



#57 John Ridings, 1968 Zink C4; #38 Nathan Baldauff, 1969 Beach 5C; #05 Mike Rogers, 1965 Autodynamics; #98 William Wolff, 1965 Zink C4; #5 Edward Ziegler, 1967 Beach 5C; #25 Willis Murphey, 1966 Zink.

CVAR Vintage Fall Festival Texas World Speedway

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— story and photos by Don Gwynne

The weekend was really two separate race events in one, with the last 2014 points races on Saturday and the first 2015 points races on Sunday. The weather was cold, and sometimes rainy. The great turnout was literally twice that of the December 2013 year-end event.

Friday's Test/Tune/Practice (TTP) sessions were followed by an open CVAR Board

class. That said, Bamford finished less than a tenth of a second behind Breidenbach at the checkered flag, so it was a race for sure. Mike Vecellio won the VB class, in third overall, driving his EMPI Crusader. Louis Gladfelter's bellowing white Corvette finished fourth overall, winning the VA class, just a couple of seconds behind Vecellio. Back in eighth

overall, Wes Wigginton won the SFP "Spec Sprite" class in his MG Midget. Gary McFarlane took an unopposed VC class win in 10th overall driving his unique "Thundermug" that is described in detail on page 243 of *Vintage American Road Racing Cars, 1950-1970*. The book's co-author Harold W. Pace has served as CVAR's *de facto* historian for decades. Harold recently succumbed to a long

illness, and he will be long remembered by everyone lucky enough to know him.

Lon McKinstry took an unopposed Front Engined Formula Junior class win in his Elva 100. This was a noteworthy win on several counts. For years, Lon's Elva 100 has been raced in green livery, but during a recent overhaul, Lon discovered that the original paint was red, and put it back to its original condition for his final race. At Saturday night's banquet, Lon announced that he was hanging up his driver's suit one last time. He began

racing with SCCA in 1958, and has been a continuous SCCA member ever since. Lon attended the SCCA's first official Driver's School, at Marlboro, in 1960. He has owned and raced some wonderful cars along the way, including a BN4 Austin Healey 100-6, an Elva Courier (s/n 122), an Alfa-powered Elva Mk7 CSR, a Lola 620 FSV, and the Elva 100 that he purchased in 2000 for vintage racing. His dear wife Joyce, now deceased, never did like motorcycles or open wheeled formula cars, and it was only after she gave her permission that he bought and raced the Elva 100 front engined Formula Junior. Lon has been a tireless racer and worker at SCCA and CVAR events for more than five decades, and he will surely be missed. Suffice it to say that Lon has accumulated many, many good friends through the years. Your author is proud to call Lon his friend.

There were 16 **GROUP 6** (BSR, FA, FB, FC, FF1 & FF2) cars gridded for the second points race on Saturday. Jim Kelleher started on the pole, set the fastest lap, and led the race from start to finish, in his March 80A, taking the overall win and the FA class win in convincing fashion. Jeff Anderson moved his Brabham BT-29 into the second slot on the first lap and stayed there to the checker, to win the FB class. Robert Hoemke finished third overall in his Cooper T-59 to win the FC class. Although Trevor Bond started his LeGrand Mk21 in 11th position, he quickly moved up, even running third overall on the third lap, and placed fourth overall to win the FF2 class, less than a second behind Hoemke at the finish line. Gregory Hibbs won the FF1 class, at sixth overall, in his Merlyn 20A. The B Sports Racing class win went to Bruce Revenaugh in his Lotus 23.

Saturday's **GROUP 7** (CP & BS) race was on a dry track, unlike the following day. Skip Duplissey started on the pole in his Porsche 911T, but got passed on the third lap by Andrew Fawcett's Lotus Super 7, which had started back in seventh. Andrew turned in a 1:56.354 lap in the process, only 0.4 seconds off Duplissey's CP lap record at TWS set back in December 2013, but his lead was not



#47 John Fershtand, 1969 Ford Mustang; #10 Stephen Seitz, 1965 Ford Mustang.

meeting where recent developments and rules changes were discussed, and the assembled group heard a presentation about a proposed new track in the vicinity of Brenham, TX from its promoter.

