

CVAR Mike Stephens Classic

Hallett Motor Racing Circuit, Oklahoma

April 13-15, 2018



— story by *Don Gwynne*

The Hallett Motor Racing Circuit is a 1.8 mile, 10 turn road course in the rolling Osage Hills of north eastern Oklahoma, 35 miles west of Tulsa. While the hospitality of the (track owners) Stephens family is always very warm, this turned out to be a cold, wet, blustery weekend, with some subfreezing temps and high winds.

During Friday's Test/Tune/Practice (TTP), Chief Steward Jack Marr ended several sessions with "Black Flag/All." This was intended to make drivers think seriously about their actions with respect to the flags. These flagging drills appeared to be beneficial, despite some initial grouching.

For Saturday's **FORMULA VEE FEATURE** race, a large field of 34 cars took the green flag on a damp track. With such a large field, the Chief Steward decreed 2 pace laps, and you may never have seen such a well-behaved start. Shortly thereafter, however,

a spin/collision incident (no injuries) resulted a black flag all, a regroup and a restart. Once things got underway again, Denver driver Jack Penley took the overall win and the FV1 class win driving his white #78 AutoDynamics D-13. His margin of victory was slim, with Houston's Charles Hearn less than 2 seconds behind to finish second overall, taking the FV class win in his yellow #37 Lynx B. Racer and photographer Brandall Binion of Plano entertained the spectators by driving the oldest FV in the field, his 1963 silver #17 Formcar.

A special FV 55th Anniversary party and awards ceremony was hosted by Bigger Hammer racing. Race Chairman Art Summerville hand-crafted the FV trophies, which looked a lot like VW camshafts. It would be hard to improve on the event feedback received from FV guest Neil Sullivan via social media. "We pushed thru to Mobile, Alabama today all the while replaying what a great time we had at your CVAR 55th Formula Vee Celebration. I wonder if



#99 Bill Griffith, 1972 Truehaft FV; #113 Hunter Barron, 1969 Kellison Mk 2.

photo by Brandall Binion



photo by David Gillen

#33 Jim Gewinner, 1965 Lotus 23B; #70 Rick Wark, 1980 March Formula Atlantic.

you realize what a special and unique group of racers you have there... Thank You for the warm welcome, the schedule with so much track time, the multiple races, the get together Friday evening, the awards, and most of all the camaraderie. And the tee shirt! Charlie, Bill and the whole Bigger Hammer crew, my friend Barbara, Team Wolff, Barron Inc., (EO, thanks for racing with me), Dwight & Linda, and everyone else I'm sure I forgot (been driving 9 hours). Clearly, everyone had a hand in the Celebration – nicely done! Great Racing, Great Track, Great Time! Hope to see you all soon, Neil."

The points races on Sunday afternoon started off with **GROUP 2** (E Production, F Production, and C Sedan). Although there were

taking first overall to win the F Production class in his blue #73 MG Midget. The orange #60 Porsche 914-4 driven by Thomas Schluter came second overall more than 20 seconds back, but that was good enough to win the E Production class. Louis Gladfelter was having a ball driving his newly-acquired red #48 Austin Mini, finishing fifth overall to win the C Sedan class. Springfield, Missouri driver Scott Swope brought out a C Sedan not often seen, a black & blue #69 Austin America. H finished second in C Sedan, albeit at the back of the pack. Think of a stretched Mini station wagon. Cool!

Almost as many FVs came to the line on Sunday afternoon as did for Saturday's FV Feature race. Of 42 FV class entrants, 27 came under Starter's orders. It pretty much goes without saying that this many FVs on the track resulted in a lot of close racing for 20 minutes. At the checkered flag, Colorado's Nick Palgrave took the overall win and the FV class win driving his red #43 Caldwell D13. Mac Wolff's red #62 Lynx B was right on his heels, finishing about 1.6 seconds back, to finish second overall and second in FV class. Elliott Barron, driving his silver #23 Pegasus came third. Colorado's Reah Mortimer took the FV1 class win in fourth overall driving a purple and silver #86 Zink.

