



#77 Thomas Upton, 1972 DeTomaso Pantera; #29 Jeffrey Anderson, 1971 Lola T-212; #97 George Kopecky, 1973 Porsche RSR.

CVAR Fall Drivers School and Races

Texas World Speedway

September 6-8, 2013

– story and photos
by Don Gwynne

CVAR's two Drivers Schools each year are focused on development of safe vintage drivers for the future. The instructors take great care to instill the proper "vintage spirit" into even experienced drivers joining us from other sanctioning bodies, e.g. SCCA, NASA, etc. Attendance at each chalk talk session is mandatory for every student, no excuses accepted.

CVAR also makes sure each new driver understands the debt owed to all our volunteer workers, so every student is required to spend a minimum of one day as a corner worker before CVAR will forward their license application to the Vintage Motorsports Council. This always results in a better appreciation for our volunteer workers after new drivers complete this requirement. CVAR values its race workers very highly. People with assignments like Timing & Scoring, Grid, Fast Pits, Start/Finish, Stewards, Drivers School Instructors, and Corner Crews are essential elements.

Without their efforts, we couldn't race, and we appreciate them.

The Fall 2013 Student Class included a mix of beginners and a few experienced drivers renewing their bond with race cars.

Student Jim Gewinner of Fredericksburg, TX, has been a PCA DE instructor for a decade, but has now jumped into vintage racing with both feet. He purchased his beautiful twin cam powered Lotus 23B following its trip from England to the 2012 Monterey Historics.

Student Marty Baker of Pearcy, Arkansas, has always wanted to race, but gymkhanas and autocrosses were as close as he came before this weekend. He had a blast in his MGB, and looks forward to completing his VMC license requirements.

Student Russ Rosenberg of Denton, Texas, has prior experience in SCCA racing, but decided to try vintage racing and recently bought his BMW 2002.

Student Justin Johnson of Plano, Texas, ran into mechanical trouble when the engine of his Porsche 911T blew during the school.

Student Robert Mackenzie of Georgetown, Texas, also ran into mechanical trouble with

his beautifully prepared Triumph Spitfire and was on the trailer before noon Friday. Pretty sure he will be back, though. Lots of enthusiasm, and his Spitfire has a documented racing history ever since it was new.

Student David Smith of Chappell Hill, Texas, drove the school in a Bigger Hammer Formula Vee.

Student John Furlow, Jr. of Dallas, Texas, is well known to the CVAR community, as is his father. John did the school in his beautiful Abarth Allemano.

Student Ed Moore of San Antonio, Texas, came to school driving his Cooper T-59 Formula Junior. CVAR's

normally taciturn Chief of Timing & Scoring, Merl Hansen, wrote a note to me stating "Ed Moore had a phenomenal best lap of 1:59 plus change in his FJR, 1962 Cooper T-59 during the school. He was seen pulling off an outside pass coming off the oval in Turn 1." Turns out that Ed had only recently bought the car, but for the last five or six years, he has learned about driving at the Harris Hill Road (H2R) club track in San Marcos, Texas. Between driving a Porsche 914-4 in H2R club events and driving an old Infiniti J30 in several Chump and Lemons enduros, he had



#33 Jim Gewinner, Lotus 23B; #15 Marty Baker, 1963 MGB.

already accumulated a fair amount of driving experience. Still, he credits his CVAR school instructor Bruce Revenaugh with great coaching and advice. Ed said that Bruce taught him some TWS lines and techniques that he had never figured out before, and commented on the warm welcome he received from the CVAR social community.

Student Stan Bell of Clever, Missouri, had a good weekend in his screaming yellow Fiat 124 Spider. Stan's friend Forrest Tindall introduced him to vintage racing, although Stan has done autocross and sport bikes as



#74 Tim Woodruff, 1974 BMW 2002; #16 Tom Hassell, 1966 Ford Mustang Notchback.



Student #53 Russ Rosenberg, 1975 BMW 2002, with his instructor following.

well. Stan's Fiat was nicely prepared by Vick Racing in Dallas.

Setting the student class aside for the moment, the Fall 2013 weekend started with a bang on Friday morning when Mike Briggs suffered a mechanical failure that led to oil on his rear tires and a bent black Spridget. Fortunately, he was able to round up a fresh mount, and finished the weekend driving the MG Midget.

