



#08 Fred Haynie, 1975 Royale RP19;
#0 Diane Alder, 1965 Miller;
#86 Angus Lemon, 1969 Merlyn 11A;
#1 Samuel Watson, 1979 Lola T540;
#44 Bob Maurer, 1974 Lola T322.

CVAR Thunder on the Cimarron XI

Hallett Motor Racing Circuit, OK



October 12-14, 2012

– story and photos by Don Gwynne

CVAR had quite a few visitors for this event and everyone really enjoyed seeing some of the cars that came from outside CVAR's territory. There were two Porsche 914-4s from Colorado which were set up to race on E85 fuel! When asked "but why?" the answer was "relatively high octane rating for just \$3.85 a gallon!" We also had some really rare birds, like a Kellison, a Bizzarrini, and an original 1964 big tank Stingray.

Saturday brought rain on and off throughout the day, but we were able to run our normal schedule. Normal, that is, is you don't count the finish order upsets brought on by the slippery conditions. Because of a light turnout in Group 1, that group was combined with Group 7. The combined race saw Ralf Kuehnhoefler take the overall win in his Porsche 911, and behind him, an Alfa Romeo GTV, an Alfa Romeo Duetto, a Ford Escort, a Fiat 124 Sport Coupe, and a Datsun 510 all finished ahead of the Detroit "big iron" that usually dominates Group 1. Big wide tires just were not the hot setup for the rain-soaked Saturday races. The **FORMULA FORD 45TH ANNIVERSARY** feature race ended the racing day. Six cars took the green flag; eight more entrants chose to sit this one out, probably after checking the weather radar! Visitor H. H. Jones from Belton,

MO, pushed his Lola T-342 past pole-sitter Jeff Norris' Crossle 35F on the first lap, and led the first nine laps. On the tenth lap, however, Norris, from Edmond, OK, regained the lead and held it to the end, finishing 10 seconds ahead of Jones at the checkered flag to also win the FF2 class. After coming all the way from Lincoln, NE to race, Gerry Tussing ran into trouble early, and was DNF after three laps in his Titan Mk6A. After Tussing dropped out, Denver's Robert Alder brought his Titan Mk6B home in third overall, winning the FF1 class in the process. As the last lap of the FF feature race began, the skies opened up and we got some serious rain!

Heavy thunderstorms lashed the area for the rest of the evening. As Connie Stephens and her gang were preparing our dinner, they were interrupted by rainwater flooding into the clubhouse at the base of the tower, but some towels on the floor and a wet vac put everything back in order before the dinner guests arrived. We all had to eat indoors, but the food and the camaraderie made everyone forget about the storm raging outside.

Sunday's weather, by contrast, was absolutely perfect. Bright sunshine and a dry track made for great racing. A special Bill Hill Memorial Race for Group 2 was held just before lunch on Sunday,



#531 Dennis Anhorn, 1971 Porsche 914; #100 Jay McClanahan, 1972 MG Midget; #108 Chris Duroy, 1962 MG Midget.

and was very well attended. A total of 27 cars took the green flag, and all but three finished after twenty minutes of close racing. Pole-sitter David Jahimiak's long tow from LaCrosse, WI, was rewarded with the overall win. His Austin Healey Speedwell Sprite led handily from flag to flag to win F Production. Kansas City's James Allen muscled his Mini Cooper C Sedan into second overall on the fifth lap and never looked back, finishing just nine seconds behind the Speedwell Sprite. Dave Williams of Lenexa, KS, drove his silver bug-eyed Sprite to third overall and second in FP, ten seconds behind the Mini. Jason Cobb of Steamboat Springs, CO, won the E Production class in sixth overall driving his Porsche 914.

