



#9 Drew Fisher, 1972 Lynx B; #98 Jason White, 1965 Zink C4.

CVAR Mike Stephens Classic

Hallett Motor Racing Circuit, Oklahoma

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This event had something for just about everyone – even a race on Friday, not just Test/Tune/Practice. At 4:00 p.m. Friday afternoon, eight Formula Juniors had a 13-lap **FJ FEATURE RACE**. Oklahoma City's Chip Fudge started on the pole driving his BRG #28 Cooper T-56. Alongside on the front row was Robert Merrill in his yellow #159 BMC Mk 1. But when the green flag waved, Bruce Revenaugh wasted no time muscling his green #60 Lotus 18 into the lead. Robert Hoemke moved his green #4 Cooper

T-59 up from fifth on the grid to challenge Revenaugh by the sixth lap, and led for a while. Fudge then moved up to lead for a few laps, too, but Revenaugh took the lead back near the end and was first to take the checkered flag, to take the overall win and the FJ-2 class win. In second overall, Hoemke took the FJ-3 class win. Chip Fudge came second in FJ-2 third overall, and Jim Yule won the FJ-1 (front engined) class in fourth overall with his green Elva 100.

The **FORMULA VEE CHALLENGE RACE**

finished out the Saturday

racing. Twenty four Vees came to the grid, with Hunter Barron on pole driving his red #113 Kellison Mk 2. Outside on the front row sat Dwight Calkins in his red #87 Lynx B. After thirteen laps of racing, that is how they finished. Barron led from green to checker, but Calkins had to fend off a strong twelfth lap challenge from Hunter's sister, Heather Barron's yellow #82 Caldwell D-13. Calkins got it back to finish second overall, with Heather finishing third. The

rest of the field treated viewers to several close battles for positions. Even with all that action going on, there were only two DNF's.



#13 Curtis Wood, Yenko; #83 Russ Rosenberg, 1966 Yenko Stinger.

The first CVAR Championship points races on Sunday afternoon led off with combined **GROUP 1/7** for A Production, A Sedan, B Production, C Production, D Production, B Sedan, and FIA classes. This combination included a lot of big iron thunder, but the winner after twenty minutes of racing was not a big American V8, but rather a German flat 6. George Kopecky's black #97 Porsche RSR took the overall win and the FIA class win with more than a ten second lead over the second place finisher. George led from flag to flag, with CVAR President Herb Hilton doing his best to keep him honest. Hilton's yellow #17 notchback Mustang went flag to flag in second overall to win the A Sedan class. Joe Robau mounted a very impressive charge from 12th on the grid up to third overall by the sixth lap,



#95 Paul Park, 1960 Cooper T56; #28 John Fudge, 1961 Cooper T-56.

and that's where he finished in his white #11 Chevrolet Corvette, winning the B Production class. The C Production class win went to Tulsa's R. Burt Williams in his blue #43 Porsche 911. Williams was running in third overall until the sixth lap, when he was overtaken by the charging Joe Robau. The A Production class win went to John Scott's white #71 Chevrolet Corvette, albeit back in eighth overall. Ninth overall and the B Sedan class win went to Chris Beckwith's yellow #25 BMW 2002. Another minute back, in tenth overall, Russ Rosenberg took an unopposed win of the D Production class in his white #83 Yenka Stinger. Easily the most interesting car on the track was Chip Fudge's polished silver #161 Aston Martin DB4. Chip has a history of bringing rare and valuable cars to CVAR events. For example, who else would bring a one-of-a-kind Maserati-powered Lister to his first driver's school?

The overall win in **GROUP 2** (E Production, F Production, and C Sedan) went to Stefan Schluter, who started on the outside of the front row. He moved his orange #60 Porsche 914/4 past the pole sitter Doug Hilton on the first lap and was never headed, for the E Production class win. In second overall, Hilton's Austin blue and silver #33 Healey Sprite won the F Production class. The C Sedan win went to Louis Gladfelter's green #654 Mini Cooper S in fifth overall.

