

PEOPLE, CARS, EVENTS & RESOURCES  
OF VINTAGE RACING

# VICTORY LANE

December 2009 - VOLUME 24, NO. 12  
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## Happy Holidays



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High Plains Raceway, CO



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CVAR Fall Drivers School  
and Races

Texas World Speedway, TX



SVRA New Jersey  
Vintage Races

New Jersey  
Motorsports Park, NJ



SOVREN Fall Finale  
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# International Highlites

into a big lead before dramatically pitting for a top-up of water. Further drama ensued when the marshal at the end of the pit lane held him while some cars passed by, leaving a fuming Blakeney-Edwards with some catching up to do. But catch up he did, to the delight of the crowd, who were willing him on, taking back the lead and pulling out a gap again.

Just as he seemed to be cruising to victory, he pitted for more water. His chase back through the field was made easier when Brewster pulled out and, going out onto the last lap, Blakeney-Edwards dived past Nick Mason ('35 Aston Martin Ulster) to regain the lead once more. Just when a fairytale victory seemed assured, the leader could be seen pumping furiously in the cockpit, trying to get some fuel pressure and Mason re-passed him. Fuel pressure regained, Blakeney-Edwards once again caught up into the chicane but Mason just held on for the win, although there was no doubt in the crowd's mind as to who the moral victor of the race had been.

This set the tone for the rest of the day's racing, which was action-packed. The **Richmond Trophy** for front-engined Grand Prix cars of a type that raced between 1950 and 1960 (but which curiously didn't include a single entry for a Lotus 16!) featured a wonderful grid, ranging from four Maserati 250Fs, the same number of Connaughts, two Aston Martin DBR4s, a Vanwall, Scarab, Ferrari 246 Dino, Lancia-

Ferrari D50A recreation and the four-wheel-drive Ferguson P99, as driven to victory in the Gold Cup at Oulton Park in 1961 by Moss.

When the flag dropped, the Ferguson, driven by Barrie Williams, took advantage of its superior traction to rocket into the lead but all hell broke loose on the second lap when Williams spun at the high-speed Madgwick corner. Everyone took avoiding action and fortunately no damage was done. German driver Frank Stippler (driving Burkhard von Schenk's '56 Maserati 250F) seized the lead, shadowed by Richard Attwood ('60-type Ferrari 246 Dino) and Gary Pearson ('58 BRM P25). However, Pearson began to lose fluid and dropped back, eventually pulling into the pits to retire, leaving Stippler and Attwood to battle it out. The wily Attwood needed all his race-craft to outwit the German with a bold move (with two wheels on the grass!) on the high speed kink between Fordwater and St. Mary's. Although Stippler attempted to fight back, some poor driving by backmarkers saw him balked badly on a couple of occasions and Attwood ran out the victor. Such was the page of the winning duo that they finished almost a lap ahead of third-placed man Jochen Mass ('56-type Lancia-Ferrari D50A).

Although he did not win the race, Stippler's driving attracted universal praise and approval, which was later rewarded with the Rolex Driver of the Meeting award. US-domiciled Brit Brian Redman set some fast laps in the Collier



## Bobby Rahal had a lonely drive to 13th in the 'pro' Mini race.

Collection's '58 Vanwall but stopped just before the finish as the car was smoking badly, while Michael Milligan sadly failed to complete a single lap at the wheel of Don Orosco's '59 Scarab. Don's son Patrick was a non-starter after crashing his sister car in practice. The **Second of the St. Mary's Trophy Races** for Minis was for the gentleman drivers, with Nick Swift running out the winner.

It was followed by a parade of the cars of Sir Stirling Moss, led by the great man himself at the wheel of an Aston Martin DBR1 sports car, after which a full birthday celebration took place, complete with a rendition of Happy Birthday, followed by Rule Britannia and a 21-gun salute.

The RAC TT Celebration, a one-hour, two-driver race for closed-cockpit GT cars 1960-64, *International Highlights Continued pg. 74*

## CVAR 2010 SCHEDULE

### February 26-28

Spring Driver's School/Races  
Texas World Speedway

### April 16-18

3rd Mike Stephens Classic  
Hallett Motor Racing Circuit



### October 1-3

Thunder on the Cimarron IX  
Hallett Motor Racing Circuit

### November 5-7

18th Fall Vintage Festival  
Texas World Speedway

### May 14-16

18th Annual Marvelous May  
Eagles Canyon Raceway

### September 3-5

Fall Driver's School/Races  
Texas World Speedway



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photo by Jorden Perrett

#69 Wayne Miles, Triumph TR-4.

