

THE VINTAGE AND HISTORIC RACING NEWS MAGAZINE

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Reports, Features, Auctions, Cars for Sale and more

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CVAR at Hallett, OK



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photo by Don Gwynne

#81 Rhio Mortimer, 1968 Caldwell D14; #10 Jeff Mortimer, 1972 Zink C-4; #98 William Wolff, 1965 Zink C-4.

CVAR Mike Stephens Classic Hallett Motor Racing Circuit, OK

April 11-13, 2014

— story by Don Gwynne

The 7th Annual Mike Stephens Vintage Classic and VL Formula Vee Feature brought out nearly 100 competitors to enjoy a great weekend of fun under the Oklahoma sun with a “little wind”.

The weekend started off with Group 3 Rep Mike Callahan and Team Geezer throwing a

only at Hallett but also on their routes home. For example, 21 cars started the first race for Group 1 and Group 7 cars on Saturday, whereas only 13 came under the starter’s orders on Sunday afternoon.

Saturday morning’s action started early, when during Group 2 Practice & Qualifying, Steve Coleman suffered total brake failure going down into the Coyote hairpin. Steve was not injured. His dark purple #25 MG Midget, not so much. Subsequent analysis of the failure led to several lessons learned being shared widely by Steve for the benefit of his fellow competitors. First, a rear brake shoe lining came unbonded, allowing a wheel cylinder piston to over-extend, causing loss of the rear brake fluid. “Back in the day” it was common to use brake shoes and clutch linings that were both bonded and riveted, for just this reason. With no resistance from the rear brake

Another incident on Saturday morning deserves mention. Jeff Norris experienced an engine fire on his black #44 Crossle 35F Formula Ford. He pulled off the track near a corner station, but had difficulty getting out of the car due to an early style head restraint device that was hanging up his shoulder harness straps. He finally got free only after his shoulder harness straps melted! Miraculously, Jeff was not hurt. He credited his lack of injuries to the extra money he had invested in a premium quality 3-layer Stroud driver’s suit, and Nomex helmet made by Impact. Jeff urges all his friends to avoid bargain basement fire protection equipment. This is not the place to be pinching pennies. During the incident, Jeff tried unsuccessfully to activate his onboard Halon fire suppression system, but could not. His unit was designed to be activated by a push on a big knob, whereas the systems in all his other race cars is designed to activate from a



photo by Tim Turner

#53 Russ Rosenberg, 1975 BMW 2002;
#65 Mike Pranka, 1972 Alfa Romeo GTV.

casual “get-together” as many of the drivers are new to the group. At the TWS drivers school in February there were 11 FV novices, and many of them came to Hallett, continuing their quest for their vintage racing license.

The weather threatened all weekend, but for the most part, held off until Sunday night. Several competitors packed up on Sunday afternoon due to severe weather forecasts, not

hydraulic circuit, the brake balance bar system allowed the brake pedal to go to the floor while never activating the front master cylinder. Lots of vintage racers are now researching and rethinking their brake balance bar systems, although this really isn’t new information to brake system design folks.



photo by Don Gwynne

#33 Jim Gewinner, 1965 Lotus 23;
#144 Robert Rodgers, 1980 Abarth 33.

pull on a T-handle. Afterwards, he found that no amount of force could push in the activation knob. When Jeff's Crossle is rebuilt (and it will be), it will have a "pull" activation system installed. And it will probably be named "Phoenix". Investigation revealed that the fire had resulted from loosening of the screws that attach the top portion of the FF's Weber downdraft carburetor, a malady that his engine man says is not rare. Something else for your pre-race checklist!

Victory Lane Magazine sponsors the Vintage Formula Vee Festival Races series at six nationwide venues: April with CVAR at Hallett; July with SOVREN at Pacific Raceway and with VRG at PIRC; September with VARA at Buttonwillow and with VSCDA at Road America, and the final race in December with VDCA at Roebbling Road. It is a great series and the Formula Vee drivers sincerely appreciate Victory Lane's sponsorship. No fewer than 26 Formula Vees signed up to race at Hallett.

After all the Saturday morning drama, the first lap of the **FORMULA VEE FEATURE**



photo by Don Gwynne

#46 Tom O'Grady, 1964 Merlyn Mk 6A; #23 Chris Kellner, 1959 Austin Healey 3000.

RACE also got messy at the Coyote hairpin left turn due to the "accordion effect", and three cars were unable to continue. After a re-start, the field settled down to a tight race with drivers plotting their next moves and lots of cars trading positions. At the finish, it was CVAR's own Gregory Byrne, M.D., in his red #11 Zink ahead of RMVR's Nick Palgrave's red #43 Caldwell by just less than four seconds. Another half second back was RMVR's Jeff Mortimer driving his maroon #10 Zink. Bigger Hammer Racing's Bill Griffith placed fourth in his black & silver #33 Warrior, just 0.3 seconds behind Mortimer.

