



#61 Christel Kuehnhoefer, 1965 Alfa Romeo Spyder Veloce;
#80 Jim Jones, 1972 MGB.

photo by Don Gwynne

CVAR Drivers School and Vintage Races

Texas World Speedway

September 7-9, 2012

— story by Don Gwynne

The Fall Drivers School & Races at TWS enjoyed good weather and a medium sized turnout. Friday was “test, tune & practice” day for the experienced drivers, and a day of well-structured racing education for 14 drivers school students.

CVAR sees development of new vintage racing drivers as its most important responsibility. Every student must attend every “chalk talk” session, no excuses accepted. On-track sessions are supervised by experienced CVAR instructors. Each student’s car is subjected to a rigorous safety inspection; full compliance with CVAR’s vintage-correct car preparation rules can be partially overlooked the first time out, but safety provisions cannot.

At some point after completing the school, and three successful race weekends with a big X on the back, a novice CVAR driver must also

spend a day working a corner station before his license application will be forwarded to the Vintage Motorsport Council for a Vintage Motorsport Council for a VMC National License. Some grouse about this requirement before they do it, but after they have walked a mile in the flagman’s shoes, everyone agrees it is an eye-opening experience not to be missed. CVAR sincerely appreciates all its volunteer workers, and works hard to make sure they know it. At lunchtime and at the Saturday night (free) dinner, they get fed first.

CVAR’s Fall 2012 Student Class included:

- Porter Brownlee, (Barry Findley’s) Royale RP-24
- Jeffrey Carr, (his own, ex-Scott Monroe) Caldwell
- Bobby Duroy, (Chris Duroy’s Storage 105) MG Midget
- Louis Gladfelter, (Bigger Hammer’s) FV
- Peter Hardsteen, (his own) Crusader

- Jim Jones, (John Hamilton’s) MGB
- Christel Kuehnhoefer, (her own, ex-John Page) Alfa Romeo Spider
- Mike McCormick, (Storage 105’s) MG Midget
- Tim Moomau, (Jack McClanahan’s) MG Midget
- Willis Murphey, (Bigger Hammer’s) Caldwell D-13
- Luke Partridge, (Storage 105’s) MG Midget
- Cynthia Trifilio, (her own, ex-Robert Rodgers) Fiat 124 Sport Coupe
- Samuel Watson, (his own, ex-Pete Hoekenga) Lola T-540
- R. Burt Williams, (his own, ex-George Kopecky) Porsche 911

Several student drivers were fortunate to be able to drive a friend’s car for the school, as noted above. Some, like Porter Brownlee, are old-time SCCA racers dusting off old skills. Porter raced Formula Ford and Formula B against Barry Findley’s father, Brian Findley, back in the 1970’s.

Peter Hardsteen has owned and raced his Crusader FV for about three years with SCCA and RMVR while living in Angel Fire, NM. His recent move to Conroe, TX, prompted him to attend the school to get his CVAR license as well. Peter also has a Lotus 51 Formula Ford.

Samuel Watson usually drives his big-block ERA Cobra in track day events, but friends Larry Reyburn and Stephen Seitz finally persuaded



photo by Doug Pawlak

#110 Luke Partridge, 1968 MG Midget;
#14 Scott Brady, 1972 FIAT Abarth 124 Spyder.

him to get a vintage race car. His ex-Pete Hoekenga Lola T-540 is very different from his silver Cobra, to say the least, but Sam acquitted himself well in the Group 5 final race, finishing first overall by a 20 second margin.

Jim Jones, an experienced dirt track racer, brought his own black MGB, but ran into serious oil system problems right after tech inspection and his school instructor, John Hamilton, graciously loaned his own “Great Pumpkin” MGB so Jim could successfully finish the school.

Another experienced dirt track racer, Tim Moomau, wrenched for Jack McClanahan for several years before Jack persuaded Tim to try his hand driving his MG Midget. Tim did quite well driving on pavement, but admitted that he was tempted to take a short cut across the infield dirt at times, based on his prior experience.



photo by Don Gwynne

#29 Bob Kramer, 1966 Triumph TR4a; #30 Michael Stephens, 1972 Alfa Romeo.

