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HSR Palm Beach  
Grand Prix, FL



## CVAR Spring Drivers School & Races Texas World Speedway



VDCA at Road Atlanta, GA



photo by Don Gwynne

#30 John Setar, Porsche 914-4; #14 Scott Brady, Fiat Abarth 124 Spirit; #524 Evan Williams, Alfa Romeo Spider; #40 George Curl MG B, #6 Bill Haga MG B.

# CVAR Spring Drivers School & Races

## Featuring Formula Junior Challenge

### Texas World Speedway, TX

February 24-26, 2012

— story by Don Gwynne

CVAR's first race weekend of calendar 2012 was held under partly cloudy Texas skies, and attracted over 150 entries. The 2nd Annual Formula Junior Challenge turned out a total of seven Juniors (5 rear engine and two front engine).

As a happy result of the larger than expected turnout, CVAR celebrated with a free chicken and beef fajita dinner for everyone on Saturday evening at the track.

CVAR has instituted a sign-up board for anyone wishing to ride as a passenger in the pace car. This has proved immensely popular with our

volunteer workers, pit crews, family members, etc. Even though the trip around the track is at pace car speeds, not racing speeds, people can get a sense of "what it's like out there." The straining pack of snarling race cars following behind adds to the fun. I took advantage of several opportunities to take some photos from this new vantage point, and found the rides a big kick due to the fresh and unusual perspective.

Bigger Hammer's Bill Griffith tried to be a Good Samaritan en route to TWS. After seeing a fellow CVAR racer working on a tire at the side of the road, he pulled over to offer his help. Unfortunately for Bill, six mailboxes jumped into his path as he backed his trailer rig along the roadside. Eventually, he worked out how to "do the right thing" for the various

mailbox owners. That would be the end of the story, except for Team Geezer "agitating" things again. Mike Callahan erected a mail-box monument to the big misadventure, with a sign promoting donations to the "Bill Griffith Hit-and-Run Victim's Fund." As they say, no good deed goes unpunished!

Race Chairman Jay McClanahan brought out his Sunbeam Tiger. This car has a long history with CVAR, having first been raced by one of CVAR's earliest members, Karl Blomquist, and later, by David Mhoon.

Doug Shultz caused a stir with an Allard K2 he recently purchased at Barrett-Jackson. He said not many Sports Car folks were bidding, and was happy to get it for less than he anticipated. The car may be maroon, but many of Doug's friends were green!

John "Chip" Fudge wowed everyone with his concours-quality Bizzarrini GT America 5300. This rare jewel was not only very pretty, it proved to be very fast as well, running quite competitively in FIA class with the "big dogs" in Group 1. Thanks for bringing it to TWS, John!

The three day driver's school attracted 11 students, driving cars as diverse as Formula Vee, Sprite, Midget, MG A, Alfa Romeo Spider, Lotus Elan, Mustang and Sunbeam Tiger.

The mix of students was also noteworthy. For some, this was the first taste of racing. For others, it was a renewal of old bonds!

Jess Rolan was polishing up old CVAR driving credentials in his Sunbeam Tiger. Jess bought the Tiger "in boxes" in 1983 while a sophomore in college. He traded an Alpine and some cash borrowed from his dorm roommate in order to purchase the "basket case" Tiger. Not only did he get the car on the road, it was in this same Tiger that he and his wife Becky Rolan



photo by Don Gwynne

#2 John Atwell, Mustang; #189 Roy Allen, Mustang; #444 Lee Wilkins, Porsche 911 RS; #89 Greg Reynolds, Shelby.

had their first date. Becky and Jess both raced the Tiger in CVAR events during the 1990's. Jess has been a Porsche Club of America (PCA) driving instructor for more than two decades, so he is not exactly a beginning student. Welcome back to CVAR, Jess!

Another experienced "student" enrolled in the February school was Dick Hunter, driving his notchback A Sedan Mustang. He bought the car from Denver, Colorado, just last week on eBay! Dick has prior racing experience in a BMW 3-series, in both BMWCCA and NASA events, and it showed all weekend. Very fast and smooth.

San Antonio's Jim Worth brought his freshly prepared Boss 302 A Sedan Mustang. This was the car's third outing, after more than four years of preparation work by Walt and Chip Hane. Not only was it immaculate, it was very fast. Jim asked Charles Jones, an experienced Mustang racer, to test drive the car during Friday's test/tune/practice (TTP) sessions. When Charles brought the car back to the paddock, he announced to his fellow Group 1 Mustang drivers that all their cars were "#@%\$&#\*", he was that impressed by the handling and power of the red Boss.

