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SOVREN
at Spokane Co. Raceway



CVAR
Race Against Kid's Cancer
Motorsports Ranch Cresson, Texas



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Historic Indy Car Exhibition



photo by Don Gwynne

#14 Robert Blake, 1963 Triumph TR4; #22 Bryant Barnes, 1967 Austin Healey Sprite; #72 Melady James, 1965 MGB.

CVAR Race Against Kid's Cancer

Motorsports Ranch Cresson, Texas

June 2-4, 2017

— story by Don Gwynne

Originally billed as “Brits on the Brazos,” due to Saturday’s 30 minute feature race for “any CVAR-legal British production car” this event eventually morphed into CVAR’s First Annual “Race Against Kid’s Cancer”

through Sunday. The rain did not, however, dampen the spirit of the 123 entrants. A fun part of the event planning was that after Friday’s Test/Tune/Practice sessions, the Hood County Sheriff’s Department was to escort participating race cars to the Granbury Courthouse Square for a car show. It was to be a 12 mile highway journey one way leaving at 4:30 pm, returning under escort at

7:00 pm, reminiscent of the Elkhart Lake and the Watkins Glen Race Car Parades. It was widely advertised in the Hood County News and by Granbury Chamber of Commerce Members. Alas, it was not to be. The rainy weather generated enough highway accidents on Friday

afternoon that the Sheriff’s Department said they were overloaded with emergency calls, and could

not provide the planned escort to and from the town of Granbury. Disappointing, to be sure, but very understandable given Friday afternoon’s intermittent severe thunderstorm conditions. Entrants received Hagerty Goodie Bags at Registration, loaded with local area tourist info and samples, i.e. “Trinkets & Trash” door prizes from area merchants. Saturday evening featured a terrific chicken dinner catered by Babe’s Chicken Dinner House, followed up with the entertaining music from the band MAXX! After MAXX! came a surprise performance by three talented CVAR musicians, aka “The Jester Project” consisting of Bobby Whitehead on guitar, Marty Baker on bass, and Louis Gladfelter on drums.

Event attractions for spectators included “Tickets to Ride” to take a spirited ride in a Vintage Race Car, photos with a team of three beautiful “Grid/Umbrella Girls”, 50-50 Raffle Tickets, Pace Car Rides, and an “Exotic Car Driving Experience” offered by MotorSport Ranch (i.e., you get to drive a Ferrari, Maserati or Lamborghini on their closed 1.3 mile track) with all the of the net proceeds being donated to The Morgan Adams Foundation.



photo by Don Gwynne

#12 Berkeley Merrill, 1972 Porsche 914/4; #106 Mike Briggs, 1972 MG Midget.

through the efforts of Race Chairman Larry Reyburn in conjunction with The Morgan Adams Foundation. Due to the generosity of our members, spectators, and event sponsors, Vortus Investments and CVAR raised approximately \$35,000 in one weekend to help fight pediatric brain tumor cancers. Please support this worth charity at <http://morganadamsfoundation.org>.

MSR Cresson’s 1.7-mile course was run, with intermittent rain showers Friday

and Saturday. Entrants received Hagerty Goodie Bags at Registration, loaded with local area tourist info and samples, i.e. “Trinkets & Trash” door prizes from

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photo by Kim Hill

#82 Heather Barron, 1972 Caldwell D13.

RMVR Formula Ford racers Jamie and Carol Stiehr from Evergreen, Colorado, won \$1150 in the 50/50 Raffle, and promptly donated the entire amount to The Morgan Adams Foundation. How generous!

More thanks go out to Joan Slaughter & Sarah Slaughter (MAF), Liz Vehlow, (MAF), Ryan Groves (RMVR), Jeff Miller & Brian Crumley, (Vortus) along with Steve Coleman, Steve Mercer, Sean Walker (Hagerty Ins.), Mark Ammerman (Ferrari Challenge Car), Jack Farr (MSR), his staff J.C. Price, Josh and Dennis. Our thanks also go to our Corner Workers, Race Staff and Chief Steward Danny Piott for their tireless efforts making this CVAR charity event possible.

