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VICTORY LANE[®]

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HGP
at Circuit of the Americas, TX



CSRG at Thunderhill, CA



VDCA at Roebing Road, GA



CVAR
at Texas World Speedway





#22 Lee Lydick, 1963 Merlyn Mk 6A; #38 John Slade, 1972 March 722 Atlantic; #86 Angus Lemon, 1969 Merlyn 11a; #76 David Mock, 1969 Merlyn Mk 11a.

CVAR Fall Festival Texas World Speedway

November 2-4, 2012

— story and photos
by Don Gwynne

CVAR vintage racers at the 21st Annual Fall Festival had a “double points” weekend. The Saturday afternoon races were the last points races of CVAR’s 2012 racing season. This allowed compiling the 2012 year end Championship standings in time for the awards banquet Saturday evening. The Sunday afternoon races awarded the first points of the new 2013 season. Race Chairman Jay McClanahan coordinated a successful weekend with a total of 122 entries.

2012 marked the first year that CVAR vintage racers were faced with a sound level criteria. Due to the steady encroachment of civilization, the folks at Texas World Speedway imposed a 103 dba criteria measured at 50 feet from the track. Over the three races at TWS in 2012, we measured which cars would need to quiet down and which could race with no changes. Nationwide, sound control on race cars appears inevitable, and CVAR decided that the best approach is to get our cars quieter before we become a community relations problem for the owners of TWS.

After Friday’s well-attended test, tune and practice (TTP) day, Saturday morning’s practice and qualifying sessions got underway. Each race group had a preliminary 15 minute race on Saturday morning, then in the early afternoon, the final points races of the 2012 season got underway, 15 minutes each.

David Griffith, Chief Tech Inspector, devised a streamlined check-in system that works well and gets people registered and stickered much quicker than in the past. For 2013, CVAR is rolling out a new “Group 8” for interesting and significant cars that don’t conform to any of our existing classes, e.g., historic stock cars, etc. More details on CVAR’s new “Group 8” concept will be published soon on CVAR’s website.

CVAR historic race group, **GROUP 4** (FB, FJr, VA, VB, VC), led off. President Dan Ruehs started the race in sixth spot, but finished first overall and first in VA class, in his white #51

1959 Chevrolet Corvette. Piers Gormley muscled his green #94 1961 Morgan Plus Four from eighth on the grid to second overall, taking first in the VB class. Piers’ Morgan even led the race for a couple of laps, before finishing just a quarter-second behind Ruehs at the checkered flag. Bruce Revennaugh’s green #24 1960 Lotus 18 placed third overall and first in FB class. After starting on the outside of the front row, Jim Sharp finished seventh overall to win the FJr class in his white #95 1961 Cooper T-56 originally driven by his dad Hap many years ago. The last finisher was Gary McFarlane in his white #91 1961 Thunderbug H-Modified, who took an unopposed win in VC class.



#33 Terry Colley, 1959 Bugeye Sprite; #66 Peter Glawe, 1966 Austin-Healey Sprite.Mk II.

GROUP 6 (FA, FF1 and FF2) saw Kent Liming start from fourth and promptly take the lead in his red #15 Centaur FSV (CVAR assigns later models of Formula Super Vee to its FA class). Bill Johnson's was hot on Liming's heels, finishing second overall and first in FF1 class. Johnson's blue #28 Royale RP3A trailed the red Centaur by less than 0.2 seconds at the flag. Pole sitter Patricio Junco finished third overall and second in FF1. Junco pushed his red #21 Merlyn 20A to within a photo-finish with Johnson. A good sized blanket would have covered the top three finishers, it was that close. Mac Anderson won FF2 class in fifth overall driving his red #9 Crosse F-35.

The first eight **GROUP 7** (CP, DP and BS) cars would have been an all-Porsche C Production parade, if it wasn't for the efforts of Dr. Berkeley Merrill, Chief Instructor, who finished a very creditable third overall in his silver & red #4 Datsun 240Z. Although pole-sitter Skip Duplissey led all but the last lap driving his green #71 Porsche 911T, Richard Reeves got in front of him before the checkered flag, to take first overall and first in CP with his orange #78 Porsche 914-6.



Tony Parella on flag duty.

