



CVAR's Formula Vee Golden Jubilee,
the opener for Victory Lane Magazine's
Vintage Formula Vee Festival races.

— story by *Don Gwynne*

The Oklahoma weather was dry, cool and sometimes windy for the 6th Annual Mike Stephens Classic.

Chief Steward Bob Green, in an effort to increase attendance at the mandatory Saturday morning drivers meeting, gave everyone a “secret sign.” Drivers coming to the grid for their first practice session were

sent back to the paddock if they couldn't give the Grid Steward the “secret sign.” Just a little something to keep people on their toes! Word got around very quickly about the importance of attending drivers meetings in the future.

The **FORMULA VEE GOLDEN JUBILEE** feature race on Saturday produced some great racing. This was the first race of 2013 in the *Victory Lane*

Magazine Vintage Formula Vee Festival series and the drivers enjoyed racing under near perfect weather conditions.

Bill Griffith put in a convincing performance in his #33 black and silver 1969 Warrior. He led every lap. Bruce Revennaugh shared the front row of the starting grid, and ran second in his #119 blue Zink C-4 until mechanical DNF on the 10th lap. Unique trophies constructed by Art Summerville

CVAR Mike Stephens Classic

Hallett Motor Racing Circuit, OK

April 19-21, 2013



from WWII military rods and pistons were taken home by Bill Griffith for first, Team Geezer's Mike Callahan for second and William Wolff for third. Callahan began the race in 4th in his #68 white & blue Zink Z-5. Wolff came all the way from 7th on the grid to finish 3rd in his #11 red Zink.

Jim Yule was presented with Art Summerville's hand-crafted "Hard Luck" thrown rod trophy after suffering a right

rear brake drum center section failure on the 6th lap of the FV feature race. Luckily, the wheel and tire stayed on while he got stopped. Jim said it sounded terrible, and he thought he might have lost the transmission. No other harm was done, however, and thanks to a replacement drum provided by Bill Griffith, Jim was able to race his #77 green Kaimann FV the rest of the weekend without incident.

Mike Callahan wrote the following summary for the CVAR Newsletter: "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, one in 2012 and kicked off the 2013 series with yet another win. The trophies that Art Summerville prepared for the feature race were outstanding. *Victory Lane Magazine* provided event tee



#14 John Fudge, 1968 Bizzarrini GT America 5300; #43 R. Burt Williams, 1970 Porsche 911.

photo by Don Gwynne

shirts for each competitor and Vintage Tyres Limited (North American importer of Dunlop tires) awarded a tire by random drawing to one competitor. The tire was won by Mike Callahan amidst friendly and loud protests from the drivers."



photo by Don Gwynne

#44 Steven Cole, 1970 Alfa Romeo; #36 Chalmer McWilliams, 1968 Lotus Elan; #58 Ralf Kuehnhoefler, 1973 Porsche 911.

The Sunday afternoon points races commenced with a combined **GROUP 1 AND 7** race, with the grid made up of two FIA cars, four CP cars, three DP cars and four B Sedans. George Kopecky's #97 black Porsche RSR took the overall win and first

in FIA class. This was an especially sweet victory after having to drive off course Saturday morning to avoid an accident. Thankfully, Hallett's energy-absorbing walls on the outside of "The Bitch" corner minimized damage to Kopecky's RSR, which was able to race the rest of the weekend without further difficulty. Skip Duplissey's #71 green Porsche 911T finished second overall, slightly more than twenty seconds in arrears. John "Chip" Fudge's beautiful and rare #14 red Bizzarrini GT America 5300 came third overall and second in FIA class. The three D Production cars in the race finished 6-7-8 overall, with Michael Stephens (no relation to the Hallett Stephens family) placing first in DP in his #30 red Alfa Romeo Spider Veloce.

Louis Gladfelter's tow from Little Rock was rewarded with a first in B Sedan, while 18 seconds back, Don Gwynne's #89 white Ford Escort was locked in a successful race-long tussle with Tom Hassell's #16 white Ford Mustang. Tom won the A Sedan class,

nonetheless, finishing three seconds ahead of his brother Gene's #83 red Mustang. Newcomer Cynthia Trifilio was pleased to split the two Mustangs in her #55 blue Fiat 124 Sport Coupe for a third in B Sedan.

