



#19 Louis Gladfelter, 1971 Datsun 510; #175 Mario Espinosa, 1975 BMW 2002.

## CVAR Vintage Fall Festival Texas World Speedway

December 13-15, 2013

— story by *Don Gwynne*

— photos by *Doug Pawlak*

This was a “two-fer” weekend because the last points races of CVAR’s 2013 season were held on Saturday afternoon, and the first points races of CVAR’s 2014 season were held on Sunday morning. The weather all weekend was cold, cold, cold. Turnout was comparatively light, with an 80 car entry. Those that attended were rewarded by some close racing, the John Gaudette Memorial Race for Formula Vees, the 2013 Championship awards presentations, a delicious buffet dinner in the (warm) suite overlooking the front straight and a fun series of “Australian Pursuit” races on Sunday afternoon, with staggered starts designed to produce lots of passing practice and close finishes. Many entrants donated new toys to the children of the Brazos Valley in exchange for a small discount on their next race entry. A Friday afternoon CVAR Board Meeting was well attended, where drivers discussed recent developments and rules changes.

Saturday’s points races went like this:

**GROUP 4** (FJr, CM, VA, VB, VC and SFP “Spec Sprites”) started with Allen Johnson on pole in his 283 Chevy powered Devin, but Charles Bamford wasted no time taking the lead away from him with his Cooper T-56 Formula Jr., and that’s how they finished. So Johnson won the C Modified class and Bamford won the Formula Junior class. Duncan Charlton placed third overall in his Morgan +4 to win the VB class. Wes Wigginton finished fourth overall to win the

SFP class in his (ex-Grover Maurer) MG Midget. Gary McFarlane won the VC class in his diminutive “Thundermug,” well ahead of the big red Austin Healey 3000 driven by Chris Kellner, who won the VA class.

A very small **GROUP 6** (FA, FF1 and BSR) field took the green flag. Tom Murphy led the race from flag to flag in his March FA car, with Robert Rodgers in pursuit driving his Fiat Abarth to second overall and second in FA. Angus Lemon had a solitary run in third overall in his Merlyn to win the FF1 class. Lee Lydick finished fourth overall to take an unopposed B Sports Racing class win.

The second largest field on Saturday was composed of combined **GROUP 1** (FIA, AS) and **GROUP 7** (CP, BS), with 20 cars taking the green flag. George Kopecky started on the pole in his Porsche RSR, with Charles Jones alongside in his Boss 302 Mustang. Jones managed to get in front of Kopecky and lead the second and third laps, then Kopecky took it back and held to the end, finishing first overall and first in FIA class. Jones thus won the A Sedan class, but barely. Skip Duplissey was less than a half-second behind him in his green C Production Porsche 911T. Five B Sedans buzzed a bit further back, with Louis Gladfelter winning the class in 12th overall driving his Datsun 510.

**GROUP 2** (DP, EP, FP) fielded 21 starters. William Gardner sat on the pole in his FP A-H Sprite, with Richard Reeves alongside in his EP Porsche 914-4. Reeves took the lead early on, and never looked back, placing first overall and winning the EP class with a 5.6 second margin over Gardner, who won FP. First DP car was John Frymark finishing sixth overall in his Triumph TR-4. If there was an award for “most improvement” during this race, it would probably go to Mike Floyd and his Porsche 914-4, who started in 12th and climbed to fifth overall at the checker to place third in EP behind Greg Blake’s EP Triumph TR-3.

Last race of the day was the John Gaudette memorial race for **GROUP 3** Formula Vees. Gregory Byrne owned this race from start to finish driving his Zink. There was a scrap behind him for second however, with John Ridings clawing his way from a sixth place start to a second place finish in his Zink. Ridings traded places multiple times in the middle of the race with Team Geezer’s Mike Callahan’s Zink but took over second place for good on the sixth of ten laps.

Louis and Margie Neveu, the TWS café proprietors, went to the TWS owner, Bill Mather and explained that feeding a buffet dinner to over a hundred people outdoors at night in freezing weather just wasn’t going to work. Bill graciously allowed CVAR to move the awards dinner to the (warm) glass-enclosed suite that overlooks the NASCAR tri-oval and infield course. Most of us had never seen the course from that high vantage point, and Mather’s hospitality was much appreciated. During the awards presentations, the husband and wife team that manage TWS operations, Joey & Denise Todd, were presented with CVAR’s Worker of the Year trophy plate to recognize all that they do on a daily basis to make it all possible.