Another "student" showed evidence of some



photo by Don Gwynne

### Julia Rogerson in her red MG A.

prior experience. Bucky Hutchinson was really flying in Evan Williams' red #524 Alfa Romeo Spider, finishing the Sunday afternoon student race more than a minute ahead of the rest.

Ben Hertzog brought a recently purchased white and red #5 Lotus Elan, with some able pit crew support from his proud father, Russ Hertzog. With a bit too much rear swaybar, and no front swaybar installed, the car proved somewhat tricky to drive, but Ben handled it well and completed the school weekend without incident. Next time out, with an improved suspension setup, the Elan's handling should be much more predictable and fun.

A sentimental favorite among the students was Julia Rogerson, daughter of well-known CVAR racer Lou Marchant. Julia's red MG A is beautifully prepared, and Lou is deservedly proud of her girl. When I joked with Lou that now her bills for tires, gas and maintenance just doubled, she laughed and said it will still be cheaper than Julia's cheerleading competitions. It's hard to fully grasp that thought.

CVAR rotates the racing schedule from event to event. CVAR prides itself on efficient use of track time; each race group got three 15 minute races on Saturday a.m./p.m. and Sunday a.m., and a 20 minute race on Sunday afternoon,



photo by Angus Lemon

### Students being inducted into CVAR.

plus 10 minute practice/qualifying/warm-up sessions first thing both mornings.

In **GROUP 6**, Steve Smith's FA Ralt RT-1 took the lead from Lee Romine's BSR Lotus 23 on the first lap and never looked back. Smith's margin of victory was 47 seconds, for the overall win. Romine won BSR convincingly, with R. David Jones' Lotus 23 and Lee Lydick's Merlyn Mk6A trailing far behind. Tom Murphy finished third overall and second in FA driving his March. Right behind him at the finish was Patricio Junco driving his Merlyn 20A to the FF1 class win. Steven Jacobs took the FF2 class win, finishing eighth overall, driving his Dulon MP-15.

Skip Duplissey sat on the pole in his green Porsche 911T for the start of the **GROUP 7** race, but at the end of the first lap was looking at the back of Richard Reeves' Porsche 914-6. What looked to be a real battle soon went to Duplissey, when Reeves' Porsche broke a rocker arm. Skip led the rest of the ten lap race to take the overall win and the C Production class win. Six seconds behind him, the battle of the Datsun 240Z's was raging. Dan Hightower was nipping at Berkeley Merrill for the entire race, but could never quite pull ahead. At the checkered flag, Merrill placed second overall and second in CP, with Hightower settling for third and third less than 0.3 seconds back. What a race! Chalmer McWilliams placed fourth and fourth in his Lotus Super Seven. The second Porsche to finish was Tom Taff in his 914-6 in fifth and fifth. Sixth overall and first in B Sedan was the BMW 2002 driven by Tim Woodruff,

after a successful fuel pump transplant earlier in the weekend. Bobby Whitehead had a really good weekend in D Production, winning his class while finishing twelfth overall in his Triumph GT-6+. Earlier in the weekend he set a new personal best at TWS, so is quite happy with his winter overhaul work. Bobby was all smiles all weekend long.

After starting 16th on the **GROUP 1** grid, Jeff Anderson blasted his screaming yellow Lola T-212 to take the race lead away from Bob Caudle's Corvette on the fifth lap and led all the way to the finish. George Kopecky drove his Porsche RSR to a strong third overall and first in FIA class, barely keeping Michael Saxe's Porsche Carrera RS behind him. The gap between the two Porsches was less than 0.4 seconds at the checkered flag. This was the first race weekend for George's new RSR. It was built by Scott's Autohaus in Georgetown, TX, and Scott Mattison absolutely nailed the suspension setup, fresh out of the box. Kopecky had planned using Friday for sorting the car out, but it didn't need anything changed.

To win on Sunday against a very strong field of FIA cars in the car's first outing is a very impressive accomplishment. The car had an odd appearance, due to application of a clear stone guarding material to protect the brand new black paint. At the speeds George was running, it was starting to tear off in spots, giving the impression of a peeling sunburn!

