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CVAR at Texas World Speedway

VARA/SVRA
Spring Mountain
Motorsports
Ranch, NV



Solar Midget Back on the Ovals

CVAR Spring Drivers School and Spring Races

Texas World Speedway



#8 Sammie Smith, Zink; #27 Larry Thacker, 1972 Caldwell D-13; #55 Barbara Wright, Zink; #18 Alexandre Acemyan, Stinger; #2 Chuck Singletary, 1965 Autodynamics Mk IIB; #7 Dave Peterson, 1972 Zink Danenhauer Special; #98 William Wolff, 1965 Zink C-4; #5 Edward Ziegler, 1967 Beach 5C; #23 Elliott Barron, Kellison Phoenix; #19 Bretton Liming, 1968 Zink C-4; #00 Janet Revenaugh, 1967 Zink C-4; #87 Dwight Calkins, 1972 Lynx B; #25 Willis Murphey, 1966 Zink; #166 Elizabeth Grasher, Zink; #62 Duke Waldrop, 1969 Lynx.

February 21-23, 2014

**– story and photos
by Don Gwynne**

CVAR folks were beaming at the record turnout for the Spring Drivers School and Races at TWS. The weather cooperated as well, so it turned out to be a really fun and special weekend.

The student class was so large that it was decided to split it into two groups, open wheel and closed wheel.

The open wheel students were Alexandre Acemyan, Stinger FV; Nathan Baldauff, Beach 5C FV; Elliott Barron, Kellison Phoenix FV; Jim Barron, Zink FSV; Fred Brock, FV; John Bures, Zink FV; Elizabeth Grasher, Zink FV (Corner Worker Award Driver); Alan Schutts, Formcar FV; Sammie Smith, Zink FV; Robert Weingartner, Caldwell D13 FV; Mike Winn, Caldwell FV; and Barbara Wright, Zink FV. The closed wheel students were Joel Anderson, Datsun 240Z; Jim Collier,



#68 Mike Callahan, 1968 Zink Z-5; #119 Farooq Iqbal, 1967 Zink; #26 Fred Brock, FV; #33 Bill Griffith, 1969 Warrior; #17 Alan Schutts, Formcar; #36 Robert Weingartner, Caldwell D13; #11 Gregory Byrne, 1971 Zink; #05 Mike Rogers, 1965 Autodynamics; #2 Mike Winn, Caldwell; #67 Dale Rolison, 1967 Zink Z-5; #38 Nathan Baldauff, Beach 5C; #6 R. David Jones, 1969 Zink; #56 Doane Harrison, 1965 Zink C-4; #66 John Bures, Zink.



#44 Robert Rodgers, 1980 Abarth 33; #98 Trevor Bond, 1975 Legrand Mk 21; #33 Jim Gewinner, 1965 Lotus 23B; #76 David Mock, 1969 Merlyn Mk 11a.

Porsche 911; Kevin Ford, Camaro; Taylor Fudge, Lister-Maserati; Justin Johnson, Porsche 911; Colby Lemmons, Mustang; Michael Lovay, Boss 302 Mustang; Scott Mattison, Porsche 911RS; Scott Pfuehler, Corvette; Bob Pinkston, Porsche 914/6; Ronald Reed, Porsche 914; James Sikking, Alfa Romeo Giulietta Sprint; John Sommer, Datsun 240Z; and Derek Vick, Triumph Spitfire.

These students now must compete in three more weekends on their Novice Log Book, including a day working corners (to gain more perspective and appreciation for our volunteers), before they can apply for their vintage competition license.

More than once, the "CVAR Spirit" rose to the occasion to help some students make it through the school after their cars experienced mechanical difficulties. Danny Piott loaned his Porsche 914/6 to student Bob Pinkston, and James Worth loaned his Boss 302 Mustang to student Michael Lovay. When Jim Barron's Zink FSV experienced problems on Sunday, his son Elliott let him drive his Kellison FSV part of the time. Since his car was significantly faster than the rest

of the open wheel FV cars, Elliott drove the Kellison FSV in some of the closed wheel group sessions, with the Chief Steward's permission.

Although the "points" races that count for year-end Championship awards were held on Sunday afternoon, there was much fun on Saturday afternoon in the form of the Pablo Gonzalez Memorial Formula Junior race, aka the Cooper/Lotus Shootout. This was a FJr special contest within the regular Group 4 race for FJr, VA, VB, VC, CM and SFP. With 9 Coopers entered and only 2 Lotuses entered, slips were drawn from a hat to reassign three Cooper drivers as honorary Lotus team members. A complex scoring system ultimately awarded the Memorial race win to the Lotus team,

notwithstanding Robert Hoemke being the first FJr driver to cross the finish line, in a Cooper T-59!

After Saturday's racing was over, the Formula Junior drivers hosted a party where special Pablo Gonzalez Memorial mugs were



#614 Mike Floyd, 1973 Porsche 914; #80 John Hamilton, 1965 MGB Roadster.

given to all participants, along with some great food and tall tales.

