



#43 Edward Copley, 1980 Ralt; #70 Rick Walk, 1980 March.

CVAR Cresson Vintage Races

Motorsport Ranch Cresson, Texas

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June 1-3, 2018

— *story and photos by Don Gwynne*

Whew...hot weather in Texas in June... who knew? Happily, after sweltering in 100+ degree heat during Friday's Test/Tune/Practice (TTP) sessions and Saturday's practice, qualifying and preliminary races, drivers and workers finally got a break on Sunday, when temps were (only?) in the low 90's. Positively balmy in comparison.

three made it onto Motorsport Ranch's 1.3 mile circuit. Some teething problems, most notably with ignition systems, were still present, but when these cars were "on song," they sent chills down even the most jaded spines. These cars evoked the days when Jim Hall, Hap Sharp, Bruce McLaren, Dennis Hulme, Dan Gurney and many other famous drivers shook the ground. Their on-track sessions were kept separate from the CVAR cars. On Saturday evening, the NuArt URC group hosted the race party, and nobody went home thirsty or hungry.

and Jean Womble for filling in at key T&S positions for the rest of the weekend.



#83 Russ Rosenberg, Yenko Stinger.

A popular feature recently added to CVAR events is lunchtime fun laps on Saturday. Lots of smiles as spectators, family members and workers snagged rides around Cresson's wiggly track.

The "CVAR Spirit" came to the forefront when a Timing and Scoring worker became seriously ill, and needed to be returned home to the Houston area. He was in no shape to drive, so CVAR used the worker memorial fund to purchase an airline ticket,

put him on a plane, and then arranged for his car to be transported home as well. Heartwarming care for one of our own. Special thanks to Liz Nuse



#114 Drew Fisher, 1974 Zink; #98 Trevor Bond, 1975 LeGrand.

In addition to the traditional CVAR classes, there was a new twist. The NuArt "Unlimited Racing Championship" arranged (i.e., paid for) non-CVAR track sessions all three days for their thundering Can Am type cars. Initially, six cars were planned, but only



#40 George Curl, 1964 MG; #15 Gary Reed, 1967 MG.

Although CVAR pays workers a fairly generous daily stipend, lunch for them is another traditional benefit. At Cresson, Race Chairman Chris Kellner, his wife Judy and Porsche 914 racer Tom Taff outdid themselves by catering a BBQ lunch for the workers, with plenty to go around. Happy workers on a hot day is a noteworthy accomplishment in itself!

Sunday afternoon's points races kicked off with a combined race for **GROUP 1** (A Production, A Sedan, and FIA classes) and **GROUP 7** (C Production, D Production, and B Sedan classes). Two FIA Porsche RSRs had a fierce battle during the early laps, and eventually Seth Higgins took the overall win and FIA class win in his blue #31 car. He had to earn it however, with George Kopecky's black #97 car keeping him honest all the way. Best of the rest was CVAR President Herb Hilton driving his yellow #17 notchback Mustang to third overall to win the A Sedan class. Jacob Ammon's silver #27 Corvette was right on Herb's heels at the finish, about 1.4 seconds back, to win the A Production



#97 George Kopecky, 1973 Porsche; #31 Seth Higgins, 1973 Porsche; #17 Herb Hilton, 1967 Ford Mustang.

class. The C Production win went to Donnie Cluck driving the silver #39 Datsun 240Z to a seventh overall finish. Russ Rosenberg's white #83 Yenko Stinger growled its way to the D Production win, in twelfth overall.

Of 13 entrants, only eight **GROUP 2** (E Production, F Production, and C Sedan) cars came to the grid. It wasn't that long ago that CVAR's Chief Instructor, Berkeley Merrill, was teaching a student named Stefan Schluter. But on this Sunday afternoon, once the student managed to pass the mentor, he sailed away, taking the overall win and the E Production class win by more than a six second

margin. Stefan's orange #60 Porsche 914-4 and Berkeley's silver #12 Porsche 914-4 both ran off from the rest of the pack as they battled in the early stages. Gary Reed finished third overall to win F Production in his yellow and

blue #15 MG Midget, about 17 seconds behind Merrill's silver 914. Louis Gladfelter is still making friends with his recently acquired green #654 Morris Mini, but you could see he was having fun with it, taking an unopposed C Sedan class win.

The third race of the day, for the **GROUP 3** Formula Vees, was a Barron Family affair.



#23 Elliott Barron, 1972 Pegasus; #113 Hunter Barron, 1969 Kellison.

class. Tim Woodruff again proved that a well driven and well prepared B Sedan BMW 2002 can give even the big iron fits, especially on a relatively short track. Tim's blue #74 car finished fifth overall to win the B Sedan

margin. Stefan's orange #60 Porsche 914-4 and Berkeley's silver #12 Porsche 914-4 both ran off from the rest of the pack as they battled in the early stages. Gary Reed finished third overall to win F Production in his yellow and



#54 Bobby Whitehead, 1965 Ford; #74 Tim Woodruff, 1974 BMW.

Elliott, Hunter, and E.O. Barron all crossed the finish line within a half second of each other. Elliott took the overall and FV class win in his distinctive silver #23 Pegasus, with Hunter right behind driving his red #113 Kellison. Elliott (E.O.) Barron came third in his red #110 Taylor Stewart FV. Best of the rest was Jason White, finishing fourth driving his black and red #98 Zink.

