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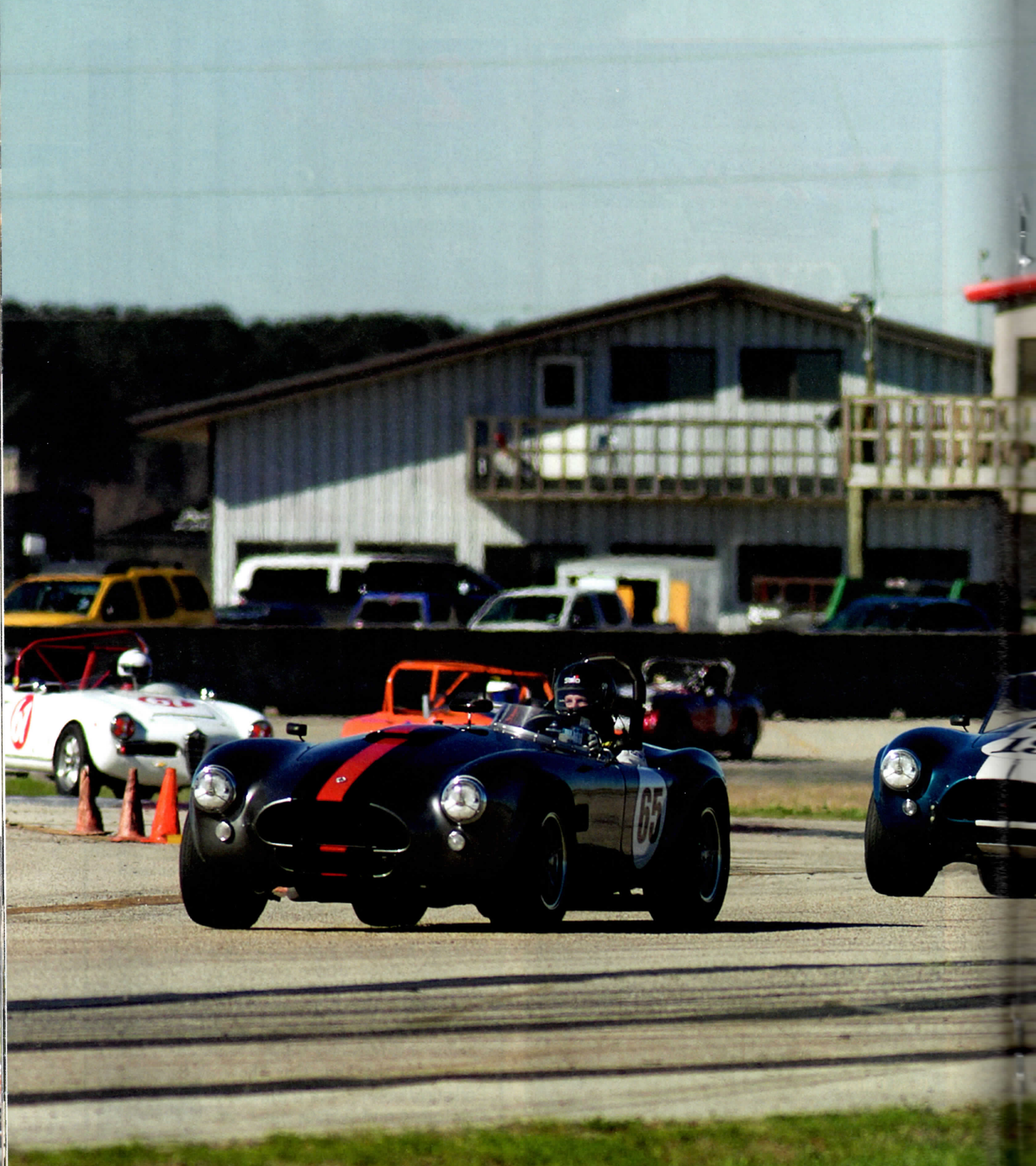
## CVAR Brian Goldman Memorial Drivers School and Races Motorsports Ranch Houston



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#65 John Bergendahl, Shelby Cobra; #19 Phil Mulacek, Shelby Cobra 289; #64 Sterling Mulacek, 1964 Shelby Cobra 289.