CVAR's **GROUP 4** class for older and historically

significant cars produced an interesting 9-car mix. Jim Yule of Springtown, Texas came first in his green #63 Formcar MkII. He took the checkered flag with a 43 second lead over Lester Neidell's blue and white #59 Kellison J5. Gary McFarlane had a good day driving his one-off white #91 Thunderbug special to a third overall finish, closely sandwiched between Neidell and Tom Atlas' red #14 Lola Mk2 Formula Junior. Shelly Robinson did well (sixth

overall) driving her husband's red and white #72 Dodge Dart. It runs in the family. Shelly's dad is Greg Reynolds, a well-known and highly experienced Shelby GT-350 racer.

CVAR's **GROUP 6** includes FA, FF1, FF2, B Sports Racing, and new for this year, S2000. Gray Gregory put a lap on the entire rest of the field driving his awesome blue



photo by Brandall Binion

#39 Bobby Whitehead, Triumph GT6.

#11 Chevron B39 to win FA class as well. Jim Gewinner finished second overall to win B Sports Racing class in his green #33 Lotus 23B. Angus Lemon drove his purple #86 Merlyn Mk11A/17A to a third overall for the FF1 class win. David Bell was really putting pressure on Lemon however. Bell's blue and yellow #73 Lola T-342 was just a



photo by David Gillen

#99 Chris Langley, 1968 Yenko Stinger; #68 David McCullough, 1969 Datsun 510.

19 Group 2 entries, only 9 came to the grid, perhaps due to weather considerations. Chris Duroy proved to be the leader of the pack,



photo by Brandall Binion

#186 Lou Marchant, MGA.

Formula Vee Turns 55

What an incredible event if you were an FV driver, or even a fan! The Formula Volkswagen turned 55 years old this year and CVAR Group 3 put on a party! The event was really aimed at all the drivers and fans in the central US region because that was about as far as we thought people would come to race a vintage car. I would have to call it an unqualified success because we had right at 40 FV cars take to the grid over the weekend. Drivers and crew made it in from as far north as Colorado, as far west as New Mexico, and from as far east as Florida to help contest the weekend. It was tied to the Mike Stephens Classic and ran in conjunction with a normal CVAR race weekend. For the FV people though, it was a complete racing weekend full of sessions which included a day of practice sessions, then qualifying sessions and races on both Saturday and Sunday, including a longer 30 minute Feature race Saturday afternoon.

Friday was practice sessions all day with drivers getting to know the track again for some, and learning it from new for others. Hallett being a very unique and interesting track, this was no trivial task. The drivers that were visiting were fun to watch as they explored some interesting lines as they came up to speed. Hallett has some elevation and a good mix of corners to help make a pretty interesting race track for most everyone. I overheard the folks from Florida sounding surprised at the complexity of the blind corners we have here at Hallett. You approach both of the rises at full throttle and you have to trust that when you crest them you are pointing at the piece of race track to set up for the next corner. That can make learning this track a little daunting but all the visitors seemed to get up to speed pretty quickly.



photo by Brandall Binion

#11 Greg Byrne, 1971 Zink.

The party on Friday night as the track went cold was a lot of fun with tons of great food, plenty to drink and most of all, great people sharing in the comradery. We were contending with potential weather threats all weekend but for the party, we pushed all the cars out of the Bigger Hammer Racing paddock and held the party under the canopies. We did leave one car there as a sort of centerpiece, smack in the middle of the party but pushed to the back was the one Formula Vee in our club that was actually 55 years old, James Lynch's beautiful silver Formcar. It was the car I would be in all weekend and I was proud to drive the car on loan from the Lynch's. Being one of the very first FV cars built, it was an honor to get her out there and mix things up with the rest of the FV's.