In addition to the individual class championship awards, two special honors were presented. Bigger Hammer Racing’s Bill Griffith received CVAR’s Lifetime Achievement Award. During the FV 50th



#12 Mike Vecellio, 1963 Empi Crusader; #77 Wes Wigginton, 1972 MG Midget.



reunion, Bill was instrumental in CVAR bringing the largest FV contention of any organization. Bill started racing in 1972 and has won championships regional, divisional and national level. He exclaimed "Wow, what an honor. However, I am way too young for this award! I have ONLY been involved in motorsports for 40 years. There are many members of our club who have been involved longer and achieved more. There are more people per square inch in this club that I admire and respect than any organization I can imagine. So I thank the club very much for this award and, although I don't think I am the most deserving, it's too late, I'm not giving it back!"

Harold Pace, co-author of *Vintage American Road Racing Cars 1950-1970* was presented the McLaughlin Trophy for exemplifying the "Corinthian Spirit and Attitude." The recipient of this award is known for his/her positive attitude, willingness to help fellow racers and overall Corinthian spirit. The trophy is



**#86 Angus Lemon, 1969 Merlyn Mk 11a; #12 Edward Ziegler, 1969 Beach T11F.**

engraved "Reflecting the Spirit of Vintage Racing." Harold put together the CVAR's authenticity program; his ideas and points system have been widely imitated. Harold is well known for his encyclopedic knowledge of racing and cars from the 1920s to current times. When outgoing CVAR President George Curl presented the award, Harold said "George, thank you, but I accept this award on behalf of all Group Reps past, present and future."

On Sunday morning, the sun was shining for the first points races of the 2014 season, although the air was still pretty cold. After three ten minute warm-up sessions, the first points race was for the older and more historic **GROUP 4** cars. Although eventually Charles Bamford won this race too, it didn't come easy. Allen Johnson sat on the pole and led all but the very last lap, only to get passed by Bamford for the overall win. Bamford placed first in FJr, but Johnson received a 30 second penalty for not coming in on a black flag,



**#6 Robert Cobb, 1971 AMC Javelin; #979 Michael Saxe, 1974 Porsche 911 Carrera RS; #19 Louis Gladfelder, 1971 Datsun 510.**

resulting in Duncan Charlton and his Morgan +4 being promoted to second overall on the official results sheet, for the VB class win. Even with the 30 second deficit, Johnson took the C Modified class win. Fourth overall was Wes Wigginton in his ex-Grover Maurer MG Midget to win the SFP "Spec Sprite" class. Just as on Saturday, Gary McFarlane won VC ahead of Chris Kellner who won VA.

The second race of the 2014 season saw seven **GROUP 6** cars come under the starter's orders. Two drivers who didn't race on Saturday joined the fray (Mitchell Hibbs and Ed Ziegler). Up front, nothing changed, Thomas Murphy led from start to finish in his red March. But Angus Lemon moved past Robert Rodgers after the start, and ran in second overall to the checkered flag to win FF1. Mitchell Hibbs pushed his Merlyn Mk11a from last on the grid to third overall and second in FF1. Robert Rodgers placed fourth overall in his red Fiat Abarth to place second in the FA class. Lee Lydick was alone in B Sports Racing, thus winning his class while placing sixth overall.

The third race was a combination of thunder and nimble, with **GROUP 1** and **GROUP 7** temporarily merged as a result of low Group 1 turnout. Michael Saxe's Porsche RSR was missing from the Sunday grid because of shift linkage problem, after a fourth overall finish on Saturday. George Kopecky led the race from pole to checker to win the FIA class, but behind him, a battle ensued between Charles Jones, Jeff Garrett and Skip Duplissey. At the end, it was Jones' red Boss finishing second overall and winning A Sedan. The Group 7 crowd was well represented

by Skip Duplissey, who placed third overall to win the C Production class. Jeff Garrett finished fourth overall and second in A Sedan driving his notchback Mustang. Tim Woodruff scored a brilliant sixth overall ahead of several A Sedan and C Production cars to win the B Sedan class in his blue BMW 2002.

The top two of Sunday's **GROUP 2** finishing order was the same as Saturday's, with the order of Reeves, Gardner and Hilton. Fourth overall and second in EP was Mike Floyd in his Porsche 914-4. Outgoing CVAR President George Curl finished fifth overall and fourth in EP driving his MGB. And again the first DP car was John Frymark finishing sixth overall in his Triumph TR-4.

Last race of the weekend was for the Formula Vees of **GROUP 3**. Gregory Byrne finished first, after leading all but the first lap. Team Geezer's Mike Callahan came up from fourth on the grid to place second. John Ridings placed third driving his Zink. Lifetime Achievement Award winner Bill Griffith worked his way from eighth on the grid to fourth at the checker, driving his Warrior.

CVAR will return to TWS in February, September and November 2014. (Not December, brrr!) CVAR's entry fees are among the lowest in the nation, so come and join the fun!



