

Vintage Racing News & Events  
2007 Vintage Racing Schedules

# VICTORY LANE

## VARA Big Bore Bash



Willow Springs, CA

JANUARY 2007 - VOLUME 22, NO. 1  
\$4 USA / \$5 CANADA

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- Events Schedule
- Marque Features
- Car & Driver Tech
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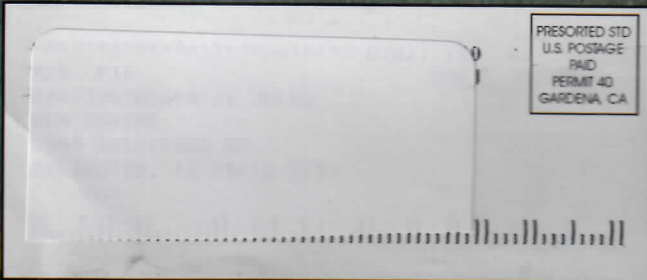
## CVAR Thunder on the Cimarron Hallett, OK



## CSRG Charity Challenge



Sears Point, CA



# CVAR Thunder On The Cimarron V

## Hallett Motor Racing Circuit, OK

October 7-8, 2006



photo: Bruce Morton

#40 Douglas Schultz, 1966 Mustang; #816 John Linton, 1969 Mustang; #56 Mark Hargrave, 1965 Mustang; #64 Daryl Gough, 1964 Corvette; and #31 Seth Higgins, 1974 Porsche Carrera.

-report by Don Gwynne

Thunder on the Cimarron V was a multi-organization success, with over 120 entries from CVAR, RMVR, VSCDA, HSR, and SCCA. The recently recoated track surface at Hallett Motor Racing Circuit was in excellent condition. One CVAR Formula Vee driver noted that the new surface made his tires really squeal, so it made him "feel" like he's going much faster!

Walt Hane and his son Chip have probably forgotten more about preparing Cobras and Shelby GT350 race cars and engines than most people will ever learn. They were at Hallett providing technical support to Roy Allen and his extremely quick blue



photo: Don Gwynne

Outgoing CVAR President, Art Summerville, in the #1 Zink C4 FV, leading #66 Zink C4 FV of John Gaudette #61 Lotus 61 FF of John Mihalich, Jr.

B Production #59 GT350. Walt was trying out a new laser speed gun, adjusted to only "stun" the competition.

Jim Bartos' immaculate #5 black Porsche 914-6 was unfortunately damaged in a collision following a spin, but happily, no one was injured. Jim assured this author that his Porsche is being repaired and will be back in 2007. Mark Bracewell's white #60 B Sedan Capri also suffered damage in this same unfortunate incident.

**Group 1** (AS, ASR, BP, FIA) - On Saturday, in the first of four races for Group 1, Kevin Rich in his white & red #95 A Sedan Mustang lowered the CVAR AS track record at Hallett to 1:27.599. Not to be outdone, Roy Allen's blue #59 BP GT-350 took the overall win while lowering the CVAR B Production lap record at Hallett to 1:27.353.

Roy further lowered the BP record down to 1:26.482 in the third race, but with the overall win going to Kevin Rich's A Sedan Mustang, with Bob Caudle's white #83 AP Corvette placing second overall. In the final Sunday afternoon Group 1 race, Roy Allen's blue #59 BP GT-350

Shelby Mustang came back for another overall win, with Bob Caudle's white #83 AP Corvette finishing second and Sam LeComte's blue #67 A Sedan Camaro third overall. Before dropping out after the fifth lap with a driveshaft failure, Kevin Rich and his white & red #95 AS Mustang further lowered the CVAR AS lap record at Hallett to 1:27.151.

**Group 2** (FP, CS) - In the first race for Group 2, RMVR's Mark Hansen put everyone on notice that he would be a force to reckon with. Not only did he take the overall win, he lowered the CVAR track record for FP down to 1:31.723 along the way. Mark won first overall in the second Group 2 race

as well, then in the third, had to settle for an FP class win, with first overall going to the rapid blue #24 C Sedan Mini Cooper S driven by COMMA's Tim Webb. Tim's C Sedan Mini also took the overall win in the final Group 2 race on Sunday afternoon, with F Production cars taking the next four positions. Second overall and first in FP for the final Group 2 race was Greg Rodgers in his black and green #75 MG Midget. Herb Hilton's red and white #02 MG Midget was

## Feeling at Home at Hallett

-by Don Gwynne

The Stephens family was, as always, a wonderful host. Scott, Mike, and Connie really make the vintage racers feel at home at Hallett. Their Saturday night dinner buffet and liquid refreshment bash is legendary.

