

THE VINTAGE AND HISTORIC RACING NEWS MAGAZINE

# VICTORY LANE®

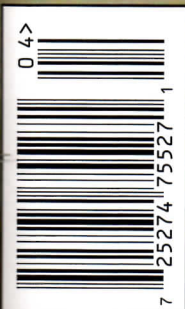
**Vintage Race Reports. Schedule.  
Cars for Sale, Auctions and More**

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**VARA/SVRA at Spring Mountain**

## **CVAR Vintage Races and Drivers School Texas World Speedway**



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**Classic 1930s Sprint Car**

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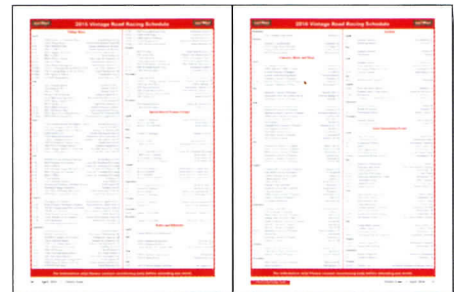


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# CVAR Vintage Races and Drivers School

Texas World Speedway

February 19-21, 2016

— story and photos by Don Gwynne





The Formula Vees of CVAR's Group 3 prepare in the paddock at Texas World Speedway.



**#99 Ann Hughes, Treuhaft FV; #32 Kasandra Barron-Fuller, Zink; #16 Jean-Pierre Carter, Zink.**

The field of 194 entrants was not quite a record for CVAR's Spring School & Races at TWS, but not far from it. Once again, we have

Mark Gohlke came to the CVAR school with quite a bit of experience and a car that has been around quite a while. His red/white/blue

He said that he "didn't expect to enjoy it as much as I did." His close friend Scott Brady had encouraged him to drive the school using his blue #14 Fiat 124 Abarth Spider. By the third day, he had decided to buy the car, since Scott has recently moved up to a Group 1 Corvette. Marcus said that the Abarth's original preparer, Robert Rodgers, will be providing his maintenance and trackside support. What a great start he has made! Needless to say, Marcus is looking forward to Hallett. He said that he loves the camaraderie he found within CVAR. He was especially complimentary of Pete Sandy, his school instructor. He said that Pete was always looking for ways to help him, and supported him at the grid every time he went out.

Porsche 914-6 has a couple of logbooks, having been built by Roger Sheridan for SCCA GT-2 class in the early 1980's. Mark acquired the car about two decades ago, and has driven it in Porsche Club of America's GT4 class as well as DE events. The car appeared on the cover of European Car magazine some time ago. Mark said that fellow

Most CVAR folks know Robert Merrill. He began racing with CVAR from its very beginning. After about a decade long hiatus, he decided to get re-licensed. Although he purchased a BMC front engine Formula Junior, it wasn't ready for the TWS weekend, so Jim Yule loaned him his green #59 Elva



**#9 John Stephens, Datsun, #24 Tom Taff, Porsche.**

been told that this is probably the last vintage race at TWS before it is demolished. The weather was generally pleasant, until the rains came just in time for the Sunday afternoon points races. More on that point later...

The Drivers School on Friday had 16 students registered. Here are some of their stories...

Hunter Barron continued the third generation of CVAR racers, following in the footsteps of cousin Kasandra Fuller, brother E.O. Barron, father Elliott Barron and grandfather Jim Barron. The extended Barron family owns several Formula Vees. Hunter drove their yellow #113 Autodynamics FV during the weekend. This was his first on-track experience, and he said it was one of the best weekends he has ever had. He plans to attend the next CVAR event, at Hallett Motor Racing Circuit, working a corner. He already has some prior corner crew experience working alongside his father Elliott, at Eagles Canyon Raceway.

Porsche driver Danny Piott encouraged him to try vintage racing with CVAR, and Mark commented that everyone at TWS made him feel right at home, and he got a lot of track time. He decided to pack it in on Sunday afternoon due to tires that were not giving him much grip in the heavy rain conditions. Better part of valor, and all that.

