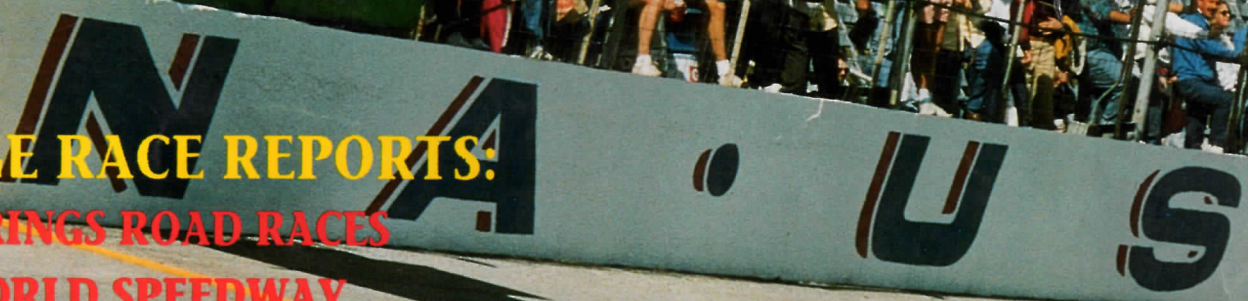


VICTORY LANE

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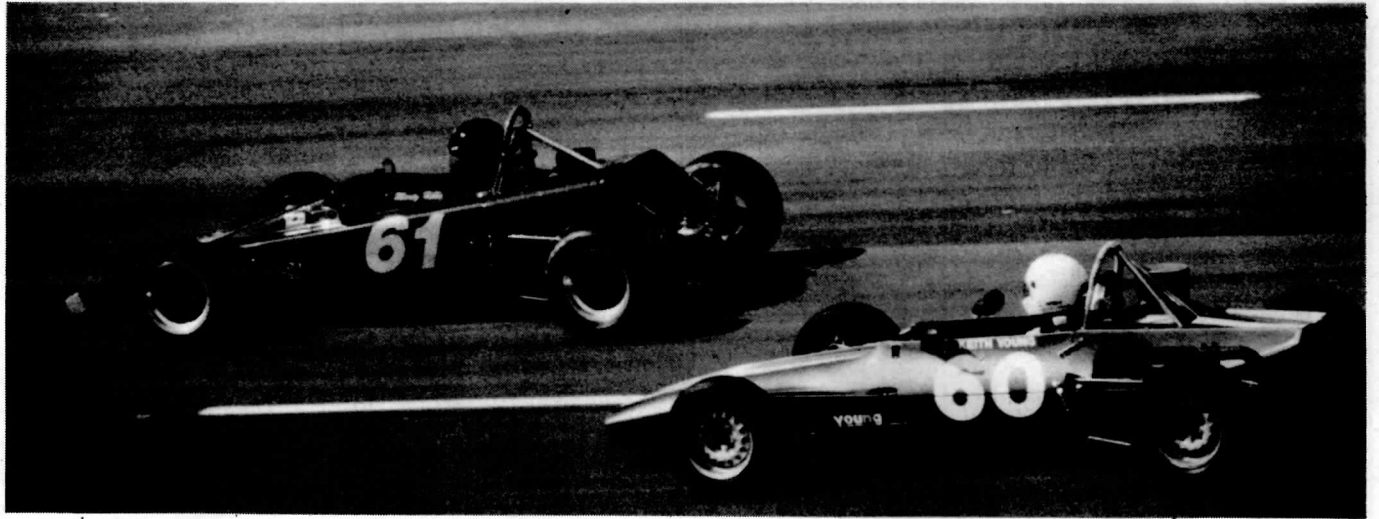


VINTAGE RACE REPORTS:
PALM SPRINGS ROAD RACES
TEXAS WORLD SPEEDWAY
24 MINUTES OF DAYTONA

FEATURES:
Going to Race School, Why not Italy?
The Bussiness of Vintage Racing
and much MORE!



