

THE VINTAGE AND HISTORIC RACING NEWS MAGAZINE

Vintage Race Reports. Schedule.  
Cars for Sale, Auctions and More

# VICTORY LANE®

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VARA at Willow Springs

## HMSA Spring Club Event Mazda Raceway Laguna Seca



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Amelia Island Concours d'Elegance



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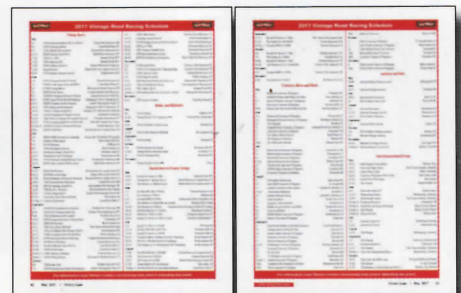


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photo by David Patton

#8 Marvin Primack, 1949 Lester MG; #34 Augie Grasis, 1933 Studebaker Indy Special.

# CVAR Mike Stephens Classic

## Hallett Motor Racing Circuit, Oklahoma

Mar. 30-Apr. 1, 2017  
 – story by Don Gwynne

Merl Hanson, CVAR's Timing and Scoring expert, shared the following, which summarizes the weekend quite well: Weather at Hallett cooperated with CVAR Friday and Saturday. Saturday night saw a deluge that continued as a light rain until 10 am Sunday. Although the track dried Sunday by the lunch break, the off course "agricultural areas" remained soft. All retrievals including corner worker cars were by longline cable from the track pavement. Sunday morning warmups and races saw competitors negotiating the damp track at +30 seconds over their dry track times. Later Sunday afternoon, the rains came again during the G1/G7 points race.

The special **PRE-WAR** group (apparently pre-Korean War) was pretty well attended considering the age of the vehicles. The group was broken into two classes (at 3 liters). Douglas Klink's red Allard K2 won the Saturday afternoon 20 minute Pre-War feature, turning a respectable best time of 1:42.492. Klink led from green flag to checkered flag to finish first overall and win the PW1 class. Rex Barrett's white & blue Indy Racer finished second overall and second in PW1 class. Sadly, Richard Mitchel's black Stutz dropped its driveshaft on the start straight halfway through the race and was done for the weekend. Daniel Leonard placed a brilliant third overall to win the PW2 class in his blue MG TC Special.

Last race of the day on Saturday was the 30 minute **FORMULA FORD** feature. Alexandre Acemyan sat on pole in his black & gold #95 Beach T11F. Next to him on the

front row was Greg Smith, driving his red #6 Swift DB1. The second row consisted of Nathan Baldauff in his #96 blue & white Beach T11F, with Angus Lemon alongside in his purple #86 Merlyn 17A. When the green flag waved, Baldauff quickly jumped into the lead, only to drop back several spots on the sixth lap. Acemyan led briefly, but was overtaken by Greg Smith who led the rest of the way to the checkered flag for the fastest lap, the overall win and the FF3 class win. Pat Magruder started in eighth but came up to finish fifth overall and second in FF3 driving the red #67 Lola T644. After starting fourth, Lemon scored a brilliant second overall finish to win the FF1 class. Acemyan finished about 18 seconds behind Lemon to place third overall and second in FF1. One FF1 was DNF. There were only two cars entered in the FF2 class, and both were DNF.

Saturday night's post-racing celebration was a damp one. Enough said. Can't control Oklahoma weather in the springtime!

By Sunday lunchtime, the track was essentially dry, but the forecast for D/FW weather was for heavy rain, and many competitors elected to leave early rather than be towing through rain at night. The afternoon races were originally planned as 20 minutes each, but popular opinion led them to be shortened to 15 minutes. By the time the CVAR Championship point races started after lunch, the paddock was half depleted. For example, the first points race, for CVAR's more historic **GROUP 4** cars, saw only four cars come to the grid out of twelve

entries. Robert Merrill pretty much romped in his yellow #159 BMC Mk1 Formula Junior, with pole position, fastest lap, and a flag to flag overall win and FJ1 class win. Jim Yule finished second overall and second in FJ1 in his green #58 Elva 100, about a minute behind. Although a lap down, Chip Fudge took an unopposed FJ2 class win in his BRG #28 Cooper T-56. Gary McFarland was similarly unopposed in VC class in his white #91 Thunderbug special.

