



#67 Patrick Summerville, 1969 Zink Z-5; #4 Mike Jones, 1968 Nash Scrambler.

CVAR Thunder on the Cimarron

Hallett Motor Racing Circuit, Oklahoma

August 25-27, 2017

— story by *Don Gwynne*

— photos by *Patty McCullough Hale*

In spite of dire predictions of sweltering Oklahoma heat, the weekend was marked by perfect weather, temperatures in the 80's, and blue skies. Those that stayed away made a big mistake. The track was in perhaps the best

driving his gleaming silver #23 Pegasus. He took the checker with a six second lead over Charles Hearn's yellow #37 Lynx B. But it wasn't a cake walk. Mid-race, Hearn took the lead several times but eventually had to settle for second. Of 19 starters, all but one finished the race.

On Saturday evening, Connie Stephens and her staff provided hospitality and a local band under the big top, a huge tent positioned close to the Winner's Circle. Highlight of the evening was a talk and Q&A by Anatoly "Toly" Arutunoff, the original builder of the Hallett circuit. Toly is an American sports car racing legend. He was an SCCA National Champion in H Production in a Morgan, and was presented the SCCA's President's Cup in 1981. His book "One Off: The Roads, The Races, The Automobiles of Toly Arutunoff" was published in 2009. Toly held court under the tent to a large circle of admirers, and patiently answered their

questions for almost two hours.

CVAR Safety personnel are always on the lookout for ways to improve driver safety, and a new twist turned up on grid. Smoke was coming out of the trunk of Lou Marchant's #186 MGA, and it wasn't immediately obvious how to open it. Turns out that the boot release was located on the passenger side. Once open, it turned out to be overheated wiring to her cool suit water pump, no fire, easily resolved. Give some thought to the potential that a corner worker might need to open your trunk. Is it obvious how to gain access? Not any new rulemaking, here just friendly food for thought.

The first CVAR Championship points race on Sunday afternoon was for **GROUP 7** (C Production, D Production & B Sedan) cars. R. Burt Williams sat on pole in his blue #43 Porsche 911. After the green flag, he was never headed, turned the fastest lap, and went on to take the overall win and the C Production class win. David McCullough scored the B Sedan win in second overall, 21.8 seconds behind Williams. David's red/white/blue #68 Datsun 510 led Cynthia Trifilio's blue #55 Fiat Sport Coupe by just 6 seconds at the checkered flag. John Kish finished fourth overall and second in C Production driving his red #58 Porsche 911E. First place in D Production and fifth overall went to Chris Langley and his blue #99 Yenko Stinger.

The **GROUP 6** (FA, FF1, FF2 and FF3) grid consisted of eight cars, with Rick Wark's red #70 March Atlantic on pole. Rick turned the fastest lap on his way to a flag-to-flag overall win and FA class win. Greg Smith, driving his

#55 Cynthia Trifilio, 1973 Fiat 124 Coupe; #68 David McCullough, 1971 Datsun 510.

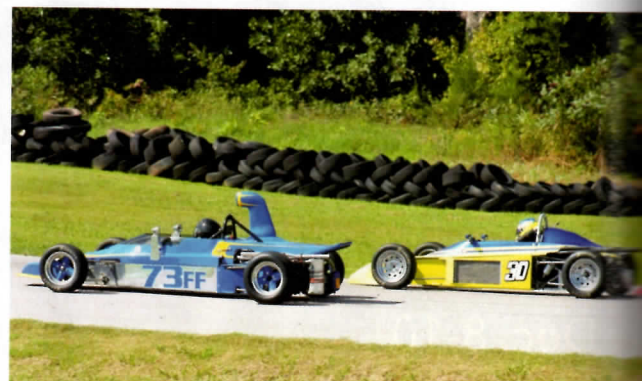
condition ever, after several improvements. The Test/Tune/Practice (TTP) sessions on Friday were run without a hitch (or a bump!).