The first CVAR points race on Sunday afternoon was for the Formula Vees and Spec Sprites of **GROUP 3**. Pole sitter John Ridings led every lap to win FV and first overall, but it sounds easier than it was. John's Zink C-4 was less than 0.2 seconds ahead of Bigger Hammer's Bill Griffith when the checkered flag fell. Griffith's Warrior was always on

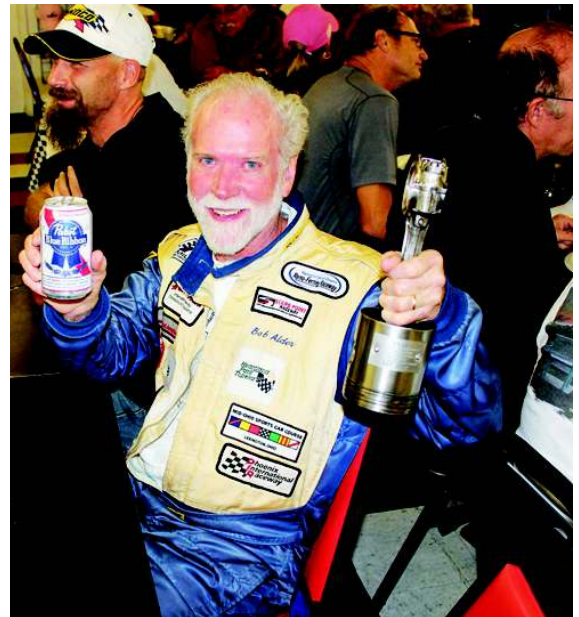
his heels; one bobble by Ridings would have changed the outcome, but it never came. In SFP "Spec Sprite" class, Eddie Dick led the first couple of laps in his "Texas flag" Austin Healey Sprite, but had to drop out with an oil leak. Eddie said he was looking forward to another good dice with his friend Gary Emery like the one earlier in the day, but it was not to be. With Eddie's Sprite sidelined, Gary cruised to the SFP win, finishing 8th overall.

After the buzz of the Vees faded away, CVAR's most historic racers, **GROUP 4**, took the stage. CVAR is proud of its association with Tony Parella, who in addition to being a vintage Corvette racer recently became owner of SVRA and HSR-West. On this Sunday afternoon, Tony sat on the pole, and then led the race from flag to flag, winning the CM class in his 1958 Corvette. (Perhaps a bit of explanation is in order here. If Tony's Corvette was equipped with drum brakes on the front per its PCS

page, it would race in CVAR's VA class. Back in the day, you could make modifications beyond what GCR allowed and still race in C Modified class with just about anything. If Tony's Corvette were to get the correct drum brakes installed on the front, it would be moved to CVAR's VA class. Either way, he gets to race, just in a different class from

someone bringing a Corvette faithfully prepared per the period GCR and PCS requirements.) On the third lap, Charles Bamford drove his 1961 Cooper T-56 Formula Junior past Allen Johnson's Devin MGA, and that's how they finished, with Bamford winning the FJr class and Johnson winning the VA class. Henry Morrison's long tow from Cedar Crest, NM, was rewarded with the VB class win, in his 1959 Elva Courier.

Thirteen open-wheel cars of **GROUP 6** took the green flag, but only 12 finished. After winning the FF feature race, Chuck Norris ran into "unlucky 13" mechanical trouble in his Crossle 35F, and was DNF in the Sunday afternoon points race. Up at the front, however, things went well for eventual winner Scott Livingston of St. Louis, MO, who turned the fastest lap (1:23.883) in his Argo Jm4/6 Formula Super Vee (CVAR FA class). Mexico's Patricio Junco won FF1 convincingly in his red #21 Merlyn 20A. Patricio was the only driver in the field who was not lapped at least once by Livingston's blue Argo. After the DNF on Saturday, Gerry



Bob Alder celebrates his class win in Group 6.

Tussing came back to place third overall and second in FF1. Denver's Diane Alder took an unopposed win in B Sports Racing with a fourth overall finish in her (rare) red #0 Miller. Texan Samuel Watson won FF2 class in his blue #01 Lola T-540 in sixth overall.

