

Vintage Racing 2008 Schedule

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SVRA Fall Festival



CVAR Thunder on the Cimmaron



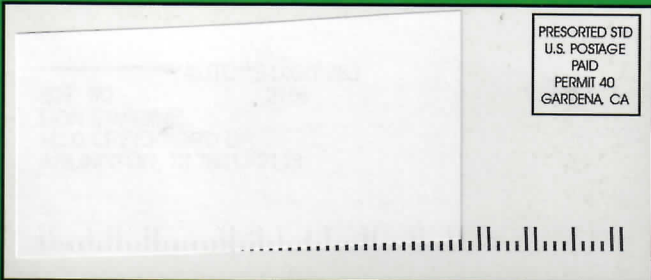
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CVAR Thunder on the Cimarron Hallett Motor Racing Circuit, near Tulsa, Oklahoma October 6-7, 2007



photo by Don Gwynne

#26 David Salls, 1969 Lotus 51; #151 John Stokley 1969 Caldwell D9; # 88 Bruce Revennaugh, 1971 Titan MK6; #47 Steve Lafferty, 1971 Merlyn MK 20.

-by Don Gwynne and Dave Peterson.

Well, what can you say about "Thunder on the Cimarron" at the Hallett Motor Racing Circuit? It's like the Stephens family lays down a huge petri dish with the ultimate substrate for fun and memories and they just seem to flourish there. Matriarch Connie Stephens juggled announcements, time sheets and logistics like a well oiled machine - "Your 110 fuel has arrived.....Somebody needs a Tilton 3/4" master cylinder." Goodwill was contagious and four Tilton master cylinders appeared from sprawl of rigs and camps that seemed to cover the rolling hills to the horizon. The unintelligible murmur that typically exudes from track PA systems was replaced by interesting play-by-play race calls. The true spirit of vintage racing was evident everywhere.

The Stephens family has molded this race course and especially the annual CVAR "Thunder on the Cimarron" event into something that leaves first-time visitors raving. The infectious spirit was there even before the racing began. Entries poured in right up to the last minute,

from 120 to 130 to nearly 140. Greg Reynolds, Race Chairman, deserves credit for all his hard work. This was CVAR's first event with heavy sponsorship, including Jim Norton Toyota of Tulsa, which provided support and pace vehicles.

Andrew Fawcett, CVAR's webmaster, served as the event coordinator for "FF40", CVAR's celebration of the 40th anniversary of Formula Ford. Despite throwing a rod through the pan of his own newly prepped Lotus 61 FF, Andrew kept the event flowing with celebration activities under the Formula Ford big top tent. There were 25 entries in FF1 and 9 entries in FF2. The combined FF feature on Sunday had both groups racing together. Once the field sorted out, it seemed like a continual flow of two and three-car packs, scrapping it out with worthy opponents all around the track.

Saturday night festivities put on by the Stephens family and CVAR included an incredible complimentary buffet dinner, complete with adult beverages, a live rock band, and a vintage costume contest. Although "looking vintage" was heavily promoted this year, only a few people signed onto the costume contest entry list.

Those brave souls who did choose to compete did not disappoint as they plied their wares in front of the rocking "RPM" band.

Sunday's points races included the usual CVAR race groups, plus a **Special Group 6 FF Feature Race** just for Formula Fords (CVAR FF1 and FF2 classes combined). Sixteen FF1 and eight FF2 Formula Fords started. Ten more were entered but DNS for one reason or another.

The result was a convincing overall and FF2 win by Pete Hoekenga, driving his blue & yellow #1 Lola T540. Second overall and second in FF2, four seconds back, was Stephen Page, driving his red #30 Crossle. Third overall and third FF2 was Jeff Norris in his black #44 Crossle.

Chalmer McWilliams finished fourth overall, winning FF1 class, in his green #19 Lotus 51A. It seems that the Lotus 51 is the hot setup here in the midwest, taking the first three class positions. Chalmer's blistering pace set a new CVAR FF1 track record (1:24.535) during the race.

Second race of Sunday afternoon was for CVAR **Group 3** (FV and SFP "Spec Sprites").

Team Geezer's Michael Callahan placed first overall in his white #68 Zink C4 FV. Jim Yule placed second, seven seconds back, driving his green #63 Formcar FV.

