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**CSRG Charity Challenge  
Infineon Raceway, CA**



**CVAR Fall Finale  
Texas World Speedway, TX**

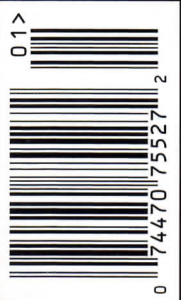


**VSCCA Fall Finale  
Lime Rock Park, CT**



**HSR Daytona Continental  
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#115 Craig Tiras, Porsche 914; #36 John Setar, MGA; #110 David McMillan MG; #125 Rusty Tilton, Porsche 914; #46 Jeff Cecil, Porsche 914; #08 Ken Morris, MG.

# CVAR Fall Finale

Features HCICA Victory Lane Champ/Indy Car Showcase

Texas World Speedway, TX

November 13-15, 2009

-story by Pam Shatraw

So... note to self: please remember to confirm vital travel arrangements at least one month before an event...just in case. The last minute changes in travel made for real trip delays from San Francisco to Houston and then by car to College Station. By the time I arrived at College Station Texas, Thursday evening to attend CVAR's 18th Annual Fall Festival the registration was done, tech was over for most. Friday was the first official day of the event. The track was losing the last of the evening

dew.... left by some of the biggest fog I'd seen in a long time.

This three day event was the last and one of the best for the 2009 CVAR season and it was a big close... a record entry for the event showed up to bid ad to 2009 and start planning 2010. Or perhaps it was the Saturday evening party that offered great Texas style BBQ and plenty of awards and entertainment for everyone. Or perhaps it was the hospitality, or perhaps it was George Curls motivational drivers meeting... who knows.. But the event had a real Texas hospitality flavor plus a record entry... great weather a big turnout of vintage road racing cars plus a HCICA guest feature group. HCICA brought Historic Champ and Indy Cars, a Sprint Car and Midget Display and book signing by Indy crew chief legend Bill Jones, professional workers and it was just plain fun. I looked up a couple of times during the weekend and thought to myself.. is there anywhere else I'd like to be this weekend.. and the answer was no.

This event at Texas World Speedway is a tradition for many racers and crews but this year offered a first for many to see Historic Champ/Indy Cars take to the famous Texas oval. Texas World Speedway was built in 1969 and is one of only seven super-speedways of two miles or more in the United States. There



photo by Wayne Hill

#47 John Fershtand, Mustang;  
#20 Bill Kuers, Mustang.

is a 2-mile (3 km) oval, and several road course configurations.

During the 1980s both NASCAR and the Indy Car Series dropped it from their schedule. This year at the invite of CVAR President George Curl, about a dozen Indy Cars and crews came from around the country to take on the famous speedway.

Friday and Saturday practices and preliminary races really revved-up the enthusiasm and festivities. The real enthusiasm for the weekend by the CVAR entrants was in the air. The visiting oval entrants noted that they had never attended an event where they felt so welcomed.

For the main features things get going early on Sunday in Texas... after a 5:00am breakfast,



photo by Gene Harrison

#36 Bruce Revenaugh, Lotus II.  
46 January 2010 • Victory Lane

# HCICA Victory Lane Historic Champ/Indy Showcase



photo by Wayne Hill

**#28 Stearly Motor Freight Special Watson Roadster Bruce Revennaugh  
#16 Simoniz Special Watson Roadster Larry Pfitzenmaier.**

*-by Pam Shatraw*

60 years of America's Racing Heritage was celebrated as Historic Indy Cars roared toward the green flag in two on-track sessions each day during the CVAR 18th Annual Vintage Festival at the Texas World Speedway. Fans enjoyed the unique sights and sounds of sleek Indy Roadsters and earlier Indy up-right cars running on the banked oval for the Victory Lane Historic Indy Car Showcase presented by Vintage Oval Racing Magazine.

Entrants and crews from around the country came in to run on the Texas World Speedway Oval. This event featured the Indy Cars, and Indy legend Bill Jones, whose 60 plus years

of Indy racing history was shared during the weekend. Bill was part of many successful winning teams on the Champ Trail and at Indy.

The thrill of the challenge of the big two-mile oval track and the incredible hospitality really made for a great experience. Most of the car owner/drivers adjusted the set up and let a little air out of the tires to smooth out the handling after the first on-track session Friday afternoon and Saturday morning sessions went well. Things all came into place as Saturday afternoon the one-minute lap was broken with a 57.07 lap achieved in an Offy Roadster. The Sunday Showcase session about 11am was magnificent.

