

Vintage Racing

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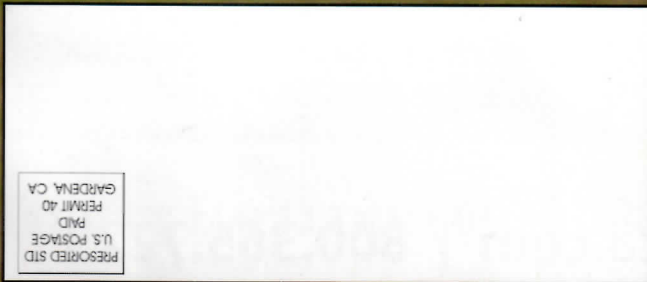
- Vintage Events Schedule
- Vintage Race Reports
- Vintage Cars for Sale
- Vintage Rally News
- Vintage Auctions
- and much more!



VARA, Chuckwalla Valley Raceway, CA



HSR, Palm Beach International Raceway, FL



CVAR, Texas World Speedway, TX



CVAR Spring Driver's School And Races

-photo by Cafe Photo

Texas World Speedway, TX February 25-27, 2011

#74 Tom Woodruff, 1974 BMW 2002; #58 Ralf Kuehnhoefler, 1973 Porsche 911.

-story by Don Gwynne

A February event record field of 149 cars competed in CVAR's Spring Drivers School and Races. All day Friday consisted of "test, tune & practice" laps for the experienced racers, and a full day of schooling for the new students.

CVAR sees development of new vintage racing drivers as its most important responsibility. Every student must attend every "chalk talk" session. On-track sessions are supervised by experienced CVAR instructors. Each student's car is subjected to a rigorous safety inspection; full compliance with CVAR's vintage-correct car preparation rules can be partially overlooked the first time out, but safety provisions cannot.

Unfortunately, the engine in student Leonard Sutphin's white Datsun 1600 Fairlady went sour, so he was unable to finish the school.

Student driver Maor Primo had a better time of his first outing, having recently purchased the ex-Steve Cole red Fiat 124 Sport Coupe B-Sedan. This is a well sorted car, very quick, yet sporting a full interior and near-concours preparation standard. "Primo" is off to a great start in vintage racing.

Similarly, Tony Parella showed up in a real beauty of a black 283ci 1958 Chevrolet Corvette. This car has never spent a day on the street since it was born, having been raced on the west coast and in Canada.

Houston student Carl Fehres really jumped in with both feet, having driven his red #447 Porsche 911 in 21 D.E. events within the last 18 months, but this was his first taste of real road racing.

Michael Stephens came in his #163 blue & white Mk1 Ford Cortina GT having a relatively

long race history in the northeast, but his engine came to grief when a tappet broke apart. CVAR Chief Steward Greg Reynolds and CVAR Secretary Don Gwynne decided to let Michael experience driving from the right side and shifting with his left hand to finish the school in their white #89 Mk1 Ford Escort.

The student grid was graced with not one, but two, Morgan +4's. Duncan Charlton's red #6 is a 1952 model. It has a long race history. The car was refreshed by South Carolina's Lee Gaskins for the 100 year anniversary of Morgan cars in 2009, then Duncan bought it last December.

By comparison, Piers Gormly's green Morgan +4 is a youngster, having been built in 1961. Although Piers has done plenty of track days driving Porsches, it is not clear yet how much of his Porsche experience will transfer to a fifty year old Morgan!

San Antonio student Charles Bamford and his pit crewman Martin Willis both have prior racing experience in South Africa. His CVAR school car is his blue #34 Cooper T-56 Formula Junior.

CVAR's licensed Starter, Chuck Nagel, enjoyed his first school driving #26 yellow Bigger Hammer Formula Vee. Things look a bit different two feet off the pavement compared to the view from the starter's nest, eh Chuck?

Earl Zwickey took a refresher school in his red #40 Ralt RT-1 FSV; Earl has previously raced with CVAR back in 1994.

A special treat for the weekend was a social visit by members of "Texas Touring T's", a group who tour all over Texas in their Model T Fords. Model T's were built from 1909 through 1927, in a wide variety of body configurations. One of the more interesting cars to arrive was the red "8 Ball Special", driven by Corky Huddleston, of the Double H Ranch in Navasota, Texas. All of the Texas Touring T's

people were happy to explain about their cars, and willingly started them up for everyone interested. For more information about Texas Touring T's, contact Ben Hardeman via ben@texasparts.com.