The last points races of CVAR's 2014 racing season commenced on Saturday afternoon. The most historic race group (**GROUP 4**) led off. Although Charles Bamford sat on pole in his Cooper T-56 Formula Junior, he was overtaken on the fourth lap by a flying John Breidenbach. Breidenbach's Lotus 18 FJ was gridded all the way back in tenth, yet finished first overall and first in FJR



#01 Jim Jones, 1972 MGB; #115 Steve Knight, 1968 MG Midget.

to last. After leading the third and fourth laps, Fawcett dropped out with low oil pressure, later determined to be due to a broken pressure relief spring in the oil pump. Later, Andrew cheerfully noted “hey, it’s a Lotus.” Continuing that theme, Benjamin Hertzog started the race on the outside of the front row in his Lotus Elan, only to drop out on the third lap with a broken throttle cable. With Fawcett’s Lotus gone from the fray, Duplissey regained the lead, with Dan Hightower about ten seconds back. That’s how they finished, for first and second overall and first and second in C Production. Michael Lovay brought his Datsun 510 home in sixth overall to win the B-Sedan class. Cynthia Trifilio’s Fiat 124 Sport Coupe was less than six seconds behind Lovay, for second place in B-Sedan.

GROUP 1 (ASR, AS, AP, BP, FIA) fielded a beautiful grid of 25 cars. George Kopecky started on pole in his Porsche RSR. Mark McIllyar’s Corvette quickly took over the lead for the first two laps, then Kopecky passed him to lead Laps 3-6. Dick Hunter started on the outside of the front row, but went DNF after



#62 Robert Mackenzie, 1962 Triumph Spitfire 4; #45 William Gardner, 1963 Austin Healey Sprite; #101 Chris Duroy, 1968 MG Midget.

to take the overall win and the DP2 class win. DP2 is part of an experiment intended to test whether some cars prepared to GCR versions later than CVAR’s 1972 GCR cutoff date can satisfactorily find a vintage home within CVAR. The list of specific post-1972 GCR allowable modifications for DP2, EP2, FP2 and CS2 are posted on the CVAR website. Bill Gardner dogged him all the way, though, in his Austin Healey Sprite, finishing less than four seconds in arrears, and winning the F Production class. Farther back, Greg Blake finished third overall to win the EP class in his silver Triumph TR-3. John Frymark won the D Production class in 16th overall driving his TR-4A. David McCullough won the C Sedan class in 21st overall with his Datsun 1200. Robert Mackenzie took an unopposed G Production win in his Triumph Spitfire.

The final points race on Saturday was the 4th Annual John Gaudette Memorial Race for **GROUP 3** Formula Vees, with 20 Formula Vees under the starter’s orders. Gregory Byrne sat on pole in his Zink, with Dwight Calkins alongside in his Lynx. Calkins got in front early on, and led most of the way, but Byrne was in the lead at the beginning of the last lap. By the checkered flag, however, Calkins was again in the lead for the win. Just barely. His margin of victory was less than 0.1 second. There was an 11-second gap back to a second group, composed of John Ridings’ Zink and William Wolf’s Zink. Ridings came third, with Wolf just a half-second behind him for fourth.

After Saturday’s races were finished, the 2014 Championship Awards Dinner was held on a rainy night in the warm and dry VIP suite overlooking the front straight. For the first time ever, CVAR’s general membership voted to give the Lifetime Achievement Award and the CVAR Board voted to give the Bob McLaughlin

Trophy to the same person. Two-time CVAR President George Curl was speechless, for the first time anyone can remember.

Steve and Yancey Seitz, along with Mike and Dixie Lovay, got many of the pro celebrity drivers at the SVRA Indy event to autograph several CVAR hats. These hats were auctioned during the awards dinner and raised over \$1,390. The money raised will go directly into the Patrick Phillips Memorial Corner Worker Fund, which was established at the request of the late Patrick Phillips. During an extended illness, Phillips dedicated his estate to help offset personal corner worker expenses and to enhance their presence at CVAR Races.