Tim Woodruff was the first of six B Sedans to cross the line, in his blue #74 BMW 2002. Michael Stephens' red #30 Alfa Romeo Spider Veloce won D Production class, less than 0.2 seconds ahead of Gregory Hibbs' red #62 Lotus Super Seven.

Usually, **GROUP 1** (AP, ASR, BP, AS and FIA) is referred to as the "Big Iron," but all those cubic inches had to play second fiddle to Jeff Anderson's yellow #29 Lola T-212 being driven by Pete Hoekenga. With a fastest lap a full twelve seconds quicker than the V-8 powered cars, Pete simply ran off and hid from the rest of the pack, winning ASR class almost a minute and a half ahead of the second overall car. The little Lola's Cosworth BD engine was definitely "on song" under Pete's direction. Tom Upton's red #77 Pantera was "the best of the rest" to win the FIA class, finishing about six seconds ahead of Sam LeComte's red/white/blue #167 A Production Corvette.



#04 Peter Sandy, 1959 Sprite; #8 Bill Collins, 1972 Triumph Spitfire; #15 Gary Reed, 1967 MG Midget; #115 Steve Knight, 1967 MG Midget.

CVAR Chief Steward Greg Reynolds was less than a second behind in his white and blue #89 BP Shelby GT-350. John Fershtand won the A Sedan class in his blue #47 Boss 302 Mustang, besting nine more A Sedans doing their best to catch him.

The **GROUP 2** (EP and FP) race produced a real EP vs FP battle. Mike Floyd started on pole in his yellow #614 E Production Porsche 914, but on the penultimate lap, F Production driver William Gardner passed him driving his blue #45 Austin Healey Sprite to take the overall win.

The final race of CVAR's 2012 racing season was the **GROUP 3** (FV and SFP) John Gaudette Memorial Race. John (The Agitator) Gaudette was a member of Team Geezer and served as CVAR Treasurer with distinction. It was a special treat to have Bruce Revennaugh's 1960 Lotus 18 Formula 1 car pace the field to the green flag. John Ridings sat on pole in his copper-colored #57 Zink C4, with Bigger Hammer Racing's Bill Griffith alongside in his black & silver #33 Warrior. Griffith took the lead on the second lap and held it to the checkered flag. Mike Callahan passed Ridings on the last lap to take second place in his white & blue #68 Zink Z-5. John Ridings said (with a grin) that he didn't battle Griffith or Callahan too hard, for he knew that by finishing third he could win the 2012 CVAR Formula Vee Championship, which he did.

A great (and free) dinner kicked off the Annual Awards Banquet. Banquet presentations included the year-end class awards and several special recognition awards. Flag Chief (Flag 1) Doug Mains announced that he is stepping down ... we will miss Doug as Flag Chief but he will

continue to work corners and remain in the CVAR family. Doug selected Patrick Phillips as his replacement. Patrick was Fire Chief for San Francisco Region SCCA for many years. Co-Chief is Chuck Nagle and Asst. Chief is Bill Schmidt. Chief Steward Greg Reynolds acknowledged Patrick's years of experience thusly "If I'm strapped in an upside down race car on fire ... I want Patrick and his crew at my side!" CVAR is proud of its workers, and tries to let them know it.

It seems the folks at Circuit of the Americas recognize excellence when they see it too. A six man all-Texan crew including CVAR's Gary Tomlin, Patrick Phillips and Doug Mains were selected from over 1,000 applications. They flagged at the last corner before the front straight during the recent Formula 1 race at COTA. Quite a testament to the accumulated experience and judgment of CVAR's corner workers. CVAR really values its workers. Before the Chief Steward will forward a novice driver's license application to VMC, the prospective racer must also spend a day



#37 John Furlow, Sr., 1954 Kurtis 500KK.

as a worker, to gain an appreciation for all they do for us. CVAR member (and SVRA and HSR-West President) Tony Parella earned his worker day logbook signature on



#94 Piers Gormly, 1961 Morgan; #6 Duncan Charlton, 1952 Morgan Plus 4.

Saturday, and said that he really enjoyed the experience.

Sunday's races seemed like an entirely separate race weekend, which in a way they were, as the first event on the 2013 race calendar.