A large number of World War II Veterans attended the races this weekend, as guests of Lone Star Honor Flight. Many CVAR racers donated to LSHF to proudly wear a red "Freedom Isn't Free - Thank a Veteran" tee shirt. For more information about LSHF, please check out their website at <http://www.lonestarhonorflight.com/> or contact CVAR racer and LSHF member Jack McClanahan. Next month there will be a feature article on this great movement.

Another special treat for the weekend was seeing nine Formula Juniors compete in the 2011 Cooper Lotus Formula Junior Gentleman's Challenge. See more in the sidebar article.

Brief recap of Sunday afternoon's points races:

A twenty car field of **Group 6** (FA, FB, FF1, FF2 and BSR) competitors led off the points races. Jim Kelleher, driving his yellow #80 March FA car, turned in the fastest lap (1:45.172) on his way to the overall win and the FA class victory. Steve Smith took second overall and second in FA driving his red #27 Ralt RT-1. Jeff Anderson turned the wick up in his black #16 Brabham BT-29 to take third overall and first in FB. Steve Lafferty placed first in FF1 driving his red #47 Merlyn Mk20, even though his fourth overall placement was a lap down to Kelleher's



-photo by Cafe Photo

#631 Thomas Murphey, 1963 Jaguar XKE; Don Gwynne, 1970 Ford Escort RS 1600.

wicked-fast March. CVAR Treasurer Bruce Revennaugh took B Sports Racing in his green #23 Lotus 23, finishing sixth overall. Back in eleventh overall, Mac Anderson won FF2 class driving a red #9 Crossle F-35.

Just like last year about this time, the **Group 7** (CP, DP, & BS) race was pretty much a German event. Porsche 911 and 914-6 cars filled all but one of the first 6 finishing positions. Richard Reeves nipped Ron Shade for the overall win and the CP win. Richard's orange #78 Porsche 914-6 led Ron's blue & yellow #810 Porsche 911T across the line by 1.8 seconds. The first non-Porsche was Denise Fawcett in her yellow #42 Lotus Super 7, in seventh overall. Tim Woodruff showed the way in B Sedan, finishing ninth overall in his blue #74 BMW 2002. Joe Foster won D Production in his black #16 Alfa Romeo Spyder at eleventh overall.



-photo by Don Gwynne

#6 Robert Cobb, 1971 Javelin.

Sunday afternoon was for “big thunder” **Group 1** (ASR, AS, AP, BP & FIA). After starting in fourth on the grid, Jeff Anderson drove his nimble little yellow #29 Lola T-212 A Sports Racer to the front by the fourth lap and was never headed. The American V-8 big-bore drivers had to settle for various other class wins. Tom Upton finished second overall and first in FIA class driving his red #77 DeTomaso Pantera. Third overall and first in A Production



-photo by Don Gwynne

Veteran WW II members of the Lone Star Honor Flight.

was Clair Schwendeman in his red/white/blue #37 Corvette. Fourth overall and first in A Sedan was John Atwell, driving his yellow #2 Mustang. Bill Kuers won B Production in his white #20 Mustang.

The fourth points race on Sunday afternoon was for **Group 2** (FP, EP & CS). Once again, Herb Hilton was on the pole in his red & white #02 MG Midget. Jay McLanahan was lurking back in ninth at the start in his orange #117 MG Midget. But Jay finished the first lap in third

place, the second lap in second place, and led overall from the third lap to the checkered flag to win FP. Hilton finished second, three seconds back. John Setar won EP in sixth overall driving his yellow and orange (Ginther tribute livery) Porsche 914-4 in its first outing. Just behind John, Hank Noble finished sixth in EP, seventh overall, driving his ex-Setar silver #36 MGA, grinning from ear to ear. Hank had owned an MG TD early in life, and racing an MG someday was high on his “bucket list”. Sam Partin took an unopposed win in C Sedan driving his red #44 Alfa Romeo GT Junior.

In the **Group 3** (FV and SFP) race, R. David Jones came from second on the grid to drive his blue and yellow #6 Zink C4 to the FV and overall win. Doane Harrison and Edward Ziegler battled for the second spot, with Harrison’s red and white #56 Zink C4 getting the best of it on the penultimate lap. SFP “Spec Spite” racers Gary Emery and Mike Vecellio made their way from the back of the grid up to finish tenth and eleventh overall, respectively.