The first points races of CVAR’s 2015 racing season were held on a rainy Sunday morning, starting with the historic **GROUP 4** cars. Lou Marchant started on the pole, with Hank Noble on the outside of the front row. After the green flag, Marchant kept her MGA in the lead for the first three laps, only to be overtaken by Noble’s MGA, which held onto the lead to the checkered flag to take the overall win and win the VB class. In fourth overall, Gregory Byrne won the Front Engined Formula Junior class in the Elva 100 he had just purchased from Lon McKinstry, who owned and raced the car during the last 14 years. Eddie Dick won the SFP “Spec Sprite” class in fifth overall, ahead of three more SFP cars. This was one of the largest SFP entries to date, it looks like SFP may be taking off in 2015. Gary McFarlane’s won the VC class in his Thundermug, less than a half second behind Eddie Dick’s Austin Healey Sprite.

The **GROUP 6** race (also in the rain) was a bit of an upset. The eventual winner, Trevor



#04 Peter Sandy, 1959 Austin Healey Sprite; #14 Scott Brady, 1972 Fiat Abarth 124 Spyder.

just one lap when his clutch pedal just went to the floor due to a clutch slave cylinder failure. While all this was going on up front, Jeff Anderson was busily carving his way through the pack in his Lola T212, after starting the race in the 14th spot. You could hear the high rpm scream of the yellow Lola’s Cosworth 4-cylinder engine pretty much all the way around the track, in contrast to the bellowing Ford and Chevrolet V-8s and the snarl of the flat opposed Porsche sixes. Anderson took the lead away from Kopecky on the next to last lap for the overall win and the A Sports Racing class win. Kopecky’s Porsche was about eight seconds down at the checkered flag, for second overall and the FIA class win. Jeff Garrett’s Mustang came third overall to win the A-Sedan class, edging Tom Upton’s Pantera by a bit less than five seconds. Mark McIllyar’s Corvette won the A Production class in sixth overall. Stephen Seitz took the B Production class win in eighth overall driving his Mustang.

GROUP 2 (DP2, DP, EP, FP, GP and CS) was the biggest field on Saturday. Bob Kramer led from start to finish in his Triumph TR-6



#44 Samuel Partin, 1969 Alfa Romeo GT Junior.



#44 Steven Cole, 1963 Corvette; #17 Herb Hilton, 1967 Ford Mustang; #31 Seth Higgins, 1974 Porsche 911 Carrera.

Bond, started the race in ninth on the grid, but on the second lap he had passed everyone to take the overall lead, and never looked back. Bond thusly won the FF2 class in his green LeGrand Mk 21. His margin of victory over the rest of the field was more than forty seconds! Wow! Mitchell Hibbs likewise came up from 10th spot on the grid to finish second overall and win the FF1 class in his Merlyn Mk11a. Polesitter Gregory Hibbs was third overall and second in FF1 with his Merlyn Mk20a. Jim Barron found his Lola T240 a handful in the wet and finished fifth overall to win the FA class. Jim described the experience thusly: "I let everyone go at the start since I had never run the car in the wet and it was only my second time in the car, plus the slick tires. I did have fun and after a few laps did start passing cars. Car was a handful on slicks!" Bruce Revenaugh splashed home in sixth overall to win the B Sports Racing class in his Lotus 23. Charles Bamford took an unopposed win in the

Farewell to TWS

CVAR invites all vintage racers to participate in the last race at Texas World Speedway. CVAR's Spring Drivers School and Races, Feb. 20-22, will be a bittersweet event. The school starts Friday morning with a mandatory classroom session. The students then join the Friday Test-and-Tune track day as Group 5 for sessions with experienced racers/instructors working individually with students on their driving skills. The students continue to participate as Group 5 for Saturday's practice and qualifying races and Sunday's races. This will be the final CVAR race at Texas World Speedway, and like so many great tracks before, it probably won't be long before it is turned into rows of houses. This will be your last chance to experience this great track in a vintage race car.

Formula Junior class, coming in ninth overall in his Cooper T-56.

The **GROUP 7** race was also in the wet, with Skip Duplissey leading from pole to checkered flag in his Porsche 911T to win C Production.