First SFP and seventh overall was Mike Vecellio in his yellow #3 MG Midget.

Eddie Dick's red/white/blue "Texas Flag" #54 A-H Sprite came second, and Grover Maurer's green #77 MG Midget finished third. Vecellio set a new CVAR SFP track record of 1:42.680 during the race.

CVAR **Group 4** (VA, VB, VC, FFJr, CS) was represented by a relatively thin field. Of nine Group 4 entrants, all of whom raced on Saturday, only five cars started the points race Sunday afternoon.

Tom Young won VB and first overall in the Young family's 1959 yellow #16 Triumph TR-3. Mike Orlie, blue #18 Porsche 356, and John Page, white #16 Alfa Guila Spider, placed second and third, both in class and overall.

Fourth overall and an unopposed winner in VC was Gary Bauer in his bright yellow & white #05 bugeyed Sprite. The lone C Sedan, green Mini #933, (actually an under 1 Liter D Sedan) was driven by Trisha Dudding, coming in fifth overall, one lap down.

One of the missing on Sunday afternoon in **Group 4** was the interesting and historic (1959) red #9 Teraschi FFJr, driven by 19 year old Diego Duez of Cuernavaca, Mexico. Duez had been slated to drive Jeff Anderson's red #9 Crossle F35 Formula Ford, but it bottomed and destroyed its flywheel and crankshaft on Saturday. The venerable Teraschi took its place, but unfortunately was DNS in the Sunday points race.

Notwithstanding the Formula Ford Feature Race earlier in the afternoon, a combined **Group 6** race for FF1, FF2, FA, FB, S7, and BSR got underway just before 3 pm, and again, the field was smaller than Saturday's sessions would have indicated. Perhaps a long tow homewards for some of the long distance competitors thinned the Sunday afternoon Group 6 field. At any rate, three FF1 cars, two FF2 cars, three FA cars, one

FB car, and one BSR car started. All but Stephen Page in his white and blue #29 March FA car finished the event.

First overall and first in FF2 class was Mike Bond, driving his green #98 LeGrand Mk21. Diane Alder was unopposed in her red #21 Miller BSR, finishing eighth overall. Jeff Anderson won FB driving his black #16 Brabham BT-29, finishing second overall.

Jerry Urban, yellow #711 Winklemann, won FA in placing third overall. CVAR webmaster Andrew Fawcett finished fourth overall and won FF1 in his gray #51 Lotus 51A.

First place in **Group 7** (CP, DP, EP, S7, BS) was never much in doubt. Ron Shade drove his blue & yellow #810 Porsche 911T to the overall win, finishing 4.7 seconds in front of the next car. The real battle took place immediately behind him.

Sloan, Hibbs, and Shade, in reverse order to how they finished.

Mitchell Hibbs (yellow #6 Caterham) and Jeff Sloan (white #8 Caterham) managed to come in second and third overall, ahead of the next three CP Porsche 911s. Quite an accomplishment, which saw Mitchell Hibbs set a new CVAR S7 class record at Hallett with a 1:28.273 lap during the race.

After three more 911s, Cliff Koehler finished his yellow & red #56 Datsun 240Z in seventh overall, just in front of Brant McClung's tangerine #914 Porsche 914-6. Finishing right behind McClung's Porsche, and placing first in EP, was Florida's John Hamilton, driving his orange #80 MGB, aka "The Great Pumpkin".

Farther back in the Group 7 field, D Production was won by Gregory Hibbs driving his red #377 Lotus Super 7. The only other DP contender, Greg Hilyer, DNF'ed in his purple #314 Triumph TR-4.

After the Group 7 race, the big bore machinery of **Group 1** rumbled out, giving real meaning to the "Thunder on the Cimarron" theme. Its true that the unpredictable Oklahoma weather threw in some distant thunder now and then as well, but thankfully, no rain.

The 1969 #46 Corvette of Jody O'Donnell "thundered" to the overall win, and first in A Production. Second overall, and first in CVAR's FIA class, was Daryl Gough in his 1964 silver #64 Corvette.

Colorado's Keith Davidson took the A Sedan win driving his 1963 white #163 Ford Falcon Sprint. Sam LeComte set fastest lap of the race in his 1967 blue #67 Camaro, but unfortunately DNF'ed with just two laps to go.