CVAR's **GROUP 4** is experimenting with somewhat broader participation and car requirements, and it is proving popular with drivers and spectators alike. Nonetheless, perennial favorite Lou Marchant ran off and hid from the rest of the pack in her BRG #186 MGA to finish first overall and win the VB class unopposed. Jackson Williams won the SFP "Spec Sprite" class in second overall driving his green #72 Austin Healey Sprite, albeit some 56 seconds behind the winning MGA. Joanne



#24 Tom Taff, 1971 Porsche; #77 Thomas Schluter, 1972 Datsun.



#47 John Fershtand, 1969 Ford Mustang; #39 Donnie Cluck, 1972 Datsun.

Lemmons had a close battle with Williams, finishing less than 0.3 seconds behind him to finish third overall and win the newly created G4T class in her green #37 Morris Mini.

Last race of the day was for the open wheel **GROUP 6** (FA, FB, FF1, FF2 and FF3) cars. Edward Copley's red #43 Ralt and its Cosworth engine sang a lovely song on the

way to the overall and FA class win, with Rick Wark's red #70 March keeping him honest, about nine seconds back when the checker fell, for second overall and second in FA class. Greg Smith won the relatively new FF3 class driving his red #6 Swift to third overall. Mike Love won FF2 in fourth overall with his yellow and blue #30 Zink. Paul Martin came in fifth overall to win the FF1 class. The lone FB entrant, Willis Murphey, took the unopposed win driving his beautiful green and gold #1 Elfin, powered by a BRM-prepared Lotus Twin Cam engine.

CVAR's next event will be Thunder on the Cimarron, with a Formula Ford feature, at Hallett Motor Racing Circuit near Tulsa, Oklahoma on the weekend of Aug. 24-26, 2018.

GROUP 1/7

PL CL DRIVER/CAR

- 1 FIA S. Higgins/1973 Porsche 1:21.394
- 2 FIA G. Kopecky/1973 Porsche
- 1 AS H. Hilton/1967 Ford 1:27.693
- 1 AP J. Ammon/1969 Chevy 1:27.086
- 1 BS T. Woodruff/1974 BMW 1:29.005
- 2 AS J. Fershtand/1969 Ford
- 1 CP D. Cluck/1972 Datsun 1:28.447
- 2 BS D. McCullough/1969 Datsun
- 3 AS B. Whitehead/1965 Ford
- 2 CP T. Taff/1971 Porsche
- 2 AP S. Pfuehler/1967 Corvette
- 1 DP R. Rosenberg/1966 Chevy 1:35.783
- 3 CP T. Schluter/1972 Datsun
- 4 CP J. Kish/1973 Porsche

- 5 CP M. Hanna/1970 Porsche
- 6 CP J. Iturbe/1972 Porsche
- 2 DP G. Valdes/1961 Daimler

GROUP 2

PL CL DRIVER/CAR

- 1 EP S. Schluter/1973 Porsche 1:31.875
- 2 EP B. Merrill/1972 Porsche
- 1 FP G. Reed/1967 MG 1:34.255
- 3 EP G. Curl/1964 MG
- 2 FP R. Wright/1972 MG
- 4 EP T. Melady/1965 MG

- 1 CS L. Gladfelter/1962 Morris 1:34.196

- 3 FP R. Fisher/1959 Austin Healey

GROUP 3

PL CL DRIVER/CAR

- 1 FV E. Barron/1972 Pegasus 1:30.805

- 2 FV H. Barron/1969 Kellison
- 3 FV E.O. Barron/1972 Taylor Stewart
- 4 FV J. White/1965 Zink
- 5 FV G. Byrne/1971 Zink
- 6 FV D. Phillips/1969 Zink
- 7 FV M. Rogers/1968 Bobsy Vega
- 8 FV D. McDowell/1969 Zeitler
- 9 FV M. Jones/1968 FV
- 10 FV M. Koegel/1969 FV
- 11 FV J. Williamson/1970 Caldwell
- 12 FV A. Hughes/1969 FV

GROUP 4

PL CL DRIVER/CAR

- 1 VB L. Marchant/1959 MG 1:40.970
- 1 SFP J. Williams/1972 Austin Healey 1:45.809

- 1 G4T J. Lemmons/1963 Morris 1:46.420

- 2 SFP R. Williams/1959 Austin Healey
- 3 SFP D. Turner/1964 Austin Healey

GROUP 6

PL CL DRIVER/CAR

- 1 FA E. Copley/1980 Ralt 1:18.296
- 2 FA R. Wark/1980 March
- 1 FF3 G. Smith/1986 Swift 1:23.174
- 1 FF2 M. Love/1977 Zink 1:25.546
- 1 FF1 P. Martin/1972 Titan Mk 6B 1:24.980

- 2 FF1 T. Blakeney/1972 Royale

- 3 FF1 J. Langham/1972 Merlyn

- 2 FF2 D. Fisher/1974 Zink

- 1 FB W. Murphey/1966 Elfin 1:28.610

- 3 FF2 T. Bond/1975 LeGrand



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SPOKANE FESTIVAL OF SPEED
June 1 - 3, Spokane Co. Raceway

Manufacturers Championship
Production Sports & GT
Over/Under 2L

PACIFIC NORTHWEST HISTORICS
June 29 - July 1, Pacific Raceways

Sports Racing Over/Under 2L
Manufacturers Championship
Production Sports & GT
Over/Under 2L

COLUMBIA RIVER CLASSIC
Sep. 8 - 9, Portland Int'l Raceway

Sports Racing Over/Under 2L
Manufacturers Championship
Production Sports & GT
Over / Under 2L