The first points race of CVAR's 2013 season got underway Sunday afternoon with **GROUP 4**. It was most definitely not a replay of Saturday. Although Jim Sharp's white #95 Cooper T-56 sat on the pole, it was Bruce Revennaugh's green #24 Lotus 18 that jumped into the lead and stayed there to finish first overall and win the FB class. Dan Chapman, Jim Sharp and Jim Yule placed second through fourth overall, placing 1,2,3 in the FJR class. Saturday's winner, Dan Ruehs, was relegated to fifth overall while winning VA class in his white #51 Corvette. VB produced a battle of Morgans, with Duncan Charlton's red #6 winning the class. John Furlow's DeSoto V-8 powered silver #37 Kurtis 500KK won the CM class, with Gary McFarlane's little white #91 H-Modified Thundermug winning the VC class ahead of several bigger VA and VB cars.

Thirteen **GROUP 6** (FA, FF1, FF2 and BSR) cars took the green flag. Pole sitter Steve Lafferty's red #47 Merlyn Mk20 ran most of the race in second overall behind Patricio Junco's red #21 Merlyn Mk20A, but unfortunately fell back ninth overall on a last lap miscue. Junco placed first overall and first in FF1 class. Kent Liming brought his red #15 Centaur FSV home in second overall to win

the FA class. Larry Reyburn's #64 blue & silver Merlyn Mk20A placed second in FF1, just 0.3 seconds ahead of Mac Anderson's red #9 Crossle F-35, which was the FF2 winner. The lone B Sports Racing car was driven by Lee Lydick. His yellow #22 Merlyn Mk6A finished seventh overall.

The **GROUP 7** (CP, DP and BS) starting field of 24 cars was the largest of the weekend. The finishing results of this race did resemble the Saturday results, with Richard Reeves again taking the overall and CP win in his orange #78 Porsche 914-6. And again, Skip Duplissey came second overall and second in CP with his green #71 Porsche 911T. And again, Dr. Berkeley Merrill finished third overall and third in CP in his silver & red #4 Datsun 240Z. Still again, Tim Woodruff was the first of six B Sedans in his blue #74 BMW 2002, and Michael Stephens' red #30 Alfa Romeo Spider Veloce won D Production class right behind him.

Sunday's **GROUP 1** (AP, ASR, BP, AS and FIA) race saw the yellow #29 Lola T-212 run off and hide again, but this time car owner Jeff Anderson was at the wheel. Same result. Forty seconds back, George Kopecky took

second overall and won the FIA class driving his black #97 Porsche RSR. Tom Upton's Pantera was third overall and second in FIA. Greg Reynolds put in a brilliant drive to win B Production in his white #89 Shelby GT-350, finishing fourth overall, more than a minute ahead of the next BP car. Class A Sedans was won by Jeff Garrett in his blue #389 notchback Mustang.

The **GROUP 2** (EP and FP) race again produced a real EP vs FP battle, but this time, it was perennial FP winner Herb Hilton who worked his way from third on the grid up to lead the last two laps and win the race in his red #02 MG Midget. Pole sitter Mike Floyd led the first five laps in his yellow #614 EP Porsche 914, only to be passed briefly by William Gardner's blue Austin Healey Sprite, which then faltered and Hilton took and held the lead to the finish. Race Chairman Jay McClanahan fought his way up from 14th on the grid to place third overall and second in F Production in his black #110 MG Midget.

Last race of the weekend was for **GROUP 3** (FV and SFP). Pole sitter John Ridings led



#77 Thomas Upton, 1972 DeTomaso Pantera; #97 Burt Williams, 1970 Porsche 911.

seven of the race's ten laps, including the one that counted. His copper-colored #57 Zink C4 wasn't lead dog only on laps four, five and six. Bigger Hammer's Bill Griffith started on the outside of the front row and was in contention, even leading lap six, then his Warrior FV ran into trouble and he wound up three laps down at the checker. Team Geezer's Mike Callahan, on the other hand, started in third and finished in second, driving his white and blue #68 Zink Z-5. The Spec Sprites were represented by Eddie Dick and Gary Emery, with Dick's red, white and blue #54 Austin Healey Sprite the winner of SFP class in eighth overall.