This year's Saturday night vintage costume and talent contest had 15 brave (or slightly deranged?) entries, with first prize going to RMVR's "Colorado Croquettes 5" performing to "In The Mood" sung by the "Henhouse Five". The Colorado Croquettes 5 (Trisha, Nick and Maria Dudding, Diane Hively and Eloise McIlree) reclaimed their 2004 contest title with a choreographed version of what most vintage racers call "the Hallett chicken song" performed in custom fowl frocks. Everyone who camps at Hallett is awakened at 7 am to the sound of chickens clucking their way through this classic Ray Stevens gag recording. The Colorado Croquettes 5 took home the grand prize of a free entry to a future CVAR event. Stephen Page took second in his vintage aviator's helmet and a "Yellow Warbler" song in an unknown tongue. Art and Mary Jo Summerville placed third with "Fun '60's" costumes. Tied for third were Robert and Cindy Rodgers in '60s houndstooth and go-go outfits. Second and both thirds received autographed books from Burt Levy. Team Geezer snagged fourth place and Hallett T-shirts for their thoroughly tacky outfits.

Author B. S. Levy spent his weekend signing copies of his well known series of sports car racing books, and driving Rick Fiske's #28 red 1961 Elva Courier. Appropriately, "The Last Open Road" logo is painted on the left rear of Rick's Elva.



photo: Don Gwynne

#37 John Furlow, Sr. 1962 Dolphin Abarth and #74 Bob Lembcke, 1961 Elva Mk1.

third, and Gerald Allen came fourth in a pearl white #111 MG Midget.

**Group 3** (FV, SFP) - Roger Bailey in his yellow and blue #45 Caldwell D13 Formula Vee took overall wins and first in FV for the first two races, but slipped to third in the final race on Sunday. Jim Yule, driving his green #77 Kaimann MkIV, had to settle for second overall and second in FV in those first two races, but passed Team Geezer's Michael Callahan on the last lap of Sunday's final Group 3 race to take the overall win and the FV class win. Callahan's white #68 Zink C4 had led the previous four laps, but was nipped by Yule on the lap that goes down in the results book.

RMVR's Bob Dudding drove his yellow #633 Zink FV as the only entry in FV1 class, finishing fourth overall in the first race, and further back in the pack in the second and third races.

Grover Maurer and his green #77 MG Midget won the SFP "Spec" class in the first and last of the

Group 3 races, but Mike Vecellio's yellow #3 MG Midget took the middle race win in SFP.

**Group 4** (VA, VB, VC, CM) - CVAR's class for the oldest of the vintage race cars drew a small but interesting field of cars. SVRA's Bob Lembcke drove his 1961 yellow #74 Elva Mk1 to three consecutive overall wins in Group 4 and the VB class wins. Tom Young scored a brilliant trio of second overall, second in VB class finishes driving his father Larry Young's 1959 yellow #16 Triumph TR-3A. This was only Tom's third Novice race, after taking over the #16 TR-3A while Larry contends with an illness. Many CVAR hearts were riding with Tom, hoping for Larry's speedy recovery.

Blake Gibb placed first in VC class of all three races, driving his 1950 red and black #48 MG TD. Gary Bauer in his 1959 yellow #05 bugeyed Sprite was a distant second behind Blake Gibb in the first and second Group 4 races, but really found his way

during the four Group 6 races. During the first race, Pete Hoekenga, blue and yellow #1 Lola T540 FF2, set a new FF2 class record of 1:23.165, but suffered a DNF during his eighth lap. Stephen Page set a new FA record of 1:19.680 in the third race, driving his beautiful white and blue #29 March-Cosworth FA. He took the overall win in the first three Group 6 races, and was leading Sunday's final Group 6 race when a mechanical DNF struck him down during the seventh lap. After the March dropped out, Pete Hoekenga cruised to an easy overall win, crossing the finish line with a sixteen second margin to the second overall car and winner of FF1, Chris Yates in his green and gold #5 Merlyn Mk11A. Third overall and second in FF1 was Mexico's Patricio Junco, driving his blue and silver #32 Lotus 51B.

Following Stephen Page's retirement, RMVR's Jerry Urban went on to win the FA class in his yellow #711 Winkleman. RMVR's Robert Alder took an unopposed Formula B win driving his yellow and blue #93 Russel-Alexis.