Marcus McCarthy had never been on a racetrack before, but was a motocross rider about 15 years ago, so he was somewhat accustomed to going fast with other competitors in close physical proximity.



**#979 Michael Saxe, Porsche; #76 Scott Brady, Chevrolet.**

FFJr to drive in the school. That's true friendship. Welcome back, Bob.

Eric Nelson found vintage racing "more exciting than I thought it would be." Eric drives a late model Porsche 911 Turbo, but recently purchased the white #90 Porsche 914-6 previously owned by CVAR Chief Steward Danny Piott. This was his first outing in the car, and his first wheel-to-wheel racing experience. He said that he enjoyed the class, the learning environment and the friendly people of CVAR.

Paul Nieman had a tough weekend in his recently acquired red #524 Alfa Romeo Guila Spider. He threw a water pump belt on Friday and overheated the engine. He nonetheless made a few laps on Saturday by driving the water temp gauge, and pitting when things got too hot. On teardown after the event, he found that he needed to replace the cylinder head.



#76 David Mock, Merlyn; #47 Steve Lafferty, Merlyn.

wheel experience) in Jeff Garrett's blue #389 (notchback A Sedan) Mustang. He said Jeff's Mustang was fun to drive and that it instilled confidence. Robert makes a living restoring Mustangs, and has worked on Jeff's race car before.

David Phillips is a veteran racer, having driven a Formula C car in the SCCA's American Road Race of Champions at Daytona in 1969. He also once drove in a 24 hour endurance at Watkins Glen. He drove the CVAR school in his own red #12 Zink FV. He noted that he had a rare school experience on Sunday because of getting to race in the rain.

John Scott was slated to take the school in his black #16 C3 Corvette, but when a fiddly bit of metal fell into the innards of its engine, his engine guru Bob Caudle said it wasn't going anywhere. Lucky for John, when he attended University of Texas at Austin, he shared a dorm room with Steve Cole, who promptly loaned him his white #44 Corvette Stingray. John had crewed for this same car a few years ago at the Monterey Historics.

Although John ran plenty of SCCA Solo 2 events back in the 1970's, he quickly noticed that wheel-to-wheel racing is very different. He has been up close to the track plenty of times as a worker, including even a USAC race at TWS. He took care to walk softly in Steve's split window Corvette, and noted that he "didn't leave a mark on it." Steve was surprised and

pleased at how much track time he got during the weekend.

Jason White drove a rented Bigger Hammer FV in the school, and "had a blast" with his first wheel-to-wheel racing experience, and his first open-wheel driving experience. He is no stranger to going fast, however. He has driven his Dodge Viper at COTA, TWS, and elsewhere in DE events, and has driven a Prowler at TWS. He said that notwithstanding

### CVAR Drivers School Class of 2016

Hunter Barron, Autodynamics FV  
David Bell, Lola T-340  
Mark Gohlke, Porsche 914  
Ann Hughes, Treuhaft FV  
Marcus McCarthy, FIAT 124 Abarth  
Dave McDowell, Zeitler FV  
Robert Merrill, Kiamaan FV  
Eric Nelson, Porsche 914-6  
Paul Nieman, Alfa Romeo Gtv  
David Phillips, Zink FV C-4  
Robert Reynolds, Ford Mustang  
Len Root, Dulon DB-17  
John Scott, Corvette  
Alex Smargiasso, Datsun 240Z  
Jason White, RCA Formula Vee

this big bore experience, the FV felt plenty quick to him, and that learning manage a "momentum" car was a new challenge. He is looking forward to driving an FV again at Hallett in April. Jason was pleased about getting to drive in the Group 3 races on Sunday.

These students now must compete in 3 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 CVAR vintage competition license.

Sunday morning was cloudy and threatening, but generally stayed dry. Not so after lunch.



#11 Howard Phillips, Alfa Romeo; #22 Scott Robinson, Datsun.

Incredibly, he had laboriously ported an identical Alfa Romeo head about 30 years ago, sold it, later repurchased it, and now has finally found a use for it!