Sunday afternoon's races kicked off with four **GROUP 5** students. Ed Moore dropped out after one quick lap, but three students went the whole distance. Jim Gewinner immediately disappeared into the distance driving his quick Lotus 23B. Russ Rosenberg came second in his BMW 2002, and Stan Bell finished third in his Fiat 124. Turns out that Ed Moore's DNF was due to a metallic foreign object being ingested into a cylinder, doing quite a bit of damage. The source of this foreign object remains a mystery even today, because his 1100cc Ford 105E engine was fitted with foam air cleaners. Happily, he got the damage repaired in time to be one of more than forty Formula Juniors running in the SVRA vintage event at COTA in late October.

GROUP 1 (AP, AS, BP and FIA) and Group 7 (CP, BS) were combined to form the second largest starting grid, with a total of 19 cars taking the green flag. George Kopecky simply ran off in his Porsche RSR to win the FIA class and first overall by a margin of almost 37 seconds. Stephen Seitz worked hard in his B Production Mustang to finish second overall and keep seven (!) C Production cars behind him. The first CP car in the Group 7 train behind Seitz was Skip Duplissey driving his Porsche 911T. It wasn't easy for Skip, however, because Dan Hightower's Datsun 240Z was less than 0.4 seconds behind him at the checkered flag. Robert Cobb finished tenth overall to win the A Sedan class driving his red/white/blue AMC Javelin. Just ten seconds behind Cobb came Tim Woodruff's BMW 2002 to win the B Sedan class in eleventh overall. Mark McIllyar's big Corvette won the A Production class unopposed.

The biggest field of the weekend was for the **GROUP 2** (DP, EP and FP) race. Twenty cars took the green flag (unfortunately, four were DNF, including Robert Blake's TR-4, Steve Knight's MG Midget, Ken Morris' MGB and Bill Collins' Spitfire). Up at the front of the pack, it seemed like a continuation of the Group 2 race from last May at Eagles Canyon. Multiple passes for the lead. Pole-sitter Mike Floyd ran second for laps three through seven, then got passed by Jay McClanahan's MG Midget on the last lap, and had to settle for third overall, yet first in E Production in his Porsche 914. Eventual winner of F Production class and first overall was Bill Gardner in his Austin Healey Sprite. Bob Kramer won the D Production class, finishing seventh overall.

The **GROUP 3** race included eleven Formula Vees, and Team Geezer's Mike Callahan took the win driving his Zink Z-5. R. David Jones kept him honest, however, finishing less than 0.3 seconds back in his Zink C4. Bigger Hammer's Bill Griffith came third, only 0.8 seconds behind Callahan, in his black and silver Warrior. Dwight Calkins placed fourth in his Lynx, and James Jard came fifth driving the red and white Formcar he recently purchased from Fred Storer. Incidentally, James Jard and his father Jim Jard have, at times gone much faster, albeit in a straight line. The back of their race trailer lists numerous Bonneville speed records in multiple classes, with record speeds that would water your eyes. Student David Smith did a good job driving Bigger Hammer's car to finish tenth, still on the leader's lap.

GROUP 4 is CVAR's most historic group, including Formula Juniors, VA, VB, C Modified,

and Spec Sprite (SFP) classes. Charles Bamford ran off and hid from the rest of the field in his Cooper T-56 Formula Junior to take the overall and FJR win. Piers Gormly brought his 1961 Morgan in second overall, to take the VB class win, after a race-long battle with Christel Kuehnhoefler in her Alfa Romeo Spider Veloce. The Spec Sprite class produced some very good racing, with the final order of Gary Emery, Austin Healey Sprite in fourth overall, then Wes Wigginton in his ex-Grover Maurer MG Midget, followed by Eddie Dick in his Texas flag red/white/Austin Healey Sprite. Chris Kellner took an unopposed win in VA class driving his Austin Healey 3000, and Allen Johnson won unopposed in his C Modified Devin Healey (powered by a Chevy 283 engine).

Last race of the weekend was for CVAR's **GROUP 6** (FF1 and FF2). A small field of six Formula Fords took the green flag, with the top three spots hotly contested throughout the eight lap race. At the checkered flag, it was Steve Lafferty's Merlyn Mk20 in front, to win FF1 class and first overall. Barry Findley won FF2 twelve seconds back, driving his



#31 Gary Emery, 1964 Austin Healey Sprite; #54 Eddie Dick, 1967 Austin Healey Sprite.

Merlyn Mk30. Pole-sitter Angus Lemon had to settle for third overall and second in FF1 driving his Merlyn Mk11a. Porter Brownlee placed second in FF2 and fourth overall in his Royale RP-24.

CVAR's last race of the 2013 season will be held on the 13th through 15th of December 2013 at Texas World Speedway in College Station, TX. The races on Sunday afternoon, 15 December, will count as the first points races of the new 2014 racing season, so don't plan to go home early!



#94 Barry Findley, 1976 Merlyn Mk 30; #37 Jim Jard 1969 Ford Hawke.