In the closed wheel action within the final Group 6 race, RMVR's Ellis Cahn won B Sports Racing driving his 1962 green #23 Lotus 23. Ellis finished with a one lap lead over RMVR's Diane Alder in her rare 1965 red #2 Miller. Earlier in the day, in the third Group 6 race, Ellis Cahn had lowered the CVAR BSR class record at Hallett with a lap of 1:29.124. Mitchell Hibbs won the Super 7 class in his silver & yellow #6 Caterham.

**Group 7** (CP, DP, EP, BS) - The pecking order at the front of Group 7 appeared to be rather firmly established. In all four Group 7 races this weekend, the finishing order was the same. Jim Collier, white



photo: Don Gwynne

**#29 Stephen Page, 1980 March FA, and #330 Lee Huls, 1972 Lola T330.**

#57 Porsche 911, first overall and first in CP. Vernon Shade, orange #808 Porsche 911, second overall and second in CP. VSCDA's Donald Dickey, green #99 MGB third overall and first in EP. Norm Dodson's red #1 Lotus 7 was the consistent winner in D Production. In B Sedan, Mark Bracewell's white #60 Capri won the first race, but was damaged in an accident during the second. RMVR's Joe Pizzi drove his red/white/blue #57 Datsun 510 to class wins in the last three races.

Once again this event was a success. Now in its fifth year this has truly become a first class event on one of North America's top club racing tracks.



photo: Mark Bracewell

**#57 Joe Pizzi, 1968 Datsun 510, and #979 Michael Saxe, 1974 Porsche 911.**



photo: Mark Bracewell

**#82 Alan Schorken, 1967 MGB GT, and #80 John Hamilton, 1965 MGB.**

during the final Sunday race, finishing only 0.7 seconds behind Gibb. One of CVAR's founding members, John Furlow, Sr., drove his rare 1962 silver and red #37 Dolphin Abarth. Chris Kellner was all alone in VA, carefully driving his beautifully prepared 1959 red and white #23 Austin Healey 3000 Mk1.

**Group 6** (FF1, FF2, S7, BSR, FA, FB) - Several CVAR track records for the Hallett course fell

## The Hallett Motor Racing Circuit Experience

-by Bruce Morton

Before I left Arizona I had just received my September issue of Victory Lane. I didn't have time to read it so I brought it along. When I got to Chicago I started looking thru the magazine and noticed on the back cover an ad for the CVAR historic race to be held at Hallett Motor Racing Circuit. Since I was going to go to the SCCA Runoffs in Topeka, KS I thought I would make a little jog on my return to Arizona and photograph the event.

I had never heard of Hallett, Oklahoma nor of the race facilities near by for which it is named. After carefully looking and studying the road atlas, I found Hallett Motor Racing Circuit with the help of the little red boxes designating its location.

I arrived mid-week in the late afternoon. There weren't very many people around but I introduced myself and asked if I could take a slow drive around the track. I was given permission under the condition that between turn 1 and turn 2 I keep to the left because they were patching the asphalt. As

soon as I entered the track I knew this would be a fun place to race. I took my tour slowly looking the whole place over. In the back of my mind I was actually looking for places to photograph from. There are no guard rails around Hallett. Just rows of tires that are well placed away from the track so if one goes off, there is plenty of grass to slow down before hitting anything which used to be a problem for me. The elevation changes and the surrounding trees made a big impression and I made a mental note to make sure to come here again.

After being at big race tracks all Summer it felt good to go to this beautiful, small place in the Northeast hills of Oklahoma where the scenery was great, the facility was wonderful, and the hospitality outstanding. Hallett is run by the Stephens family - Mike, Connie, Scott, Shayne and a great crew. They have practically everything one needs to have a good experience. The track is spectator friendly with several bleachers for viewing more than one portion of the track. The food is some of the best in the country. You won't go away hungry and if you need a morning jump start, try one of the homemade cinnamon rolls with a hot cup of coffee.

The track is 1.8 miles long and can be run in

either direction. A challenge to say the least even for the best of drivers. There were several flat spotted right front tires from trying to manage the corner known as "the Bitch". Hallett Motor Racing Circuit is a busy place throughout the racing season with several associations and clubs holding their events including motorcycles, bikes, and cars. I highly recommend it. I had a great time and you will to.



photo: Hallett Motor Racing Circuit

**Aerial view of Hallett Motor Racing Circuit in Oklahoma.**

Results on pg. 74