The last points race of the day was **Group 4** (FFJr, FJr, VA, VB and CM). CVAR newsletter editor Jim Yule drive his green & white #9 Cooper T-56 rear-engined Formula Junior (FJr) to the overall win and the FJr class win. Robert Hoemke was right on his heels, finishing just more than 0.1 seconds behind in his green #42 Cooper T-59 FJr. Forrest Tindall drove his blue and white Mk1 Lola to an unopposed CM class win, finishing fifth overall. Lou Marchant drove her green #186 MGA to win the VB class. Allen Johnson won VA class in his red #1 Devin MGA which was featured on the cover of the February 2011 issue of Victory Lane. Long time stalwart



-photo by Don Gwynne

Chuck Nagel participated in the school driving the #26 Formula Vee.

of both SCCA and CVAR, Lon McKinstry, took an unopposed win in his green #2 Elva 100 front engined Formula Junior (FFJr).

Last race of the day was solely for the **Group 5** students. Carl Fehres took the win driving his red #447 Porsche 911. Less than three seconds back, Earl Zwickey finished second overall in his red #40 Ralt RT-1. More than a minute back, Dan Hightower, Ryan Kyle and Maor Primo were having a real battle. Hightower’s blue #1 Lola T-540 prevailed at the checker, in third overall, with Primo’s red #71 Fiat 124 Sport Coup less than 1/100th of a second behind (that’s by a nose, folks). Congratulations to all the new student drivers on a weekend well done!

CVAR’s next events are the 4th Annual Mike Stephens Classic at the Hallett Motor Racing Circuit, near Tulsa, Oklahoma, on April 8-10, 2011, and the 20th Annual Marvelous May Races at Eagles Canyon Raceway, Slidell, Texas, on May 20-22, 2011, featuring British Small Bore Cars up to 3 Liters. Guests are slated to include Clive Baker and Sam Healey. Don’t miss either event!

Results continued on pg. 36



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photo by Marilyn Breidenbach

2011 Cooper Lotus Formula Junior Gentleman's Challenge

-by Don Gwynne

The goal was to bring together CVAR Formula Juniors for a weekend of team racing. Nine cars were entered including two Lotus 18s, one Lotus 20, one Elva 100, one Cooper T59 and incredibly, four Cooper T56s.

The first race on Saturday was slowed by a heavy mist. By lap 5 there was little traction to be found. Robert Hoemke's T59 Cooper was the first Challenge Junior across the line. Sunday brought drier, overcast conditions. The Juniors were placed as a group on the front of the grid. A train of Coopers crossed the finish line with Jim Yule's T56 in first, followed by Robert Hoemke's T59 and Dan Chapman's T56. The final Challenge race of the weekend saw John Breidenbach take his Lotus 18 from 4th to 1st in Turn One. His lead was short lived as the Cooper train overtook the Lotus after two laps. Yule again finished first, followed closely by Hoemke and Chapman. Breidenbach was fourth, Jim Sharp's Cooper T56, fifth, Pablo Gonzales' Lotus 20, sixth, and Lon McKinstry's Elva was 7th. The beautiful etched glass Cooper Lotus Challenge award designed by Dan and Brenda Chapman was presented to Team Cooper. Each entrant received a similar participation award as well.

Congratulations go to Team Cooper. Team Lotus vows to be stronger next year! The cars entered included:

#9 1961 Cooper T56, owned by Jim Yule, Springtown, TX, was built by first owner Gerry Nebarey in the UK. Gerry raced in Formula Jr. until '63 when, like most Juniors, he converted it to a Formula 3 car. In '68, the Cooper was brought to Monoposto specs. Eric Priestly of the UK restored the car to Formula Jr. livery in the 80's. Bob McLaughlin (of CVAR's (Bob) McLaughlin Trophy - "Reflecting The Spirit Of Vintage Racing") purchased the T56 in the late 80's successfully racing it on the West, East Coasts, Elkhart Lake and numerous CVAR events. After McLaughlin's death, Bob Merrill successfully raced the car. In 2009 Jim Yule brought it back to the front of Group 4 and plans to continue the tradition started by Bob McLaughlin by taking this T-56 back to those historic tracks.

#60 1960 Lotus 18, 18J803 owned by Bruce Revenaugh, Marble Falls, TX, was delivered originally to Baltimore in 1960. The first owner was Fred Stevenson, who worked at Lotus East, the east coast Lotus distributor. Stevenson raced the 18 in SCCA events including Bridgehampton, Watkin's Glen, Lime Rock and Thompson Raceway. Don Sandy later owned the car and had it restored. Bruce bought the green and red Lotus in 2003 from Don Burrows and has raced it at the front of the pack in CVAR as well as Road America and Monterey Historic events.