#24 Porter Brownlee, 1978 Royale RP-24.

**GROUP 1 AND 7
PL CL DRIVER/CAR**

- 1 FLA G. Kopecky/1973 Porsche RSR
1:57.379
- 1 BP S. Seitz/1965 Ford Mustang
2:01.577
- 1 CP S. Duplissy/1971 Porsche 911 T
2:01.957



**#77 Wes Wigginton,
1972 MG Midget.**

- 2 CP D. Hightower/1972 Datsun 240Z
- 3 CP T. Yemington/1970 Porsche 911
- 4 CP A. Tomita/1973 Porsche 911T
- 5 CP R. Williams/1970 Porsche 911
- 6 CP R. Reeves/1971 Porsche 914-6

- 7 CP R. Kuehnhoefer/1973 Porsche 911
- 1 AS R. Cobb/1971 Amc Javelin 2:04.788
- 1 BS T. Woodruff/1974 BMW 2002
2:06.241
- 2 BS M. Primo/1971 Fiat 124
- 1 AP M. McIlyar/1971 Chevy Corvette
2:06.846
- 2 AS G. Hassell/1968 Ford Mustang
- 8 CP A. Nigro/1972 Porsche 911
- 9 CP N. Cullen/1972 Porsche 911
- 3 BS C. Trifilio/1971 Fiat 124 Coupe
- 3 AS T. Hassell/1966 Ford Mustang
Notchback

**GROUP 2
PL CL DRIVER/CAR**

- 1 FP W. Gardner/1963 Austin Healey
Sprite 2:05.384
- 2 FP J. McClanahan/1972 MG Midget
- 1 EP M. Floyd/1973 Porsche 914
2:05.693
- 3 FP H. Hilton/1971 MG Midget
- 4 FP P. Sandy/1959 Austin Healey Sprite
- 5 FP C. Duroy/1968 MG Midget

- 1 DP B. Kramer/1966 Triumph TR4a
2:09.932
- 6 FP T. Moomau/1972 MG Midget
- 2 EP G. Blake/1958 Triumph TR3
- 3 EP T. Welsh/1974 MGB
- 4 EP J. Hamilton/1965 MGB Roadster
- 7 FP J. Hovey/1967 Triumph Spitfire
- 8 FP T. Colley/1959 Austin Healey
Bugeye Sprite
- 9 FP S. Barrett/1969 MG Midget
- 10 FP B. Barnes/1967 Austin Healey
Sprite
- 11 FP M. Briggs/1967 MG Midget



**#24 David Smith,
1993 BHR.**

- 5 FV J. Jard/1963 Formcar
 - 6 FV W. Wolff/1965 Zink C-4
 - 7 FV J. Ridings/1968 Zink C-4
 - 8 FV D. Rolison/1967 Zink Z-5
 - 9 FV B. Liming/1968 Zink C-4
 - 10 FV D. Smith/1993 BHR
 - 11 FV W. Murphey/1966 Zink FV
- GROUP 4
PL CL DRIVER/CAR**
- 1 FJR C. Bamford/1961 Cooper T56
2:06.467

- 1 VB P. Gormly/1961 Morgan 4 2:17.037
- 2 VB C. Kuehnhoefer/1965 Alfa Romeo
Spider Veloce



**#3 Tom O'Grady;
1959 Cooper T-52.**

- 1 SFP G. Emery/1964 Austin-Healey
Sprite 2:23.780
 - 2 SFP W. Wigginton/1972 MG Midget
 - 3 SFP E. Dick/1967 Austin Healey Sprite
 - 2 FJR T. O'Grady/1959 Cooper T-52
 - 1 VA C. Kellner/1959 Austin Healey
3000 2:35.696
 - 1 CM A. Johnson/1959 Devin Healey
2:13.708
- GROUP 5
PL CL DRIVER/CAR**
- 1 Student J. Gewinner/1965 Lotus 23B
2:03.101
 - 2 Student R. Rosenberg/1975 BMW
2002
 - 3 Student S. Bell/1972 Fiat 124 Spider
- GROUP 6
PL CL DRIVER/CAR**
- 1 FF1 S. Lafferty/1971 Merlyn Mk 20
1:58.153
 - 1 FF2 B. Findley/1976 Merlyn Mk30 FF
2:00.317
 - 2 FF1 A. Lemon/1969 Merlyn Mk11a
 - 2 FF2 P. Brownlee/1978 Royale RP-24
 - 3 FF1 J. Jard/1969 Ford Hawke FF
 - 4 FF1 J. Carr/1969 Caldwell Formula
Ford

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