To give you an idea of the track conditions on Sunday morning, Skip's best lap was more than ten seconds off Saturday's time. Splish splash! Andrew Fawcett had his Lotus Super 7 on song, but couldn't catch Skippy. Fawcett finished second overall and second in CP after starting from fifth. Jim Collier moved his Porsche 911 up from sixth to third by the third lap and stayed there. Maor Primo excelled in the wet, placing his Fiat 124 Sport Coupe in sixth overall for the B-Sedan class win. His prior European formula car professional training and racing experience was evident. The rest of the B-Sedan field, five more cars, was at least a lap down on him at the finish!

By the 11 a.m. start of the **GROUP 1** race, the rain had slacked off and the track was draining, which was probably a big relief to the big iron drivers. Still, it was damp, and George Kopecky led from green to checker in his Porsche RSR, taking the overall win and the FIA class win. It wasn't a cake walk, however, with Kevin Ford's Camaro only 0.85 seconds in arrears at the checkered flag. A very well done A-Sedan win for Kevin, with a 26 second lead over the third place car! Jim Sandberg's Corvette won A Production in eighth overall. Stephen Seitz finished 12th overall in his Mustang to win B Production. Don Noe had moved his Mustang from eighth at the start to seventh by the fourth lap by passing Seitz, but then

Noe's throttle pedal came off and was sliding around his floorboards. Doesn't sound so bad, but his is a particularly large pedal, and he wisely pitted when it happened.

GROUP 2 fielded a grid of 21 cars. Dave Foreman sat on pole in his Porsche 914, but at the end of the first lap, it was William Gardner in the lead with his Austin Healey Sprite. Pete Sandy came up from fifth on the grid in his Bugeye Sprite to challenge Gardner, but at the checkered flag Gardner was ahead by more than three seconds for first overall and the F Production class win. John Hamilton had a very good day in "The Great Pumpkin," his orange MGB. He held off Scott Brady's attack during the last three laps to finish fourth overall and win the EP class. Robert Blake moved from 15th on the grid up to fifth overall at the finish to win D Production in his Triumph TR-4. His son, Andrew, had bad luck at the start, with a leaking hose putting his



#39 Jeffrey Carr, 1969 Caldwell Formula Ford' #14 Jim Barron.

DP2 TR-6 into the paddock before completing the first lap.

The last points race of the event started at noon, with 19 Formula Vees coming under the starter's orders for **GROUP 3**. Polesitter Gregory Byrne's Zink led the first seven laps, only to be overtaken with three laps to go by Dwight Calkins, driving his Lynx. That's how they finished, with Bill Griffith's Warrior trailing less than a tenth of a second behind Calkins. Mike Jones ran into trouble early. With a battery cable touching the chassis, he only made two laps before dropping out in his Nash Scrambler.



#20 Joseph Hovey, 1967 Triumph Spitfire; #100 Randy Riney, 1972 MG Midget.

SATURDAY

GROUP 4

PL CL DRIVER/CAR

- 1 FJR J. Breidenbach/1960 Lotus 18 FJ 2:09.234
- 2 FJR C. Bamford/1961 Cooper T56
- 1 VB M. Vecellio/1963 Empi Crusader 2:13.906



#8 Carl Janin, 1968 Ford Mustang.

- 1 VA Louis Gladfelter/1958 Chevrolet Corvette 2:15.267
- 2 VB Lou Marchant/1959 MGA
- 3 VB J. McClanahan/1955 Austin Healey 100-4
- 4 VB H. Noble/1962 MGA Mk II
- 1 SFP W. Wigginton/1972 MG Midget 2:19.736
- 2 SFP E. Dick/1967 Austin Healey Sprite
- 1 VC G. McFarlane/1960 H-Modified Thundermug 2:24.601
- 3 SFP J. Williams/1972 Austin Healey Sprite
- 2 VA C. Kellner/1959 Austin Healey 3000
- 1 FFJr L. McKinstry/1959 Elva 100 FJ 2:21.843
- 4 SFP D. Turner/1964 Austin Healey Sprite