#78 1960 Lotus 18, 18FJ766 is owned by John Breidenbach, Beeville, TX. The 18 was ordered from Colin Chapman by Jim Russell for his driver's school at Snedderton, UK. It is believed that it was raced in several British Formula Junior events. In 1963, Russell sold 766 to Birchwood Racing School in Australia. From 1966 on, it was raced by numerous Australian owners, one of which restored the 18, painting it dark blue with a white nose. Breidenbach purchased the 18 from Wybe Geertsma of Queensland and brought it to Texas in 2007.

#42 1962 Cooper T59 is owned by Robert Hoemke, Abilene, TX. Bob McLaughlin purchased the car in 1992. McLaughlin raced this T-59 at Donnington and various tracks throughout the states, with his final race, at Watkins Glen. Bob Merrill, in memory of Bob McLaughlin, campaigned the car throughout the US. At Elkhart Lake, Bob drove the car to an overall win in his Group. Robert Hoemke purchased the T59 from Bob in the late 90's and, in the spirit of Bob McLaughlin, has and continues to successfully race it at Laguna Seca, Elkhart Lake (1st in class), Pittsburgh Grand Prix (4th in Group) and many CVAR events.

#28 1961 Cooper T56 FJ/17/61 is owned by Dan Chapman, New Braunfels, TX. Dan's T56 was delivered in the Spring of 1961 to Andre Liekens of Belgium without an engine. It ran in period with BMC power as it does today. Likens raced the Formula Jr. International Championship in '61 and '62. His best finish was a 2nd at Portoza, Yugoslavia. Rob Haze restored the Cooper in the early 80's and vintage raced it in Europe. The T56 came to the US in 1988

and was sold by Don Sandy to Dan Chapman in 2003. Dan has campaigned the T56 in CVAR events as well as the Wine Country and Monterey Historics.

#15 1961 Cooper T56 FJ/1/61 is owned by Jim Sharp, Tulsa, OK. The Cooper was purchased by Jim's father, the legendary racer Hap Sharp in 1961. It was the first production T56 out of the factory and came with an alloy body. Hap ran the car at numerous SCCA events and in Mexico. Sharp later sold the car to Charlie Barnes. Tom Ellis of Thomas Vintage Motors in Colorado Springs purchased the car from a later owner, restoring the car to its present form. Jim has since repainted the Cooper to white as his father raced it.

#20 1960 Lotus 20 is owned by Pablo Gonzales of Monterrey, Mexico. The Lotus was first raced in Australia in 1961 and continued to be raced extensively until it underwent a multi-year restoration in 1991 culminating with Pablo's purchase in 1994. This sharp green Lotus with red & white stripes has always shown very well at various tracks throughout Mexico and the US, including the Monterey Historics at Laguna Seca and the CVAR events..

#2 Elva 100 is owned by Lon McKinstry of Dallas, TX. Lon purchased the car in the late 1990's and has personally maintained and improved it. This front engine green Elva 100 has been a faithful member of Group 4 for many years. Lon has traveled to various US tracks, including, Elkhart Lake, the Monterey Historics at Laguna Seca Raceway and the various CVAR venues.

#34 1961 Cooper T56, is owned by Charles Bamford, San Antonio, TX.. Australian Ray Cresp ran the T56 in Europe in 1962. The T56 was sent to South Africa and converted to the 1500cc F1 format powered by an Alfa engine with suitably modified suspension. It was raced as such until 1966. In the 80's, Bamford traded an MG J2 restoration project for the remaining pieces of the car plus the Citroen/ERSA gearbox. 20 years later, Charles restored the T56 to its original FJ form. The dark blue and red T56 debuted at TWS as Charles was attending the 2011 Spring Driver's school.



-photo by Don Gwynne

#113 Scott Barrett, 1969 MG

RACE RESULTS

GROUP 6

PL CL DRIVER/CAR

- 1 FA J. Kelleher/1980 March 80A
1:45.172
- 2 FA S. Smith/1978 Ralt R1
- 1 FB J. Anderson/1969 Brabham Bt-29
1:56.339
- 1 FF1 S. Lafferty/1971 Merlyn Mk 20
2:01.549
- 3 FA T. Murphy
- 1 BSR B. Revenaugh/1963 Lotus 23
2:00.216
- 2 FF1 L. Reyburn/1971 Merlyn Mk 20A
FF1
- 2 BSR L. Lydick/1963 Merlyn Mk 6A
- 3 FF1 P. Junco/1972 Formula Ford
Merlyn 20-A
- 4 FF1 N. John/1972 Lola T-200
- 1 FF2 M. Anderson/1979 Crossle F-35
- 5 FF1 J. Mihalich/1969 Lotus Type 61 Ff
- 3 BSR E. Ziegler/1964 Merlyn Mk 6A
- 4 FA B. Liming/1970 Centaur Fsv
- 1 FA J. Tanner/1976 Lola T326 Super Vee
- 1 FF1 M. Domiteaux/1975 Titan FF
FF1 B
- DNF FF1 D. Mock/1969 Merlyn Mk 11a
- DNF FF1 D. Fawcett/1969 Lotus 61 Ff

