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VICTORY LANE

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CVAR Thunder on the Cimmaron VII



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VSCDA Elkhart Lake Vintage Festival

CVAR Thunder on the Cimarron VII

Hallett Motor Racing Circuit, OK

October 6-7, 2008



#186 Lou Merchant, MG-A; #17 Forrest Tindall, Lola Mk1; #21 Roger Sweet, Frazer Nash; #18 Mike Orlie, Porsche Roadster.

-story and photos by Don Gwynne

Back in the mid-70's, Anatoly ("Toly") Arutonoff bought some land in northeastern Oklahoma and Frank McElroy's bulldozer turned it into a road course. Later, the Stephens family continued developing this race course into a favorite place for many different sorts of racers, from motorcycles to karts to NASA to CVAR vintage. This year, the Hallett road course even attracted a visitor from the Salisbury plains of

Forrest Tindall's long tow from Springfield to Hallett paid off with the C Modified win and second overall in his #17 blue & silver Lola Mk1. Bob Lembcke placed third overall and took an unopposed HP class win driving his green #30 Triumph Spitfire. Bob's tow was even longer than Forrest's, starting from Pensacola, FL.

VB was the largest sub-group, with four competitors in the class. John Page took the class win in his white #61 Alfa Romeo Spyder, followed by Lou Merchant, Mike Orlie, and Andy Walker. Walker's white #8 Sunbeam Alpine, though not at the front of the pack, was a welcome new addition, adding interesting diversity to the VB entry list. Walker was a prior owner of Greg Reynolds' and Don Gwynne's white #89 Ford Escort, and



#2 John Atwell, Mustang; #78 Richard Reeves, Porsche 914; #914 Brent McClug, Porscdhde 914/6; #56 Cflifford Koehler, Datsun 240Z; #53 Ken Caldwell, Porsche 911E.

England, in the form of a 1928 Fraser-Nash, owned and driven by Roger Sweet.

Saturday night festivities put on by the Stephens family and CVAR included a delicious complimentary buffet dinner for everyone, complete with adult beverages, a live rock band, and a vintage costume contest. The new Mike Stephens Winners Circle looks great, and the back side is set up for use as a bandstand or a large movie screen.

Turnout for Thunder On The Cimarron VII was a bit lighter than average, perhaps due to the impact of high towing fuel costs. With just 98 entries, Group 7 was divided up, with CP cars running this weekend only with the Group 1 cars, and B Sedans, D Production cars, and S7 cars running this weekend only with the Group 2 cars.

First points race after lunch Sunday was for **Group 4** Fred Crowley led the way to overall victory driving his red #76 Austin Healey 3000, taking the VA class win as well.

the Hallett event is the first he has seen his old (street) car decked out in B Sedan race trim. Just about everyone's favorite was the 1928 Frazer-Nash driven by Roger Sweet Notwithstanding being 80 years old, this car was gridded ahead

of several much newer designs, and finished a creditable 9th overall of 13 starters! No one could ever give this scribe a good explanation of how this car was classed as a FSV for the weekend, but hey, we just all wanted to see it run. Gary Bauer's #05 yellow Bugeyed Sprite won VC over Reed

Yates' #14 green MG N Special, and Peter Glawe's much newer orange #66 A-H Sprite won FP unopposed.

The **Group 6** points race was a triumph of the nimble over the brutal.

Lee Huls brought out his (ex-Jody Schecter) red Lola T-330 FA car and took an unopposed FA win, but finished sixth overall in the middle of a mob of FF1 and FF2 cars. First overall and first in FF2 was Scott Clark driving his black & yellow #3 Lola T540. Chalmer McWilliams won FF1 in his #19 green & white Lotus 51A, finishing fourth overall, just nipping Mexico's Patricio Junco in his blue & silver #32 Lotus 51B by a half-second.