The second points race saw 14 EP and FP cars take the starter's flag. Another 14 **GROUP 2** cars were entered but failed to start this race for various reasons. Dave Williams of Lenaxa, KS, started from the pole position and led all but three laps. The first three positions when the checkered flag fell were occupied by FP cars. On laps 3, 4 and 11, Jay McClanahan took the lead, but at the end it was Williams' #23 silver Bugeye Sprite first overall and first in FP. Mike Floyd brought his #614 yellow Porsche 914 home fourth overall to win the EP class, which was especially noteworthy after starting from dead last on the grid.



photo by Don Gwynne

#12 Tom Atlas, 1959 Huffaker Mk I.

The **GROUP 3** points race for FV produced the same winner as the Saturday FV feature race, but a very different race behind the flying Bill Griffith. Dwight Calkins held the second spot from start to finish in his #87 red Lynx. After starting fifth, Bruce Revennaugh fought his way up to third in his #119 blue Zink C-4. And with a good brake drum installed, Jim Yule had a better day, finishing fourth in his #77 green Kaimann.

CVAR's **GROUP 4** includes VA, VB, VC, FFJr and CM classes, and for this event, the SFP "Spec Sprites" were moved from Group 3 to Group 4. Earl Zwickey placed

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photo by Tim Turner

#89 Don Gwynne, 1970 Ford Escort RS1600; #16 Tom Hassell, 1996 Ford Mustang Notchback.

first overall, winning the VA class, in his #20 yellow Ginetta G4. He started from pole and led every lap, but it wasn't easy. Jeff Norris was nipping at his heels, finishing less than a second in arrears after 20 minutes of racing. Norris' #44 black Lola Mk1 won the CM class in second overall. Tom Atlas' immaculate #12 blue Huffaker came third overall to win the Front-engined Formula Junior (FFJr) class. Jack McClanahan won the VB class in his #104 green and white Austin Healey 100-4. Of the three SPF cars entered, it was Wes Wigginton's #77 green MG Midget that won the class, finishing sixth overall. Gary McFarlane won the VC class in his #91 white "Thundermug." In spite of driving the smallest displacement car of the entire event, McFarlane managed to finish ahead of an SFP Sprite and a VB Alfa Romeo. Well done!

The last race of the weekend was for

GROUP 6 (FF1 and FF2). It was to be the FF1's day. All five finishers were FF1 cars. Ed Copley's #10 red Lola T340 was the only FF2 car and sadly was DNF, not completing the first lap. Mitchell Hibbs started dead last in his #5 green Merlyn MK11a, but by the fourth lap had made his way to the front and was never headed, finishing first overall and first in FF1 class. Gerry Tussing started second, led the first three laps, and eventually finished second, crossing the line 14 seconds behind Hibbs, driving his #72 blue and red Titan Mk6a. There were ten other cars entered, including three FA cars, but for various reasons they didn't come to the grid.

Hallett Motor Racing Circuit's fall CVAR event will feature the "Third Annual Formula Ford Feature." Hallett's Stephens family always makes everyone feel welcome and special, so be there October 11-13, 2013.

**FORMULA VEE GOLDEN JUBILEE
PL CL DRIVER/CAR**

- 1 FV B. Griffith/1969 Warrior 1:35.016
- 2 FV M. Callahan/1968 Zink Z-5
- 3 FV W. Wolff/1970 Zink FV



photo by Don Gwynne

#27 Jeffrey Walker, 1961 Austin Healey Sprite.

- 4 FV D. Calkins/1972 Lynx B
- 5 FV D. Waldrop/1969 Lynx FV
- 6 FV D. Harrison/1965 Zink C-4
- 7 FV J. Revenaugh/1967 Zink C-4
- 8 FV B. Liming/1968 Zink C-4
- 9 FV W. Murphey/1970 Caldwell D-13
- 10 FV J. Ridings/1968 Zink C-4
- 11 FV N. Palgrave/1977 Caldwell D-13
- 12 FV B. Revenaugh/1967 Zink C-4

**GROUP 1 AND 7
PL CL DRIVER/CAR**

- 1 FIA G. Koepcke/1973 Porsche RSR 1:25.813
- 1 CP S. Duplissy/1971 Porsche 911 T 1:28.546
- 2 FIA J. Fudge/1968 Bizzarrini GT America 5300
- 2 CP R. Williams/1970 Porsche 911
- 3 CP R. Kuehnhoefer/1973 Porsche 911
- 1 DP M. Stephens/1972 Alfa Romeo Spider Veloce 1:31.040