GROUP 7

PL CL DRIVER/CAR

- 1 CP R. Reeves/1971 Porsche 914-6
1:59.578
- 2 CP V. Shade/1972 Porsche 911T
- 3 CP G. Kopecky/1970 Porsche 911S
- 4 CP N. Cullen/1972 Porsche 911
- 5 CP P. Sullivan/1970 Porsche 914-6



-photo by Cafe Photo

#9 Jim Yule, 1961 Cooper T56.

- 6 CP G. Morgan/1972 Porsche 911
- 7 CP D. Fawcett/1970 Lotus 7
- 8 CP T. Taff/1971 Porsche 914 6
- 1 BS T. Woodruff/1974 BMW 2002
2:06.191
- 9 CP E. Cullen Iv/1970 Porsche 911
- 10 CP R. Kuehnhoefler/1973 Porsche 911
- 1 DP J. Foster/1972 Alfa Romeo Spyder
2:08.714
- 11 CP K. Caldwell/1972 Porsche 911E

- 2 BS D. Gwynne/1970 Ford Escort
Rs1600
- 12 CP A. Nigro/Porsche 911 2:20.518
- 13 CP B. Merrill/1971 Datsun 240Z
- 2 DP R. Blake/1963 Triumph Tr4
- 14 CP A. Fawcett/1969 Lotus Elan +2
- DNF BS R. Woods/1966 Alfa Gtv
- DNF BS K. Brown/1971 BMW 2002

GROUP 1

PL CL DRIVER/CAR

- 1 ASR J. Anderson/1971 Lola T-212
1:53.609
- 1 FIA T. Upton/1972 Detomaso Pantera
1:57.954
- 1 AP C. Schwendeman/1968 Chevrolet
Corvette 1:58.008
- 1 AS J. Atwell/1967 Ford Mustang
1:58.245
- 2 FIA M. Saxe/1974 Porsche 911 Carrera
Rs
- 2 AS R. Suggs/1970 Ford Boss 302
- 3 AS J. Fershtand/1969 Ford Mustang
- 2 AP J. Macaulay/1972 Chevrolet
Corvette
- 4 AS D. Fershtand/1966 Ford Mustang
- 3 FIA A. Trotter/1969 Chevrolet Corvette
- 5 AS K. Caudle/1969 Chevrolet Camaro
- 6 AS C. Courty/1968 Chevrolet Camaro
Rs
- 3 AP J. Sandberg/1969 Chevrolet
Corvette



-photo by Don Gwynne

#140 Brett Oliver, 1975 BMW 2002.

- 1 BP B. Kuers/1965 Ford Mustang
2:06.348
- 7 AS J. Seligman/1966 Ford Mustang

- 8 AS T. Hassell/1966 Ford Mustang
Notchback
- DNF BP G. Reynolds/1967 Shelby
Mustang Gt350
- DNF AS S. Lecomte/1967 Chevrolet
Camaro

GROUP 2

PL CL DRIVER/CAR

- 1 FP J. McClanahan/1972 MG Midget
2:05.272
- 2 FP H. Hilton/1971 MG Midget
- 3 FP W. Hill/1968 MG Midget
- 4 FP W. Gardner/1963 Austin Healey
Sprite
- 5 FP J. Sharp/1972 MG Midget



-photo by Don Gwynne

#21 Andrew Fawcett, 1969 Lotus Elan.

- 1 EP J. Setar/1972 Porsche 914
- 6 FP H. Noble/1962 MG MGA MkII
- 7 FP J. Hovey/1967 Triumph Spitfire
- 8 FP S. Coleman/1972 MG Midget
- 1 CS S. Partin/Alfa Romeo GT 2:16.535
- 2 EP K. Morris/1969 MG B
- 9 FP P. Glawe/1966 Austin Healey Sprite
- 10 FP A. McDougal/1969 Austin Healey
Sprite
- 3 EP M. Floyd/1973 Porsche 914
- DNF FP M. Coleman/1970 MG Midget
- DNF EP G. Curl/1964 MG B
- DNF EP B. Haga/1964 MG B

GROUP 3

PL CL DRIVER/CAR

- 1 FV R. Jones/1969 Zink C4 2:10.078
- 2 FV D. Harrison/1965 Zink C4

CVAR continued on pg. 75

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