



#41 Bill Haga, 1969 Alexis Mk 15; #20 David Lawrence, 1979 Royale RP-26.

CVAR Thunder on the Cimarron XII Hallett Motor Racing Circuit, OK

October 11-13, 2013
— story and photos
by Don Gwynne

This weekend at Hallett was special. A highly professional video production crew was filming, focused on the combined Group 1 and Group 7 cars and drivers. Alexander Davidis is an accomplished award winning producer and director. He and Skip Duplissey (Group



#39 Allen Johnson, 1959 Devin Healey, #54 Eddie Dick, 1967 Austin-Healey Sprite.

7 CP Porsche 911) have partnered up to film a pilot for a new series with the working title of "Vintage Racer". The planned series will showcase all the things that make vintage racing and vintage racers so exceptional and will give some highly needed positive exposure to the sport. The camera team was

augmented by a "hexacopter" camera drone, which fascinated most who saw it in action. The CVAR people are really looking forward to seeing some of the drone camera footage of the weekend's racing action.

The Third Annual Formula Ford Feature event coincided with the two year anniversary of the loss of two friends and fellow racers, Bill Hill and Ron Shade (both to natural causes). Pole sitter and race winner Angus Lemon wrote "I believe you know this, but my Merlyn was previously owned and driven by our late friend Bill Hill. I think it fitting that his former car won all of the Group 6 races and the feature race two years after his passing. I think I had a little extra help from above this weekend." Merl Hansen, CVAR's Chief of Timing and Scoring, said "Angus and RMVR's Bob Alder dueled for the top podium position the entire race. Biggest separation was 2.4 seconds and after lap three, the separation averaged 0.517 seconds. It was a great race."

At the recent CVAR Driver's School and Races down at TWS, the Students were the focus. At Hallett's Thunder on the Cimarron XII, two things were evident. Firstly, attendance was down a bit due to the upcoming SVRA race at Circuit of the Americas (COTA). Several didn't come for fear of breaking their car and missing COTA. That was the bad news. The good news is that many drivers came to race at Hallett from other areas, including New Mexico, Arkansas, Missouri, Illinois, and California.

One of the more interesting cars was brought by Hal Morrison from Cedar Crest, New Mexico. He often comes to Hallett with his Elva Courier, but this time he decided to race his Bunce-Buck Renault H Modified car. This car was built in Seattle in 1959 by Bill Bunce and Ed Buck, and was driven on the street. The car's previous owners include Norm Lorenson, Bill Freeman and Gerald Hatch. It has been raced mostly in Utah and Colorado, and has previously won the H Modified Puckett Cup Championship. Jake Jacobsen came along to twist wrenches for Hal.

Paul Sutphin brought his rare and well prepared Datsun 1600 Fairlady Roadster from Peel, Arkansas, and was ably assisted by mechanic Jack Martin. Nowell Korey brought his MGB from Wilmette, Illinois. This is his fourth or fifth visit to Hallett, but he usually races at VSCDA venues in the northeast. The same is true for Don Dickey, MGB, from Marissa, Illinois. Wayne Miles brought his Sprite from Springfield, Missouri, along with his pit crew, Walt Reid of Branson.

Mark Cory brought his Sprite from Fayetteville, Arkansas, and brought his brother Greg's MG Midget as well. Brother Greg flew in from San Francisco to drive. All part of a deal Mark had to make to hook Greg into vintage racing! Sweet for Greg, eh?

On Saturday evening, the McClanahans (Storage 105) served up a free catfish fry dinner for everyone, which gave Connie's kitchen crew a welcome break. Thanks guys, it was awesome!

Sunday afternoon's points races started off with **GROUP 2** (EP, FP and CS). The pole sitter, Donald Dickey, led every lap in his MGB to win E Production and overall. Jay McClanahan gave him a run for his money, however, nipping at his heels the whole race in his MG Midget, winning the F Production class. There was a contested battle for third overall, however. Herb Hilton's MG Midget ran in third for the first half of the race, only to get passed on lap 7 by Mike Floyd's Porsche 914, who held him off to the checker. The only C Sedan entrant, James Allen, had the misfortune of a DNF on the second lap in his Mini Cooper, as did Mark Cory in his Sprite.