Plano, Texas driver Mark Hargrave crossed the line in seventh overall, first in B Production, driving his 1965 #56 GT-350 Mustang.

Everyone who stayed for the last race of the day saw **Group 2** (FP, CS) field the second largest starting grid, with 10 F Production starters and 4 C Sedan starters.

Consistency paid off for David Littlefield. Although his best lap time in his red #57 MG



photo by Don Gwynne

#3 Dan Ruehs, 1969 Camaro; #89 Greg Reynolds 1967 Shelby GT350; # 163 Keith Davidson, 1963 Ford Falcon; #67 Samuel LaComte, 1967 Camaro.

Midget was more than a second off the pace set by Herb Hilton and Steve Coleman, it was Littlefield who took the checker first overall and first in FP.

Trevor Bond drove his red #85 C Sedan Mini to the C Sedan win, finishing third overall. This Mini, although painted red and white now, spent most of its early career as one of the famed "Purple People Eaters" sponsored by Overseas Motors of Fort Worth, Texas. Its original Overseas Motors sister car, now owned by Robert Hoemke, is racing in CVAR in its original purple livery bearing #61. Hoemke was present at Hallett, but was DNS for the Sunday points race.

CVAR Results on page 73

Congratulations Travis Engen

**SVRA 2007 Motorcheck Enduro Champion 4th Year Running
B.O.S.S. Series Champion 3rd Year Running**

Thanks to the crew that made it possible:

Marc Becker, Gary Bently, Chris Chilson, Chuck Errico, Dean Hutchinson, Arturo Ortiz-Jiminez, Josh Mitchell, Anna Mitchell, Eileen Mitchell, J.R. Mitchell, Juan Peguero, Ray Snowdon, Vern Williams

GMT Racing

Phone 203.778.8441

Group 1 Points Race

| Pos | No. Name | Class | Best Tm | Make/Model | Year |
|-----|--------------------|-------|----------|------------------|------|
| 1 | 46 Jody O'Donnell | AP | 1:26.885 | Corvette | 69 |
| 2 | 64 Daryl Gough | FIA | 1:27.248 | Corvette | 64 |
| 3 | 979 Michael Saxe | FIA | 1:27.292 | Porsche | 74 |
| 4 | 163 Keith Davidson | AS | 1:27.716 | Ford Falcon | 63 |
| 5 | 3 Dan Ruehs | AS | 1:28.092 | Camaro | 69 |
| 6 | 00 Anthony Shores | AS | 1:28.959 | Mustang Boss 302 | 70 |
| 7 | 56 Mark Hargrave | BP | 1:30.407 | Mustang | 65 |
| 8 | 67 Samuel LeComte | AS | 1:26.344 | Camaro | 67 |

Group 2 Points Race

| Pos | No. Name | Class | Best Tm | Make/Model | Year |
|-----|----------------------|-------|----------|--------------------|------|
| 1 | 57 David Littlefield | FP | 1:34.619 | MG Midget | 74 |
| 2 | 02 Herb Hilton | FP | 1:33.437 | MG Midget | 71 |
| 3 | 85 Trevor Bond | CS | 1:37.498 | Mini | 65 |
| 4 | 114 Bill Hill | FP | 1:37.568 | MG Midget | 68 |
| 5 | 44 Sam Partin | CS | 1:36.870 | Alfa GT Jr | 69 |
| 6 | 71 Alan Hofeling | FP | 1:37.507 | MG Midget | 71 |
| 7 | 35 David Patton | CS | 1:37.824 | Mini Cooper S | 62 |
| 8 | 41 Douglas Doidge | FP | 1:40.030 | MG Midget | 72 |
| 9 | 116 Jack McClanahan | FP | 1:39.308 | A-H Sprite | 68 |
| 10 | 15 Gary Reed | FP | 1:40.152 | MG Midget | 65 |
| 11 | 111 Darren McDougal | FP | 1:40.332 | Austin Healy Sprit | 72 |
| 12 | 48 Bryant Barnes | CS | 1:46.130 | Mini Cooper S | 67 |
| 13 | 152 Roger Hively | FP | 1:44.822 | A-H Sprite | 67 |
| DNF | 25 Steve Coleman | FP | 1:33.350 | MG Midget | 72 |