Other students did the “rent-a-racer” thing, like Luke Partridge, Willis Murphey, Mike McCormick and Louis Gladfelter. Louis had hoped to have his white and yellow Datsun 510 ready for the school, but didn’t quite get everything done. He expects to bring it to Hallett in October for “Thunder on the Cimarron XI.” however. Bobby Duroy drove his father’s MG Midget, keeping it all in the family.

Although Willis Murphey’s student weekend was cut short when he got tripped up on a curbing, it is worth noting that the Bigger Hammer FV he was driving was nothing like the Chevy V8-powered Ferrari Testa Rossa he raced in SCCA’s C-Modified class from 1963 to 1966. Willis assured me that he will be back at CVAR’s next school to finish his logbook. Several other students drove well-known CVAR cars they had recently purchased, including Jeff Carr, Christel Kuenhoefer and Burt Williams.

Friday was hot, hot, hot, over 100 degrees. The only drivers who were comfortable on Friday were wearing cool suits. Saturday and Sunday were much cooler, and everyone was smiling about the weekend weather.

Sunday afternoon’s points races went like this:

GROUP 2 (EP and FP) led off the afternoon with some come from behind heroics. For lots of different reasons, only 16 cars took the starter’s orders, of 26 cars entered. Although Frisco, Texas’ Mike Floyd started on pole, and turned the fastest lap of the race, it was Jay McClanahan who took the checkered flag first, after starting 10th. Jay’s charge from 10th to the lead was accomplished in the first four laps of the race. Floyd’s Porsche 914-4 won E Production class in second overall, while McClanahan’s plum MG Midget won F Production while taking the overall win.

The **GROUP 3** (Formula Vee and SFP “Spec Sprite”) race produced some very close racing, as usual. Unfortunately, Brett Liming and Dale Rolison both went DNF on the first lap. Polesitter John Ridings, driving his Zink C4 led most of the laps, but Bill Griffith, driving his Zink C4 took the lead from him on the last lap to win FV by a margin of less than 0.2 second. Edward Ziegler and Dave Peterson finished third and fourth overall in the same order they started. Ziegler’s Beach 5C was only 0.1 second behind Ridings, but Peterson’s Zink “Dananhauer Special” was more distant, about 25 seconds behind. A couple



photo by Don Gwynne

#77 David Ferstand, 1972 Detomaso Pantera; #31 Seth Higgins, 1973 Porsche 911 RSR.

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All in the CVAR Family

– story by Don Gwynne

Novice driver Cynthia Trifilio certainly gained a lot of experience in one weekend. She came to school in her own blue Fiat 124 Sport Coupe B Sedan, which had been prepared and raced with CVAR by her father, Robert Rodgers. Friday morning didn’t go well, however, when her left front axle failed. Happily, this happened just after the Turn Ten “Carousel,” which is a relatively slow segment of the track. Her dad had no spare Fiat 124 front spindles in his bag of tricks, so things looked dark for her school weekend.

Then the CVAR spirit kicked in. Group 7 Representative Steve Cole volunteered that Cynthia could drive his red Alfa Romeo GTAm B Sedan. Wow! She went from being a pedestrian to driving an awesome car that was invited to Monterey just a year ago! Friday afternoon in the Alfa went well, even though Cynthia required two pillows to fit her small frame to Cole’s racing seat.