Slightly more than a third of the **GROUP 6** open wheel racers showed for the points race, with 10 cars taking the green flag. Being gridded fifth did not deter Alexandre Acemyan, who jumped into the lead on the first lap and held it to the checkered flag for the overall win and the FF1 class win in his black & gold #95 Beach T11F. Despite turning the fastest lap of the race, Gerry Tussing from Lincoln, Nebraska had to settle for second



photo by David Patton

#66 Rex Barrett, 1933 Ford Indy Racer.



overall and second in FF1 with his blue & red #72 Titan Mk6A. After starting sixth, Nathan Baldauff placed third overall and third in FF1 in his gold #97 Beach T11F. Mike Winn's red GRD 372-F3/B took an unopposed win in FB class by finishing fourth overall. By finishing sixth overall, Earl Zwickey took an unopposed win in the FA class with his red #40 Ralt RT-1 Super Vee. Jim Barron was trailing Porter Brownlee when Brownlee's blue #24 Royale RP-4 faltered and DNF, so Barron won the FP2 class with his black #23 Lola T540, after finishing in seventh overall. The only FF3 in the race was disqualified for passing on yellow. The only BSR in the race, Jim Gewinner's green #33 Lotus 23B, was DNF with no laps completed.

The **GROUP 1** and **GROUP 7** cars were combined on Sunday afternoon, resulting in nineteen cars coming under the starter's orders. Ominously, mist was starting to appear on windshields before the green flag fell. In what may have been the upset of the day, Tim Webb of Tulsa, Oklahoma, jumped from third on the grid to first overall on the first lap and held off all comers to the checkered



photo by David Patton

**#77 Wes Wigginton, 1972 Titan Mk 6.**

flag, driving a 46 year old C Production red #28 Elva Courier. Webb also turned in the fastest lap of the race on his way to victory. R. Burt Williams chased him all the way after starting fourth in his blue #43 Porsche 911, but was more than four seconds behind at the end, for second overall and second in CP. Polesitter Herb Hilton finished third overall

to win the A Sedan class in his yellow #17 notchback Mustang. Like Webb, Kansas Kent Prather also did well in an older car, finishing fourth overall to win F Production in his white #26 1962 MGA. The B Sedan class win went to Michael Lovay in his blue & white #57 Datsun 510. Doug Oliver chased Lovay for most of the race in his white & blue #140 BMW 2002, but eventually had to settle for second in B Sedan and sixth overall. The B Production class win went to Louis Gladfelter in his white #55 Shelby GT-350. Louis told your author that the rains really picked up after the first several laps, and he determined to just hold on to the checkered flag. In doing so, victory came to him. Rain-related misfortune befell several cars, including Cynthia Trifilio's blue #55 Fiat B Sedan, which was stuck up to its axles after a brief agricultural excursion.

Ten **GROUP 2** cars came to the grid, out of 28 entrants. Of them, 3 were E Production cars, 2 were C Sedan cars, 4 were F Production cars, and 1 was a D Production car. CVAR's Chief Instructor, Berkeley Merrill, sat on pole in his silver #12 Porsche 914-4, and proceeded to lead the race from start to finish for the overall win and the E Production class win. Scott Swope started on the outside of the front row and ran second for the entire race to finish second overall and win the C Sedan class in his black & blue



**#4 Richard Mitchell, 1929 Stutz Blackhawk.**

#69 Austin America sedan. David Patton's white & black #35 Mini ran third the entire race to place second in C Sedan class. From fourth overall down, however, several good dices took place. After starting in ninth, Jim Jones took his black & gold #01 MGB up to fourth overall by the third lap and held it to finish second in E Production class. Terry Davis won the F Production class in his blue #119 Austin Healey Sprite. Phil Lee's red #66 Triumph TR-4 was unopposed in D Production, but failed to finish after 1 lap.

Last race of the day was for the **GROUP 3** Formula Vees. The front row of the grid consisted of E.O. Barron on pole in his red #110 Kellison, with Mac Wolff alongside driving his red #62 Lynx B. After the start, Wolff got by after one lap, and went on to take the win. Bruce Revennaugh started back in eighth, but moved up to finish second by the end of the race. Barron lost a couple of places on the fifth lap and eventually finished fourth. William Wolff was third on the grid in his white #68 Zink Z-5, and ran in third the entire race.

CVAR's next event will be held June 2-4, 2017 at MotorSport Ranch in Cresson, Texas.