Group 3 Points Race

| Pos | No. Name | Class | Best Tm | Make/Model | Year |
|-----|------------------------|-------|----------|-----------------|------|
| 1 | 68 Michael Callahan | FV | 1:36.717 | Zink C4 | 68 |
| 2 | 63 Jim Yule | FV | 1:36.592 | Formcar | 63 |
| 3 | 66 John Gaudette | FV | 1:36.801 | Zink C4 | 69 |
| 4 | 56 Doane Harrison | FV | 1:40.311 | Zink C4 | 65 |
| 5 | 1 Art Summerville | FV | 1:42.976 | Zink C4 | 68 |
| 6 | 96 Fred Storer | FV | 1:42.223 | Formcar | 63 |
| 7 | 3 Mike Vecillio | SFP | 1:42.680 | MG Midget | 72 |
| 8 | 53 Bill Griffith | FV | 1:37.931 | Formcar | 63 |
| 9 | 16 Art Summerville, Jr | FV | 1:43.042 | Zink C4 | 68 |
| 10 | 32 Barry Heuer | FV | 1:44.950 | Shark P69 | 69 |
| 11 | 54 Eddie Dick | SFP | 1:46.042 | A-H Sprite | 67 |
| 12 | 83 Bill Hayes | FV | 1:44.746 | Lynx B | 71 |
| 13 | 67 Dale Rolison | FV | 1:54.862 | Zink Z-5 | 67 |
| 14 | 17 Tom Desalvo | FV | 1:58.094 | Autodynamics MK | 68 |
| 15 | 7 Dave Peterson | FV | 1:36.627 | Zinc C4 | 72 |
| 16 | 321 Dick Ryan | FV | 1:36.247 | Bobsy FV | 64 |
| DNF | 87 Roger Bailey | FV | 1:39.130 | Lynx B | 69 |
| 18 | 77 Grover Maurer | SFP | --- | MG idget | 72 |

Group 4 Points Race

| Pos | No. Name | Class | Best Tm | Make/Model | Year |
|-----|--------------------|-------|----------|--------------------|------|
| 1 | 16 Tom Young | VB | 1:39.349 | Triumph | 59 |
| 2 | 18 Mike Orlie | VB | 1:41.656 | Porsche Rstr | 60 |
| 3 | 61 John Page | VB | 1:42.649 | Alfa Guilia Spider | 61 |
| 4 | 05 Gary Bauer | VC | 1:42.974 | A-H Sprite | 59 |
| 5 | 933 Trisha Dudding | CS | 1:54.955 | Morris Cooper | 74 |



#66, David Hoffman, Porsche 912; #29 Bob Kramer, Triumph TR4A.



#21 Diane Alder, 1965 Miler Sport Race; #98 Mike Bond, 1975 LaGrande MK21.

Group 6 Combined Points Race

| Pos | No. Name | Class | Best Tm | Make/Model | Year |
|-----|---------------------|-------|----------|--------------------|------|
| 1 | 98 Mike Bond | FF2 | 1:36.197 | LaGrand MK21 | 75 |
| 2 | 16 Jeffery Anderson | FB | 1:31.688 | Brabham BT29 | 69 |
| 3 | 711 Jerry Urban | FA | 1:31.471 | Winklemann | 70 |
| 4 | 51 Andrew Fawcett | FF1 | 1:31.634 | Lotus 51A | 67 |
| 5 | 94 Barry Findley II | FF2 | 1:33.152 | Merlyn MK30 FF | 76 |
| 6 | 15 Kent Liming | FA | 1:33.505 | Centaur FSV | 70 |
| 7 | 52 Jim Kelleher | FF1 | 1:32.321 | Merlyn F/F | 69 |
| 8 | 21 Diane Alder | BSR | 1:32.911 | Miller Sports Race | 65 |
| 9 | 47 Steve Lafferty | FF1 | 1:32.855 | Merlyn Mk 20 | 71 |
| DNF | 29 Stephen Page | FA | 1:51.957 | Corona Car | |