The "Thunder on the Cimarron" cars of Group 1 were merged with the nimble cars of Group 7 for the weekend, and on Saturday in the rain, the Group 7 cars shined. Sunday was dry and sunny, however, and justice



#189 Don Gwynne, 1970 Ford Escort, #071 Maor Primo, 1971 Fiat 124.

eventually prevailed. George Kopecky's Porsche 911RSR romped to the overall win in **GROUP 1 AND 7** and the FIA class win, besting Scott Blackett of Avon, CO, by just four seconds after twenty minutes of racing. Blackett's Camaro won A Sedan with his second overall finish. J.P. Griffith's tow from Sedalia, CO, paid off with a B Production win in his #9 silver 1964 Corvette. Ralf Kuehnhoefer won C Production in his Porsche 911, in sixth overall. Maor Primo won B Sedan in his Fiat 124 Sport Coupe, besting a Datsun 510, an Alfa GTV, a Mk1 Escort, a nearly identical Fiat 124 Sport Coupe, and a BMW 2002. It was nice to watch such a robust B Sedan field fight it out.

The last race of the weekend was for **GROUP 2** (EP, FP and CS). Polesitter David Jahimiak repeated his Saturday performance, leading from flag to flag to win F Production in his Austin Healey Speedwell Sprite. James

Allen's Mini Cooper C Sedan started on the front row next to Jahimiak, but unfortunately was DNF after only two laps. Mike Floyd started sixth, but marched steadily to within ten seconds of Jahimiak at the finish, to win the EP class in his Porsche 914. With James Allen sidelined, David Patton won C Sedan in his Mini.

This year's "Thunder on the Cimarron" event at Hallett marked the one year anniversary of the loss of our friends and fellow racers, Bill Hill and Ron Shade (both to natural causes). CVAR worked with Hallett Motor Racing Circuit to purchase two memorial benches which are positioned on the hill behind Victory Circle. Friends of Bill and Ron celebrated their lives with a few screwdrivers (Bill's favorite) and some great stories on Friday evening. We will miss our racing buddies, but will remember them each time we visit Hallett and see those benches. Many thanks to Herb Hilton for coordinating the effort to purchase

and install the benches, and to the CVAR membership for their generosity in donating the money we used to buy the benches.

Since there were only five race groups this weekend, everyone was able to pack up by mid-afternoon on Sunday and get an early start on their tow home. Congratulations to all participants for a great weekend of safe racing (no metal to metal contact during all three days).

CVAR President Dan Ruehs thanked Art Summerville for all his hard work as race chairman, and Jack and Jay McClanahan for organizing the Bill Hill Memorial Screwdriver Libation Party. As usual, Connie and Scott Stephens put on a great event. Connie is amazing - she seems to know every single person that comes to her track, and almost nobody leaves without a hug! She and her people always make everyone feel special and CVAR racers always look forward to the next race at Hallett.

FORMULA FORD

PL CL DRIVER/CAR

- 1 FF2 J. Norris/1978 Crossle 35F 1:50.701
- 2 FF2 H.H. Jones/1974 Lola T-342



#20 James Allen, 1965 Austin Mini Cooper.

- 1 FF1 R. Alder/1972 Titan Mk 6B FF 1:58.921
- 2 FF1 D. Collins/1969 Merlyn 11A FF
- 3 FF1 P. Adams/1972 Titan Mk 6B

GROUP 3

PL CL DRIVER/CAR

- 1 FV J. Ridings/1968 Zink C4 1:36.682
- 2 FV B. Griffith/1969 Warrior
- 3 FV D. Harrison/1965 Zink C4
- 4 FV J. Yule/1963 Formcar Mk II
- 5 FV F. Storer/1963 Formcar
- 6 FV D. Rolison/1967 Zink Z-5
- 7 FV C. Singletary/1965 Autodynamics MkII B FV
- 1 SFP G. Emery/1964 Austin Healey Sprite 1:50.388