Greg Reynolds, CVAR's Chief Steward, won B Production while placing fifth overall, in his



photo by Don Gwynne

#44 Robert Rodgers, Abarth; #69 Steven Jacobs, Dulon FF; #74 David Jones, Lotus 23; #64 Larry Reyburn, Merlyn.

## S.A.E. Volunteer Crew Support

Back in November, several drivers were discussing how enjoyable it was to have crew support for a race weekend. "Someone to assist with the heavy paddock work, run errands, and help with driver and car support can really add to the enjoyment of a race weekend," stated Charles Jones. Apparently at a recent enduro at High Plains Raceway, some of the Group One drivers enjoyed Crew Support from the employees of Walt and Chip Hanes. Roy Allen suggested that at College Station there were over twenty thousand students at Texas A&M, and we ought to find the "gearheads" and get them out to help in the paddock and learn about Vintage Racing. Charles Jones mentioned the Society of Automotive Engineers and their involvement in designing and building a race cars as their annual project.

BINGO! We had come up with a potential solution. I decided to jump in and see if some interest could be generated from the A&M S.A.E. group. I researched and found the chapter President, Ryan Jones.

After several e-mails and phone conversations we decided to conduct a test at the CVAR Spring School Races. Ryan sent out the request for Volunteer Crew Support and on Saturday morning 12 members arrived to help. Roy and I placed the guys with various drivers, teams, and cars according to the student's preference



Texas A&M's S.A.E. members provided helpful crew support.

and with those that had requested crew support. The S.A.E. members were initially concerned if they would be able to handle the requests made of them, however, after a few minutes they were excited to be part of the assigned teams. All we asked of the hosting drivers was to buy the student's lunch and a tee shirt.

As I cruised around the paddock during the day, all I saw were smiles and excited S.A.E. Members and happy CVAR host drivers. Mark McClyar arranged to give some of the guys a ride around the track during the lunch break, plus test rides in his Blue/White 1971 Corvette, which was one of the highlights that helped make this such a success.

Here is a list of the guys that attended: Ryan Jones, Wayde Bryan, Alex Voss, Garrett McDaniel, Brandon Smith, Nick Alfe, Caleb Cheatham, Matthew Gill, Chauncer

Baughman, Jaret William, Bryce Harrington and Timi Ogunenkun.

Ryan Jones said several of the guys were coming back on Sunday to watch the races and help out again. Ryan also stated that when we have another race weekend at TWS, don't hesitate on giving them a call for a repeat. Apparently "word" got out.

"When some of us were having dinner at Outback Saturday night, our waiter mentioned he had heard about some of his classmates going out to the races and being selected for Crew Support. How cool is that?"

Now that the seed has been planted, we need to follow through and host future S.A.E. student crew support efforts. Next contact is the S.A.E. Chapter at Oklahoma State University for Hallett in April. We'll keep you posted.

Shelby GT-350. Oklahoma City's John "Chip" Fudge drove his spectacular Bizzarrini to fifth in FIA class and eighth overall. Chip's new car would be equally at home in a concours d'elegance as thundering up the front straight at TWS. Steve Coleman took A Sedan honors while bringing his new (to him) Mustang to the finish line in tenth overall.

To say that John Setar was pretty happy to be on the pole for the Sunday **GROUP 2** points race would be an understatement. He went on to lead every lap in his Porsche 914 to take the overall and E Production class win. Several seconds back, Scott Brady found the mirrors on his Fiat Abarth 124 Spider filling from the third lap onwards with the Mike Floyd's Porsche 914. Floyd clawed his way

up from tenth on the grid to Brady's taillights, setting fast lap of the race, and on the last lap managed to get past him for second overall. Tommy Aguilon finished fourth overall while winning F Production in his MG Midget. Tommy not only led all the FP cars home, he finished ahead of six EP cars.

A medium-sized blanket could have covered the first three **GROUP 3** finishers after twenty minutes of racing. Team Geezer's Mike Callahan led the pack across the line in his Zink Z-5. Bill Griffith was just 0.4 seconds back in his Warrior, and Tom Stege trailed Griffith by just 0.3 seconds in his Beach. Students William Wolff, Zink, and McKamy Smith, Caldwell, both did well, with Wolff finishing fifth overall and Smith finishing eleventh overall. Gary

Emery won SFP ("Spec Sprite") class with a tenth overall finish in his A-H Sprite.