"Thunder on the Cimarron" became literal when the **Group 1** cars took to the track, although the V-8 contingent was somewhat overshadowed by the temporary inclusion of C Production cars. Ron Shade romped to an overall win in his FIA #810 blue & yellow Porsche 911T, posting a 16 second margin of victory over the second overall finisher.

Tony Shores defended the honor of American "big iron", winning A Sedan class and placing second overall driving his blue & black #00 Boss 302 Mustang. Following Tony was a howling mob of C Production Porsches, which took the next five spots. The first of them was George Kopecky in his psychedelic #97 Porsche 911S, taking the C Production class win.

For this weekend only, **Group 2** was expanded by moving DP, BS and S7 from Group 7. This proved to be somewhat of an embarrassment to the DP, BS and S7 drivers, because the first five spots were claimed by the F Production drivers. Herb Hilton led the way in his red #02 MG Midget, finishing 2.5 seconds ahead of P.D. Sohn's blue #73 MG Midget. First non-FP car was the blue #16 Fiat 124 Sport Coupe taking sixth overall and first in B Sedan class. At tenth overall, David Patton's white & black Mini won C Sedan.

Bill Rinke's red & aluminum Lotus Super 7 won the D Production class, about a half-second behind Patton's CS Mini. CVAR President George Curl won the E Production class in his blue #40 MGB, and could have finished higher overall but graciously hung back with this author



#21 Roger Sweet, Frazer Nash; #110 Bradley Balles, Cooper T-59/Mk3; #8 Andy Walker, Sunbeam Alpine.

to give some impromptu instruction on better lines through some of Hallett's corners.

The final race of the day was the points race for **Group 3**. CVAR's newsletter publisher Jim Yule finished first overall and first in FV class in his green #77 Kaimann MkIV. Bill Griffith

was less than a half second behind him, taking second overall and second in FV class in his red #5 Beach C. Mike Vecellio finished tenth overall, winning the SFP class, driving his yellow #3 MG Midget.

CVAR drivers head next to Texas World

Speedway in College Station, Texas. This event will celebrate CVAR's 20th Anniversary, as well as the last points race of the 2008 season on Saturday, the annual Awards Banquet on Saturday night, and the first points race of the 2009 season on Sunday.

All the way from the UK

- story and photo by Don Gwynne

The 1928 Frazer-Nash, which was long ago fitted with a Curtis OX-5 engine from a Curtis Jenny biplane. This 8 cylinder monster has cylinders displacing more than one liter each; total displacement is 8.2 liters! It produces approximately 90 horsepower at 1450 rpm, but is regularly "buzzed" to 2,000 rpm during vintage races. Torque off the line is incredible, as you might expect. The car has four forward speeds, via drive chains (no gearbox). It is shifted via a dog clutch.

Roger Sweet, the car's owner/driver, and Michael Herbertson, the car's mechanic, both hail from small towns near Salisbury, UK. They put the car on a "roll on/roll off" (RO-RO) ferry

boat in Southampton, UK on August 25, 2008. Ten days later, it rolled off in Baltimore, Maryland. Cost of the car's passage to USA was 500 pounds UK, or approximately \$1,000 US. The return trip will be a bargain, at half that amount.

Before coming to Hallett, they raced the car in vintage/historic events at Lime Rock, Watkins Glen and Elkhart Lake. After their Hallett weekend, they go to Road Atlanta, then to the Houston area for a visit with their longtime US friend and host, Phil Mintari of Ingram, TX. While loading up after the Hallett event, Roger and Michael chatted at length with Toly Arutunoff, Hallett's



Toly Arutunoff, Fred Crowley and Brit, Roger Sweet.

original developer and one of the USA's most revered "racing characters" and with CVAR's own Fred Crowley.



#330 Lee Huls, Lola T330.



#8 Andy Walker, Sunbeam Alpine Series 1; #05 Gary Bauer, A.H. Sprite.