# CVAR Brian Goldman Memorial Drivers School and Races

Motorsports Ranch Houston, Texas

February 22-24, 2019





**#55 Barbara Wright, 1964 Zink; #96 John Strnad, 1969 Lynx B; #14 Dave McDowell, 1969 Zeitler.**

— story by *Don Gwynne*  
 — photos by *Brandall Binion*

Brian Goldman was CVAR Member #003, and was a key factor in the first several years of the organization's survival and growth. With job experience as a safety engineer at Shell Oil, he wrote CVAR's first Safety Manual. Brian raced with CVAR, following his father's tradition. His father raced in the famous Put-In-Bay races "back in the day." Sadly, Brian lost his ten year battle with leukemia in January 2019. CVAR's February 2019 event is named in his honor. Brian's widow and two sons attended the races on Saturday. They paced the races on Saturday afternoon, and were honored at the Saturday evening CVAR Annual Awards Ceremony, where President Herb Hilton presented them with Brian's posthumous CVAR McLaughlin Award.

The Driver's School on Friday had ten students, including one who flew in from

the United Kingdom specifically to earn a VMC recognized vintage racing license. Paul Tooms is an active racer in the UK and is going to start splitting his time between UK and USA. At Houston, he drove #3 red Camaro that he rented from Sam LeComte's Concierge Motor Sports LLC. CVAR President Herb Hilton served as Paul's instructor for the weekend.

About 100 entrants dealt with damp or wet track conditions part of the time on Friday and Saturday, but Sunday was dry and picture-book perfect, with sunny blue skies. When Sunday's CVAR Championship points races got underway at noon, they were led off by a combination of **GROUP 2** (D Production, E Production, F Production, and C Sedan) and **GROUP 7** (C Production and B Sedan). Of 26 entrants in these groups, 16 came to the grid. Randy Riney turned in the fastest lap of the race in his black and green #100 MG Midget, but after 20 minutes of racing, it was Ben Hertzog's white and red #26 Lotus Elan that took the overall win and the C Production class win.

Riney's Midget finished second overall, about ten seconds back, to notch the F Production



**#33 Dan Hilton, 1959 Austin Healey Bugeye Sprite; #15 Gary Reed, 1967 MG Midget; #76 Ted Melady, 1965 MGB.**

class win. Thomas Schluter drove his blue #77 Datsun 240Z to second place in C Production and third overall. Mike Lovay had his R/W/B #57 Datsun 510 running strong as usual, to win the B Sedan class in fourth overall. E Production class winner was Stefan Schluter in his orange #60 Porsche 914, about three seconds behind Lovay at the checkered flag. Russ Rosenberg took an unopposed D Production class win in his white #83 Yenka Stinger. Likewise, Colby Lemmons took an unopposed C Sedan class win in his blue #28 Austin Cooper S. Doug Hilton was the only DNF of the group, retiring after three laps with the return of a recurring overheating mystery in his blue #33 Austin Healey Sprite.

For a change of pace, a large gaggle of Formula Vees of **GROUP 3** swarmed to the grid, with 26 starters. It was "Family Day" for the first four finishers, with Hunter



**#92 Roger Williams, 1968 Camaro; #2 Phil Mulacek, 1967 GT350.**

Barron taking the win in his red #113 Kellison Mk2. Trailing about 11 seconds back was his sister, Heather Barron, driving her yellow #82 Caldwell D-13. Houston's Mac Wolff finished fourth, about five seconds later, in his red #62 Lynx B. Mac's father, William Wolff, was right behind him. The elder Wolff serves as CVAR's Race Coordinator, when not chasing his son on track. Six of the FV drivers were from the student class, with the best finisher among them being Longview's Devin Boucher, who came in 13th overall driving the rare and well-known blue #181 Nash Scrambler.

The ground rules for CVAR Group 4 have been expanded recently, with one result being significantly more cars on track for the **GROUP 4** race, 13 in this case. The G4T class was created to allow somewhat newer cars, but for drivers with a need to be less aggressive, mostly in consideration of high dollar value, historical value, etc. A perfect example of this is that not one, not two, but THREE real-deal genuine 289 Cobras joined the Group 4 pack at MSR-H. Easily over a million dollars out there and nobody wants to see them get damaged. The more gentle tradition of Group 4 fills that bill very nicely, and what a treat to see these three icons out there racing each other. Only Paul Haggart's green and yellow #80 Chevron B23 was quicker, but not by much. The order at the checkered flag was Haggart's Chevron B23, Phil Mulacek's blue #19 Cobra, John Bergendahl driving Phil's gray #65 Cobra, and Sterling Mulacek in a light blue #64 Cobra. After those four "G4T" class cars, the rest of the Group 4 field looked more traditional, with Spitfire, Midget, MGA, Mini, Sprite, etc. all at least a lap down at the finish. Hank Noble won the VB class in his silver #36 MGA, and Jeffrey Walker won the SFP "Spec Sprite" class in his black #27 Austin Healey Sprite.