#25 Henry Morrison, 1959 Bunce-Buck Renault.

Eight Formula Vees formed the **GROUP 3** starting grid. The Zink C4 of John Ridings sat on the pole, with Bigger Hammer Racing's

Mustangs of Tony Shores and Stephen Seitz battled for second overall until both were passed five laps from the end by a flying Skip Duplissey driving his Porsche 911T for the C Production class win. Seitz finished third overall to win B Production in his Mustang. John "Chip" Fudge pushed his museum-quality Bizzarrini GT America 5300 past Tony Shores' Boss 302 Mustang to finish fourth overall and second in FIA Class. Shores won A Sedan with his fifth overall finish. D Production Alfa Romeo Spiders finished sixth and seventh overall, with Michael Stephens' red #30 finishing just ahead

of Eric Wood's blue 3000, and he won the VA class, finishing third overall. Eddie Dick, Wes Wigginton and Gary Emery had a good Spec Sprite race of their own, with Eddie's Sprite coming out on top in seventh overall. Gary McFarlane's one of a kind "Thundermug" won the VC class, and Henry Morrison's unique Bunce-Buck Renault took an unopposed win in the D Sports Racing class. Someday, perhaps someone can explain to me why two historic H Modified specials wind up in two different Group 4 classes. A puzzlement.

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



#91 Gary McFarlane, 1960 Thundermug; #77 Wes Wigginton, 1972 MG Midget.

Bill Griffith sitting alongside in his Warrior. Ridings led the first five laps, then Griffith got past and gradually built a small lead. Dwight Calkins pushed his Lynx past Ridings on the last lap to place second.

GROUP 6 (FF1, FF2, and B Sports Racing) produced another ding-dong battle between Colorado's Robert Alder's Titan Mk 6B and Angus Lemon's Merlyn Mk 11a, and again, Lemon came out on top, but only just. Alder was less than 0.3 seconds in arrears when the checkered flag fell. The rest of the pack came along much later. The Lemon/Alder battle up front had carried them further and further ahead of the other drivers, to the tune of a 46 second gap to third.

GROUP 1 (B Production, A Sedan and FIA) was combined with **GROUP 7** (C Production, D Production and B Sedan). Pole sitter George Kopecky led every lap in his Porsche 911 RSR to take the overall win and the FIA class win. Behind him, the

#28 to take the DP class win. Louis Gladfelter's Datsun 510 held the advantage over Don Gwynne's Ford Escort all race long, to take a well earned B Sedan win. St. Louis driver Mike Pranka was clearly the fastest B Sedan in his Alfa Romeo GTV, but went DNF six laps into the twenty minute race.

The last race of the weekend was for CVAR's most historic race group, **GROUP 4** (C Modified, VA, VB, VC, FJr, DSR and Spec Sprite SFP). Allen Johnson sat on the pole and led each lap to take the overall and C Modified class win, driving his Chevy 283 powered Devin Healey. Fish fry benefactor Jack McClanahan took the VB class win, finishing only one second behind Johnson. All his friends were glad to see Fred "Pops" Crowley back in his Austin Healey



#86 Angus Lemon, 1969 Merlyn Mk 11A; #76 Robert Alder, 1972 Titan Mk 6B.

special and vintage racers always look forward to the next event at Hallett.

Now it's time to get ready for CVAR's season finale at Texas World Speedway. It's the 22st Annual Vintage Fall Festival, December 13-15, 2013. Saturday afternoon's points races will constitute the 2013 season finale; Sunday afternoon's races are the first points races of CVAR's 2014 racing season.

**FORMULA FORDS
PL CL DRIVER/CAR**

- 1 FF1 A. Lemon/1969 Merlyn Mk 11a 1:27.374
- 2 FF1 R. Alder/1972 Titan Mk 6B 1:27.725
- 1 FF2 D. Lawrence/1979 Royale RP-26 1:29.675
- 3 FF1 J. Westervelt/1969 Titan Mk 5
- 4 FF1 B. Haga/1969 Alexix Mk 15
- 2 FF2 P. Brownlee/1978 Royale RP-24
- 3 FF2 B. McNeill/1978 Tiga FF2