Saturday afternoon's 16 lap feature race of "Brits on the Brazos" didn't produce any lap records due to the damp track conditions, but 13 cars in five classes had a fun time of it. Trevor Bond started on pole in his red and white #2 Austin Mini, with Greg Blake alongside in his silver #41 Triumph TR-3. They ran that way most of the race, until Blake took over the lead



photo by Kim Hill

#23 Jim Barron, 1979 Lola T540; #61 James Stiehr, 1969 Winkelmann WDF-1.

with just three laps to go, taking the overall win and the E Production class win. Bond won the C Sedan class unopposed with his second overall finish, just over four seconds back. Perhaps one of the better drives was turned in by Gary Reed in his yellow #15 MG Midget, who started in ninth but made it all the way up to third overall by the seventh lap, which is where he finished to win F Production class after a brief skirmish with Jeffrey Walker's black #27 Austin Healey Sprite. Walker's Bugeye finished fourth overall and second in F Production. Robert Blake took an unopposed D Production class win in eighth overall driving his red #14 Triumph TR-4. Hank Noble likewise took an unopposed VA class win with his silver #36 MGA in tenth overall. Remember... old British cars don't leak oil. They are just marking their territory!

Sunday's CVAR Championship points races were mostly run under damp track or rain conditions. **GROUP 6** (FA, FF1, FF2, FF3, BSR) opened the afternoon with the track in pretty good condition, and the lap times reflected this. As might be expected, the FA

cars of Gray Gregory (blue #1 Chevron B39) and Edward Copley (red #43 Ralt RT1.4) led the way from start to finish, in that order. Raffle winner James Stiehr placed third overall after starting in ninth to win the FF1 class in his red and black #61 Winkelmann WDF-1. It was no cake walk for Stiehr, however, who fought off repeated challenges from Greg Smith's red #6 Swift DB1. Smith eventually had to settle for an FF3 class win and fourth overall. Jim Gewinner took an unopposed win in B Sports Racing class with a fifth overall finish in his green #33 Lotus 23B. Similarly, Porter Brownlee took an unopposed FF2 class win in his blue #24 Royale RP-24.

GROUP 7 fielded 12 cars in C Production, D Production and B Sedan. The first two rows of the grid ran in that order from start to finish. Alexander Smargiasso's white and black #37 Datsun 240Z led the pack to the overall and C Production class victory. Second overall and second CP was Richard Reeves in his green #78 Porsche 911. Louis Gladfelter won B Sedan by finishing third overall in his white and yellow #19 Datsun 510. RMVR visitor Ryan Groves of Denver, Colorado, took second in B Sedan driving his red and gold #280 BMW 1600. Russ Rosenberg drove to an unopposed D Production win in his white #83 Yenko Stinger clone, finishing eighth overall after starting in eleventh position.

GROUP 1 fielded ten cars in A Production, A Sedan and FIA classes. Just like the previous race, the first two rows of the grid

ran in that order from start to finish. The blue #31 Porsche RSR driven by Seth Higgins led from flag to flag for the overall win and the FIA class win. He was strongly challenged in the early laps by George Kopecky's black and green #97 Porsche 911 RSR, who eventually had to settle for second overall and second in FIA. Stephen Seitz ran steadily in third overall to take the A Sedan win in his blue and white #89 Mustang. John Scott of Dallas took an unopposed A Production class win in his white #71 Corvette.

The large (22 car) field for **GROUP 2** (F Production, E Production) included three "Non-Compliant" cars, which although not CVAR-legal, were allowed to start from the pit lane after the field had gone by, under a new CVAR rule intended to give drivers with non-compliant cars a chance to get them onto the track, even if not eligible for finishing positions or awards. After starting down in fifth, Randy Riney wasted no time charging his black and green #100 MG Midget into the lead on the first lap, and went on to win F Production and overall convincingly with a 14 second margin to the next car. Andrew Moore placed second overall and second in FP with his red #79 Austin Healey Sprite. After starting on pole, Greg Blake had to settle for third overall, about nine seconds



photo by Don Gwynne

#08 Ken Morris, 1969 MGB; #15 Gary Reed, 1967 MG Midget; #14 Robert Blake, 1963 Triumph TR4; #3 Scott Pinkston, 1957 VW Beetle.



photo by Kim Hill

#71 John Scott, 1971 Corvette.



photo by Kim Hill

#50 David Turner, 1964 Austin Healey Sprite.

behind Moore, but that was good enough to cinch the E Production class win in his silver #41 Triumph TR-3. Bob Pinkston surprised a lot of folks with his well prepared and well driven red #7 VW Beetle, finishing ninth overall to win the C Sedan class. About a dozen EP and FP drivers couldn't catch Bob's Wolfsburg Wonder.