- 2 DP E. Wood/1971 Alfa Romeo 1750 Spider
- 3 DP J. Sloan/1963 Lotus Super 7
- 4 CP C. McWilliams/1968 Lotus Elan
- 1 BS L. Gladfelder/1971 Datsun 510 1:34.846
- 2 BS D. Gwynne/1970 Ford Escort RS1600
- 1 AS T. Hassell/1966 Ford Mustang Notchback 1:35.674
- 3 BS C. Trifilio/1971 Fiat 124 Coupe
- 2 AS G. Hassell/1968 Ford Mustang
- 4 BS M. Primo/1971 Fiat 124

**GROUP 2
PL CL DRIVER/CAR**

- 1 FP D. Williams/1959 Austin Healey Bugeye Sprite 1:32.632
- 2 FP J. McClanahan/1972 MG Midget
- 3 FP P.D. Sohn/1971 MG Midget
- 1 EP M. Floyd/1973 Porsche 914 1:31.366



photo by Tim Turner

#36 Chalmer McWilliams, 1968 Lotus Elan.

- 4 FP H. Hilton/1971 MG Midget
- 5 FP S. Knight/1968 Austin Healey Sprite
- 2 EP T. Welsh/1974 MGB
- 3 EP K. Morris/1969 MGB
- 6 FP M. Glass/1972 MG Midget

- 7 FP R. Fisher/1959 Austin Healey Sprite
- 8 FP G. Reed/1967 MG Midget
- 9 FP J. Walker/1961 Austin Healey Sprite
- 4 EP K. Barstead/1965 MGB Roadster
- 10 FP C. Duroy/1968 MG Midget



photo by Tim Turner

#55 Cynthia Trifilio, 1971 FIAT 124 Coupe.

**GROUP 3
PL CL DRIVER/CAR**

- 1 FV B. Griffith/1969 Warrior 1:34.594
- 2 FV D. Calkins/1972 Lynx B
- 3 FV B. Revenaugh/1967 Zink C-4
- 4 FV J. Yule/1969 Kaimann FV
- 5 FV J. Ridings/1968 Zink C4
- 6 FV W. Wolff/1970 Zink FV
- 7 FV D. Harrison/1965 Zink C-4
- 8 FV J. Revenaugh/1967 Zink C-4
- 9 FV D. Rolison/1967 Zink Z-5
- 10 FV T. O'Grady/1969 Lynx B
- 11 FV W. Murphey/1970 Caldwell D-13
- 12 FV L. Thacker/1972 Autodynamics Caldwell D-13

**GROUP 4
PL CL DRIVER/CAR**

- 1 VA E. Zwickey/1965 Ginetta G4 1:35.837

- 1 CM J. Norris/1964 Lola Mk 1 1:35.978
- 1 FFJr T. Atlas/1959 Huffaker Mk 1 1:40.968
- 2 CM F. Tindall/1960 Lola Mk I
- 1 VB J. McClanahan/1955 Austin Healey 100-4 1:43.987
- 1 SFP W. Wigginton/1972 MG Midget 1:46.656
- 2 SFP E. Dick/1967 Austin Healey Sprite
- 1 VC G. McFarlane/1961 H-Modified Thundermug 1:47.238
- 3 SFP G. Emery/1964 Austin Healey Sprite
- 2 VB C. Kuehnhoefer/1965 Alfa Romeo Spider Veloce

**GROUP 6
PL CL DRIVER/CAR**

- 1 FF1 M. Hibbs/1969 Merlyn Mk 11a 1:28.052



photo by Don Gwynne

#5 Mitchell Hibbs, 1969 Merlyn Mk 11A.

- 2 FF1 G. Tussing/1972 Titan Mk 6a FF
- 3 FF1 J. Westervelt/1969 Titan Mk 5 FF
- 4 FF1 P. Adams/1972 Merlyn 20A
- 5 FF1 G. Hibbs/1972 Lola T340



Dunlop tire recipient Mike Callahan.

Victory Lane Vintage Formula Vee Festival

CVAR and Hallett hosted the first of the 2013 Victory Lane Vintage Formula Vee Festival. At each of the six races this year a Dunlop tire, sponsored by Vintage Tyres, will be awarded to a Vee participant in a random drawing. Mike Callahan was the lucky recipient of the Dunlop tire award during the CVAR Hallett event.

"I am grateful for interest in vintage racing that the this series and sponsorship represents." said Callahan. "At CVAR, the Formula Vee class has steadily grown over the last five years. We currently have 26 drivers in the class and regularly turn out 15-18 cars for racing events. Victory Lane Magazine and Vintage Tyres Limited is helping sustain that growth."