CVAR's **GROUP 4** is intended for older, more historic models, generally prior to 1960 or so. Greg Blake took the lead on the second lap in his 1958 Triumph TR-3 and never let it go, to take the overall and VB class win. Duncan Charlton's 1952 Morgan +4 in British flag livery kept him close, however, finishing only 1.3 seconds behind. First in Formula Junior and third overall was Bruce Revenaugh driving his Lotus 18. Veteran driver Lon McKinstry drove his Elva 100 Front Engined Formula Junior to a class win, finishing eighth overall. Allen Johnson won VA class in his Devin MGA.

Six students took part in **GROUP 5**, the final race of the day, with Bucky Hutchinson leading all the way in Evan Williams' Alfa Romeo Spider. Julia Rogerson's MG A held off a determined charge by Stephen Frank's A-H Sprite, to finish second. Ben Hertzog's Lotus Elan finished fourth. Jess Rolan's Sunbeam Tiger and Richard Hunter's Mustang had intermittent transponder signals, leading to no "MyLaps" times, but finished.

Special thanks go to school instructors Herb Hilton, Bill Griffith, Steve Seitz, Roy Allen, Chalmer McWilliams, George Curl, and Bill Haga for their patient and skillful mentoring of CVAR's future drivers. CVAR's next event is the 5th Annual Mike Stephens Classic and Formula Vee Feature Weekend at Hallett Motor Racing Circuit, near Tulsa, Oklahoma.



photo by Don Gwynne

#64 Chalmer McWilliams, Lotus Super 7; #33 Ed Cullen, Porsche 911; #58 Ralf Kuehnhoefer, Porsche 911; #24 Tom Taff, Porsche 914-6; #75 Mark Hanna, Porsche 911; #6 Anthony Nigro, Porsche 911.

**GROUP 6****PL CL DRIVER**

- 1 FA S. Smith/Ralt Rt1 1:48.588
- 1 BSR L. Romine/Lotus 23C 1:54.223
- 2 FA T. Murphy/March Fa
- 1 FF1 P. Junco/Formula Ford Merlyn 20-A 1:54.586
- 2 FF1 M. Hibbs/Merlyn Mk11a
- 3 FF1 D. Salls/Lotus 51
- 4 FF1 G. Hibbs/Merlyn 20 A
- 1 FF2 S. Jacobs/Dulon Mp-15 Formula Ford 1:59.734
- 2 FF2 M. Anderson/Crossle F-35
- 3 FA R. Rodgers/Abarth 33
- 2 BSR R.D. Jones/Lotus 23



photo by Don Gwynne  
**#29 John Fudge, Bizzarrini.**

- 5 FF1 D. Mock/Merlyn Mk11a
- 4 FA K. Liming/Centaur Fsv
- 6 FF1 A. Lemon/Merlyn 11A
- 7 FF1 L. Reyburn/Merlyn Mk 20A Ff1
- 3 BSR L. Lydick/Merlyn Mk 6A
- 5 FA K. Copeland/Brabham Bt-35
- 8 FF1 J. Kraemer/Merlyn Mk-11A
- 9 FF1 J. Breidenbach/Lotus 51B Formula Ford

**GROUP 7****PL CL DRIVER**

- 1 CP S. Duplissay/Porsche 911 T 1:59.451
- 2 CP B. Merrill/Datsun 240Z
- 3 CP D. Hightower/Datsun 240Z
- 1 DP C. McWilliams/Lotus Super Seven 2:02.282
- 4 CP T. Taff/Porsche 914 6
- 1 BS T. Woodruff/Bmw 2002 2:03.637



**#5 Ben Hertzog, Lotus Elan.**

- 5 CP R. Kuehnoefer/Porsche 911
- 6 CP G. Morgan/Porsche 911
- 7 CP A. Tomita/Porsche 911T
- 8 CP T. Yemington/Porsche 911
- 9 CPA. Nigro/Porsche 911
- 2 DP B. Whitehead/Triumph Gt6+
- 3 DP B. Kramer/Triumph Tr4a
- 4 DP A. Kramer/Triumph Tr4
- 10 CP J. Iturbe/Porsche 911
- 11 CP M. Hanna/Porsche 914-6