**#5 Edward Ziegler, 1967 Beach 5C; #33 Bill Griffith, 1969 Warrior; #87 Dwight Calkins, 1972 Lynx B.**



## SATURDAY

### GROUP 4

#### PL CL DRIVER/CAR

- 1 FJR C. Bamford/1961 Cooper T56  
2:11.163
- 1 CM A. Johnson/1959 Devin Healey  
2:11.298
- 1 VB D. Charlton/1952 Morgan +4  
2:16.765
- 1 SFP W. Wigginton/1972 MG Midget  
2:18.694
- 2 SFP E. Dick/1967 Austin Healy Sprite



### #15 Scott Walton, 1970 Ford Mustang.

- 2 VB C. Kuehnhoefner/1965 Alfa Romeo Spider Veloce
- 1 VC G. McFarlane/1960 H-Modified Thundermug 2:23.540
- 1 VA C. Kellner/1959 Austin Healey 3000 2:31.268
- 3 VB M. Vecellio/1963 Empi Crusader

### GROUP 6 PL CL DRIVER/CAR

- 1 FA T. Murphy/FA March FA 1:54.992
- 2 FA R. Rodgers/FA Abarth 33
- 1 FFI A. Lemon/FF1 Merlyn Mk 11a 2:09.724
- 1 BSR L. Lydick/BSR Merlyn Mk 6a 2:09.222
- 2 FFI J. Carr/FF1 Caldwell FF

### GROUP 1, 7

#### PL CL DRIVER/CAR

- 1 FIA G. Kopecky/1973 Porsche RSR 1:57.053
- 1 AS C. Jones/1969 Ford Boss 302 1:57.373
- 1 CP S. Duplissy/1971 Porsche 911T 1:58.600
- 2 FIA M. Saxe/1974 Porsche 911 Carrera
- 2 AS J. Garrett/1967 Ford Mustang
- 2 CP R. Williams/1970 Porsche 911
- 3 AS G. Hassell/1968 Ford Mustang
- 3 CP B. Merrill/1971 Datsun 240Z
- 4 CP R. Kuehnhoefner/1973 Porsche 911
- 4 AS S. Walton/1970 Ford Mustang
- 5 AS T. Hassell/1966 Ford Mustang Notchback
- 1 BS L. Gladfelter/1971 Datsun 510 2:09.239
- 2 BS C. Trifilio/1971 Fiat 124 Coupe
- 3 BS D. Gwynne/1970 English Ford Escort
- 4 BS M. Espinosa/1975 BMW 2002
- 5 CP J. Iturbe/1972 Porsche 911
- 5 BS R. Rosenberg/1975 BMW 2002

### 6 CP D. Hightower/1972 Datsun 240Z GROUP 2

#### PL CL DRIVER/CAR

- 1 EP R. Reeves/1971 Porsche 914 2:06.656
- 1 FP W. Gardner/1963 Austin Healey Sprite 2:07.951
- 2 FP H. Hilton/1971 MG Midget
- 2 EP G. Blake/1958 Triumph TR3
- 3 EP M. Floyd/1973 Porsche 914
- 1 DP J. Frymark/1967 Triumph TR4a 2:09.861
- 2 DP B. Kramer/1966 Triumph TR4a
- 4 EP G. Curl/1964 MGB
- 3 FP J. Hovey/1967 Triumph Spitfire
- 4 FP B. Collins/1972 Triumph Spitfire
- 5 FP P. Sandy/1959 Austin Healey Sprite
- 3 DP P. L./1963 Triumph TR4
- 6 FP M. Briggs/1972 MG Midget
- 4 DP J. Cox/1964 Triumph TR4
- 5 EP K. Morris/1969 MGB
- 7 FP H. Noble/1962 MGA Mk II
- 6 EP S. Brady/1972 Fiat Abarth 124 Spyder
- 8 FP B. Barnes/1967 Austin Healey Sprite
- 7 EP M. Baker/1963 MGB



### #74 Tim H.D. Woodruff, 1974 BMW 2002.

- 9 FP G. Reed/1967 MG Midget
  - 10 FP J. Walker/1961 Austin Healey Sprite
- ### GROUP 3 PL CL DRIVER/CAR
- 1 FV G. Byrne/1971 Zink FV 2:08.186
  - 2 FV J. Ridings/1968 Zink C4
  - 3 FV M. Callahan/1968 Zink Z-5
  - 4 FV E. Ziegler/1967 Beach 5C
  - 5 FV D. Calkins/1972 Lynx B
  - 6 FV M. Rogers/1965 Autodynamics FV
  - 7 FV D. Rolison/1967 Zink Z-5
  - 8 FV W. Murphey/1966 Zink FV
  - 9 FV L. Thacker/1972 Autodynamics Caldwell D-13
  - 10 FV B. Griffith/1969 Warrior