Spectators and members of the armed forces were there all weekend enjoying the cars and watching racing. Many photos were taken of children and adults setting inside the Roadsters especially the Foyt Roadster.



photo by Gene Harrison

**#16 Larry Pfitzenmaier,  
1959 Simonize Special.**



photo by Gene Harrison

**Bruce Revennaugh works on his Stearly Motor Freight Special.**



photo by Gene Harrison

**Bill Boone - #44 Schmidt Special.**



photo by Gene Harrison

**Don Thomas by the 1962 Sprint Roadster he built now owned by Steve Bonesteel.**

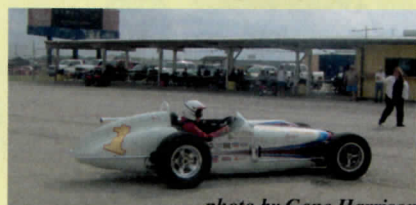


photo by Gene Harrison

**Bud Taylor - #1 Sheraton-Thompson Roadster tribute car.**

## Indy Car Entry List Car Owner/Car

- Carl Schultz,  
1927 Miller Boyle Valve Special Tribute
- Larry Pfitzenmaier  
1959 Simonize Special
- Charles Faulkner  
1960 Watson Tribute Roadster
- Bill Boone  
1960 Meskowski Indy Roadster
- Steve Bonesteel  
1962 Sprint Roadster
- Bruce Revennaugh  
1963 Stearly Motor Freight Special
- Bud Taylor  
1964 Watson Tribute Roadster
- Richard Morrison  
1965 Watson Tribute Roadster



photo by Wayne Hill

**#29 Jeff Anderson, Lola Sports Racer leads the Big Bore cars in Group 1, one of the largest CVAR groups.**

and a couple of hours for the fog to dissipate... it was time for practice and warm up. Sundays are arranged so that each group is offered track time three times that day including the big features. The pregrid and control were in sync and kept on schedule through the whole weekend.

So **Group One**... What an incredible sight and sound to hear and see the 30 car Big Bore grid take to the track. The pregrid area became intoxicating with noise and fumes as the cars lit up and were ready to take to the track. This group had action, of course, in the front but there was action throughout the pack. With just about every car an over 5-liter car the sound was defining and exhilarating. Jeff Anderson was turning some incredible lap times that paid off with a first overall for the Sunday Feature Race. His Lola was the only of its kind in this group. Charles Jones ran a fine race and brought home the second overall and first in BP class in his well-driven Shelby. Fully in Jones mirror was Russell Suggs placing third in his Ford. I had not seen Greg Reynolds for some time...certainly he has not forgotten anything since we last met.. he in the Shelby ran well.

Twenty-Five cars were entered in **Group 2**. The weekend had been full of quality racing

throughout the group. Although earlier in the day during warm up one car from this group did a roll over. The vigilance that promoters, club officers, tech and entrants pay to safety details paid off once again. No injuries... just a project for the winter. But enough about that ... In the race Trevor Bond took the victory in his Austin. William Hill driving his MG came in second with David Littlefield rounding out the top three in his MG.

CVAR boasts one of the largest grids of Vees nationally for **Group 3** consistently turning out a full grid to each event. CVAR also runs the small bore production cars together with the Vees. This race session for Group 3 was Mike Callahan in a Zink first with Roger Bailey second and Bill Griffith owner of Bigger Hammer in his Beach taking the third for this group. Jeff Walker, took the first in class for the SFP class.

**Group 4** was another well subscribed group. Mike Orlie was putting down some great laps in his Porsche. John Page also in a Porsche turned some admirable times. Jim Yule took the first over all position with Jim Sharp coming in second. Dan Chapman finished the top three. John Furlow ran the weekend in his Dolphin. Bruce Revennaugh split his time between Group 4 and his Indy Car.

The **Group 6** race had a lot of action up front. John Kelleher drove his March to a first place finish. Scott Clark had a great run in his Lola securing a second place and



**#68 Mike Callahan, Zink FV.**

Steven Jacobs took third in his Dulon. Robert Hoemke turned some incredible laps in his Zink. There were at least five Merlyns running in this group. Could be a testimony to Paul Flanery who was a Merlyn distributor in Texas during the 60s. There was some movement up thru the grid for a couple of cars.

This was the last vintage racing weekend on the CVAR 2009 schedule, a great event to end the season.