GROUP 4

PL CL DRIVER/CAR

- 1 VA T. Parella/1958 Corvette 1:35.388 1:32.922
- 1 FJR C. Bamford/1961 Cooper T56 1:46.623
- 2 VA A. Johnson/1958 Devin MGA
- 1 VB H. Morrison/1959 Elva Courier 1:46.623
- 3 VA C. Kellner/1959 Austin Healey 3000

GROUP 6

PL CL DRIVER/CAR

- 1 FA S. Livingston/1979 Argo JM 4/6 1:23.883
- 1 FF1 P. Junco/1972 Formula Ford Merlyn 20-A 1:26.572
- 2 FF1 G. Tussing/1972 Titan Mk6A FF
- 1 BSR D. Alder/1965 Miller Sports Racer 1:29.526
- 2 FA R. Maurer/1974 Lola T-322



#35 Allen Johnson, 1958 Devin MGA.

- 1 FF2 S. Watson/1979 Lola T-540 1:30.344
- 3 FF1 A. Lemon/1969 Merlyn 11A
- 4 FF1 R. Alder/1972 Titan Mk 6B FF
- 5 FF1 P. Adams/1972 Titan Mk 6B

- 6 FF1 D. Collins/1969 Merlyn 11A FF
- 2 FF2 H.H. Jones/1974 Lola T-342
- 3 FA F. Haynie/1975 Royale RP19



#56 Tony Parella, 1958 Corvette.

GROUP 1 AND 7

PL CL DRIVER/CAR

- 1 FIA G. Kopecky/1973 Porsche RSR 1:26.112
- 1 AS S. Blackett/1967 Camaro 1:26.585
- 1 BP J.P. Griffith/1964 Corvette 1:26.480
- 2 AS A. Shores/1970 Ford Mustang
- 2 FIA D. Ruehs/1969 Chevrolet Camaro
- 1 CP R. Kuehnhoefer/1973 Porsche 911 1:30.674
- 2 CP R. Williams/1970 Porsche 911
- 3 CP B. McClung/1972 Porsche 914/6
- 4 CP T. Taff/1971 Porsche 914/6
- 5 CP S. Patti/1965 Ginetta G-4
- 1 BS M. Primo/1971 Fiat 124 1:34.810
- 2 BS L. Gladfelter/1971 Datsun 510
- 3 BS M. Pranka/1972 Alfa Romeo GTV
- 4 BS D. Gwynne/1970 Ford Escort RS
- 1 DP M. Stephens/1972 Alfa Romeo Spider Veloce 1:30.654

- 5 BS C. Trifilio/1971 Fiat 124 Coupe

GROUP 2

PL CL DRIVER/CAR

- 1 FP D. Jahimiak/Austin Healey Speedwell Sprite 1:30.689
- 1 EP M. Floyd/Porsche 914 1:31.909
- 2 EP J. Cobb/Porsche 914
- 2 FP W. Gardner/Austin Healey Sprite
- 3 FP R. Noblett/Austin Healey Sprite
- 4 FP P.D. Sohn/MG Midget
- 5 FP M. Glass/MG Midget
- 6 FP S. Schmidt/Austin Healey Sprite
- 7 FP S. Barrett/MG Midget



#91 Gary McFarlane, 1961 H-Mod Thundermug.

- 8 FP G. Cory/MG Midget
- 9 FP G. Reed/MG Midget
- 3 EP D. Anhorn/Porsche 914
- 1 CS D. Patton/Morris Mini 1:42.816
- 10 FP H. Noble/MGA Mk II
- 4 EP K. Barstead/MGB Roadster
- 5 EP F. Tindall/MGB
- 11 FP W. Miles/Austin Healey Sprite
- 12 FP D. Williams/Austin Healey Bugeye Sprite

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