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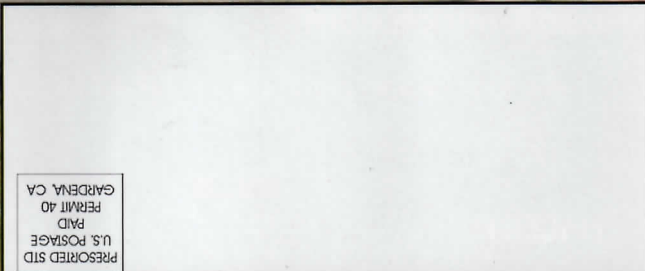
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VDCA at VIR



**CVAR  
Mike Stephens  
Classic  
Hallett, OK**



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GARDENA, CA



**Good Ole Boys  
Natural Bridge, VA**

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# CVAR Mike Stephens Classic

## Hallett Motor Racing Circuit, OK

April 17-19, 2015  
 – story and photos  
 by Don Gwynne

The 8th Annual Mike Stephens Vintage Classic and 5th Annual Formula Ford Feature brought out more than 116 competitors to enjoy a great weekend of fun under mostly gray Oklahoma clouds. The weather came and went all weekend, but for the most part, held off

race best time was in the 1:36 range; the Saturday afternoon race best time was in the 1:24 range. Sunday followed a similar pattern, with a best race time on Sunday morning in the 1:42 range and a Sunday afternoon points race best time in the 1:26 range.

The Formula Ford Feature race on Saturday looked to be a romp for Jeff Norris and his black #4 Crossle 35F, aka “The Phoenix.” Some may recall that during last April’s event, Jeff’s Crossle caught fire and was badly damaged when it turned out his fire extinguisher activation handle was corroded and could not be pulled by any amount of strength. Well, like in the movie “Poltergeist”... He’s baaaack! Jeff started on pole and led from flag to flag. On the way, he turned a fastest lap that was more than 2 seconds quicker than his nearest competitors. In fairness, it should be noted that Jeff’s Crossle is an FF2 car, newer and

Following the race, Chairman Art Summerville presided over the Formula Ford awards ceremony. Art presented unique trophies for this event that he creatively fabricated from huge industrial rods and pistons with engraved plates.

The new food service folks at Hallett’s Café provided excellent appetizers on Saturday evening for a good session of bench racing among friends.

The first Sunday afternoon points race was for **GROUP 6** (FA, FF1, FF2, FF3 and BSR) and in a refreshing change of pace, it was a B Sports Racing car in the top spot at the checkered flag. It wasn’t an easy win for Jim Gewinner in his green #33 Lotus 23B, even though he started on pole and led the first 7 laps. Steve Lafferty mounted a real charge in his red #47 Merlyn Mk 20, and got past Gewinner to lead laps 8, 9 and 10. It was, however, an 11



#44 Samuel Partin, 1969 Alfa Romeo GT Junior; #614 Mike Floyd, 1973 Porsche 914.

until Sunday night. Heavy rain, wind, and even some hail erupted after the racing was over on Sunday afternoon, and planning a safe return home required close attention to the weather radar maps on everyone’s smart phones.

The weather on both mornings was damp, and lap times reflected the track conditions as the weather tended to get drier as the day progressed. For example, for G1/G7, practice & qualifying on Saturday morning had a best time in the 1:52 range; the Saturday morning

faster than the mostly FF1 field chasing him. After starting in fifth, Dave Salls drove a brilliant race in his green #26 Lotus 51 to move into second overall by the fourth lap, which he held to the finish. Steve Lafferty finished third in his red #47 Merlyn Mk20, with Angus Lemon’s purple #86 Merlyn Mk11a right behind him.



#53 Russ Rosenberg, 1972 BMW 2002; #10 Stephen Seitz, 1965 Ford Mustang; #06 Gary Bauer, 1969 Datsun 510.

lap race, and Gewinner reclaimed first overall on the last lap to take the overall win and the BSR class win. Lafferty finished second overall and first in FF1, just 0.88 seconds behind the Lotus 23B. In an impressive drive, Mike Winn charged up from dead last on the grid to finish third overall and win the FF2 class in his red Merlyn Mk31. Jim Barron moved up from 6th on the grid to finish fourth overall and win the FA class in his red #14 Lola T240. Likewise, Pat Magruder's red #67 Lola T644 came up from 8th at the start to finish fifth overall and win FF3.