# CVAR Fall Drivers School and Races

## Texas World Speedway, TX

September 18-20, 2009

-story by Don Gwynne

Corinthian Vintage Auto Racing (CVAR) drew 138 entries, up approximately 20 percent from the previous year, including 14 students, to a three day session of schooling, racing, and friendship at Texas World Speedway. Fall racing at TWS is special. The fall weather is beginning to cool after the hot Texas summer. CVAR racers are anxious for on-track action after the long summer pause. Maybe we need summer night races! Another attraction is always the 3-mile TWS road circuit with it's legendary history of hosting a 1969 Can-Am race won by Team McLaren. The prospect of running where the greats raced is part of the attraction. The oval also hosted the greats back-in-the-day and the November event will salute that history.

### CVAR Vintage Drivers School

The Fall 2009 CVAR Student Class included:

- |                   |                         |
|-------------------|-------------------------|
| Robert Blake      | Triumph TR-4 #14        |
| Dawn Brady        | Fiat 124 Coupe #16      |
| Geoff Cecil       | Porsche 914 #46         |
| Douglas Demarah   | Sprint Midget #113      |
| Chris Duroy       | Sprint Midget #141      |
| Jim Eberle        | Lotus 61 FF #31         |
| Bob Howard        | Porsche "the Pup" #6    |
| Diego Iturbe      | Porsche 911 #193        |
| Nathan John       | Lola T200 FF #87        |
| Brett Liming      | Centaur FSV #15         |
| Wayne Miles       | Triumph TR-4 #69        |
| Clair Schwendeman | Camaro #74 & Vette #167 |
| Joe Summerville   | Zink FV #1              |
| Greg Pickens      | Shelby GT 350 #189      |

CVAR's twice-yearly drivers schools are no-nonsense. Students are firmly required to attend formal "chalk talk" sessions. If you get in your track time, but don't show up as required at each and every "chalk talk" session, then you can always come back to the next semi-annual school to get your logbook signed off.

Tough love.

CVAR also requires that before a new license application will be approved and forwarded to VMC, the novice driver must spend at least one full day as a corner station worker. CVAR's drivers thus develop an appropriate appreciation for the wonderful team of workers who give of their time that others may race. This becomes readily apparent at the annual awards ceremonies in November, where it is not uncommon for CVAR drivers to voluntarily contribute several thousands of dollars for cash prize drawings open to workers only. CVAR's workers all return home with no doubt that they are much appreciated.

This event saw three generations of the Summerville family on the track. Art Summerville, Sr., who served as CVAR President during 11 years of success and growth, made a lap of honor driving his green & white #1 Zink Formula Vee, which has now been sold to his grandson Joe Summerville. Joe's father, Art Summerville, Jr., drove his blue #16 Zink Formula Vee all weekend. Joe did the school in the #1 car. Joe's grandmother, Mary Jo Summerville, proudly doted on her three generations of FV racers all weekend.

Several students had car problems, but most were fortunate to have friends with alternate cars, so they could complete the weekend. One of these was student Greg Pickens. He and his father Phil arrived on Friday with high hopes for their newly-prepared A Sedan Camaro, but a clutch system failure sidelined their

Chevrolet effort almost from the beginning. Roy Allen, CVAR's Authenticity Chairman, generously loaned Greg the use of his blue #189 Shelby GT-350 for the entire weekend. The Ford did double duty, with Roy driving his car in the Group 1 races. Similarly, Dr. Clair Schwendeman wound up driving #74 orange Camaro and #167 R/W/B Corvette after his own white Corvette developed oil pressure problems early in the weekend. This remarkably gracious loaning of race cars to students so they can finish their school exemplifies the spirit of camaraderie and mutual support enjoyed by CVAR members.

At the CVAR Spring Drivers School at TWS in February 2009, one student, John "Chip" Fudge showed up with a historically significant car, a 1955 Lister Maserati. Keeping the tradition going, Wichita's Bob Howard showed up for his first vintage school in a one-off special originally built by Emil Pupildy (a P-47 Thunderbolt mechanic) and raced in the early 1950's as the "Pupildy VW". By 1955, the car had been fitted with an 1,100cc Porsche engine, complete with barrels and pistons left over from one of the 1,100cc Porsche LeMans entries. Charles Rutan bought the car in mid-1955, and raced it some before selling it to his brother, Bill Rutan, in 1957. Bill outfitted it with more Porsche parts salvaged from a wrecked and burned Porsche 356 Carrera GS convertible, and subsequently raced it in a 1958 USAC road racing series, with placing finishes at Lime Rock, Marlboro, and Watkins



photo by Don Gwynne

#74 Camaro, Clair Schwendeman.



photo by Don Gwynne

#141 Chris Duroy, Sprite Midget.