Following the race, Chairman Art Summerville presided over the Formula Vee awards ceremony. Art presented unique trophies for this event that he fabricated from WWII era pistons with engraved plates. Art gave a big thanks to *Victory Lane Magazine* for their support, providing event tee shirts and great coverage in the magazine.

The first points race on Sunday afternoon was for **GROUP 2** (DP, EP, FP and CS). Although he was gridded on the outside of



photo by Tim Turner

#71 Skip Duplissey, 1971 Porsche 911T; #901 Justin Johnson, 1969 Porsche 901.

the front row, Rodger Grantham took the lead quickly and led all the way to take the overall win and an unopposed DP class win in his red #72 Lotus S7. That made Rodger's tow from Springfield, Missouri well worth it. It wasn't quite as easy as it sounds, however, because Mike Floyd's yellow #614 Porsche 914

finished only 0.8 seconds behind him to win the EP class. Polesitter David Patton had to settle for third overall and first in C Sedan in his white & black #35 Mini. Not far behind Patton came Pete Sandy in his white #04 Bugeyed Sprite to win FP. Bob Pinkston from Midlothian, Texas may not have won the C Sedan class in his red #7 VW

Beetle, but he was a sentimental favorite of many folks in the stands.

The aforementioned threat of thunderstorms, hail and tornados tended to thin out the Sunday afternoon grids, and the **GROUP 3** race was no exception. Whereas 25 cars took the starter's orders for Saturday's VL Feature Race, only 16 cars started the Sunday points race for Formula Vees. Three Colorado RMVR visitors (Nick Palgrave, Jeff Mortimer and Rhio Mortimer) were driving newer 1300cc FV cars, which CVAR classed as "FV1" for the weekend. All the rest were in traditional 1200cc FV cars. Polesitter Palgrave led from green to checker in his red #43 Caldwell, Jeff Mortimer came second overall in his maroon #10 Zink. Bill Griffith and Gregory Byrne M.D. fought it out for the

first FV spot, with Griffith finishing third overall in his black & silver #33 Warrior.

If the Sunday afternoon Group 3 grid was thin, the **GROUP 4** grid was even thinner. This is understandable in part when you consider that these are the oldest and rarest cars that race with us, and many were concerned about threat of hail if the thunderstorms materialized. Of 12 G4 entrants, only 3 started the afternoon points race. It did, however, produce some interesting racing. Hank Noble led from start to finish in his silver #36 MGA to win the VB class, but behind him, Gary McFarlane and Reed Yates were enjoying a rare tussle. Yates kept his green #11 MG TF in front of McFarlane's white #91 "Thunderbug" HM special for the first couple of laps, then McFarlane got by to win the VC class.

The **GROUP 6** (FA, FF1 and FF2) grid was a bit larger, with eight cars starting. Jim Barron's yellow #14 Zink Z14 Super Vee FA car was clearly the class of the field. He got down into 1:26 laps on his way to a flag-to-flag win. After running in third for the first half of the race, Robert Rodgers' red #144 Abarth took over second overall on the eighth lap when Mitchell Hibbs went DNF. But...Joseph Westervelt had clawed his way up from fifth



photo by Don Gwynne

#44 Jeff Norris, 1978 Crossle 35F; #14 Jim Barron, 1978 Zink Z14; #3 Gregory Hibbs, 1972 Merlyn 20 A.

on the grid, and he nipped past Robert Rodgers on the last lap, finishing second overall and winning the FF1 class in his green #36 Titan Mk5. Rodgers finished third overall and second in FA class. H. H. Jones, from Belton, Missouri finished sixth overall to win the FF2 class in his blue & yellow #73 Lola T-342.

Last race of the day was for the combined Group 1 (AS, AP and FIA) and Group 7 (CP and BS). Polesitter Tony Shores kept his blue & black #00 Boss 302 Mustang in front for the first three laps before he was overtaken by

George Kopecky's black #97 Porsche 911 RSR. And that's how they finished, with Kopecky winning the FIA class and Shores winning A Sedan. CVAR President Herb Hilton put on an impressive charge in his recently-acquired blue #17 notchback A Sedan Mustang, coming from fifth on the grid to third overall and second A Sedan at the checkered flag. Berkeley Merrill, M.D., put on an equally spirited drive in his silver & red Datsun 240Z, managing to pass Skip Duplissey's green #71 Porsche 911 on the eighth lap to take the C Production win.

Louis Gladfelter had a good day in his white & yellow #19 Datsun 510, finishing seventh overall to win the B Sedan class. Your scribe limped home in his white #89 Ford Escort with clutch problems. Now to fix that pesky clutch before Eagles Canyon in mid-May!

CVAR and Hallett's Stephens family look forward to seeing everyone return October 10-12 for Thunder On The Cimarron XIII. We are expecting lots of Formula Fords for the 4th Annual Formula Ford Festival that weekend.