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## RACE RESULTS

### GROUP 1

#### PL CL DRIVER/CAR

1 ASR J.Anderson/Lola 1:56.015

1 BP C.Jones/Shelby 1:58.509

1 AS R.W.Suggs/Ford 1:58.792

2 BP A.Shores/N/A

3 BP M.Hargrove/N/A

1 AP M.Mcilyar/N/A

\_ J.Fershtand/N/A 2:03.111

2 AS J.Atwell/Ford

4 BP T.Filer/N/A

5 BP S.Seitz/Ford

6 BP G.Hasell/Ford

7 BP B.Kures/Ford

3 AS J.Slade/Porsche

8 BP A.Trotter/N/A

1 FIA J.Seligman/Ford 2:42.566

2 FIA T.Zelinski/Ford

7 FV T.Satege/Formula Vee Beach

8 FV K.McEntire/Nash Scrambler

9 FV J.Revenaugh/Zink C-4

1 SFP J.Walker/Austin Healey 2:23.687

10 FV D.Rolinson/Zink

2 SFP G.Emery/Austin Healey

11 FV D.Etcheson/N/A

12 FV D.Calkins/N/A

### GROUP 4

#### PL CL DRIVER/CAR

1 FJR J.Yule/N/A 2:06.812

\_ J.Sharp/N/A

1 FP D.Chapman/N/A 2:08.948

1 VB R.Howard/Porsche 2:13.520

2 VB M.Orlie/Porsche

3 VB J.Page/Alfa Romeo

4 VB J.McClanhan/Austin Healey

\_ F.Crowley/N/A

1 CM B.Revenaugh/N/A 2:22.000



## Pre-War Cars presence with CVAR is growing.

9 FP A.McDougal/Austin Healey

10 FP D.Doidge/MG

2 EP K.Morris/MG

\_ J.Cecil/Porsche

11 FP P.Glawe/Austin Healey

3 EP D.Piott/N/A

### GROUP 3

#### PL CL DRIVER/CAR

1 FV M.Callahan/Zink 2:09.983

2 FV R.Bailey/N/A

3 FV B.Griffith/Beach C

4 FV J.Gaudette/Zink

5 FV G.Byrne/N/A

6 FV D.Harrison/Zink

\_ J.Eberle/

\_ J.Nathan/Lola

4 FF2 M.Anderson/Crossle

\_ S.Mintz/

5 FF2 B.Johnson/Royale

### GROUP 7

#### PL CL DRIVER/CAR

1 CP V.Shade/Porsche 1:58.393

2 CP S.Duplissey/Porsche

3 CP N.Cullen/N/A

4 CP T.Taff/Porsche

5 CP P.Sullivan/Porsche

6 CP T.Yemington/Porsche

1 BS T.H.D.Woodruff/BMW 2:03.485



## Formula Cars find TWS a challenging Circuit.

### GROUP 2

#### PL CL DRIVER/CAR

1 CS T.Bond/Austin 2:09.261

1 FP W.Hill/MG 2:08.727

2 FP D.Littlefield/MG

1 EP G.Perser/MG 2:16.740

3 FP P.Sandy/Austin Healey

4 FP P.D.Sohn/MG

5 FP J.Setar/MG

6 FP M.Floyd/Porsche

7 FP J.Hovey/MG

\_ R.Tilton/N/A

8 FP J.Hovey/Triumph

### GROUP 6

#### PL CL DRIVER/CAR

1 \_ J.Kelleher/March 1:51.737

1 FF2 S.Clark/Lola 1:54.511

2 FF2 S.Jacobs/Dulon

1 FF1 R.Hoemke/Zink 1:58.529

2 FF1 D.Fawcett/Lotus 61FF

3 FF1 M.Hibbs/Merlyn

1 FA K.Leming/Centaur FSV 1:59.371

3 FF2 B.Findley/Merlyn

4 FF1 L.Rayburn/Merlyn

5 FF1 L.Lydic/Merlyn

6 FF1 D.Mock/Merlyn



## This Bugatti added to the Pre-War party.

7 CP T.Murphy/Jarguar

1 DP D.Gough/Lotus 2:06.109

\_ D.Oliver/Porsche

8 CP A.Tomita/Alfa Romeo

9 CP K.Caldwell/N/A

10 CP D.Iturbo/Porsche

2 DP B.Whitehead/Porsche

2 BS H.Phillips/Porsche

3 DP A.Kramer/Triumph

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