**GROUP 1****PL CL DRIVER**

- 1 ASR J. Anderson/Lola T-212 1:52.407
- 1 AP B. Caudle/Chevrolet Corvette 1:55.148
- 1 FIA G. Kopecky/Porsche Rsr 1:54.730
- 2 FIA M. Saxe/Porsche 911 Carrera Rs
- 3 FIA S. Higgins/Porsche 911 Rsr 1:55.742
- 1 BP G. Reynolds/Shelby Mustang Gt350
- 4 FIA C. Fehres/Porsche Carrera
- 5 FIA J. Fudge/Bizzarrini Gt America 5300
- 2 BP S. Seitz/Ford Mustang
- 1 AS S. Coleman/Ford Mustang 2:03.161
- 2 AS J. Garrett/Ford Mustang
- 6 FIA L. Wilkins/Porsche 911 Rs
- 2 AP M. Mcilyar/Chevy Corvette
- 3 AS G. Hassell/Ford Mustang Notchback
- 3 BP B. Kuers/Ford Mustang
- 4 BP C. Jones/Shelby Gt-350H
- 7 FIA J. Slade/Porsche 911S

**GROUP 2****PL CL DRIVER**

- 1 EP J. Setar/Porsche 914 2:06.148
- 2 EP M. Floyd/Porsche 914
- 3 EP S. Brady/Fiat Abarth 124 Spyder
- 1 FP T. Aguilon/Mg Midget 2:05.998
- 4 EP B. Haga/Mg B
- 5 EP E. Williams/Alfa Romeo Giulia Spider
- 6 EP G. Curl/Mg B
- 2 FP D. Littlefield/MG Midget
- 3 FP H. Noble/Mg Mga Mkii
- 4 FP S. Barrett/Mg Midget
- 7 EP K. Morris/Mg B
- 5 FP M. Vecellio/Mg Midget
- 6 FP J. Walker/Austin Healey Sprite
- 8 EP J. Hamilton/Mgb Roadster



**#105 Jay McClanahan, Sunbeam Tiger.**

- 7 FP G. Reed/Mg Midget
- 8 FP C. Duroy/Mg Midget
- 9 FP W. Miles/Austin Healey Sprite
- 9 EP K. Barstead/Mg B
- 10 FP S. Knight/Mg Midget
- 11 FP H. Hilton/Mg Midget

**GROUP 3****PL CL DRIVER**

- 1 FV M. Callahan/Zink Z-5 2:09.450
- 2 FV B. Griffith/Warrior
- 3 FV T. Stege/Formula Vee Beach
- 4 FV J. Ridings/Zink C-4
- 1 Novice W. Wolff/Zink Fv 2:15.079
- 5 FV A. Summerville Jr./Zink C-4
- 6 FV J. Revenaugh/Zink C-4
- 7 FV B. Liming/Zink C-4

## 8 FV T. O' Grady/Lynx B

## 1 SFP G. Emery/Austin-Healey Sprite 2:19.860

- 2 Novice M. Smith/Caldwell Fv
- 9 FV R. Cardenas/Lynx C-4
- 2 SFP B. Barnes/Austin-Healey Sprite
- 10 FV R.D. Jones/Zink C-4
- 3 SFP E. Dick/Austin-Healey Sprite



**#31 Gary Emery, Austin Healey Sprite.**

**GROUP 4****PL CL DRIVER**

- 1 VB G. Blake/Triumph Tr3 2:09.591
- 2 VB D. Charlton/Morgan Plus 4
- 1 FJR B. Revnnaugh/Lotus 18 2:02.882
- 3 VB M. Vecellio/Empi Crusader
- 4 VB P. Gormly/Morgan 4
- 5 VB L. Marchant/Mg A
- 2 FJR P. Gonzalez/Lotus Fjr
- 1 FFJr L. Mckinstry/Elva 100 Jr 2:26.429

## 1 VA A. Johnson/Devin Mga 3000 2:32.571

- 2 VA C. Kellner/Austin Healey Fj
- 3 FJR J. Sharp/Cooper 100-4
- 6 VB J. Mcclanahan/Austin Healey

**GROUP 5 STUDENTS****PL DRIVER**

- 1 B. Hutchison/Alfa Romeo Guilietta Spider 2:09.609
- 2 J. Rogerson/Mg A
- 3 S. Frank/Austin Healey Sprite Mk4
- 4 B. Hertzog/Lotus Elan S1 Roadster
- 5 J. Rolan/Sunbeam Tiger
- 6 R. Hunter/Ford Mustang

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