Following up on Bob Pinkston's recent success, a large (22 car) field of **GROUP 3** Formula Vees came next. This produced some of the closest racing of the day, with an eventual margin of victory of only 0.338 seconds. As if this wasn't interesting enough,

BRITISH FEATURE

PL CL DRIVER/CAR

- 1 EP G. Blake/1958 Triumph TR3 1:34.201
- 1 CS T. Bond/1965 Austin Mini 1:36.358
- 1 FP G. Reed/1967 MG Midget 1:35.776
- 2 FP J. Walker/1961 Austin Healey Sprite
- 3 FP M. Briggs/1972 MG Midget
- 2 EP M. James/1965 MGB
- 4 FP G. Valdes/1972 Triumph Spitfire
- 1 DP R. Blake/1963 Triumph TR4 1:48.084
- 5 FP L. Root/1969 Triumph Spitfire
- 1 VA H. Noble/1962 MGA Mk II 1:47.246



photo by Don Gwynne

#23 Chris Kellner, 1959 Austin Healey 3000.

- 6 FP D. Vick/1964 Triumph Spitfire

GROUP 1

PL CL DRIVER/CAR

- FIA 1 S. Higgins/1973 Porsche 911 RSR 1:21.860
- FIA 2 G. Kopecky/1973 Porsche RSR
- AS 1 S. Seitz/1965 Ford Mustang 1:26.291
- FIA 3 M. Gohlke/1970 Porsche 914
- AS 2 D. Fershtand/1968 Ford Mustang
- AS 3 B. Whitehead/1965 Ford Mustang
- AS 4 J. Fershtand/1969 Ford Mustang
- AS 5 J. Reiss/1969 Ford Mustang Boss 302
- AP 1 J. Scott/1971 Corvette 1:33.209
- AS 6 T. Hassell/1966 Ford Mustang Notchback

GROUP 2

PL CL DRIVER/CAR

- 1 FP R. Riney/1972 MG #100 Midget 1:29.887
- 2 FP A. Moore/1964 Austin Healey Sprite
- 1 EP G. Blake/1958 Triumph TR3 1:33.279
- 3 FP M. Briggs/1972 MG Midget
- 2 EP K. Morris/1969 MGB
- 4 FP J. Walker/1961 Austin Healey Sprite
- 3 EP B. Merrill/1972 Porsche 914/4
- 5 FP G. Reed/1967 MG Midget
- 1 CS B. Pinkston/1966 VW Beetle 1:37.861
- 6 FP D. Vick/1964 Triumph Spitfire
- 7 FP T. Swonke/1972 MG Midget
- 8 FP R. Fisher/1959 Austin Healey Sprite
- 4 EP R. Reed/1972 Porsche 914
- 5 EP S. Partin/1969 Alfa Romeo GT Junior
- 9 FP S. Smargiasso/1966 Datsun Fairlady Roadster
- 6 EP T. Giertz/1974 Porsche 914/4
- 10 FP B. Barnes/1967 Austin Healey Sprite



photo by Don Gwynne

#63 Garrett Waddell, 1963 Corvette Z06.

- 11 FP R. Wright/1972 MG Midget
- 7 EP M. James/1965 MGB
- 1 R. Blake/1963 Triumph TR4 1:43.649
- 12 FP L. Root/1969 Triumph Spitfire
- 2 CS S. Pinkston/1957 VW Beetle

the winner, Elliott Barron, started the race six rows back, in 18th position, and charged his silver #23 Pegasus up through the entire pack to take the win on the last lap. A very impressive drive, indeed. There were four Barrons in the field, clearly a really tough family team! Dr. Gregory Byrne ran first or second in his red #11 Zink for

most of the race, only to get relegated to second overall at the checkered flag. But only just barely. A different Barron, this time Elliott (E.O.) Barron, started third and finished third in his red #10 Kellison Mk2. Two more Barrons, namely Hunter Barron and Heather Barron, also competed.