Next came the combined **GROUP 1** (ASR, AS) and **GROUP 7** (CP, BS) field. Due to wet track conditions on the prior race, it almost looked like an "inverted start" grid, with the red #071 Fiat 124 Sport Coupe driven by Maor Primo on pole, with Tom Taff's orange #24 Porsche 914-6 alongside. Back behind them, however, lurked the big iron, and on Sunday afternoon, the track was dry. The finishing order was more what one might expect, with Jeff Neathery taking first overall and the A Sedan win in his lime green #19 notchback



**#54 Eddie Dick, 1967 Austin Healey Sprite; #77 Wes Wigginton, 1972 MG Midget.**

Mustang, and Golden, Colorado's Keith Davidson only a tenth of a second behind him, to take second overall and second in A Sedan driving his white #163 Ford Falcon Sprint. John "Chip" Fudge was being careful as he learned how to handle his newly-purchased red #146 Genie-V8 Ford MkVIII, finishing fourth overall to win A Sports Racing. Tom Taff won C Production in his 914-6 in fifth overall. After an impressive drive, Louis Gladfelter won B Sedan in his white and yellow #19 Datsun 510, after passing Maor Primo's red Fiat on the fourth lap and keeping him at bay the rest of the race.

The **GROUP 2** (EP, FP, CS) race produced several rousing battles. Partly because the prior race was wet, David Patton sat on pole in his white #35 Morris Mini. Dan Hilton sat alongside in the Hilton family's red #02 MG Midget. Lurking way back on the grid was Dave Foreman at ninth in his orange and yellow #30 Porsche 914, Scott Brady at eleventh in his blue #14 Fiat Abarth 124 Spyder, and at



**#4 Jeff Norris, 1978 Crossle 35F; #6 Paul Adams, 1972 Titan Mk 6B; #39 Jeffrey Carr, 1969 Caldwell D9; #17 Mike Winn, 1978 Merlyn Mk 31.**

thirteenth, Mark Cory in his white #160 Austin Healey Sprite. This was not to be the last we were to hear of them, however. On the fifth lap, Mark Cory had moved past everyone to lead overall. Behind him came Foreman,

Patton, and Brady. It stayed this way until two laps from the end, when Mark's Sprite developed a fuel delivery problem. Mainly, there wasn't any fuel remaining in the tank for the fuel pump to deliver (cue the sound of a forehead slap, but most drivers have done it once. Very few drivers ever forget such a painful lesson and run out a second time!). With Mark Cory parked,

Dave Foreman went on to take the overall win and the E Production class win, with David Patton's Mini finishing less than a half-second behind him to win the C Sedan class. Scott Brady finished third overall, and second in EP. Greg Cory finished sixth overall to win the F Production class in his blue #118 MG Midget. Greg is Mark Cory's younger brother, and he lives in San Francisco. He keeps his race car along with his brother's car in Fayetteville, Arkansas, and flies in to race with CVAR at Hallett. Sweet deal! Taylor Fudge, Chip's son, was running seventh overall in his purple #110 Datsun 1600cc roadster when he decided he had better park it to save the engine (valve train problems) after the ninth lap.

Bill Griffith started the **GROUP 3** race for Formula Vees from pole position in his black and silver #33 Warrior, with Dwight Calkins alongside in his red #87 Lynx B. Calkins got past Griffith on the second lap and never looked back, finishing five seconds ahead of Griffith at the end. Houston's Nathan Baldauff

ran most of the race in third, and finished there, only two seconds behind Griffith.

The **GROUP 4** field for the last race of the day was small, mostly due to the dire weather looming on the horizon late Sunday afternoon. Missouri's Forrest Tindall started the race on pole in his blue and silver Lola Mk1, with Wes Wigginton's lime green #77 "Spec Sprite" (actually, an MG Midget) alongside. The second (and last) row was comprised of Gary McFarlane's unique white #91 "Thundermug" H-Modified (CVAR VC class) and Tom Atlas in his blue #7 Huffaker MkII front engined Formula Junior. Atlas wasted no time moving to the front, and by the second lap he was comfortably leading, relegating Forrest Tindall's Lola to second overall for the duration.

In a bit of irony, Wes Wigginton fell prey to water in his distributor and dropped out after the second lap. Irony because the race was dry; the water came from a water pump failure.

CVAR will return to Hallett the weekend of Aug. 28-30 for Thunder on the Cimarron.