Saturday's feature race was for Formula Vees. It was organized by past CVAR President Art Summerville, who also served as Race Chairman of the weekend. In a new twist, Art received help from Bill Wolff, who volunteered to serve in the newly created position of Race Coordinator. Bill performed many valuable tasks for Art and for the Chief Steward, Danny Piott.

The FV feature went 20 laps of Hallett's 1.8 mile course. The eventual winner, Elliott Barron, started on pole and set fastest lap

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#73 David Bell, 1977 Lola T-342; #30 Mike Love, 1979 Zink Z-10B.

red #6 Swift DB1 got by Angus Lemon on the seventh lap to notch second overall and the FF3 class win. Lemon's purple #86 Merlyn finished third overall to win the FF1 class, less than a second behind Smith. David Bell won the FF2 class in his blue and yellow #73 Lola T-342, some 22 seconds behind Lemon.

"Thunder on the Cimarron" erupted when CVAR's **GROUP 1** (A Production, B Production and FIA) cars took the green flag. CVAR President Herb Hilton started on pole in his yellow #17 Mustang, but was pretty quickly hauled in by George Kopecky's black and green #97 Porsche RSR, who went on to take the overall win and the FIA class win. Hilton won the A Sedan class, about 19 seconds back. Greg Reynolds was back on form in his white and blue #89 Shelby GT-350, finishing third overall to win B Production. Dallasite John Scott was nipping at Greg's heels, finishing less than two tenths

MGB on the outside. After the green flag fell, Williams and Hamilton ran in that order all the way to the checkered flag, to finish first and second overall. Hamilton crossed the finish line less than two seconds in arrears after 20 minutes of racing. That gave Williams the F Production class win and Hamilton the E Production class win. David Patton

scored a C Sedan win and third overall driving his #35 Morris Mini. Louis Gladfelter had fun in his newly acquired red #48 Austin Mini to place second in C Sedan. A noteworthy participant was Rob Davenport, driving his father's (Dick Davenport) historic liveried blue/orange/white #20 Datsun B210. Although technically, the car didn't meet the letter of CVAR's preparation rules, he was able to run at Hallett thanks to a new CVAR rule for accommodating non-conforming cars (no points, etc.).

A large (17 car) field of Formula Vees came to the **GROUP 3** starting grid, and all but two finished the twenty minute race. Charles Hearn's yellow #37 Lynx B started on pole, with Hunter Barron on the outside of the first row driving his red #113 Kellison. Drive of the day was Elliott Barron's charge from 13th on the grid up to finish second overall. His silver #23 Pegasus passed nine cars in the first four laps, and another two in the final stages. Bravo! In doing so, he finished ahead of E.O. Barron's red #110 Kellison and Hunter's red #113 Kellison. The Barron "dynasty" rolls

on, with Heather Barron taking ninth in her yellow #58 Caldwell D-13. With Hearn and the three Barrons ahead of him, CVAR Race Coordinator Bill Wolff had to settle for fifth overall in his white #68 Zink Z-5.

Last race of the day produced the smallest grid. Only three **GROUP 4** cars started, and happily all three finished. Shrugging off her earlier "smoking trunk" excitement, Lou Marchant led from green to checker to win overall and the VB class driving her BRG #186 MGA. She didn't have it as easy as it sounds, however. Gary McFarlane's white #91 "Thundermug" was always nipping at her heels, sometimes within a few car lengths. At the end, Gary took second overall and the VC class win less than five seconds back. A bit further back, Lester Neidell pleased the crowd with his bellowing #59 Kellison J-5.

Texas World Speedway in College Station is now covered with hundreds of "underwater" insurance totaled cars and all remaining events have officially been cancelled forever. RIP TWS. CVAR's last event of the year, "Race for the North Pole of Texas," will be held Dec. 8-10 at Eagles Canyon Raceway near Decatur, Texas.



#7 Bob Pinkston, 1957 VW Beetle; #51 Wayne Miles, 1959 Austin Healey Sprite.



#015 Marty Baker, 1972 MGB.

of a second back in fourth overall to win the A Production class in his white #71 Corvette.