I am not going to recount every race but it looked like the Colorado boys, Jack Penley and Nick Palgrave quickly figured out the circuit and started to give the fast CVAR racers a few things to think about. They had a displacement advantage and then slick tires but I am not sure the tires were much of a help with the track temps down low for most of the weekend. Jack ran up into 2nd place in Race 1, and then 3rd

place in Race 2 and then a top 10 in Race 4. His American flag themed Caldwell was a perfect foil to Nick Palgrave's British flag themed Caldwell. Nick ran 8th in Race 1, 7th in Race 2, but then got the hang of the circuit and ran 2nd in Race 3 and then won Race 4 outright. I bet there are some interesting photo opportunities with those two liveries tangling in their regular Rocky Mountain Vintage Racing organization.

The Florida racers were also a quick bunch and it was truly a pleasure to meet all of them. Mike Jackson had his Shadowfax of course, but there was also Neil Sullivan in a very quick Lynx B who ran up around the top 10 all weekend. They were all running cars with the same set of rules our cars follow so it was fun to watch the out of towners mix right in and give our regulars some more people to race with. The Florida folks are with VDCA and they are heading up the 55th Formula Vee Birthday Party that is happening this fall out near Savannah, Georgia. Since ours was the "Spring" edition, we have been calling theirs the "Fall" edition. We are hoping that they get as much support for their race as we did for our event here at Hallett. The official date is Sep. 7-9.

— Brandall Binion



photo by David Gillen

#20 Wally Meyer, 1987 Swift DB-2; #73 David Bell, 1974 Lola T-342.

half second behind at the checker, finishing fourth overall to win the FF2 class. The eleven Group 6 entrants that went home early missed some good racing.

class win, just 6.5 seconds ahead of the blue #43 Porsche 911 driven by R. Burt Williams. Thomas Schluter came third overall and third in CP with his blue #77 Datsun 240Z. The

A total of 13 **GROUP 7** (C Production, D Production, B Sedan) cars took the green flag. After twenty minutes of close racing, it was Alexander Smargiasso's white and black #37 Datsun 240Z taking the overall win and the C Production

red/white/blue #68 Datsun 510 driven by David McCullough won B Sedan in fourth overall, but two other B Sedans, driven Chris Beckwith and Cynthia Trifilio, were not far behind McCullough at the checker. Russ Rosenberg's white #83 Yenko Stinger won D Production in eighth overall. Two other DP cars were a bit further back, at 11th and 12th overall, namely the green #61 Daimler SP250 driven by Glenn Valdes and the white #128 Elva Courier driven by Tim Webb.

CVAR's next races after Hallett include British Small Bore Festival at Eagles Canyon on May 4-6 and the Chevy-Ford Challenge at MSR-Cresson on June 1-3. CVAR will return to Hallett Motor Racing Circuit on August 24-26 for Thunder on the Cimarron and a Formula Ford Feature.



photo by Brandall Binion

#74 Tim Woodruff, 1974 BMW 2002; #55 Cynthia Trifilio, 1971 Fiat 124 Coupe.

FORMULA VEE FEATURE

PL CL DRIVER/CAR

- 1 FV1 J. Penley/1972 Autodynamics D-13 1:32.372
- 1 FV C. Hearn/1969 Lynx B 1:33.391
- 2 FV M. Wolff/1969 Lynx B
- 3 FV E. Barron/1972 Pegasus Pegasus
- 4 FV N. Palgrave/1977 Caldwell D13
- 2 FV1 R. Mortimer/1972 Zink
- 5 FV H. Barron/1969 Kellison Mk 2
- 6 FV W. Wolff/1968 Zink Z-5
- 7 FV B. Griffith/1972 Treuhaff Vee
- 3 FV1 B. Weaver/1965 Zink
- 8 FV J. White/1965 Zink C4

- 5 FV1 R. Mortimer/1968 Caldwell D14
- 14 FV C. Chilton/1972 Lynx B
- 15 FV M. Jones/1968 FV Nash Scrambler
- 16 FV W. Murphey/1969 Lynx Lynx B
- 17 FV J. Williamson/1970 Caldwell D-13
- 18 FV B. Binion/1963 Formcar
- 19 FV E. Lovay/1970 VW
- 20 FV K. Adams/1969 Wolfe



photo by David Gillen

#89 Greg Reynolds, 1967 Shelby Mustang.