Then on Saturday, Robert’s friend Scott Brady volunteered that Cynthia could drive his blue Fiat 124 Spider, due to its similarity

to her own blue Fiat Sport Coupe. That too went well. On Sunday, Maor Primo graciously let Cynthia drive his Rodgers-prepared red Fiat 124 Sport Coupe B Sedan, which is almost identical to her crippled blue car. Not many students gain the experience of driving four different cars in one school weekend. By now it should be obvious that

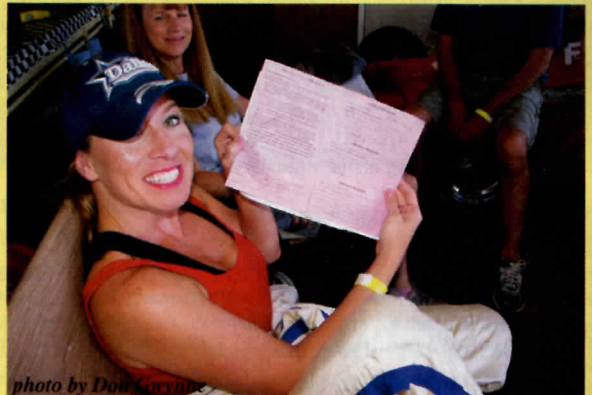


photo by Don Gwynne

Cynthia Trifilio shows off her signed logbook.

Robert Rodgers, his wife Cindy and daughter Cynthia are very well liked within the CVAR community.

Chief Instructor Berkeley Merrill commented on how well Cynthia had learned the tricky entry to TWS’s high speed Turn One. He correctly and fairly noted that she was already taking a better line through Turn One than her sedan instructor (your author) usually does. OUCH!

of the student drivers did well enough during their school sessions that they were allowed to take part in the final Group 3 race. One of them, Peter Hardsteen, finished 7th overall in his Crusader FV. Thirty seconds back, in 8th overall, Gary Emery won the SFP “Spec Sprite” class in his Austin Healey Sprite, with the distinction of being the only SFP car to finish on the same lap as the leader.

CVAR’s **GROUP 4** (FFJr, FJr, VA, VB) for older and more historic cars had a smaller field this year, due in part to the loss of several Group 4 stalwarts. Of the seven starters, the rear-engined Formula Juniors proved the quickest, with Dan Chapman setting fastest lap, taking first overall and winning the FJr class driving his Cooper T-56. Charles Bamford made a race of it, however, finishing less than 0.2 second behind Chapman in his Cooper T-56, after starting on the pole and leading 6 of the race’s 8 laps. Jim Yule, driving the only front-engined Formula Junior, held down

third overall from start to finish, to win the FFJr class unopposed. Allen Johnson won VA, finishing 4th overall, in his Devin MGA, just 8 seconds ahead of the VB winner Piers Gormly’s Morgan +4.

The fastest lap of the weekend was turned in by Thomas Murphy on the way to an overall win in the **GROUP 6** (FA, FF1, FF2 and BSR) race. His March also won the FA class unopposed. Patricio Junco and his Merlyn 20-A FF1 put on an impressive performance, even leading three laps of the race, finishing second overall and first in FF1 class, 8 seconds ahead of pole-sitter Lee Romine’s Lotus 23C B Sports Racer, who wound up 3rd overall. Edward Copley’s Lola T-340 won the FF2 class in 4th overall. Many were looking forward to seeing Ralf Kuehnhoefer’s red Brabham BT-8 on the track, but alas, it wasn’t quite ready yet, so DNS. Its rare 2.4L, DOHC Coventry Climax engine looks to be a real jewel; this rare and beautiful car would stand out in any gathering of historic sports racers.

GROUP 7 (CP, DP, and BS) fielded 13 starters and all finished the race. When the checkered flag dropped, the first seven positions were occupied by German automobiles; the first six were Porsches and the seventh was a BMW sedan. San Antonio’s Skip Duplissey led the way in his Porsche 911T, winning CP in 1st overall. Fastest lap honors, however, went to the second place finisher Richard Reeves in his Porsche 914-6.

Richard posted a scorching 1:59.770 lap, the only Group 7 car to get under the 2 minute mark. Tim Woodruff won B Sedan in 7th overall driving his BMW 2002. Joe Foster was only 0.4 seconds behind Tim to place 8th overall and winning D Production in his Alfa Romeo Spyder.