RACE REPORT



Marty Hibbs and Keith Young go at it on the banked oval section of the road course. Lots of racing for all.

CORINTHIANS AT TWS

Sunshine, a warm soft breeze, and five track sessions for each class. It was a fun day for vintage racers in South Texas on February 1, 1992.

The first all-vintage race day was held at Texas World Speedway near College Station, Texas by Corinthian Vintage Auto Racing. President Brad Balles exclaimed over an end-of-the-day libation, "It was a great day. Minimum beaureaucracy, maximum fun. Although loosely organized, everyone had plenty of track time. Keith Young (Formula Ford) told me he ran 101 laps even without the last race! Only problem is now he needs to rebuild the motor." That was the story. A lot of track time on a new smooth fun track. The inaugural vintage grid at a Texas Regional event of the SCCA last fall had gone smoothly and the word of mouth had attracted 35 advance entries for this event, although early year preparation delays had reduced the race count considerably. Brad's register has over 200 potential entries lurking in garages in Texas in various stages of restoration. He believes now there is a real road course, the entries will soar and indeed in a post-event interview on the following Tuesday, the calls are coming in for the March event.

The BIG party planned by the Speedway to welcome the vintage racers on Friday night at the Speedway club was a victim of a last-minute management change at TWS and was switched to downtown College Station at Fuddrucker Restaurant. The group wisely turned in early anticipating a full Saturday and resolved to throw their BIG party fully under their control at the next event.

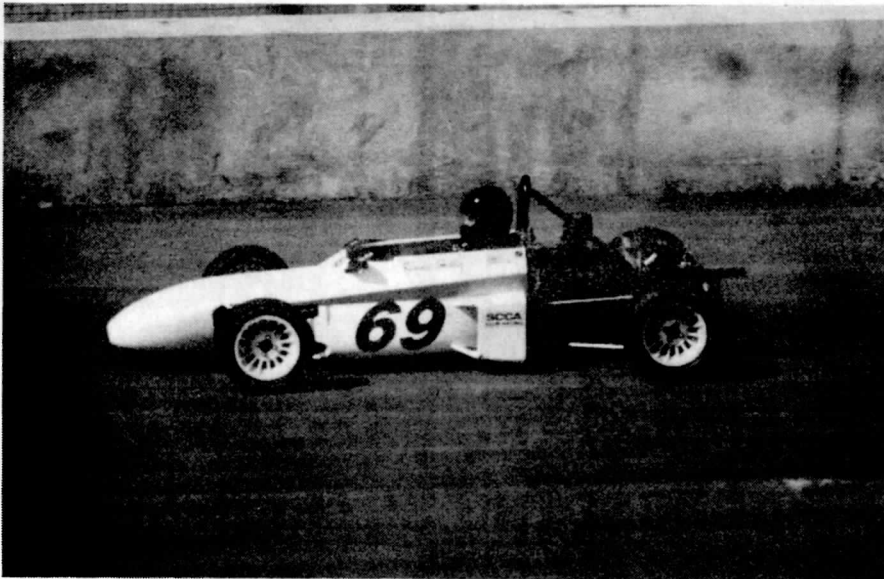
But enough of the background and on to the track.

Saturday early morning weather was very Spring-like and the Registration organized by track operations manager, Wesley Kilcrease was quick, smooth, and well-done. A quick welcoming and drivers meeting to re-explain the track, the day's special procedures, and schedule and the first series of practice sessions were underway. There were three each for closed-wheel and open-wheel groups. By lunch break, there had been ample time for the competitors to learn the tricky but fun course and figure out how their car reacted to the track.

It was also a chance to check out some of the new arrivals to Corinthian events. Steve Mintz had brought an excellent period-authentic '68 Alexis Formula

Ford all the way from Louisiana. He had just bought it through a *Victory Lane* classified ad. (commercial announcement!). There were other faster Formula Fords but they were on Mag wheels and slicks. The only other period-authentic formula car out of a dozen or so was from a charter member Bob McLaughlin. A 1962 Cooper Formula Jr. genuine British Racing Cooper Blue with white stripes. So authentic, that it had drum brakes and a Renault box, a less desirable option than the Citroen-based Knight ERS A box, but according to records, the box the car was originally shipped with. Such spirit should be rewarded. Frank D'Aquanno's Zink Formula Vee was sparkling after a fresh restoration.

