/1968 Zink Z-5
- 3 FV B. Revenaugh/1967 Zink C-4
- 4 FV D. Harrison/1965 Zink C-4
- 5 FV J. Yule/1963 Formcar Mk II
- 6 FV J. Ridings/1968 Zink C-4
- 7 FV T. Stege/1969 Formula Vee Beach
- 1 FV1 B. Beirrow/1971 Katz FV 1:38.401
- 2 FV1 R. Hablitzel/1965 Formula Vee Autodynamics
- 8 FV F. Storer/1963 Formcar
- 9 FV D. Rolison/1967 Zink Z-5
- 10 FV S. LeCompte/1967 Formula Vee



photo by Don Gwynne

## #56 Tony Parella, 1958 Chevy Corvette.

- 11 FV J. Revenaugh/1967 Zink C-4
- 12 FV D. Calkins/1972 Lynx B
- 13 FV C. Singletary/1965 Autodynamics Mark IIb FV
- 14 FV W. Wolff/1970 Zink FV

#### GROUP 1 AND 7

#### PL CL DRIVER/CAR

- 1 ASR J. Harden/1963 Huffaker Genie M. VIII 1:25.466
- 1 AS A. Shores/1970 Ford Mustang 1:26.331
- 1 FIA G. Kopecky/1973 Porsche Rsr 1:25.914

#### 1 CP S. Duplissey/1971 Porsche 911 T

- 1:27.134
- 2 AS S. Coleman/1965 Ford Mustang



photo by Don Gwynne

## #23, Dave Williams, 1959 A-H Bugeye Sprite.

- 3 AS J. Garrett/1967 Ford Mustang
- 1 DP M. Stephens/1971 Alfa Romeo Spider Veloce 1:31.396
- 2 CP T. Taff/1971 Porsche 914 6
- 3 CP R. Kuehnhofer/1973 Porsche 911
- 4 CP G. Morgan/1972 Porsche 911

- 1 BP G. Reynolds/1967 Shelby Mustang GT350 1:28.890
- 1 BS D. Gwynne/1970 Ford Escort RS1600 1:35.677

- 2 BS D. Oliver/1975 BMW 2002
- 5 CP J. Iturbe/1972 Porsche 911
- 3 BS M. Pranka/1972 Alfa Romeo GTV

#### GROUP 2

#### PL CL DRIVER/CAR

- 1 FP D. Williams/1959 Austin Healey Bugeye Sprite 1:32.459
- 2 FP M. Cory/1960 Austin Healey Sprite
- 3 FP H. Hilton/1971 MG Midget
- 1 EP J. Setar/1971 Porsche 914 1:34.015
- 2 EP M. Floyd/1973 Porsche 914
- 3 EP J. Hamilton/1965 MG B Roadster
- 1 CS D. Patton/1962 Morris Mini 1:36.724
- 4 EP T. Welsh/1974 MG B
- 4 FP S. Knight/1972 MG Midget

- 5 FP S. Barrett/1969 MG Midget
- 6 FP R. Grantham/1971 Triumph Spitfire
- 5 EP K. Morris/1969 MG B
- 7 FP G. Reed/1967 MG Midget
- 8 FP M. Glass/1972 MG Midget
- 9 FP C. Duroy/1962 MG Midget

#### GROUP 3

#### PL CL DRIVER/CAR

- 1 FV M. Callahan/1968 Zink Z-5 1:35.765
- 2 FV B. Revenaugh/1967 Zink C-4
- 3 FV D. Harrison/1965 Zink C-4
- 4 FV T. Stege/1969 Formula Vee Beach
- 5 FV D. Calkins/1972 Lynx B
- 6 FV J. Ridings/1968 Zink C-4
- 7 FV J. Yule/1963 Formcar Mk II
- 8 FV J. Revenaugh/1967 Zink C-4
- 9 FV D. Rolison/1967 Zink Z-5
- 10 FV W. Wolff/1970 Zink Fv
- 11 FV C. Singletary/1965 Autodynamics M. IIb Fv
- 12 FV F. Storer/1963 Formcar

#### GROUP 4

#### PL CL DRIVER/CAR

- 1 FJR C. Bamford/1961 Cooper T56 1:34.748



photo by Don Gwynne

## #36. Sam LeCompte, 1967 FV.

- 1 CM T. Parella/1958 Chevy Corvette 1:37.150
- 1 VB R. Yates/1959 MG A 1:39.783

- 2 VB J. Mcclanahan/1955 Austin Healey 100-4

- 1 SFP G. Emery/1964 Austin-Healey Sprite 1:45.112

- 1 VC G. McFarlane/1961 H-Modified Thundermug 1:45.087

- 2 VC G. Bauer/1959 Austin-Healey Sprite



photo by Don Gwynne

## #30 John Setar, 1971 Porsche 914.

- 1 VA C. Kellner/1959 Austin Healey 3000 1:56.952

- 2 VA J. Fudge/1956 Lister-Maserati A6gcs

#### GROUP 6

#### PL CL DRIVER/CAR

- 1 FF2 M. Domiteaux/1975 Titan FF M. 9B 1:24.730
- 2 FF1 P. Junco/1972 Formula Ford Merlyn 20-A
- 3 FF1 S. Lafferty/1971 Merlyn Mk 20
- 4 FA R. Rodgers/1980 Abarth 33
- 5 FF1 G. Hibbs/1972 Merlyn 20 A
- 6 FF1 L. Reyburn/1971 Merlyn Mk 20A FF1
- 7 FF1 J. Breidenbach/1968 Lotus 51B Formula Ford
- 8 FF1 A. Lemon/1969 Merlyn 11A
- 9 FF1 D.L. Collins/1969 Merlyn 11A FF
- 10 FF2 H.H. Jones/1974 Lola T-342