On the heels of the big FV feature race on Saturday, 22 drivers came to the grid for Sunday afternoon's **GROUP 3** (Formula Vee) points race. Hunter Barron sat on pole in his red #113 Kellison Mk 2, with Mac Wolff alongside in his red #62 Lynx B. After the green flag waved, Hunter led every lap



#61 Robert Hoemke, 1965 Cooper Mini S; #654 Louis Gladfelter, 1962 Morris Mini Cooper S.

to take the overall win. On the first lap, Mac went off to the outside at the recently renamed "Toly" corner, and after a stop and go in the pits, worked his way back through



#106 Mike Briggs, 1972 MG Midget; #30 Michael Kopecky, 1971 Porsche 914; #25 Steve Coleman, 1972 MG Midget.

the pack, eventually finishing eighth. Hunter's brother, E.O. Barron, wasn't cutting him any slack, finishing just 0.6 seconds behind, after starting from fifth on the grid in his red #110 Taylor Stewart (a rare one-off car). Hard luck befell Hunter and E.O.'s sister Heather Barron. After having some oil leak problems on Saturday, she started 18th in her yellow #82 Caldwell D-13 and had charged up to sixth place by the sixth lap, only to have the engine give up the ghost, perhaps from earlier oil starvation damage. RMVR was represented by Steven Murphy, who brought his red and silver #54 Bobsy Vanguard. Due to rules differences between CVAR and RMVR, his car was classed by CVAR as "FV1" in view of a 1385cc displacement, gutted generator, and slicks. He finished in fifth overall to take an unopposed win in the "FV1" class.

He was surprised and delighted after the race to receive a camshaft trophy for his efforts. Hunter Barron took home a bigger (crankshaft) trophy for his overall win. Past CVAR President Art Summerville's family was well represented as well, with his son Patrick Summerville driving a blue and white #67 Zink Z-5 and granddaughter Larae Summerville driving a blue and green #00 Zink.

The **GROUP 4** grid was relatively small on Sunday afternoon, but a nice pair of Cooper T-56 Formula Juniors occupied the front row. Tulsa's Paul Park was on pole in his aluminum

#95, with OKC's Chip Fudge on the outside in his BRG #28. The two of them put on a good fight, back and forth, with Park taking the overall lead on the fifth lap, only to see it evaporate with a DNF on the ninth lap. Fudge went on to take the overall and FJ1 class win, with a comfortable half-minute margin to the



#69 Scott Swope, 1970 Austin America Spitfire; #90 Gary Perser, 1966 MGB; #15 Gary Reed, 1967 MG Midget.

next car. Paul Park's silver-colored Cooper was originally owned and raced back in the day by the world famous Chaparral Can-Am driver Hap Sharp, then was acquired and restored by Hap's son, James Sharp to its original green livery. Fudge's green Cooper was previously owned and raced by Dan Chapman. Robert Rodgers, proprietor of Shade Tree Enginetrics in Nevada, Texas (near Dallas) sought permission to run in G4T class for a shakedown of his blue #14 Fiat 124 Spider. He built this car decades ago, and it was owned and raced by Scott Brady until Rodgers recently reacquired it. Rodgers had not driven the car for more than two decades, and didn't want to mix it up with the G2 crowd until he sorted it out and knocked some of his sports car driving rust off. Anyway, he did well, finishing second overall and first in the G4T class. CVAR recently created the G4T class for special cases when the driver has a good reason for not wanting to run with the big dogs. A perfect example was seen recently at Houston, where three genuine Cobras ran



#25 Steve Coleman, 1972 MG Midget; #76 Ted Melady, 1965 MGB.

in G4T, not because they were old or slow, but because they were being driven carefully to exhibit them, without risking these rare and expensive examples. In other cases, G4T allows a driver that is not comfortable mixing it up wheel to wheel, for whatever reason, to still get some track time at a more sedate pace. Participation in G4T is subject to review and oversight, and anyone running with “fangs out” won’t be tolerated. Tulsa’s Lester Neidell moved up steadily after starting in sixth, to eventually finish third overall to win the VA class in his blue #59 Kellison J-5. Everyone’s sweetheart, Lou Marchant, took an unopposed VB class win in fourth overall driving her

was Houston’s Gray Gregory in his blue #11 Chevron B39, turning times at least seven seconds faster than any other car on track. He took the overall win and the FA class win after lapping everyone else once or twice. If you want a target to shoot for, try matching his 1:18.6 lap of the Hallett circuit! Best of all the rest was Jim Gewinner in his green #33 Lotus 23B, for an unopposed B Sports Racing class win. Bob Maurer of Pella, Iowa, came third overall and second in FA driving his yellow #44 Lola T-322. John Taphorn took an unopposed FC class win in fourth overall driving his red and