Robert Reynolds was another Novice driver who benefitted from having a really good friend. He drove the school (his first wheel-to-

its engine, his engine guru Bob Caudle said it wasn't going anywhere. Lucky for John, when he attended University of Texas at Austin, he shared a dorm room with Steve Cole, who promptly loaned him his white #44 Corvette Stingray. John had crewed for this same car a few years ago at the Monterey Historics.



#49 Jason White, RCA FV; #17 Alan Schutts, Formcar; #52 Len Root, Dulon DB-17.



**#66 Philip Lee, Triumph; #419 Ronald Reed, Porsche.**

The student group race was about ten seconds a lap slower than earlier sessions. Porsche 914-6 driver Eric Nelson started the race on the pole, but he was soon overtaken by Alex Smargiasso driving his silver Corsa Technica prepared Datsun 240Z. Mark Gohlke finished third in his red/white/blue Porsche 914-6. John Scott decided that it was wise to get off the wet track in the white Corvette he had borrowed from Steve Cole, and pulled in after a couple of laps.

And then it began raining harder...

In CVAR's most historic class, **GROUP 4**, Jim Yule led the race from flag to flag in his green #9 Cooper FJ-2. All you need to know about the weather is told by the lap times. In the Sunday morning prelim race, Jim turned a 2:04.252 lap. In the rainy points race Sunday afternoon, just a few hours later, his best time was 3:01.487. Behind Jim, John Furlow, Jr. and Robert Merrill were having quite a fun tussle. After several position changes, Furlow's red # 38 Abarth Allemano finished second, and Merrill, driving Jim Yule's green #59 Elva finished third. Reed Yates splashed his way up from 11th on the grid to finish fourth, in his green #11 MG TF. The Group 4 drivers deserve a lot of credit, with 9 cars starting this race in the rain.

The **GROUP 6** open wheel drivers probably wished they had windshield wipers on their helmet visors. Their times were down about 40 seconds a lap compared to the morning session. Mitchell Hibbs started the race in pole position driving his green and gold #5 Merlyn Mk 11a, but by the third lap was looking at the flashing red rain light on the back of Scott Clark's black #1 Lola T-540, who went on to take the overall win and win the FF2 class. Hibbs' second overall finish notched him the FF1 class win. Pat Magruder finished sixth overall to win the new FF3 class in his red #67 Lola T-644.

CVAR's big iron class, **GROUP 1**, mostly stayed in the paddock. Most were on wide tires not well suited to a very wet track. Of 33 Group 1 entrants, only 4 came to the grid for the Sunday afternoon

driving his red #05 Mustang. Scott Brady won the A Production class in his white #76 Corvette.

The **GROUP 2** race included C Sedan, D Production, E Production, and F Production cars. Pete Sandy started on pole driving his white and blue #04 Bugeyed Sprite, dropped to second overall in the middle laps when Jim Jones got past him in his black and gold #01 MGB, then re-took the lead to take the overall win and win the F Production class. Jones finished just 4 seconds back to place second overall and win the E Production class. Scott Pinkston finished third overall driving his white #3 VW Beetle (!) to win the C Sedan class. Although he finished at the back of the pack, Philip Lee won the D Production class in his red #66 Triumph TR-4.

Final race of the weekend was for the Formula Vees in **GROUP 3**. The FV drivers proved they were not afraid of a little water, with 23 cars coming to the green flag. Alexandre Acemyan started on pole in his red and yellow #18 Beach. After leading the first two laps, he got passed by three other cars, to



**#51 Dan Ruehs, Corvette**

points race. Not surprisingly, Michael Saxe's orange #979 Porsche 911 Carrera RS romped in the wet conditions, finishing 8 seconds a lap quicker than his V-8 competitors. Saxe finished first overall, winning the FIA class. Don Noe moved up from last on the grid to finish second overall, winning the B Production class,

finish fourth overall. Nathan Baldauff took the overall lead three laps from the end and held it to win in his yellow #38 Beach. Bigger Hammer proprietor Bill Griffith moved up from third at the start to finish second overall, in his black and silver Warrior. Five students were allowed to drive in this race, and they did well. Len Root finished sixth, Ann Hughes finished eighth, David Phillips finished eleventh, Jason White finished 17th. Hunter Barron unfortunately only completed one lap before a DNF. Hunter was battling with his cousin Kasandra when he spun, and then was unable to continue due to a broken clutch part.