Among the closed wheel cars were some excellent examples of period authentic vintage cars that would be standouts anywhere. Marty Tegun's McLaren MKII was one such. It had VSRRC and Can-Am history from its original home in Mexico. Mike Kaiser's '63 split window Corvette Stingray was sharp in dark blue. His friend Art Summerville in '65 Mustang Coupe was likewise in period trim. Maybe the most period authentic was Bob Ward's 100.4 Austin Healey just as he raced it in the '60s, and it was quick.



Kinny Hibbs looked good in his Hawke F-Ford.

Brad Baille's ex-Trans Am Mustang qualifies as it was run in that series. Also on hand was Don King; an experienced engine builder at Indy and elsewhere, giving Brad a few pointers on set up. Jim Johnson's 100.6 Healey was also in original trim.

There was a practice session for a LeMans start to spark interest in a possible Enduro at the big Fall event. The cars looked great lined up on the wide pit lane. Many vintage groups have simulated LeMans starts for their enduros with the running driver tagging the starting driver standing beside the car before he can get in and be buckled up and go. The group tried several simulated real run across the track and jump in type starts before the cry went up to go racin'.

And race they did, but with the Corinthian spirit. No quarter given nor taken but no bent or even scratched equipment even though there was plenty of wheel to wheel action and several dices that saw multiple position changes per lap.

In closed wheel action, Kaiser's Corvette and Wards Healey were evenly matched for a while before Ward's experience outdid newcomer Kaiser's car. The Healey may even have been the faster on the straight but it was Ward's experience in getting out of the last turn faster that gave it at the advantage.


Larry Cloetta's Spitfire was in its first vintage event and found a good match with Summerville's Mustang. Different

in size and horsepower but nearly equal at the finish lap after lap.

Marty Tegun's McLaren was in a class by itself in the Sports racing class far ahead of the Renault Sports Racer of Pat O'Kieff. The open wheel races were a real mix with the Formula Fords of Young and, father and son, Hibbs taking turns leading. All had their bit of glory and drove hard and clean. The other open wheelers had their own space with little close dicing. Mint's Alexis was the "winner" of the open wheel period authentic trophy (there wasn't one but there should be) when a small clip in the gearbox put McLaughlin's Cooper out of the last race. After the last chequer, there was genuine thanks expressed by all to founder Brad Balles and the other officers for working so hard and long to achieve

this event. Many thanks were also expressed to the many corner workers and especially to Steward John McKay and starter Don Dina.

Experienced Frank D'Aquanno observed "Years of knowledge and experience and advancing age of the cars and drivers as well as consideration of all the long hours to bring the cars to almost concours conditions did not interfere with this group doing what they should today. The cars were driven like race cars should be and it was great to see them out here on this new track in their road course element."

The sunset saw the little doggies snug in the trailers and on their trek homeward led by well-exercised riders. 

STARTER LIST as supplied by Corinthian — no results were recorded (the computerized training system awaits a sponsor!)

OPEN WHEEL STARTERS

Frank D'Aquanno	Zink C4 F-V
Dan Davis	LeGrand F-V
Marty Hibbs	Lotus 61 F-F
Warren Hibbs	Hawke F-F
Steve Mintz	Alexis F-F
Keith Young	Titan F-F

CLOSED WHEEL STARTERS

Brad Balles	Mustang GT
Karl Blonkrest	Shelby Tiger
Larry Cloetta	Triumph Spitfire
Norm Dobson	Lotus super 7
Jim Johnson	Austin H 100-6
Mike Kaiser	Corvette Stingray
Jimmy Landrum	Corvette Stingray



Marty Tegun's McLaren II stands tall in the Texas sunset.