In a rare turn of events, Group 6 (FA, FF1,



**#11 Gray Gregory, 1977 Chevron B39; #43 Edward Copley, 1980 Ralt RT1.4; #196 Ralf Kuehnhoefer, 1971 Chevron B19; #50 John Taphorn, 1988 Reynard FC.**

FF2, FF3 and BSR) was the smallest grid of the afternoon, with only seven cars coming under the starter's orders. Houston's Gray Gregory was the fastest in the field by a wide margin, driving his blue #11 Chevron B39 to the overall win and an unopposed FA class win. His margin of victory over the second overall car, the gray #33 Lotus 23B driven by Jim Gewinner, was 18 seconds. Gewinner, on the other hand, had "student" John Taphorn just 0.4 seconds behind him at the checker. Taphorn was driving a red and blue #50 Reynard FC.

The final race of the event was for **GROUP 1** (A Production, A Sedan, B Production, and FIA). George Kopecky's black #97 Porsche RSR led the way, taking the checkered flag and the FIA class win with a nine second lead over the

blue #18 Boss 302 Mustang driven by John Fershtand, who thus won the A Sedan class. Jim Sandberg turned his best time ever at the MSR-H track, for a good reason.



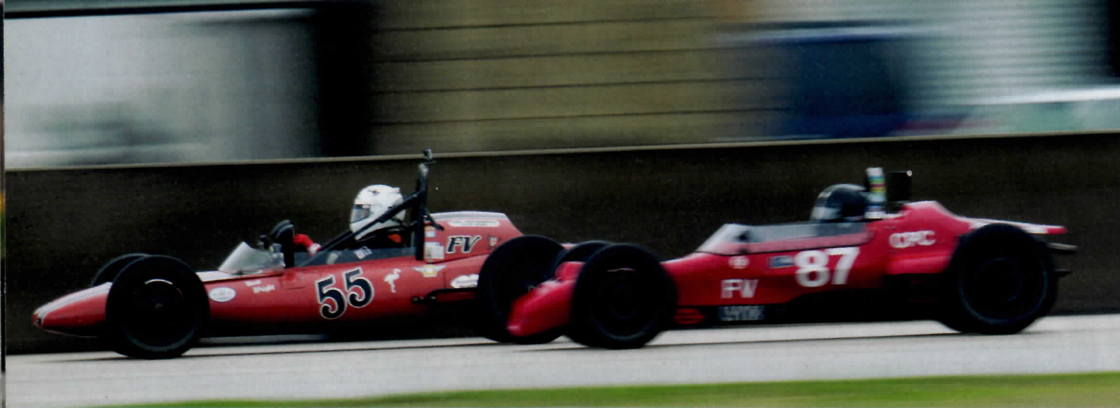
**#37 Joanne Lemmons, 1963 Morris Mini; #56 Roger Williams, 1959 Austin Healey Sprite.**

He had John Heinrich of SCCA fame drive his car for races 1-3 then took over for the points race on Sunday afternoon. Heinrich was there to help Jim tune the chassis of the red #84 427 Corvette. Jim's previous best time in Houston was 1:52.857; during this points race, he turned a new best of 1:47.827 to place third overall and win the A Production class. Jim has a new goal; John Heinrich's best time in the same car was a 1:42.692! The B Production class win went to Joe Robau, who finished sixth overall in his white #11 327 Corvette.

Because of uncooperative weather in North Texas recently, the extensive changes and repaving of Eagles Canyon Raceway experienced delays, so CVAR had to shuffle their 2019 race schedule. CVAR's next event is the 12th Annual Mike Stephens Classic and Formula Vee Feature at Hallett Motor Racing Circuit on 22-24 March 2019. The Detroit Iron Challenge that had been scheduled in April at Eagle Canyon has been cancelled.



**#449 Kirby Schrader, 1971 DeTomaso Pantera ; #76 John Smith, 1971 Datsun 240Z.**



**#55 Barbara Wright, 1964 Zink; #87 Dwight Calkins, 1972 Lynx B.**

**GROUP 1**

**PL CL DRIVER/CAR**

- 1 FIA G. Kopecky/1973 Porsche Rsr 1:47.555
- 1 AS D. Fershtand/1968 Ford Mustang 1:48.317
- 1 AP J. Sandberg/1969 Corvette 1:47.827
- 2 AS H. Hilton/1967 Ford Mustang