CVAR's next race will be the Spring Driver's School & Races, including the 3rd Annual Formula Junior Challenge, at Texas World Speedway on February 22-24, 2013. Now is the time for winter overhauls, checkups, lube changes, brake fluid changes, etc. Don't forget to check the SFI expiration dates on harness webbings. CVAR requires at least an SA2005 helmet. As always, no "M" helmets are allowed.



#68 Mike Callahan, 1968 Zink Z-5; #57 John Ridings, 1968 Zink C-4.

SATURDAY'S RESULTS

GROUP 4

PL CL DRIVER/CAR

- 1 VA D. Ruehs/1959 Chevrolet Corvette 2:43.178
- 1 VB P. Gormly/1961 Morgan 4 2:45.940
- 1 FB B. Revennaugh/1960 Lotus F1 18 2:57.927
- 2 VB D. Charlton/1952 Morgan Plus 4
- 3 VB J. McClanahan/1955 Austin Healey 100-4
- 2 VA A. Johnson/1958 MGA Devin
- 1 FJR J. Sharp/1961 Cooper FJ Mk 2 T-56 3:04.807
- 2 FJR R. Hoemke/1962 Cooper T59
- 3 FJR J. Yule/1961 Cooper T-56
- 1 VC G. McFarlane/1961 H-Modified Thundermug 3:17.916



#750 Sherman Hart, 1958 Alfa Romeo.

GROUP 6

PL CL DRIVER/CAR

- 1 FA K. Liming/1970 Centaur FSV 2:12.628
- 1 FF1 B. Johnson/1971 Royale RP3A 2:04.054
- 2 FF1 P. Junco/1972 Formula Ford Merlyn 20-A
- 3 FF1 S. Lafferty/1971 Merlyn Mk 20
- 1 FF2 M. Anderson/1979 Crossle F-35 2:20.225
- 4 FF1 L. Reyburn/1971 Merlyn Mk 20A FF1
- 5 FF1 A. Lemon/1969 Merlyn 11A
- 6 FF1 J. Carr/1969 Caldwell FF
- 2 FF2 S. Jacobs/1974 Dulon MP-15 FF

GROUP 7

PL CL DRIVER/CAR

- 1 CP R. Reeves/1971 Porsche 914/6 1:59.596
- 2 CP S. Duplissey/1971 Porsche 911 T
- 3 CP B. Merrill/1971 Datsun 240Z
- 4 CP D. Noe/1967 Porsche 911S
- 5 CP R. Kuehnhoefler/1973 Porsche 911
- 6 CP T. Taff/1971 Porsche 914/6
- 7 CP G. Morgan/1972 Porsche 911
- 8 CP T. Yemington/1970 Porsche 911
- 1 BS T. Woodruff/1974 BMW 2002 2:05.107
- 1 DP M. Stephens/1972 Alfa Romeo Spider Veloce 2:04.740
- 2 DP G. Hibbs/1962 Lotus Super 7
- 2 BS M. Primo/1971 Fiat 124
- 3 DP J. Foster/1972 Alfa Romeo Spyder
- 9 CP A. Nigro/1972 Porsche 911
- 3 BS D. Gwynne/1970 Ford Escort RS1600
- 4 BS C. Trifilio/1971 Fiat 124 Coupe
- 4 DP A. Kramer/1966 Triumph TR-4a
- 10 CP D. Piott/1972 Porsche 914
- 11 CP R. Williams/1970 Porsche 911
- 5 DP R. Blake/1963 Triumph TR-4

GROUP 1

PL CL DRIVER/CAR

- 1 ASR P. Hoekenga/1971 Lola T-212 1:44.846
- 1 FIA T. Upton/1972 Detomaso Pantera 1:56.691
- 1 AP S. Lecompte/ 1:56.785
- 1 BP G. Reynolds/1967 Shelby Mustang GT350 1:55.659

2 FIA G. Kopecky/1973 Porsche RSR

1 AS J. Fershtand/1969 Ford Mustang

1:57.790

- 2 AS J. Garrett/1967 Ford Mustang
- 2 BP J. McClanahan/1966 Sunbeam Tiger
- 3 AS R. Suggs/1970 Ford Boss 302
- 3 BP S. Seitz/1965 Ford Mustang
- 2 AP J. Kitzmiller/1969 Chevrolet Corvette
- 3 FIA A. Trotter/1969 Chevrolet Corvette
- 4 AS G. Hassell/1968 Ford Mustang
- 5 AS R. Cobb/1971 Amc Javelin
- 6 AS T. Hassell/1966 Ford Mustang Notchback
- 7 AS J. Worth/1969 Mustang Boss 302
- 8 AS J. Seligman/1966 Ford Mustang Coupe
- 3 AP M. McIllyar/1971 Chevy Corvette