### SUNDAY

#### GROUP 4

#### PL CL DRIVER/CAR

- 1 FJR C. Bamford/1961 Cooper T56 2:12.331
- 1 VB Duncan Charlton/1952 Morgan +4 2:17.429
- 1 CM A. Johnson/1959 Devin Healey 2:11.859
- 1 SFP W. Wigginton/1972 MG Midget 2:18.518



### #55 Cynthia Trifilio, 1971 Fiat 124 Coupe; #193 Jose Iturbe, 1972 Porsche 911.

- 2 SFP E. Dick/1967 Austin Healy Sprite
- 2 VB C. Kuehnhoefner/1965 Alfa Romeo Spider Veloce
- 1 VC G. McFarlane/1960 H-Modified Thundermug 2:23.561
- 1 VA C. Kellner/1959 Austin Healey 3000 2:29.966

### GROUP 6

#### PL CL DRIVER/CAR

- 1 FA T. Murphy/1980 March FA 1:53.240
- 1 FFI A. Lemon/1969 Merlyn Mk 11a 2:05.543
- 2 FFI M. Hibbs/1969 Merlyn Mk 11a
- 2 FA R. Rodgers/1980 Abarth 33
- 3 FFI E. Ziegler/1969 Beach T11f
- 1 BSR L. Lydick/1963 Merlyn Mk 6a 2:09.466
- 4 FFI J. Carr/1969 Caldwell FF

### GROUP 1, 7

#### PL CL DRIVER/CAR

- 1 FIA G. Kopecky/1973 Porsche RSR 1:54.306
  - 1 AS C. Jones/1969 Ford Boss 302 1:55.136
  - 1 CP Skip Duplissy/1971 Porsche 911T 1:55.954
  - 2 AS J. Garrett/1967 Ford Mustang
  - 3 AS S. Walton/1970 Ford Mustang
  - 1 BS T. Woodruff/1974 BMW 2002 2:02.736
  - 2 CP B. Merrill/1971 Datsun 240Z
  - 2 BS L. Gladfelter/1971 Datsun 510
  - 4 AS R. Cobb/1971 Amc Javelin
  - 3 CP R. Kuehnhoefner/1973 Porsche 911
  - 3 BS D. Gwynne/1970 English Ford Escort
  - 4 BS R. Rosenberg/1975 BMW 2002
  - 4 CP J. Iturbe/1972 Porsche 911
  - 5 CP D. Hightower/1972 Datsun 240Z
  - 5 AS T. Hassell/1966 Ford Mustang Notchback
  - 6 AS G. Hassell/1968 Ford Mustang
- ### GROUP 2 PL CL DRIVER/CAR
- 1 EP R. Reeves/1971 Porsche 914 2:04.729

### 1 FP W. Gardner/1963 Austin Healey Sprite 2:04.895

- 2 FP H. Hilton/1971 MG Midget
- 2 EP M. Floyd/1973 Porsche 914
- 3 EP G. Curl/1964 MGB
- 3 FP M. Briggs/1972 MG Midget
- 4 FP C. Duroy/1972 MG Midget
- 5 FP J. Walker/1961 Austin Healey Sprite
- 4 EP G. Blake/1958 Triumph TR3
- 1 DP J. Frymark/1967 Triumph TR4a 2:08.087
- 2 DP B. Kramer/1966 Triumph TR4a
- 5 EP K. Morris/1969 MGB
- 3 DP J. Cox/1964 Triumph TR4
- 6 FP B. Collins/1972 Triumph Spitfire
- 7 FP J. Hovey/1967 Triumph Spitfire



### #389 Jeff Garrett, 1967 Ford Mustang.

- 8 FP H. Noble/1962 MGA Mk II
  - 9 FP G. Reed/1967 MG Midget
  - 6 EP M. Baker/1963 MGB
  - 10 FP B. Barnes/1967 Austin Healey Sprite
  - 11 FP P. Sandy/1959 Austin Healey Sprite
- ### GROUP 3 PL CL DRIVER/CAR
- 1 FV G. Byrne/1971 Zink FV 2:07.263
  - 2 FV M. Callahan/1968 Zink Z-5
  - 3 FV J. Ridings/1968 Zink C4
  - 4 FV B. Griffith/1969 Warrior
  - 5 FV D. Calkins/1972 Lynx B
  - 6 FV M. Rogers/1965 Autodynamics FV
  - 7 FV D. Rolison/1967 Zink Z-5
  - 8 FV W. Murphey/1966 Zink FV
  - 9 FV L. Thacker/1972 Autodynamics Caldwell D-13

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