**#14 Scott Brady, 1972 FIAT Abarth 124 Spyder**



**#33 Lester Neidell, 1933 Plymouth Roadster.**

**GROUP 6**

**PL CL DRIVER/CAR**

- 1 BSR J. Gewinner/1965 Lotus 23B 1:38.651
- 1 FF1 S. Lafferty/1971 Merlyn Mk 20 1:39.907
- 1 FF2 M. Winn/1978 Merlyn Mk 31 1:48.468



**#146 John Fudge, 1963 Genie Mk VIII.**

- 1 FA J. Barron/1972 Lola T240 1:42.068
- 1 FF3 P. Magruder/1984 Lola T644 1:46.466

- 2 FF1 A. Acemyan/1969 Beach T11F
- 3 FF1 N. Baldauff/1969 Beach T11F
- 4 FF1 T. Blakeney/1976 Royale RP-16
- 5 FF1 P. Adams/1972 Titan Mk 6B
- 2 BSR T. O'Grady/1964 Merlyn Mk 6A
- 6 FF1 J. Carr/1969 Caldwell D9

**GROUP 1/7**

**PL CL DRIVER/CAR**

- 1 AS J. Neathery/1966 Ford Mustang 1:30.437
- 2 AS K. Davidson/1963 Ford Falcon Sprint
- 1 ASR J. Fudge/1963 Genie Mk VIII 1:26.236
- 1 CP T. Taff/1971 Porsche 914/6 1:32.413
- 1 BS L. Gladfelter/1971 Datsun 510 1:33.391
- 2 CP R.B. Williams/1970 Porsche 911
- 2 BS M. Primo/1971 FIAT 124
- 3 BS D. Oliver/1975 BMW 2002
- 3 CP D. Hightower/1972 Datsun 240Z

- 4 BS R. Rosenberg/1972 BMW 2002
- 5 BS C. Trifilio/1971 FIAT 124 Coupe
- 6 BS G. Bauer/1969 Datsun 510

**GROUP 2**

**PL CL DRIVER/CAR**

- 1 EP D. Foreman/1971 Porsche 914 1:35.107



**#9 Jim Yule, 1961 Cooper T-56.**

- 1 CS D. Patton/1962 Morris Mini 1:34.673
- 2 EP S. Brady/1972 FIAT Abarth 124 Spyder

- 3 EP J. Jones/1972 MGB
- 4 EP S. Partin/1969 Alfa Romeo GT Jr.
- 1 FP G. Cory/1961 MG Midget 1:38.105
- 5 EP K. Barstead/1965 MGB Roadster
- 2 FP T. McLaren/1969 MG M6 Midget
- 3 FP D. Hilton/1971 MG Midget
- 6 EP T. Welsh/1974 MGB
- 7 EP M. Baker/1963 MGB
- 8 EP W. Reid/1964 MGB
- 4 FP M. Cory/1960 Austin Healey Sprite
- 5 FP T. Fudge/1967 Datsun 1600 Roadster

**GROUP 4**

**PL CL DRIVER/CAR**

- 1 FJ-3 T. Atlas/1962 Huffaker Mk II 1:34.225
- 1 CM F. Tindall/1960 Lola Mk I 1:41.502
- 1 VC G. McFarlane/1960 H-Mod Thundermug 1:45.981

**GROUP 3**

**PL CL DRIVER/CAR**

- 1 FV D. Calkins/1972 Lynx B 1:32.036
- 2 FV B. Griffith/1969 Warrior



**#110 Taylor Fudge, 1967 Datsun 1600 Roadster.**

- 3 FV N. Baldauff/1969 Beach 5C
- 4 FV A. Acemyan
- 5 FV W. Wolff/1965 Zink C-4
- 6 FV D. Harrison/1965 Zink C-4
- 7 FV E. Ziegler/1967 Beach 5C
- 8 FV W. Murphey/1966 Zink FV
- 9 FV E. Barron/1963 Kellison
- 10 FV B. Wright/1964 Zink
- 11 FV E. Barron/1972 Pegasus

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**MARVELOUS MAY RACES**  
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 BRITISH SMALL BORE

**Aug. 28-30**  
**THUNDER ON THE CIMARRON**  
 Hallett, OK  
 FORMULA VEE FEATURE, FALL DRIVERS SCHOOL

**Sep. 18-20**  
 Eagles Canyon, TX

**Oct. 8-11**  
 NOLA Motorsports Park, LA (with SVRA)

**Nov. 4-8**  
 Circuit of the Americas, TX (with SVRA)

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