GROUP 2

PL CL DRIVER/CAR

1 DP R. Grantham/1962 Lotus Super 7

1:32.803

1 EP M. Floyd/1973 Porsche 914

1:32.541

1 CS D. Patton/1962 Morris Mini

1:35.866

1 FP P. Sandy/1959 Austin Healey Sprite

1:36.455

2 FP D. Hilton/1971 MG Midget

2 CS S. Partin/1969 Alfa Romeo GT

Junior

3 FP M. Briggs/1972 MG Midget

4 FP M. Glass/1972 MG Midget

5 FP T. Fudge/1967 Datsun 1600

2 EP K. Morris/1969 MGB

6 FP T. Davis/1960 Austin Healey Sprite



photo by Don Gwynne

#119 Terry Davis, 1960 Austin Healey Sprite.

3 EP M. Baker/1963 MGB

3 CS B. Pinkston/ VW Sedan

GROUP 3

PL CL DRIVER/CAR

1 FV1 N. Palgrave/1977 Caldwell D13

1:33.656

2 FV1 J. Mortimer/1972 Zink C-4

1 FV B. Griffith/1969 Warrior 1:34.714

2 FV G. Byrne/1971 Zink FV

3 FV D. Calkins/1972 Lynx B

4 FV W. Wolff/1965 Zink C-4

5 FV N. Baldauff/1969 Beach 5C

6 FV D. Rolison/1967 Zink Z-5



photo by Tim Turner

#00 Anthony Shores, 1970 Ford Mustang.

3 FV1 R. Mortimer/1968 Caldwell D14

7 FV A. Summerville/1968 Zink C4

8 FV W. Murphey/1966 Zink FV

9 FV E. Barron/1963 Kellison Phoenix

10 FV A. Schutts/1963 Formcar FV

11 FV S. Smith/1968 Zink FV

12 FV A. Acemyan/1967 Beach 5C

13 FV L. Thacker/1972 Autodynamics

Caldwell D13

GROUP 4

PL CL DRIVER/CAR

1 VB H. Noble/1962 MGA Mk II

1:41.450

1 VC G. McFarlane/1960 H-Modified

Thundermug 1:46.026

2 VC R. Yates/1954 MG TF

2 VB Barry Heuer/1958 Jabro Mk 1

GROUP 6

PL CL DRIVER/CAR

1 FA J. Barron/1978 Zink Z14 1:26.444

1 FF1 J. Westervelt/1969 Formula Ford

Titan Mk 5 1:30.516

2 FA R. Rodgers/1980 Abarth 33

2 FF1 P. Adams/1972 Titan Mk 6B

3 FA R. Maurer/1974 Lola T-322

1 FF2 H.H. Jones/1974 Lola T-342

1:34.324

3 FF1 M. Hibbs/1969 Merlyn Mk 11a

4 FF1 G. Hibbs/1972 Merlyn 20 A

GROUP 1,7

PL CL DRIVER/CAR

1 FIA G. Kopecky/1973 Porsche RSR

1:26.561

1 AS A. Shores/1970 Ford Mustang

1:27.276

2 AS H. Hilton/1967 Ford Mustang

1 CP B. Merrill/1971 Datsun 240Z

1:31.765

2 CP S. Duplissey/1971 Porsche 911T

3 CP T. Taff/1971 Porsche 914/6

1 BS L. Gladfelter/1971 Datsun 510

1:33.956

2 BS M. Primo/1971 Fiat 124



photo by Don Gwynne

#60 Bruce Revenaugh, 1960 Lotus 18 FJ.

1 BP N. Shores/1965 Ford Mustang

1:32.486

3 BS C. Trifilio/1971 Fiat 124 Coupe

4 BS D. Gwynne/1970 English Ford

Escort

5 BS M. Pranka/1972 Alfa Romeo

GTV

FORMULA VEE FESTIVAL

PL CL DRIVER/CAR

1 FV G. Byrne/1971 Zink FV

1 FV1 N. Palgrave/1977 Caldwell

D13

2 FV1 J. Mortimer/1972 Zink C-4

2 FV B. Griffith/1969 Warrior



photo by Don Gwynne

#36 Hank Noble, 1962 MGA Mk II.

3 FV M. Callahan/1968 Zink Z-5

4 FV W. Wolff/1965 Zink C-4

5 FV D. Harrison/1965 Zink C-4

6 FV M. Rogers/1965 Autodynamics FV

7 FV J. Yule/1969 Kaimann FV

8 FV A. Acemyan/1967 Beach 5C

9 FV N. Baldauff/1969 Beach 5C

10 FV A. Summerville/1968 Zink C-4

11 FV W. Murphey/1966 Zink FV

12 FV B. Liming/1968 Zink C-4

13 FV E. Barron/1963 Kellison Phoenix

14 FV D. Rolison/1967 Zink Z-5

15 FV J. Revenaugh/1967 Zink C-4

3 FV1 R. Mortimer/1968 Caldwell

D14

16 FV C. Brink/1970 Caldwell D13

17 FV L. Thacker/1972 Autodynamics

Caldwell D13

18 FV J. Bures/1969 FV VW

19 FV A. Schutts/1963 Formcar FV

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