Group 6 FF Feature

| Pos | No. Name | Class | Best Tm | Make/Model | Year |
|-----|-----------------------|-------|----------|----------------|------|
| 1 | 1 Pete Hoekenga | FF2 | 1:23.372 | Lola T540 | 79 |
| 2 | 30 Stephen Page | FF2 | 1:23.082 | Crossle | 76 |
| 3 | 44 Jeff Norris | FF2 | 1:23.938 | Crossle 35F | 78 |
| 4 | 19 Chalmer McWilliams | FF1 | 1:24.535 | Lotus 51A | 67 |
| 5 | 32 Patricio Junco | FF1 | 1:24.908 | Lotus 51B | 68 |
| 6 | 10 Ed Copley | FF2 | 1:23.950 | Lola T340 | 73 |
| 7 | 39 Scott Monroe | FF1 | 1:27.030 | Caldwell D9 | 69 |
| 8 | 51 Andrew Fawcett | FF1 | 1:26.989 | Lotus 51A | 67 |
| 9 | 151 John Stokley | FF1 | 1:26.632 | Caldwell D-9 | 69 |
| 10 | 28 Bill Johnson | FF1 | 1:26.235 | Royale RP3A | 71 |
| 11 | 94 Barry Findley II | FF2 | 1:26.679 | Merlyn MK30 FF | 76 |
| 12 | 47 Steve Lafferty | FF1 | 1:26.550 | Merlyn Mk 20 | 71 |
| 13 | 88 Bruce Revenaugh | FF1 | 1:25.842 | Titan MK6 | 71 |
| 14 | 70 Roger Karnopp | FF1 | 1:27.756 | Titan MK6 | 72 |
| 15 | 8 Robert Metcalf | FF2 | 1:27.583 | Merlyn MK31 | 78 |
| 16 | 7 Carl McLelland | FF1 | 1:28.409 | Lotus 61 | 69 |
| 17 | 142 Jim Steinmetz | FF1 | 1:29.545 | Merlyn MK11A | 69 |
| 18 | 52 Jim Kelleher | FF1 | 1:29.133 | Merlyn F/F | 69 |
| 19 | 4 Lee Lydick | FF1 | 1:29.882 | Merlyn MK11A | 69 |
| 20 | 31 Al Brussich | FF1 | 1:29.205 | Lotus 61 | 68 |
| 21 | 58 Jim Edenfield | FF1 | 1:30.296 | Lotus 61 | 69 |
| 22 | 9 P.D. Sohn | FF1 | 1:30.241 | Merlyn FF | 71 |
| 23 | 69 Steven Jacobs | FF2 | 1:30.387 | Dulon MP15 | 74 |
| DNF | 98 Mike Bond | FF2 | 1:31.878 | LaGrand MK21 | 75 |

Group 7 Points Race

| Pos | No. Name | Class | Best Tm | Make/Model | Year |
|-----|--------------------|-------|----------|-------------------|------|
| 1 | 810 Vernon Shade | CP | 1:27.840 | Porsche 911T | 72 |
| 2 | 6 Mitchell Hibbs | S7 | 1:28.273 | Caterham | 97 |
| 3 | 8 Jeff Sloan | S7 | 1:29.891 | Caterham | 96 |
| 4 | 97 George Kopecky | CP | 1:31.701 | Porsche 911S | 70 |
| 5 | 12 Ned Cullen | CP | 1:30.604 | Porsche 911 T | 72 |
| 6 | 33 Ed Cullen | CP | 1:33.819 | Porsche 911S | 70 |
| 7 | 56 Cliff Koehler | CP | 1:35.286 | Datsun 240Z | 71 |
| 8 | 914 Brant McClung | CP | 1:36.866 | Porsche 914-6 | 72 |
| 9 | 80 John Hamilton | EP | 1:35.612 | MGB | 65 |
| 10 | 40 George Curl III | EP | 1:38.285 | MGB | 64 |
| 11 | 5 Tony Welsh | EP | 1:40.405 | MGB | 74 |
| 12 | 82 Alan Schorken | EP | 1:41.392 | MGB | 67 |
| 13 | 129 Richard Bowler | EP | 1:42.191 | MGB | 67 |
| 14 | 377 Gregory Hibbs | DP | 1:36.772 | Lotus Super Sever | 62 |
| DNF | 314 Greg Hilyer | DP | 1:37.202 | Triumph TR4 | 63 |