GROUP 6

PL CL DRIVER/CAR

- 1 J. Kelleher/1980 March 80A
- 1 J. A. Anderson/1969 Brabham BT-29
- 1 R. Hoemke/1962 Cooper T59
- 1 T. Bond/1975 LeGrand Mk 21
- 2 E. Moore/1962 Cooper T59
- 1 G. Hibbs/1972 Meryln 20 A
- 2 J. Barron/
- 1 B. Revenaugh/1963 Lotus 23
- 2 A. Lemon/1969 Merlyn Mk 11a
- 3 L. Reyburn/1971 Merlyn Mk 20A FF1
- 4 P. Hardsteen/1968 Lotus 51
- 2 M. Anderson/1979 Crossle F-35
- 5 J. Carr/1969 Caldwell FF
- 2 T. O'Grady/1964 Merlyn Mk 6A

GROUP 7

PL CL DRIVER/CAR

- 1 CP S. Duplissey/1971 Porsche 911T 1:57.574
- 2 CP D. Hightower/1972 Datsun 240Z
- 3 CP A. Tomita/1973 Porsche 911T
- 4 CP T. Taff/1971 Porsche 914 6
- 5 CP R. Williams/1970 Porsche 911
- 1 BS M. Lovay/1969 Datsun 510 2:06.900
- 2 BS C. Trifilio/1971 Fiat 124 Coupe
- 3 BS D. Gwynne/1970 English Ford Escort
- 6 CP J. Iturbe/1972 Porsche 911
- 4 BS G. Bauer/1969 Datsun 510
- 5 BS H. Phillips/1972 Alfa Romeo GTV
- 7 CP A. Fawcett/1970 Lotus 7

GROUP 1

PL CL DRIVER/CAR

- 1 ASR J. Anderson/1971 Lola T-212 1:48.745
- 1 FIA G. Kopecky/1973 Porsche RSR 1:55.038
- 1 AS J. Garrett/1967 Ford Mustang 1:57.422
- 2 FIA T. Upton/1972 DeTomaso Pantera
- 2 AS K. Rich/1967 Shelby Notchback
- 1 AP M. McIlyar/1971 Corvette 1:55.150
- 3 AS J. Fershtand/1969 Ford Mustang

1 BP S. Seitz/1965 Ford Mustang

- 1:59.100
- 4 AS C. Janin/1968 Ford Mustang
- 2 BP S. Cole/1963 Corvette
- 3 FIA S. Higgins/1974 Porsche 911 Carrera
- 5 AS H. Hilton/1967 Ford Mustang
- 6 AS G. Hassell/1968 Ford Mustang
- 7 AS R. Cobb/1967 Ford Mustang
- 3 BP D. Noe/1965 Ford Mustang
- 8 AS C. Lemmons/1965 Ford Mustang
- 9 AS B. Whitehead/1965 Ford Mustang
- 2 AP J. Sandberg/1969 Corvette
- 10 AS J. Sharp/1971 Camaro
- 11 AS J. Seligman/1966 Ford Mustang
- 12 AS D. Haynes/1970 Ford Mustang
- 13 AS J. Worth/1969 Mustang Boss 302
- 4 BP G. Reynolds/1967 Shelby Mustang GT350
- 14 AS T. Hassell/1966 Ford Mustang Notchback

GROUP 2

PL CL DRIVER/CAR

- 1 DP2 B. Kramer/1976 Triumph TR6 2:03.458
- 1 FP W. Gardner/1963 Austin Healey Sprite 2:03.548
- 1 EP G. Blake/1958 Triumph TR3 2:05.180
- 2 EP D. Foreman/1971 Porsche 914
- 2 FP R. Riney/1972 MG Midget
- 3 FP P. Sandy/1959 Austin Healey Sprite
- 4 FP C. Duroy/1971 MG Midget
- 3 EP J. Hamilton/1965 MGB Roadster
- 5 FP P. D. Sohn/1972 MG Midget
- 4 EP G. Curl/1964 MGB
- 5 EP S. Brady/1972 Fiat Abarth 124 Spyder



#27 Larry Thacker, Caldwell D13.