Before the Sunday afternoon points races commenced, two 15 minute student races for open wheel and closed wheel cars were run. Mike Winn took the win driving a Caldwell. (Sorry for the pun, I couldn't help myself!) Second went to Elizabeth Grasher, driving Bigger Hammer's Zink. She was awarded this school experience for her exemplary service to CVAR as a corner worker and grid volunteer since 2010. Liz had a great weekend, but said it was especially challenging because she had almost no experience driving a stick shift car before this weekend. She certainly made friends with the clutch pedal very quickly, however,



#34 Charles Bamford, 1961 Cooper T56; #78 John Breidenbach, 1960 Lotus 18 FJ.

finishing only 0.7 seconds behind Winn, and ahead of all the rest of the open wheel students.

The Sunday afternoon points races started with the **GROUP 3** event for Formula Vees. Dr. Gregory Byrne sat on the pole in his Zink. Bigger Hammer proprietor Bill Griffith sat alongside in his Warrior. When the green flag fell, Griffith led most of the laps, but Byrne got by him on the last lap to take the win. Dwight Calkins placed third, just 0.2 seconds behind, in his Lynx.

CVAR's **GROUP 4** (FJr, VA, VB, VC, CM and SFP) for older and more historic cars was next. The first four cars at the checkered flag were all FJrs, led by Bruce Revenaugh in his Lotus. Jack McClanahan did well in his Austin-Healey 3000 to finish fifth overall and first in VB class. Mike Vecellio wasn't far behind Jack, and took second in VB, sixth overall, in his EMPI Crusader.



#83 Gene Hassell, 1968 Ford Mustang;
#43 R. Burt Williams, 1970 Porsche 911;
#74 Tim H.D. Woodruff, 1974 BMW 2002.

Louis Gladfelter brought his newly-acquired Chevrolet Corvette instead of his Datsun 510, and was rewarded with the CM class win for his trouble, in eighth overall. CM was well populated, with Allen Johnson's Devin second in class, Gary Emery's Arnold Special third in class, and Scott Barrett's blue #53 Koch in fourth. Wes Wigginton's MG Midget won the SFP "Spec Sprite" class in a very creditable tenth overall. Gary McFarlane's Thundermug special finished ahead of Reed Yates' MGTF to win the VC class.

Jim Kelleher's March 80A was clearly the class of the **GROUP 6** (FA, FB, FF1, FF2 and BSR) field. He set a fast lap of 1:46.458 during



#58 Louis Gladfelter, 1958 Chevrolet Corvette.

the race for the overall win and the FA class win, by a 105 second margin over the second overall car of Trevor Bond's FF2 LeGrand Mk 21. Mitchell Hibbs was running in second

overall for the first five laps, but eventually got passed by Bond, to finish third overall and win FF1 in his Merlyn Mk 11a. Jim Gewinner won the B Sports Racing class in his Lotus 23B.

GROUP 1 (ASR, AP, BP, AS and FIA) and **GROUP 7** (CP and BS) both enjoyed a large turnout, but were combined so as to allow enough time in the schedule for two student groups. Tom Upton sat on the pole and led from green to checker in his DeTomaso Pantera. George Kopecky chased Upton hard all the way in his Porsche RSR, only to get passed on the last

lap by the screaming yellow Lola T-212 driven by Jeff Anderson. Thus Anderson won ASR and Kopecky was second in FIA class. All three were within a second of each other at the end. About eight seconds back, Charles Jones won A Sedan in his Boss 302 Mustang. Skip Duplissey upheld the honor of the C Production guys with a fifth overall finish to win CP in his Porsche 911. Once again, Tim Woodruff showed the rest

of the B Sedan drivers the fast way around TWS to win the class in 13th overall. Stephen Seitz took an unopposed win in B Production class.

In Sunday afternoon's last points race, the **GROUP 2** (DP, EP, FP and CS) pole position was held by Richard Reeves' Porsche 914. He led all but laps 4-6, when Jay McClanahan's MG Midget briefly got by, but Reeves regained the lead on lap 7 to win EP and first overall. McClanahan finished second OA, 1st in FP. Mike Floyd's Porsche 914 finished third OA, second in EP. Bill Gardner started back in seventh, but moved up to place fourth OA and second in FP driving his blue #45 MG Midget. Sam Partin's red Alfa Romeo GT started in tenth, moved up to as high as eighth, before going out on lap 6, nevertheless the C Sedan winner.

Greg Blake started in eighth and finished fifth OA, third in EP. Joe Foster started in sixth and finished sixth OA, first in DP. Robert Blake finished second in DP, 14th OA.

CVAR's next race will be at the Hallett Motor Racing Circuit near Tulsa, Oklahoma, on April 11-13, 2014. Join us there for the 7th Annual Mike Stephens Classic and Formula Vee feature race.



#91 Gary McFarlane, 1960 H-Modified Thundermug;
#94 Piers Gormly, 1961 Morgan 4.