**GROUP 2
PL CL DRIVER/CAR**

- 1 EP D. Dickey/1963 MGB Roadster 1:30.436
- 1 FP J. McClanahan/1972 MG Midget 1:30.332
- 2 EP M. Floyd/1973 Porsche 914
- 2 FP H. Hilton/1971 MG Midget
- 3 FP C. Duroy/1968 MG Midget
- 4 FP P.D. Sohn/1971 MG Midget
- 3 EP N. Korey/1963 MG
- 5 FP M. Glass/1972 MG Midget
- 6 FP G. Reed/1967 MG Midget
- 7 FP R. Fisher/1959 Austin Healey Sprite
- 8 FP M. Briggs/1972 MG Midget
- 4 EP L. Stuphin/1966 Datsun 1600 Fairlady Roadster



#614 Mike Floyd, 1973 Porsche 914.

- 9 FP W. Miles/1961 Austin Healey Sprite
- 10 FP S. Meyer/1959 Austin Healey Bugeye Sprite
- 5 EP T. Welsh/1974 MGB

**GROUP 3
PL CL DRIVER/CAR**

- 1 FV B. Griffith/1969 Warrior 1:35.306
- 2 FV D. Calkins/1972 Lynx B
- 3 FV J. Ridings/1968 Zink C4
- 4 FV D. Harrison/1965 Zink C4
- 5 FV M. Callahan/1968 Zink Z5
- 6 FV W. Wolff/1965 Zink C4
- 7 FV D. Rolison/1967 Zink Z5
- 8 FV W. Murphey/1966 Zink

**GROUP 6
PL CL DRIVER/CAR**

- 1 FFI A. Lemon/1969 Merlyn Mk 11a 1:27.380
- 2 FF1 R. Alder/1972 Titan Mk 6B
- 3 FF1 P. Hardsteen/1968 Lotus 51

- 1 FF2 D. Lawrence/1979 Royale RP-26 1:30.490
- 4 FF1 C. Daniels/1971 Meryln Mk 20A
- 1 BSR D. Alder/1965 Bobsy SR-3 1:33.608
- 2 FF2 P. Brownlee/1978 Royale RP-24
- 3 FF2 B. McNeill/1978 Tiga FF2

**GROUP 1 AND 7
PL CL DRIVER/CAR**

- 1 FIA G. Kopecky/1973 Porsche RSR 1:26.990
- 1 CP S. Duplissey/1971 Porsche 911 T 1:26.551
- 1 BP S. Seitz/1965 Ford Mustang 1:27.981
- 2 FIA J. Fudge/1968 Bizzarrini
- 1 AS A. Shores/1970 Ford Mustang 1:27.683
- 1 DP M. Stephens/1972 Alfa Romeo Spider Veloce 1:29.636
- 2 DP E. Wood/1971 Alfa Romeo 1750
- 2 CP R. Williams/1970 Porsche 911
- 2 AS B. Whitehead/1966 Ford Mustang
- 1 BS L. Gladfelter/1971 Datsun 510 1:33.967
- 2 BS D. Gwynne/1970 Ford Escort
- 3 CP S. Smargiasso/1973 Datsun 240Z
- 4 CP J. Iturbe/1972 Porsche 911
- 5 CP A. Nigro/1972 Porsche 911
- 2 BP N. Shores/1965 Ford Mustang
- 3 AS C. Duroy/1966 Mustang Notchback

**GROUP 4
PL CL DRIVER/CAR**

- 1 CM A. Johnson/1959 Devin Healey 1:36.100
- 1 VB J. McClanahan/1955 Austin Healey 100-4 1:37.354



#36 Joseph Westervelt, 1969 Titan Mk 5.

- 1 VA F. Crowley/1962 Austin Healey 3000 1:37.405
- 2 CM F. Tindall/1960 Lola Mk I
- 2 VB R. Morrison/1958 Mercedes 220S Coupe
- 3 VB C. Kuehnhoefler/1965 Alfa Romeo Spider Veloce
- 1 SFP E. Dick/1967 Austin Healey Sprite 1:45.549
- 2 SFP W. Wigginton/1972 Mg Midget
- 1 VC G. McFarlane/1960 H-Modified Thundermug 1:46.153
- 3 SFP G. Emery/1964 Austin Healey Sprite