- 6 FP D. Hilton/1971 MG Midget
- 7 FP J. Hovey/1967 Triumph Spitfire
- 8 FP S. Knight/1968 MG Midget
- 6 EP J. Jones/1972 MGB
- 1 DP J. Frymark/1967 Triumph TR4a
- 9 FP J. Walker/1961 Austin Healey Sprite
- 7 EP K. Morris/1969 MGB
- 10 FP R. Fisher/1959 Austin Healey Sprite
- 2 DP J. Cox/1964 Triumph TR4
- 1 CS D. McCullough/1971 Datsun 1200 2:07.884
- 3 DP R. Blake/1963 Triumph TR4
- 11 FP B. Barnes/1967 Austin Healey Sprite
- 12 FP P. Glawe/1966 Austin Healey Sprite
- 13 FP G. Reed/1967 MG Midget
- 8 EP M. Baker/1963 MGB
- 14 FP T. Swonke/1967 MG Midget
- 1 GP R. Mackenzie/1962 Triumph Spitfire 4 2:40.054
- 15 FP M. Briggs/1972 MG Midget
- 4 DP S. Hart/1971 Alfa Romeo Spider

GROUP 3

PL CL DRIVER/CAR

- 1 FV D. Calkins/1972 Lynx B 2:07.792
- 2 FV G. Byrne/1971 Zink FV
- 3 FV J. Ridings/1968 Zink C4
- 4 FV W. Wolff/1965 Zink C-4
- 5 FV M. Rogers/1965 Autodynamics FV
- 6 FV D. Peterson/1972 Zink McEntire Special
- 7 FV W. Murphey/1966 Zink FV

- 8 FV B. Liming/1968 Zink C-4
- 9 FV A. Acemyan/1969 Beach 5C
- 10 FV E. Ziegler/1967 Beach 5C
- 11 FV S. Smith/1968 Zink FV
- 12 FV R. Weingartner/1968 Beach 5C
- 13 FV F. Brock/1967 Zink C-4 FV
- 14 FV E. Barron/1972 Pegasus Pegasus
- 15 FV J. Revenaugh/1967 Zink C-4
- 16 FV M. Jones/1968 Nash Scrambler

SUNDAY

GROUP 4

PL CL DRIVER/CAR

- 1 VB H. Noble/1962 MGA Mk II 2:37.233
- 2 VB L. Marchant/1959 MGA
- 3 VB J. McClanahan/1955 Austin Healey 100-4
- 1 FFJr G. Byrne/1959 Elva 100 FJ 2:44.395



#44 Robert Rodgers, 1980 Abarth 33.

- 1 SFP E. Dick/1967 Austin Healey Sprite 2:57.682
- 1 VC G. McFarlane/1960 H-Modified Thundermug 2:54.569
- 2 SFP J. Williams/1972 Austin Healey Sprite
- 3 SFP W. Wigginton/1972 MG Midget
- 4 SFP D. Turner/1964 Austin Healey Sprite

GROUP 5

PL CL DRIVER/CAR

- 1 FF2 Trevor Bond/1975 LeGrand Mk 21 2:16.308
- 1 FF1 Mitchell Hibbs/1969 Merlyn Mk 11a 2:21.310
- 2 FF1 Gregory Hibbs/1972 Meryln 20 A
- 3 FF1 P. Hardsteen/1968 Lotus 51
- 1 FA J. Barron/ 2:32.753
- 1 BSR B. Revenaugh/1963 Lotus 23 2:33.045
- 4 FF1 A. Lemon/1969 Merlyn Mk 11a
- 5 FF1 J. Carr/1969 Caldwell FF
- 1 FJR C. Bamford/1961 Cooper T56 2:44.753
- 6 FF1 L. Reyburn/1971 Merlyn Mk 20A FF1
- 2 BSR Lee Lydick/1963 Merlyn Mk 6A
- 3 BSR T. O'Grady/1964 Merlyn Mk 6A



#46 Tom O'Grady, 1964 Merlyn Mk 6a.