GROUP 4

CL PL DRIVER/CAR

1 VA F.Crowley/Austin Healey 3000 1:37.155

1 CM F.Tindall/Lola Mk1 1:37.479

1 HP B.Lembcke/Triumph Spitfire 1:37.678

2 CM C.McWilliams/Lotus Westfield XI

1 VB J.Page/Alfa Romeo Spider 1:41.455

2 VB L.Merchant/MG A

2 VA B.Balles/Cooper T-59

3 VB M.Orlie/Porsche Roadster

1 FSV R.Sweet/Frazer Nash 1:48.549

4 VB A.Walker/Sunbeam Alpine Series I

1 VC G.Bauer/Austin Healey Sprite

1:42.837

1 FP P.Glawe/Austin Healey Sprite 1:52.346

2 VC R.Yates/MG N Special

GROUP 6

CL PL DRIVER/CAR

1 FF2 S.Clark/Lola T-540 1:22.025

2 FF2 E.Copley/Lola 340

3 FF2 P.Howkenga/Lola T540

1 FF1 C.McWilliams/Lotus 51A 1:24.536

2 FF1 P.Junco/Lotus 51B

1 FA L.Hauls/Lola T330 1:23.439

3 FF1 M.Hibbs/Merlin Mk11A

4 FF2 B.Findley/Merlin Mk30 FF

4 FF1 G.Tussing/Titan Mk

5 FF2 H.H.Jones/Lola T-342

4 FF1 J.Steinmetz/Merlyn 11A FF

5 FF1 J.Mihalich/Lotus Type 61 FF

GROUP 1

CL PL DRIVER/CAR

1 FIA V.Shade/Porsche 911 1:27.811

1 AS A.Shores/Mustang BOSS 302

1:28.618

1 CP G.Kopecky/Porsche 911 S 1:28.805

2 CP R.Reeves/Porsche 914

3 CP T.Taff/Porsche 914-6

4 CP B.McClung/Porsche 914-6

5 CP S.Duplissey/Porsche 911

6 CP C.Koehler/Datsun 240Z

7 CP K.Caldwell/Porsche 911E

2 AS J.Neathery/Mustang

GROUP 2

CL PL DRIVER/CAR

1 FP H.Hilton/MG Midget 1:33.084

2 FP P.D. Sohn/MG Midget

3 FP S.Coleman/MG Midget

4 FP W.Hill/MG Midget

5 FP R.Noblett/Austin Healey Sprite

1 BS S.Brady/Fiat 124 Coupe 1:35.405

6 FP M.Cory/Austin Healey Sprite

7 FP M.Reay/Turner Mk I

2 BS D.Oliver/BMW 2002

1 CS D.Patton/Morris Mini

1 DP B.Rinke/Lotus Super Seven

1:37.256

8 FP D.Williams/Austin Healey Bugeye

Sprite

9 FP J.McClanahan/Austin Healey Sprite

2 DP G.Fuqua/Triumph Tr4

10 FP J.Setar/MGA MkII

11 FP R.Hively/Austin Healey Sprite

3 BS D.Gwynne/Ford Escort

1 EP G.Curl/MG B 1:40.450

2 EP B.Whitehead/Triumph GT6

12 FP D.Doidge/MG Midget

GROUP 3

CL PL DRIVER/CAR

1 FV R.Bailey/Lynx B 1:36.556

2 FV B.Griffith/Beach C

3 FV M.Callahan/Zink Z-5

4 FV J.Yule/Elva 100

5 FV B.ravenaugh/Zink C4

6 FV R.Hoemke/Zink C4

7 FV A.Summerville/Zink C4

8 FV B.Heuer/Shark P69

9 FV T.Stege/FVee

10 FV F.Storer/Formcar

1 SFP M.Vecellio/MG Midget 1:45.063

2 SFP G.Emery/Austin Healey Sprite

11 FV D.Rolison/Zink Z-5

12 FV J.Revenaugh/Zink C-4

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