CVAR's next race will be at the Hallett Motor Racing Circuit near Tulsa, Oklahoma, on April 1-3, 2016. Join us there for the 9th Annual Mike Stephens Classic, Formula Ford Feature, and the Ron Shade & Bill Hill Memorial Race.



**#78 Richard Reeves, Porsche; #66 Jim Collier, Porsche.**



**#511 Chris Langley, 1966 Yenko Stinger; #3 Scott Pinkston, Volkswagen Beetle.**

**GROUP 1**

**PL CL DRIVER/CAR**

1FIA M. Saxe/Porsche 2:37.844

1BP D. Noe/Ford 2:45.671

1AS H. Hilton/Ford 2:45.828

1AP S. Brady/Chevrolet 2:57.597

**GROUP 2**

**PL CL DRIVER/CAR**

1FP P. Sandy/Austin Healey 2:53.574

1EP J. Jones/MG 2:47.960



**#5 Allen Johnson, MG TD.**

1CS S. Pinkston/Volkswagen 2:49.780

2EP M. Floyd/Porsche

2FP A. Moore/Austin Healey

3EP J. Hamilton/MGB

4EP M. Baker/MG

5EP A. Kurshudian/Porsche

2CS B. Pinkston/Volkswagen

1DP P. Lee/Triumph 2:47.754

**GROUP 3**

**PL CL DRIVER/CAR**

1FV N. Baldauff/Beach 2:44.343

2FV B. Griffith/Warrior

3FV M. Rogers/Bobby Vega

4FV A. Acemyan/Beach

5FV M. Koegel/Formula V



**#23 Chris Kellner, 1959 Austin Healey 3000.**

1S L. Root/Dubon B-17 2:48.138

6FV E. Barron/Pegasus

2S A. Hughes/Treuhaft

7FV W. Wolff/Zink

8FV G. Smith/Lynx

3S D. Phillips/Zink

9FV S. Smith/Zink

10FV W. Murphy

11FV F. Brock/Zink C-4

12FV B. Wright/Formula Vee

13FV D. Peterson/Zink

4S J. White/RCA

14FV D. Calkins/Lynx

15FV J-P Carter/Zink

16FV D. Fisher/Autodynamics

17FV K. Barron-Fuller/Zink

**GROUP 4**

**PL CL DRIVER/CAR**

1FJ-2 J. Yule/Cooper 3:01.487

1VC J. Furlow/Abarth 3:07.178

1FJ-1 R. Merrill/Elva 3:06.886

2VC R. Yates/MG 3:02.322

1SFP M. Vecellio/Empi 3:08.186

2SFP E. Dick/Austin Healey

3SFP J. Williams/Austin Healey

**GROUP 6**

**PL CL DRIVER/CAR**

1FF2 S. Clark/Lola 2:36.023

1FF1 M. Hibbs/Merlyn 2:44.121



**#65 Michael Stephens, Alfa Romeo.**

2FF1 S. Lafferty/Merlyn

3FF1 A. Lemon/Merlyn

4FF1 P. Hardsteen/Lotus

1FF3 P. Magruder/Lola 3:07.257

5FF1 J. Carr/Caldwell

6FF1 J. Langham/Merlyn

7FF1 T. Blakeney/Royale

1FB B. Revenaugh/Lotus

**GROUP 7**

**PL CL DRIVER/CAR**

1BS M. Stephens/Alfa Romeo 2:40.271

1CP R.B. Williams/Porsche 2:53.171

2BS C. Trifilio/Fiat

3BS R. Rosenberg/BMW

2CP J. Stephens/Datsun

3CP S. Robinson/Datsun

4CP T. Taff/Porsche

4BS H. Phillips/Alfa Romeo

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