GROUP 2

PL CL DRIVER/CAR

- 1 FP W. Gardner/1963 Austin Healey Sprite 2:06.160
- 1 EP M. Floyd/1973 Porsche 914 2:06.273
- 2 FP H. Hilton/1971 MG Midget
- 3 FP P.D. Sohn/1971 MG Midget
- 2 EP G. Blake/1958 Triumph TR-3
- 3 EP K. Morris/1969 MGB
- 4 FP P. Sandy/1959 Austin Healey Sprite
- 4 EP T. Welsh/1974 MGB
- 5 FP B. Collins/1972 Triumph Spitfire
- 6 FP G. Reed/1967 MG Midget
- 7 FP S. Knight/1968 MG Midget
- 8 FP J. Walker/1961 Austin Healey Sprite
- 9 FP T. Colley/1959 Austin Healey Bugeye Sprite
- 10 FP P. Glawe/1966 Austin Healey Sprite
- 11 FP S. Frank/1969 Austin Healey Sprite



#51 Dan Ruehs, 1959 Chevy Corvette.

GROUP 3

PL CL DRIVER/CAR

- 1 FV B. Griffith/1969 Warrior 2:12.330
- 2 FV M. Callahan/1968 Zink Z-5
- 3 FV J. Ridings/1968 Zink C-4
- 4 FV J. Revennaugh/1967 Zink C-4
- 5 FV T. O'Grady/1969 Lynx B
- 6 FV D. Rolison/1967 Zink Z-5
- 7 FV C. Singletary/1965 Autodynamics Mark IIb FV
- 1 SFP E. Dick/1967 Austin Healey Sprite 2:22.712
- 8 FV B. Liming/1968 Zink C-4
- 2 SFP G. Emery/1964 Austin Healey Sprite

SUNDAY'S RESULTS

GROUP 4

PL CL DRIVER/CAR

- 1 FB B. Revennaugh/1960 Lotus F1 18 2:02.182
- 1 FJR D. Chapman/1961 Cooper T 56 2:04.356
- 2 FJR J. Sharp/1961 Cooper FJ Mk2 T-56
- 3 FJR J. Yule/1961 Cooper T-56
- 1 VA D. Ruehs/1959 Chevrolet Corvette 2:08.443

4 FJR C. Bamford/1962 Cooper T59

1 VB D. Charlton/1952 Morgan Plus 4

2:14.804

2 VB P. Gormly/1961 Morgan 4



#27 Jeffrey Walker, 1961 Austin Healey Sprite.

1 CM J. Furlow/1954 Kurtis 500KK

2:20.619

1 VC G. McFarlane/1961 H-Modified Thundermug 2:24.866

3 VB J. McClanahan/1955 Austin Healey 100-4

4 VB S. Hart/1958 Alfa Romeo Giulia Sprint

2 VA C. Kellner/1959 Austin Healey 3000

GROUP 6

PL CL DRIVER/CAR

- 1 FF1 P. Junco/1972 Merlyn 20-A FF 1:56.768
- 1 FA K. Liming/1970 Centaur FSV 1:59.531
- 2 FF1 L. Reyburn/1971 Merlyn Mk 20A FF1
- 1 FF2 M. Anderson/1979 Crossle F-35 2:01.121
- 2 FF2 S. Jacobs/1974 Dulon MP-15 FF
- 1 BSR L. Lydick/1963 Merlyn Mk 6A 2:03.017
- 3 FF1 A. Lemon/1969 Merlyn 11A
- 3 FF2 S. Watson/1979 Lola T-540
- 4 FF1 S. Lafferty/1971 Merlyn Mk 20
- 5 FF1 D. Mock/1969 Merlyn Mk 11a
- 2 FA J. Slade/1972 March 722 Atlantic
- 3 FA K. Copeland/1971 Brabham BT-35
- 6 FF1 J. Carr/1969 Caldwell FF