GROUP 2 (E Production, F Production and C Sedan) fielded 15 cars. The front row of the grid consisted of Dave Williams in his silver #23 Bugeye Sprite on the inside, and John Hamilton's "Great Pumpkin" #80



#3 Clyde Stutzman, 1972 Datsun 240Z.

- GROUP 1**
PL CL DRIVER/CAR
 1 FIA G. Kopecky/1954 Porsche RSR 1:25.259
 1 AS H. Hilton/Ford Mustang 1:26.281
 1 BP G. Reynolds/1967 Shelby Mustang GT 350 1:32.633
 1 AP J. Scott/1971 Corvette 1:32.615
 2 AP S. Pfuehler/1967 Corvette Coupe
- GROUP 2**
PL CL DRIVER/CAR
 1 FP D. Williams/1967 Austin Healey Bugeye Sprite 1:33.784
 1 EP J. Hamilton/1964 MGB Roadster 1:34.014

- 1 CS D. Patton/1973 Morris Mini 1:36.244
 2 CS L. Gladfelter/1962 Austin Mini
 2 FP S. Meyer/1972 Austin Healey Bugeye Sprite
 2 EP G. Perser/1965 MGB
 3 EP M. Baker/1972 MGB
 3 FP G. Reed/1966 MG Midget
 4 EP K. Barstead/1963 MGB Roadster
 5 EP J. Jones/1969 MGB
 4 FP R. Fisher/1959 Austin Healey Sprite
 6 EP W. Reid/1965 MGB
 7 EP J. Melady/1969 MGB
 3 CS B. Pinkston/1957 VW Beetle

- GROUP 3**
PL CL DRIVER/CAR
 1 FV C. Hearn/1969 Lynx B 1:33.466
 2 FV E. Barron/1969 Pegasus
 3 FV E.O. Barron/1965 Kellison
 4 FV H. Barron/1963 Kellison Mk 2
 5 FV W. Wolff/1967 Zink Z-5
 6 FV D. Phillips/1968 Zink C-4
 7 FV M. Rogers/1968 Bobby Vega



#99 Chris Langley, 1966 Yenko Stinger.

- 8 FV J. White/1972 Zink C4
 9 FV H. Barron/1968 Caldwell D-13
 10 FV P. Summerville/1969 Zink Z-5
 11 FV S. Smith/1968 Zink
 12 FV M. Jones/1968 Nash Scrambler
 13 FV B. Wright/1969 Zink
 14 FV M. Wolff/1964 Lynx B
 15 FV L. Summerville/1959 Zink-4
- GROUP 4**
PL CL DRIVER/CAR
 1 VB L. Marchant/1959 MGA 1:44.543
 1 VC J. McFarlane/1959 H-Mod Thundermug 1:46.102

- 1 VA L. Neidell/1967 Kellison J-5 1:45.531
- GROUP 6**
PL CL DRIVER/CAR
 1 FA R. Wark/1974 March FA 1:21.407
 1 FF3 G. Smith/1974 Swift DB1 1:25.236
 1 FF1 A. Lemon/1972 Merlyn 17A 1:26.195
 1 FF2 D. Bell/1977 Lola T-342 1:26.664
 2 FF1 G. Tussing/1972 Titan Mk 6
 2 FA R. Maurer/1980 Lola T-322
 3 FF1 J. Langham/1971 Merlyn Mk 20a

- GROUP 7**
PL CL DRIVER/CAR
 1 CP R.B. Williams/1972 Porsche 911 1:31.190
 1 BS D. McCullough/1971 Datsun 510 1:32.574
 2 BS C. Trifillio/1973 Fiat 124 Coupe
 2 CP J. Kish/1970 Porsche 911E
 1 DP C. Langley/1966 Yenko Stinger 1:38.230
 3 CP R. Pink/1975 Datsun 240Z
 2 DP R. Rosenberg/1963 Yenko Corvair
 3 BS C. Beckwith/1986 BMW 2002