BRG #186 MGA. The only VC class car in the race, Gary McFarlane’s white #91 Thundermug, suffered a broken rear shock mount in Turn 6 on the third lap and was DNF.

The last race of the weekend was for **GROUP 6** (FA, FC, FF1, FF2, FF3 and B Sports Racing). Class of the field

blue #50 Reynard. Then came the Formula Ford pack, led by Arkansas’ Pat Magruder in his red #67 Lola T-644 for the FF3 class win. In sixth overall, two laps down on the winning Chevron, Jeffrey Carr won the FF1 class in his silver #39 Caldwell D9. Trevor Bond took



#43 R. Burt Williams, 1970 Porsche 911.

an unopposed FF2 class win in his green #98 LeGrand Mk 21.

After an on-again-off-again-on again scheduling thrash, CVAR’s next event is aptly named “The Rise of the Phoenix” at MSR-Houston on May 3-5, 2019.

FORMULA JR.

PL CL DRIVER/CAR

- 1 FJ-2 B. Revenaugh/1960 Lotus 18 Fj 1:32.759
- 1 FJ-3 R. Hoemke/1962 Cooper T59 1:31.539
- 2 FJ-2 J. Fudge/1961 Cooper T-56
- 1 FJ-1 J. Yule/1959 Elva 100 1:39.267
- 2 FJ-1 T. Atlas/1959 Huffaker Mk 1
- 3 FJ-1 T. O’Grady/1959 Stanguellini FJ-1
- 3 FJ-2 P. Park/1960 Cooper T56
- 4 FJ-1 R. Merrill/1959 Bmc Mk 1



#11 Gray Gregory, 1977 Chevron B39.

FORMULA VEE

PL CL DRIVER/CAR

- 1 FV H. Barron/1969 Kellison Mk 2 1:34.292
- 2 FV D. Calkins/1972 Lynx B
- 3 FV H. Barron/1972 Caldwell D-13
- 4 FV W. Wolff/1968 Zink Z-5
- 5 FV M. Wolff/1969 Lynx B
- 6 FV J. Ridings/1968 Beach Mk 5C
- 7 FV D. Boucher/1969 Nash Scrambler
- 8 FV C. Chilton/1972 Lynx B
- 9 FV E.O. Barron/1972 Taylor Stewart
- 1 FV1 S. Murphy/1964 Bobsy Vanguard 1:37.336
- 10 FV J. White/1965 Zink C-4
- 11 FV D. Fisher/1972 Lynx B
- 12 FV J. Strnad/1969 Lynx B
- 13 FV F. Iqbal/1972 Caldwell D-13
- 14 FV P. Summerville/1967 Zink Z-5
- 15 FV B. Wright/1964 Zink
- 16 FV T. Little/1965 Autodynamics Mk 2
- 17 FV S. Elieff/1960 V Bug Fast V

- 18 FV L. Summerville/1967 Zink
- 19 FV G. Black/1965 Zink C-4
- 20 FV M. Strong/1969 Zink C-4
- 21 FV A. Hughes/1969 Formula Vee

GROUP 1/7

PL CL DRIVER/CAR

- 1 FIA G. Kopecky/1973 Porsche RSR 1:25.084
- 1 AS H. Hilton/1967 Ford Mustang 1:26.453
- 1 BP J. Robau/1964 Corvette 1:27.709
- 1 CP R. Williams/1970 Porsche 911 1:29.035
- 2 AS R. Williams/1968 Camaro
- 3 AS J. Neathery/1966 Ford Mustang
- 4 AS J. Fershtand/1969 Ford Mustang
- 1 AP J. Scott/1971 Corvette 1:28.535
- 1 BS C. Beckwith/1972 BMW 2002 1:31.159
- 1 DP R. Rosenberg/1966 Yenka Stinger 1:37.278
- 2 CP R. Grantham/1972 Datsun 240Z



#33 Jim Gewinner, 1965 Lotus 23B.