Usually **GROUP 1** (ASR, AP, BP, AS and FIA) is referred to as "Big Thunder," but as is often the case, first overall went to the most nimble, not the most cubic inches. Jeff Anderson won ASR driving his yellow Lola T-212, powered by a screaming 2 liter Cosworth 4 cylinder BDG engine. Twelve seconds later, Seth Higgins crossed the finish line to win the FIA class in his Porsche 911RSR. Charles Jones won BP in third overall, finishing about a minute back,

although he was briefly in front of Seth's 911 during the first lap of the race. A Sedan was won by John Fershtand in his Boss #02 Mustang. Fershtand had led Jones for several laps before Jones nipped past him on the last lap to finish 3 seconds ahead.

Per tradition, the last race of the day was for the **GROUP 5** students. Eight students took the starter's green flag, and all eight finished the race. Congratulations to all of them. Samuel Watson finished first overall in his Lola T-540 FF2 car, with pole-sitter Burt Williams trailing about twenty seconds back in his psychedelic Porsche 911. (What do you call graphics like that? Multi-colored just doesn't do it justice!) Porter Brownlee was nipping at Williams' heels

less than a second behind at the checkered flag driving Barry Findley's Royale RP-24. Luke Partridge, driving a Storage 105 black MG Midget, finished fourth after running in third most of the race, only to get nipped by Porter Brownlee in the last two laps.

Although she brought up the rear, it was wonderful to see Ralf Kuehnhofer's wife Christel driving the white Alfa Romeo Spider Veloce raced for so long by (recently deceased) John Page. We are all thankful that John's familiar Alfa stayed within the CVAR community.

CVAR's next event was Thunder on the Cimarron XI at the Hallett Motor Racing Circuit near Tulsa, OK. Connie Stephens and her family are wonderful hosts.

**GROUP 2
PL CL DRIVER/CAR**

- 1 FP J. McClanahan/1972 MG Midget
2:03.885
- 1 EP M. Floyd/1973 Porsche 914
2:02.807
- 2 FP W. Gardner/1963 Austin Healey
Sprite
- 2 EP S. Brady/1972 Fiat Abarth 124
Spyder



photo by Doug Pawlak

**#24 Tom Taff,
1971 Porsche 914-6.**

- 3 EP G. Curl/1964 MGB
- 3 FP P. Sandy/1959 Austin Healey Sprite
- 4 EP T. Welsh/1974 MG Mgb
- 4 FP J. Hovey/1967 Triumph Spitfire
- 5 FP J. Walker/1961 Austin Healey
Sprite
- 5 EP J. Hamilton/1965 MGb Roadster
- 6 FP S. Barrett/1969 MG Midget
- 7 FP P. Glawe/1966 Austin Healey Sprite
- 8 FP D. Doidge/1972 MG Midget
- 9 FP S. Knight/1968 MG Midget
- 10 FP H. Hilton/1971 MG Midget

**GROUP 3
PL CL DRIVER/CAR**

- 1 FV B. Griffith/1969 Zink C4 2:10.025
- 2 FV J. Ridings/1968 Zink C4
- 3 FV E. Ziegler/1967 Beach 5C
- 4 FV D. Peterson/1972 Zink Danenhauer
Special
- 5 FV J. Revenaugh/1967 Zink C-4
- 6 FV T. O'Grady/1969 Lynx B

- 7 FV P. Hardsteen/1982 Crusader Fv
- 1 SFP G. Emery/1964 Austin Healey
Sprite 2:24.579
- 2 SFP E. Dick/1967 Austin Healey Sprite
- 3 SFP B. Barnes/1967 Austin Healey
Sprite
- 8 FV L. Gladfelter/1971 FV

**GROUP 4
PL CL DRIVER/CAR**

- 1 FJR D. Chapman/1961 Cooper T 56
2:04.378
- 2 FJR C. Bamford/1961 Cooper T56
- 1 FFR J. Yule/1959 Elva 100 2:09.266
- 1 VA A. Johnson/1958 Devin MGA
2:14.741
- 1 VB P. Gormly/1961 Morgan 4
2:16.994
- 2 VB S. Hart/1958 Alfa Romeo Giulia
Sprint
- 2 VA C. Kellner/1959 Austin Healey
3000