The last race of the weekend was for CVAR's more historic cars in **GROUP 4** (VA, VB, VC). Of twelve who entered, only four chose to splash around on Sunday afternoon. With only four cars on a 1.7 mile track, not much wheel to wheel racing went on. Lou

Marchant led the race from flag to flag to take the overall win and the VB class win driving her dark green and rainbow striped #86 MGA. Hank Noble likewise tiptoed around the rain-slicked track in second overall in his silver #36 MGA for second in VB. The red and white #23 Austin Healey 3000 owned and driven by Chris Kellner finished third overall to win VA class. Gary McFarlane's unique white #91



photo by Kim Hill

#2 Trevor Bond, 1965 Austin Mini; #79 Len Root, 1969 Triumph Spitfire.

"Thundermug" won the VC class, albeit a lap down at the end.

CVAR's next event will be Thunder on the Cimarron XVI, Aug. 25-27 at Hallett Motor Racing Circuit near Tulsa, Oklahoma. The feature event will be for Formula Vees.

GROUP 3

PL CL DRIVER/CAR

- 1 FV E. Barron/1972 Pegasus 1:30.693
- 2 FV G. Byrne/1971 Zink
- 3 FV E.O. Barron/1963 Kellison
- 4 FV M. Wolff/1969 Lynx B
- 5 FV H. Barron/1969 Kellison Mk 2
- 6 FV W. Wolff/1968 Zink Z5
- 7 FV D. Calkins/1972 Lynx B



photo by Kim Hill

#280 Ryan Groves, 1969 BMW 1600.

- 8 FV D. Phillips/1969 Zink C4
- 9 FV J. White/1965 Zink C4
- 10 FV J. Ridings/1968 Zink C4
- 11 FV M. Jones/1968 Fv Nash Scrambler
- 12 FV D. Harrison/1965 Zink C4
- 13 FV R. Weingartner/1968 Beach 5C
- 14 FV J. Lynch/1968 Zink C4
- 15 FV B. Liming/1968 Zink
- 16 FV B. Wright/1964 Zink
- 17 FV M. Rogers/1968 Bobsy Vega
- 18 FV D. Fisher/1972 Lynx B
- 19 FV D. McDowell/1969 Zeitler
- 20 FV J. Strnad/1967 Zink C4
- 21 FV S. Smith/1968 Zink

GROUP 4

PL CL DRIVER/CAR

- 1 VB L. Marchant/1959 MGA 1:48.121
- 2 VB H. Noble/1962 MGA Mk II
- 1 VA C. Kellner/1959 Austin Healey 3000 2:02.730
- 1 VC G. McFarlane/1960 H-Modified Thundermug 2:01.668

GROUP 6

PL CL DRIVER/CAR

- 1 FA G. Gregory/1977 Chevron B39 1:20.157
- 2 FA E. Copley/1980 Ralt RT 1.4 1:23.335
- 1 FF1 J. Stiehr/1969 Winkelmann WDF-1 1:23.585
- 1 BSR J. Gwinner/1965 Lotus 23B 1:23.745
- 2 FF1 S. Lafferty/1971 Merlyn Mk 20
- 3 FF1 A. Lemon/1969 Merlyn 17A
- 3 FA R. Rodgers/1980 Abarth 33
- 2 FF3 P. Magruder/1984 Lola T644
- 4 FF1 J. Langham/1972 Merlyn Mk 20A
- 5 FF1 T. Blakeney/1972 Royale RP 16
- 1 FF2 P. Brownlee/1978 Royale RP 24 1:36.564



photo by Kim Hill

#19 Bretton Liming, 1968 Zink.

GROUP 7

PL CL DRIVER/CAR

- 1 CP A. Smargiasso/1972 Datsun 240Z 1:26.756
- 2 CP R. Reeves/1972 Porsche 911
- 1 BS L. Gladfelter/1971 Datsun 510
- 2 BS R. Groves/1969 BMW 1600
- 3 BS D. McCullough/1969 Datsun 510
- 4 BS C. Trifilio/1971 Fiat 124 Coupe
- 3 CP A. Nigro/1972 Porsche 911
- 1 DP R. Rosenberg/1966 Yenko Corvair
- 4 CP T. Schluter/1972 Datsun 240Z
- 5 CP J. Iturbe/1972 Porsche 911
- 6 CP J. Stephens/1972 Datsun 240Z