- 21 FV H. Barron/1972 Caldwell D-13
- 22 FV D. Calkins/1972 Lynx B
- 23 FV E.O. Barron/1972 Taylor Stewart
- 6 FV1 S. Murphy/1964 Bobsy Vanguard
- 24 FV L. Summerville/1967 Zink

GROUP 1

PL CL DRIVER/CAR

- 1 FIA G. Kopecky/1973 Porsche RSR 1:25.317
- 2 FIA M. Gohlke/1970 Porsche 914
- 1 AS B. Whitehead/1965 Ford Mustang 1:29.955

- 2 AS A. Shores/1970 Ford Mustang
- 1 BP K. Barnett/1965 Ford Mustang 1:29.621
- 3 AS M. Baker/1970 AMC Javelin
- 2 BP G. Reynolds/1967 Shelby Mustang GT350
- 4 AS R. Killion/1970 Ford Mustang

GROUP 2

PL CL DRIVER/CAR

- 1 FP C. Duroy/1970 MG Midget 1:32.554
- 1 EP T. Schluter/1973 Porsche 914/4 1:34.851
- 2 FP M. Briggs/1972 MG Midget
- 3 FP T. Swonke/1972 MG Midget
- 1 CS L. Gladfelter/1960 Austin Mini 1:35.589
- 4 FP G. Reed/1967 MG Midget
- 2 EP T. Giertz/1974 Porsche 914/4
- 5 FP W. Miles/1961 Austin Healey Sprite
- 2 CS S. Swope/1970 Austin America



photo by Brandall Binion

#51 Robert Hoemke, 1965 Austin Mini.

GROUP 3

PL CL DRIVER/CAR

- 1 FV N. Palgrave/1977 Caldwell D13 1:32.874
- 2 FV M. Wolff/1969 Lynx B
- 3 FV E. Barron/1972 Pegasus Pegasus
- 1 FV1 R. Mortimer/1972 Zink 1:33.934
- 4 FV E.O. Barron
- 5 FV W. Wolff/1968 Zink Z-5
- 6 FV H. Barron/1969 Kellison Mk 2
- 7 FV J. White/1965 Zink C4
- 2 FV1 J. Penley/1972 Autodynamics D-13
- 8 FV B. Griffith/1972 Treuhaff C-4
- 9 FV D. Phillips/1969 Zink
- 3 FV1 B. Weaver/1965 Zink C-4
- 4 FV1 J. Mortimer/1972 Zink D-13
- 10 FV F. Iqbal/1972 Caldwell D-13
- 11 FV H. Barron/1972 Caldwell
- 12 FV M. Rogers/1968 Bobsy Vega B
- 5 FV1 R. Mortimer
- 13 FV D. Fisher/1972 Lynx
- 14 FV P. Summerville/1967 Zink Z-5
- 15 FV A. Hughes/1969 Formula Lynx B
- 16 FV W. Murphey/1969 Lynx Nash Scrambler
- 17 FV M. Jones/1968 Fv Zink
- 18 FV B. Wright/1964 Formula Vee D-13

- 19 FV J. Williamson/1970 Caldwell Zink
- 20 FV L. Summerville/1967 Formula Vee
- 21 FV B. Binion/1963 Formcar
- 22 FV K. Adams/1969 Wolfe