**#13 Bassam Al Haddad, 1971 Porsche 911.**

- 2 FIA K. Schrader/1971 DeTomaso Pantera
- 1 BP J. Robau/1964 Corvette 1:53.052
- 2 BP J. Bergendahl/1966 Ford Mustang 1:53.052
- 3 AS R. Williams/1968 Camaro
- 3 BP P. Mulacek/1967 Ford GT350
- 4 AS G. Hassell/1968 Ford Mustang
- 4 BP S. Mulacek/1966 Shelby GT350

**GROUP 2/7**

**PL CL DRIVER/CAR**

- 1 CP B. Hertzog/1963 Lotus Elan S1 Roadster 1:51.194

**1 FP R. Riney/1972 MG Midget 1:50.906**

- 2 CP T. Schluter/1972 Datsun 240Z
- 1 BS M. Lovay/1969 Datsun 510 1:53.345
- 1 EP S. Schluter/1973 Porsche 914/4 1:54.619
- 2 FP M. Briggs/1972 MG Midget
- 2 BS C. Trifilio/1971 Fiat 124 Coupe
- 3 CP J. Smith/1971 Datsun 240Z
- 2 EP M. Kopecky/1971 Porsche 914
- 3 FP G. Reed/1967 MG Midget
- 4 CP J.M. Iturbe/1972 Porsche 911
- 1 DP R. Rosenberg/1966 Yenko Stinger 1:59.123



**#11 Gray Gregory, 1977 Chevron B39.**

- 3 EP T. Melady/1965 MGB
- 4 FP D. Couch/1962 Triumph Spitfire
- 1 CS C. Lemmons/1967 Austin Mini Cooper S 1:58.627

**GROUP 3**

**PL CL DRIVER/CAR**

- 1 FV H. Barron/1969 Kellison Mk 2 1:55.763

- 2 FV H. Barron/1972 Caldwell D-13
- 3 FV M. Wolff/1969 Lynx B
- 4 FV W. Wolff/1968 Zink Z-5
- 5 FV J. White/1965 Zink C-4



**#80 Paul Haggar, 1973 Chevron B23.**

- 6 FV D. McDowell/1969 Zeitler
- 7 FV B. Griffith/1971 Rca
- 8 FV G. Byrne/1971 Zink
- 9 FV J. Williamson/1970 Caldwell D-13
- 10 FV D. Phillips/1969 Zink C-4
- 11 FV D. Bevan/1964 Zink
- 12 FV J. Ridings/1968 Beach Mk 5C
- 1 STU D. Boucher/1969 Nash Scrambler 2:00.924
- 13 FV W. Murphey/1969 Lynx Lynx B
- 14 FV E.O. Barron/Taylor Stewart 1972
- 15 FV B. Wright/1964 Zink
- 16 FV S. Elieff/1960 V Bug Fast V
- 2 STU T. Little/1965 Autodynamics Mk 2
- 3 STU R. Phillips
- 17 FV D. Calkins/1972 Lynx B
- 4 STU G. Black/1965 Zink C-4
- 5 STU M. Strong/1969 Zink C-4

- 6 STU J. Barnes/1972 Lynx B
- 18 FV E. Lovay/1970 VW Formula
- 19 Ile r FV K. Barron/1969 Zink C-4

**GROUP 4**

**PL CL DRIVER/CAR**

- 1 G4T P. Haggar/1973 Chevron B23 1:51.166
- 2 G4T P. Mulacek/1964 Shelby Cobra 289
- 3 G4T J. Bergendahl/Shelby Cobra 289
- 4 G4T S. Mulacek/1964 Shelby Cobra 289
- 5 G4T S. Clayton/1972 Triumph Spitfire
- 1 VB H. Noble/1962 MGA Mk II 2:06.257
- 1 SFP J. Walker/1961 Austin Healey Sprite 2:07.720
- 6 G4T J. Lemmons/1963 Morris Mini
- 2 SFP E. Robau/1965 Austin Healey Sprite
- 3 SFP P. Glawe/1966 Austin Healey Sprite
- 4 SFP J. Williams/1963 Austin Healey Sprite
- 5 SFP R. Williams/1959 Austin Healey Sprite
- 7 G4T J.M. Iturbe/Porsche 911 1972



**#61 C. Kuehnhoefer, 1965 Alfa Spider Veloce.**

**GROUP 6**

**PL CL DRIVER/CAR**

- 1 FA G. Gregory/1977 Chevron B39 1:38.818
- 1 BSR J. Gewinner/1965 Lotus 23B 1:47.642
- 1 STU J. Taphorn/1988 Reynard FC 1:46.312
- 1 FF1 P. Haggar/1972 Hawke D19 1:53.717
- 2 FF1 T. Blakeney/Royale RP-16
- 1 FF3 W. Trimbur/Van Diemen FF

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