Glen. Details of Bob Howard's unique silver #6 Porsche special can be found on pages 223, 225, and 226 of the book "Vintage American Road Racing Cars, 1950-1970, by Harold W. Pace and Mark R. Brinker. Although a CVAR "student", Bob Howard is no stranger to going fast. He also races a Porsche 968 Turbo GT2 car with PCA.

#### CVAR Vintage Races

Recap of the Sunday championship points races:

A **Group 3** field of 15 Formula Vees and 4 "Spec Sprites" kicked off the Sunday afternoon points races. Bill Griffith, red #5 Beach, started on the pole, but Team Geezer's Mike Callahan, white & blue #68 Zink, nipped past him and led all but the next to last lap. On the checkered lap, Callahan crossed the line first, with Griffith less than 1/10 of a second behind



photo by Don Gwynne

#### #193 Deigo Iturbe, Porsche 911; #87 Nathan John, Lola T200 FF.

him. What a battle for the checkered flag! Mike Vecellio's yellow #3 MG Midget led the rest of the Spec Sprite racers from start to finish.

CVAR's **Group 4** race was led from start to finish by Bruce Revenaugh, green & red #60 Lotus 18 FJr and Dan Chapman, green #28 Cooper FJr. But it was back and forth between the two, all the way. At the checkered flag, Bruce Revenaugh and his Lotus prevailed, but only by 0.2 seconds. Behind them, Mike Orlic, in his blue #18 Porsche 356, led the VB cars from start to finish, but a last lap charge by Evan Williams, red #524 Alfa Romeo Guila, saw him nip past



photo by Jorden Perrett

#### #29 Jeff Anderson, Lola T212.

Jack McClanahan's green & white Austin Healey for the second VB spot.

The **Group 6** race for FA, FB, FF1, and FF2 cars saw Steve Smith run off and hide in his #27 FA. Steve finished more than a minute ahead of the second overall car, the red #10

FF2 driven by Edward Copley. Bill Johnson took the FF1 class win, and third overall, finishing about five seconds behind Copley.

Nineteen **Group 7** cars came to the green flag, and sixteen minutes later, Vernon ("Ron")

Shade took the overall win driving his blue & yellow #810 Porsche 911. The next five slots were occupied by Porsches, both 911's and 914-6's. First non-Porsche was the B Sedan class winner, Tim Woodruff, in his blue #74 BMW 2002. Joe Foster was first in DP and twelfth overall driving his black #116 Alfa Romeo Duetto.

Usually, we think of **Group 1** as the "big bore" race, but Jeff Anderson's yellow #29 Lola T212 showed that isn't always the case. His under 2 liter Cosworth-powered A Sports Racing Lola finished first overall, with nearly a two second lead over Sam LeComte's red/white/blue #167 FIA Corvette. Charley Jones won B Production, finishing third overall, driving his white & gold #289 Shelby GT-350. Russell Suggs drove his school bus orange #50 Boss 302 Mustang to the A Sedan win.

**Group 2** fielded 21 cars for the Sunday afternoon race, and Herb Hilton, red #02 Sprint Midget, was the leader of every lap, including the one that counted. Several position changes took place behind him however, with David Littlefield, red #57 Spridget, and Darren McDougal, silver #111 Sprint Midget, finishing second and third. The first five cars were all in F Production class, with the next four slots going to the E Production MGB crowd. Floridian John Hamilton drove his orange #80 "Great Pumpkin" MGB to the class win, finishing just one second ahead of CVAR President, George Curl's blue #40 MGB.

The students in **Group 5** had all behaved themselves well during the three day school, and had themselves a fine race at the end of the day. Five cars started, and five cars finished. It was quite a mixed bag of cars, with Brett Liming taking



photo by Jorden Perrett

#### #46 Geoff Cecil, Porsche 914; #87 Nathan John, Lola T200 FF.

the overall win driving red #15 Centaur FSV. Team L.O.S.T.'s Jim Eberle placed second overall, less than one second in arrears, driving green #31 Lotus 61 FF. Nathan John placed third overall driving the yellow #87 FF, while Wayne Miles came fourth driving red #69 Triumph TR-4. Geoffrey Cecil came



photo by Jorden Perrett

#### #15 Brett Liming, Centaur FSV.

fifth, in a black #46 Porsche 914. Although not all the students were able to bring a car to the line for the last race, CVAR awarded 13 new Novice logbooks for the weekend, and looks forward to racing with this fresh crop of drivers in 2010.

#### Summary

Once again CVAR has created a special vintage racing experience for long time racers and new students. The good turnout of new racers bodes well for the future of CVAR and vintage racing in the Southwest.

Results and full captions not available at press time.



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