GROUP 4

PL CL DRIVER/CAR

- 1 G4T J. Yule/1963 Formcar Mk 2 1:39.466
- 1 VA L. Neidell/1959 Kellison J5 1:44.594
- 1 VC G. McFarlane/1960 Thunderbug H-Mod 1:45.188
- 1 FJ-1 T. Atlas/1960 Lola Mk 2 1:38.751
- 2 FJ-1 T. O'Grady/1959 Stanguellini Fj-1
- 2 G4T S. Robinson/1966 Dodge Dart
- 3 G4T B. Pinkston/1966 Volkswagen Beetle
- 2 VA C. Kellner/1959 Austin Healey 3000

GROUP 6

PL CL DRIVER/CAR

- 1 FA G. Gregory/1977 Chevron B39 1:19.511
- 1 BSR J. Gwinner/1965 Lotus 23B 1:25.458



photo by Brandall Binion

#98 Trevor Bond, 1975 LeGrand Mk 21.

- 1 FF1 A. Lemon/1969 Merlyn 11A/17A 1:28.366
- 1 FF2 D. Bell/1974 Lola T-342 1:28.344
- 2 FF1 A. Acemyan/1969 Beach T11F
- 1 S2000 W. Meyer/1987 Swift DB-2 1:30.631
- 3 FF1 G. Tussing/1972 Titan Mk 6
- 4 FF1 G. Tapp/1969 Winklemann WDF-1
- 2 BSR B. Maurer/1963 Elva Mk 7
- 5 FF1 J. Langham/1972 Merlyn Mk20a
- 6 FF1 T. Blakeney/1972 Royale RP-16
- 7 FF1 P. Haggart/1969 Hawke D19



photo by David Gillen

#72 Shelley Robinson, 1966 Dodge Dart.

GROUP 7

PL CL DRIVER/CAR

- 1 CP A. Smargiasso/1972 Datsun 240Z 1:28.009
- 2 CP R.B. Williams/1970 Porsche 911
- 3 CP T. Schluter/1972 Datsun 240Z
- 1 BS D. McCullough/1969 Datsun 510 1:31.634
- 2 BS C. Beckwith/1973 Bmw 2002
- 3 BS C. Trifilio/1971 Fiat 124 Coupe
- 1 NC K. Prather/1962 MGA 1:31.599
- 1 DP R. Rosenberg/1966 Chevrolet Yenko Stinger 1:35.734
- 4 CP D. Cluck/1972 Datsun 240Z
- 5 CP P. Taxman/1964 Jaguar X-Type Coupe
- 2 DP G. Valdes/1961 Daimler SP-250
- 3 DP T. Webb/1961 Elva Courier



photo by Brandall Binion

#58 John Kish, 1973 Porsche 911.

- 9 FV D. Phillips/1969 Zink C-4
- 10 FV N. Sullivan/1969 FV Lynx B
- 11 FV P. Summerville/1967 Zink Z-5
- 12 FV D. Fisher/1972 Lynx B
- 13 FV M. Rogers/1968 Bobsy Vega
- 4 FV1 J. Mortimer/1972 Zink C-4

"IT'S HARD TO WIN WITHOUT SWAIN COATINGS"

Drag racer **Mike Moran** is a pioneer of the Pro Street movement and was recognized in *Fastest Street Car* magazine in Nov. 2017. He has innovated performance applications to the class and set many Street Car and Pro Mod records. Mike started using Swain's piston and bearing coatings in 1994 and has continued to use them ever since. He depends on Swain's thermal barrier coatings to protect his engines. Mike said "A Swain protected engine will run 40 passes—an uncoated engine could only do 20 passes before a tear down." Swain coatings can save an engine on a lean pass, even with turbos. Mike has tried other coatings but they wore away and flaked off. Mike has a 24,000 sq. ft. performance shop in Taylor, MI, where he pulls engines down regularly to look for wear and distorted ring lands and runs diagnostics. He can see Swain protected engines live longer. Mike builds for many other racers and tells them to use Swain coatings if they want to win and last with consistency.



This is Mike Moran and his new rocket ship with all his old and new tricks

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