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photo by Kelly Cupstid

**#89 Douglas Klink, 1951 Allard K2; #409 Daniel Leonard, 1949 MGTC Special; #66 Rex Barrett, 1933 Ford Indy Racer; #8 Marvin Primack, 1949 Lester MG; #33 Lester Neidell, 1933 Plymouth Speedster ; #4 Richard Mitchell, 1929 Stutz Blackhawk; #34 Augie Grasis, 1933 Studebaker Indy Special; #85 Lou Marchant, 1934 MG J2.**

**FORMULA FORDS**

**PL CL DRIVER/CAR**

- 1 FF3 G . Smith/1986 Swift DB1 1:24.950
- 1 FF1 A . Lemon/1969 Merlyn 17A 1:26.091

- 2 FF1 A . Acemyan/1969 Beach T11f
- 3 FF1 G . Tussing/1972 Titan Mk 6a
- 2 FF3 P . Magruder/1984 Lola T644
- 4 FF1 W . Wigginton/1972 Titan Mk 6
- 5 FF1 T . Blakeney/1972 Royale RP-16
- 6 FF1 E . Ziegler/1969 Beach T11F
- 7 FF1 J . Langham/1972 Merlyn Mk 20a
- 8 FF1 N . Baldauff/1969 Beach T11F

**GROUP 2**

**PL CL DRIVER/CAR**

- 1 EP B . Merrill/1972 Porsche 914/4 1:47.117
- 1 CS S . Swope/1970 Austin America 1:46.932

- 2 CS D . Patton/1962 Morris Mini
- 2 EP J . Jones/1972 MGB
- 1 FP T . Davis/1960 Austin Healey Sprite 1:51.802

- 2 FP W . Miles/1961 Austin Healey Sprite
- 3 EP W . Reid/1964 MGB
- 3 FP M . Coleman/1972 MG Midget
- 4 FP S . Coleman/1972 MG Midget

**GROUP 3**

**PL CL DRIVER/CAR**

- 1 FV M . Wolff/1969 Lynx B 1:37.344
- 2 FV B . Revenaugh/1967 Zink C-4
- 3 FV W . Wolff/1968 Zink Z-5
- 4 FV E.O. Barron/1963 Kellison
- 5 FV D . Calkins/1972 Lynx B
- 6 FV H . Barron/1969 Kellison Mach 1
- 7 FV D . Phillips/1969 Zink C-4
- 8 FV M . Jones/1968 Nash Scrambler
- 9 FV J . White/1965 Zink C-4

- 10 FV S . Smith/1968 Zink
- 11 FV P . Summerville/1967 Zink Z-5
- 12 FV A . Hughes/1970 Zink C-4
- 13 FV B . Wright/1964 Zink
- 14 FV L . Summerville/1968 Zink 4
- 15 FV E . Barron/1972 Pegasus

**GROUP 4**

**PL CL DRIVER/CAR**

- 1 FJ-1 R . Merrill/1959 BMC Mk 1 1:39.329
- 2 FJ-1 J . Yule/1959 Elva 100
- 1 FJ-2 C . Fudge/1961 Cooper T 56 1:41.562
- 1 VC G . McFarlane/1960 Thundermug H-Modified 1:53.365

**GROUP 6**

**PL CL DRIVER/CAR**

- 1 FF1 A . Acemyan/1969 Beach T11F 1:32.304

- 2 FF1 G . Tussing/1972 Titan Mk 6a
- 3 FF1 N . Baldauff/1969 Beach T11F
- 1 FB M . Winn/1972 GRD 372 1:35.704
- 4 FF1 A . Lemon/1969 Merlyn 17A
- 1 FA E . Zwickey/1978 Ralt RT-1 1:38.484
- 1 FF2 J . Barron/1979 Lola 540 1:40.799
- 5 FF1 T . Blakeney/1972 Royale RP-16

**GROUP 7**

**PL CL DRIVER/CAR**

- 1 CPT . Webb/1961 Elva Courier 1:41.465
- 2 CP R.B. Williams/1970 Porsche 911
- 1 AS H . Hilton/1967 Ford Mustang 1:43.282
- 1 FP K . Prather/1962 MGA 1:45.934
- 1 BS M . Lovay/1969 Datsun 510 1:50.442
- 2 BS D . Oliver/1975 Bmw 2002
- 2 AS S . Seitz/1965 Ford Mustang
- 1 BP L . Gladfelter/1966 Shelby Mustang GT 350 1:48.146

- 3 CP P . Taxman/1964 Jaguar X-Type Coupe

- 3 BS C . Trifilio/1971 Fiat 124 Coupe
- 3 AS J . Neathery/1966 Ford Mustang

**PRE-WAR**

**PL CL DRIVER/CAR**

- 1 PW1 D . Klink/1951 Allard K2 1:42.492
- 2 PW1 R . Barrett/1933 Ford Indy Racer
- 1 PW2 D . Leonard/1949 MG TC Special 1:50.378
- 3 PW1 A . Grasis/1933 Studebaker Indy Special
- 2 PW2 M . Primack/1949 Lester MG
- 3 PW2 L . Neidell/1933 Plymouth Speedster
- 4 PW2 L . Marchant/1934 MG J2

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