- 2 BS D. Oliver/1975 BMW 2002
- 1 J. Fudge/1961 Aston Martin DB4 1:33.069
- 2 AP S. Pfuehler/1967 Corvette Coupe

GROUP 2

PL CL DRIVER/CAR

- 1 EP S. Schluter/1973 Porsche 914/4 1:31.826
- 1 FP D. Hilton/1959 Austin Healey Bugeye Sprite 1:31.785
- 2 EP M. Kopecky/1971 Porsche 914

- 3 EP B. Merrill/1972 Porsche 914/4
- 1 CS L. Gladfelter/1962 Morris Mini Cooper S 1:37.395



#67 Patrick Summerville, 1967 Zink Z-5.

- 2 FP T. Fudge/1967 Datsun 1600
- 4 EP G. Perser/1966 MGB
- 3 FP G. Reed/1967 MG Midget
- 2 CS B. Whitehead/1960 Austin Mini Seven S
- 3 CS S. Swope/1970 Austin America Spitfire
- 4 FP S. Coleman/1972 MG Midget
- 5 FP M. Briggs/1972 MG Midget

GROUP 3

PL CL DRIVER/CAR

- 1 FV H. Barron/1969 Kellison Mk 2 1:33.768
- 2 FV E.O. Barron/1972 Taylor Stewart
- 3 FV D. Calkins/1972 Lynx B
- 4 FV W. Wolff/1968 Zink Z-5
- 1 FV1 S. Murphy/1964 Bobsy Vanguard 1:36.649
- 5 FV J. Ridings/1968 Beach Mk 5C
- 6 FV D. Phillips/1969 Zink C-4
- 7 FV M. Wolff/1969 Lynx B
- 8 FV D. Fisher/1972 Lynx B
- 9 FV J. White/1965 Zink C-4
- 10 FV F. Iqbal/1972 Caldwell D13
- 11 FV B. Wright/1964 Zink
- 12 FV G. Curl/1970 Zink C-4
- 13 FV D. Boucher/1969 Nash Scrambler
- 14 FV T. Little/1965 Autodynamics Mk 2
- 15 FV S. Elieff/1960 V Bug Fast V
- 16 FV A. Hughes/1969 Formula Vee
- 17 FV P. Summerville/1967 Zink Z-5

- 18 FV G. Black/1965 Zink C-4
- 19 FV M. Strong/1969 Zink C-4
- 20 FV L. Summerville/1967 Zink
- 21 FV H. Barron/1972 Caldwell D-13

GROUP 4

PL CL DRIVER/CAR

- 1 FJ-2 J. Fudge/1961 Cooper T-56 1:36.305
- 1 G4T R. Rodgers/1972 Fiat 124 1:37.676
- 1 VA L. Neidell/1959 Kellison J-5 1:40.515
- 1 VB L. Marchant/1959 MGA 1:42.721
- 2 G4T W. Pollard/1974 Porsche 914
- 2 VA C. Kellner/1959 Austin Healey 3000



#4 Robert Hoemke, 1962 Cooper T59.

- 2 FJ-2 P. Park/1960 Cooper T56

GROUP 6

PL CL DRIVER/CAR

- 1 FA G. Gregory/1977 Chevron B39 1:18.605
- 1 BSR J. Gewinner/1965 Lotus 23B 1:25.961
- 2 FA R. Maurer/1974 Lola T-322
- 1 FC J. Taphorn/1988 Reynard FC 1:28.747
- 1 FF3 P. Magruder/1984 Lola T644 1:29.238
- 1 FF1 J. Carr/1969 Caldwell D9 1:31.502
- 2 FF1 T. Blakeney/1972 Royale RP-16
- 2 FF3 W. Trimbur/1982 Van Diemen
- 3 FF1 A. Lemon/1969 Merlyn 11A/17A
- 1 FF2 T. Bond/1975 Legrand Mk 21 1:25.919