GROUP 7

PL CL DRIVER/CAR

- 1 CP R. Reeves/1971 Porsche 914/6 1:59.063
- 2 CP S. Duplissey/1971 Porsche 911 T
- 3 CP B. Merrill/1971 Datsun 240Z
- 4 CP R. Williams/1970 Porsche 911
- 5 CP N. Cullen/1972 Porsche 911
- 1 BS T. Woodruff/1974 BMW 2002 2:04.291
- 1 DP M. Stephens/1972 Alfa Romeo Spider Veloce 2:04.704
- 6 CP D. Noe/1967 Porsche 911S
- 7 CP E. Cullen/1970 Porsche 911
- 8 CP T. Yemington/1970 Porsche 911
- 9 CP A. Nigro/1972 Porsche 911
- 10 CP R. Kuehnhoefler/1973 Porsche 911



#14 Kent Copeland, 1971 Brabham BT-35.

11 CP T. Taff/1971 Porsche 914/6

2 DP J. Foster/1972 Alfa Romeo Spyder

2 BS L. Gladfelter/1971 Datsun 510

12 CP A. Tomita/1973 Porsche 911T

13 CP J. Iturbe/1972 Porsche 911

3 BS C. Trifilio/1971 Fiat 124 Coupe

3 DP A. Kramer/1966 Triumph TR4a

14 CP D. Hightower/1972 Datsun 240Z

4 BS D. Gwynne/1970 Ford Escort

RS1600

15 CP D. Piott/1972 Porsche 914

5 BS S. Cole/1970 Alfa Romeo Gtam

GROUP 1

PL CL DRIVER/CAR

- 1 ASR J. Anderson/1971 Lola T-212 1:51.021
- 1 FIA G. Kopecky/1973 Porsche RSR 1:53.130
- 2 FIA T. Upton/1972 Detomaso Pantera
- 1 BP G. Reynolds/1967 Shelby Mustang GT350 1:56.305
- 1 AS J. Garrett/1967 Ford Mustang 2:00.198
- 2 BP S. Seitz/1965 Ford Mustang
- 2 AS G. Hassell/1968 Ford Mustang
- 3 AS J. Seligman/1966 Ford Mustang Coupe



#15 Gary Reed, 1967 MG Midget.

4 AS T. Hassell/1966 Ford Mustang

Notchback

5 AS J. Fershtand/1969 Ford Mustang

GROUP 2

PL CL DRIVER/CAR

- 1 FP H. Hilton/1971 MG Midget 2:06.201
- 1 EP M. Floyd/1973 Porsche 914 2:06.602
- 2 FP J. McClanahan/1972 MG Midget
- 3 FP P. Sandy/1959 Austin Healey Sprite
- 4 FP J. Hovey/1967 Triumph Spitfire
- 2 EP T. Welsh/1974 MGB
- 5 FP G. Reed/1967 MG Midget
- 6 FP S. Knight/1968 MG Midget
- 7 FP C. Duroy/1968 Austin Healey Sprite
- 8 FP B. Collins/1972 Triumph Spitfire
- 9 FP H. Noble/1962 MGA Mk II
- 10 FP J. Walker/1961 Austin Healey Sprite
- 11 FP P. Glawe/1966 Austin Healey Sprite
- 12 FP P. Sohn/1971 MG Midget
- 3 EP G. Blake/1958 Triumph TR-3
- 13 FP T. Colley/1959 Austin Healey Bugeye Sprite
- 14 FP S. Frank/1969 Austin Healey Sprite
- 15 FP W. Gardner/1963 Austin Sprite

GROUP 3

PL CL DRIVER/CAR

- 1 FV J. Ridings/1968 Zink C4 2:10.044
- 2 FV M. Callahan/1968 Zink Z-5
- 3 FV T. O'Grady/1969 Lynx B
- 4 FV J. Revennaugh/1967 Zink C-4
- 5 FV D. Rolison/1967 Zink Z-5
- 6 FV B. Liming/1968 Zink C-4
- 1 SFP E. Dick/1967 Austin Healey Sprite 2:26.007
- 2 SFP G. Emery/1964 Austin Healey Sprite
- 7 FV B. Griffith/1969 Warrior