GROUP 7

PL CL DRIVER/CAR

- 1 CP S. Duplissey/1971 Porsche 911T 2:08.329
- 2 CP A. Fawcett/1970 Lotus 7
- 3 CP J. Collier/1972 Porsche 911
- 4 CP B. Al Haddad/1971 Porsche 911
- 5 CP D. Hightower/1972 Datsun 240Z
- 1 BS M. Primo/1971 Fiat 124 2:17.640
- 6 CP R. Williams/1970 Porsche 911
- 7 CP T. Taff/1971 Porsche 914/6
- 2 BS G. Bauer/1969 Datsun 510
- 3 BS C. Trifilio/1971 Fiat 124 Coupe

- 4 BS M. Lovay/1969 Datsun 510
- 5 BS Russ Rosenberg/1972 BMW 2002
- 6 BS D. Gwynne/1970 English Ford Escort

GROUP 1

PL CL DRIVER/CAR

- 1 FIA G. Kopecky/1973 Porsche RSR 2:00.809
- 1 AS K. Ford/1969 Camaro 1:59.779
- 2 FIA S. Higgins/1974 Porsche 911 Carrera
- 2 AS H. Hilton/1967 Ford Mustang
- 3 AS C. Janin/1968 Ford Mustang
- 4 AS G. Hassell/1968 Ford Mustang
- 5 AS J. Sharp/1971 Camaro
- 1 AP J. Sandberg/1969 Corvette 2:15.242
- 6 AS J. Seligman/1966 Ford Mustang
- 7 AS R. Cobb/1967 Ford Mustang
- 8 AS T. Hassell/1966 Ford Mustang Notchback

- 1 BP S. Seitz/1965 Ford Mustang 2:16.595

GROUP 2

PL CL DRIVER/CAR

- 1 FP W. Gardner/1963 Austin Healey Sprite 2:07.868
- 2 FP P. Sandy/1959 Austin Healey Sprite
- 3 FP R. Riney/1972 MG Midget
- 1 EP J. Hamilton/1965 MGB Roadster 2:08.908
- 2 EP S. Brady/1972 Fiat Abarth 124 Spyder
- 4 FP J. Hovey/1967 Triumph Spitfire
- 5 FP D. Hilton/1971 MG Midget
- 6 FP J. Walker/1961 Austin Healey Sprite
- 7 FP S. Barrett/1969 MG Midget



#47 Richard Fisher, 1959 Austin Healey Sprite.

- 3 EP D. Foreman/1971 Porsche 914
- 8 FP R. Fisher/1959 Austin Healey Sprite
- 1 DP R. Blake/1963 Triumph Tr4 2:18.407
- 9 FP M. Briggs/1972 MG Midget
- 10 FP B. Barnes/1967 Austin Healey Sprite
- 11 FP P. Glawe/1966 Austin Healey Sprite
- 4 EP M. Baker/1963 MG B
- 12 FP P. D. Sohn/1972 MG Midget
- 5 EP J. Jones/1972 MG B
- 13 FP D. Hilton/1959 Austin Healey Bugeye Sprite

GROUP 3

PL CL DRIVER/CAR

- 1 FV D. Calkins/1972 Lynx B 2:08.368
- 2 FV G. Byrne/1971 Zink FV
- 3 FV B. Griffith/1969 Warrior
- 4 FV J. Ridings/1968 Zink C4
- 5 FV N. Baldauff/1969 Beach 5C
- 6 FV D. Peterson/1972 Zink McEntire Special
- 7 FV W. Wolff/1965 Zink C-4
- 8 FV A. Acemyan/1969 Beach 5C
- 9 FV W. Murphey/1966 Zink FV
- 10 FV B. Liming/1968 Zink C-4
- 11 FV E. Ziegler/1967 Beach 5C
- 12 FV E. Barron/1972 Pegasus Pegasus
- 13 FV R. Weingartner/1968 Beach 5C
- 14 FV S. Smith/1968 Zink FV
- 15 FV Larry Thacker/1972 Autodynamics Caldwell D13
- 16 FV E. Lovay/1970 VW Formula
- 17 FV M. Calahan/1967 Zink C-4 FV
- 18 FV M. Rogers/1965 Autodynamics FV