**GROUP 6
PL CL DRIVER/CAR**

- 1 FA T. Murphy/1980 March FA
1:52.833
- 1 FFI P. Junco/1972 Formula Ford
Merlyn 20-A 1:54.837



photo by Don Gwynne

**#20 Steve Patti,
1965 Ginetta G-4.**

- 1 BSR L. Romine/1964 Lotus 23C
1:54.768
- 1 FP2 E. Copley/1973 Lola T340
1:56.753

- 2 FF1 B. Johnson/1971 Royale RP3A
- 2 FF2 B. Findle/1976 Merlyn Mk30 FF
- 2 BSR B. Revenaugh/1963 Lotus 23
- 3 FF1 M. Hibbs/1969 Merlyn Mk11A
- 4 FF1 J. Breidenbach/1968 Lotus 51B FF
- 3 FF2 M. Anderson/1979 Crossle F-35



photo by Doug Pawlak

**#16 Joe Foster, 1972
Alfa Romeo Spyder.**

- 5 FF1 D. Mock/1969 Merlyn Mk11A
- 3 BSR L. Lydick/1963 Merlyn Mk 6A
- 6 FF1 L. Reyburn/1971 Merlyn Mk
20A FF1
- 7 FF1 A. Lemon/1969 Merlyn 11A
- 4 FF2 S. Jacobs/1974 Dulon MP-15 FF

**GROUP 7
PL CL DRIVER/CAR**

- 1 CP S. Duplissey/1971 Porsche 911 T
2:01.093
- 2 CP R. Reeves/1971 Porsche 914-6
- 3 CP E. Cullen/1970 Porsche 911
- 4 CP G. Morgan/1972 Porsche 911
- 5 CP T. Taff/1971 Porsche 914 6
- 6 CP D. Noe/1967 Porsche 911S
- 1 BS T. Woodruff/1974 Bmw 2002
2:06.961
- 1 DP J. Foster/1972 Alfa Romeo Spyder
2:06.687
- 7 CP S. Patti/1965 Ginetta G-4
- 2 BS M. Primo/1971 Fiat 124
- 2 DP M. Stephens/1972 Alfa Romeo
Spider Veloce
- 3 DP B. Kramer/1966 Triumph TR4a
- 8 CP M. Hanna/1972 Porsche 914-6

**GROUP 1
PL CL DRIVER/CAR**

- 1 ASR J. Anderson/1971 Lola T212
1:54.445
- 1 FIA S. Higgins/1973 Porsche 911 Rsr
1:56.182
- 1 BP C. Jones/1966 Ford Shelby Gt350
1:59.375
- 1 AS J. Fershtand/1969 Ford Mustang
2:03.427
- 2 BP G. Reynolds/1967 Shelby Mustang
GT350
- 3 BP S. Seitz/1965 Ford Mustang
- 2 FIA C. Fehres/1974 Porsche Carrera
- 4 BP W. Wolff/1966 Shelby Gt-350
- 2 AS J. Garrett/1967 Ford Mustang
- 3 AS P. Pickens/1969 Chevrolet Camaro
- 4 AS T. Hassell/1966 Ford Mustang
Notchback
- 5 AS G. Hassell/1968 Ford Mustang



photo by Don Gwynne

**#89 Greg Reynolds,
1967 Shelby GT350.**

**GROUP 5 STUDENTS RACE
PL CL DRIVER/CAR**

- 1 S. Watson/1978 Lola T-540 2:06.161
- 2 R. Williams/1970 Porsche 911
- 3 P. Brownlee/1978 Royale Rp-24
- 4 L. Partridge/1968 MG Midget
- 5 T. Moomau/MG Midget
- 6 J. Carr/1969 Caldwell Formula Ford
- 7 B. Duroy/1962 MG Midget
- 8 C. Kuehnhofer/1965 Alfa Romeo
Spider Veloce

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