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Porsche Rennsport Reunion

CVAR Fall Drivers School and Races

Texas World Speedway

September 18-20, 2015

— story and photos by Don Gwynne



#83 Bob Kramer, 1976 Triumph TR6; #30 Dave Foreman, 1971 Porsche 914; #41 Greg Blake, 1958 Triumph TR3; #45 Kevin Ford, 1963 MG Sprite; #100 Randy Riney, 1972 MG Midget; #57 David Littlefield, 1974 MG Midget; #12 Berkeley Merrill, 1972 Porsche 914/4; #20 Joseph Hovey, 1967 Triumph Spitfire; #33 Doug Hilton, 1959 Austin Healey Bugeye Sprite; #776 Derek Vick, 1964 Triumph Spitfire; #419 Ronald Reed, 1972 Porsche 914; #4 Dustin Nicholson, 1971 Triumph Spitfire; #51 #51 Wayne Miles, 1961 Austin Healey Sprite.



The turnout at CVAR's August event at Hallett was somewhat light, with several drivers not participating out of concern that it might be too hot near Tulsa in August. Too bad for them, because the Oklahoma weather turned out to be cool and breezy.

In an ironic twist, the mid-September Drivers School and Races at TWS enjoyed a great turnout, with almost 150 entries, but it was hot, hot, hot. CVAR's crackerjack Grid

Chief, Liz Nuse (nee Grasher - congrats on her recent marriage!) made sure that there was plenty of water and umbrellas for the drivers waiting to go out.

Well known SCCA and CVAR patriarch Lon McKinstry donated an electric scooter to the Corner Worker Fund. The scooter was raffled off, raising over \$500.

Eleven students were registered, but only eight actually got on track and went through

the school. In alphabetical order, they were: Kevin Bartels, Mike Coleman, Art Kurshudian, Jeff Langham, Chris Langley, Kevin Procaccino, Michael Strong and Scott Swope.

Chris Langley was active during the founding of CVAR, and we welcome him back. His real-deal D Production blue #51 Yenka Stinger was a spectator favorite, with lots of digs at Ralph Nader in the air.



#85 James Sharp, 1971 Camaro; #17 Herb Hilton, 1967 Ford Mustang.

Chris started the Sunday afternoon **GROUP 5** Student race on the outside of the front row, with Kevin Procaccino's blue #419 Porsche 911 on pole. Langley wasted no time muscling his way into the overall lead, and led all the way to the checkered flag. His margin of victory was just over 22 seconds, but Procaccino had Jeff Langham's blue and silver #12 Merlyn Mk20a in his mirrors, just over a second behind him. At the other end of the luck scale, Glenn Valdes had mechanical problems with his yellow #8 Triumph Spitfire. He nonetheless attended the classroom sessions and worked a corner. That's the spirit!

The **GROUP 3** Formula Vee field appears to have been affected by the hot weather. Of 23 drivers that set qualifying times on Saturday morning, only 17 started the 15 minute John Gaudette Memorial Points Race



#86 Angus Lemon, 1969 Merlyn 17A; #24 Bruce Revenaugh, 1960 Lotus 18; #75 Peter Hardsteen, 1968 Lotus 51.

on Sunday afternoon. Nathan Baldauff sat on pole, driving his yellow #38 Beach 5C. Elliott Barron was on the outside of the front row in his silver #23 Pegasus. Former CVAR President Dave Peterson was gridded third in his blue #7 Zink, with Bigger Hammer proprietor Bill Griffith alongside in his black #33 Warrior. When the green flag waved, Baldauff's brother-in-law Alexandre Acemyan

charged up into the overall lead from ninth on the grid, and led every lap to take the win. Baldauff was challenging him on the next to last lap when he suffered a steering linkage failure going through TWS' fast Turn 1. Happily, he got it stopped off course without further incident. With Baldauff out of the hunt, Griffith finished second, just two seconds in arrears. Team Geezer's Mike Callahan moved up steadily after starting in seventh, to finish third.

CVAR's most historic cars in **GROUP 4** formed the smallest field, with only four cars coming under the starter's orders of the ten drivers entered.

The race duration of this and subsequent races was shortened to 10 minutes by popular request. Not everyone brought a cool suit! Lou Marchant started on pole in her BRG #186 MGA, with Wes Wigginton alongside in his bright green #77 MG Midget. David Turner was gridded behind Marchant in his orange #50 Austin Healey Sprite, with Jackson Williams in fourth driving his green #72 Austin Healey Sprite. There were not many position changes, but

Jackson Williams did pass David Turner on the first lap, to finish third overall.

The **GROUP 6** (B Sports Racing, FA, FB, FF1, FF2) turnout was a bit better. Of twenty entries, thirteen G6 drivers came to the grid on Sunday afternoon. The B Sports Racers set the pace, with Jeff Walker on pole in his blue #36 Elden Sturdges, and Ralf

Kuehnhoefer's silver & red Chevron B19 alongside. Mitchell Hibbs' green and gold #5 Merlyn Mk11a and Gregory Hibbs' white and black #3 Merlyn 20A filled the second row. Walker led for the first four laps, only to be overtaken by Kuehnhoefer's Chevron, who then held the lead to the checkered flag. Mitchell Hibbs and Greg Hibbs both got around Walker on the last lap to finish second and third overall, first and second in FF1 class, respectively. Angus Lemon ran a steady race, starting and finishing in fifth overall, third in FF1. Bruce Revenaugh likewise started sixth and finished sixth, to win the FB class. Jim Barron's red #14 Lola T240 took an unopposed FA class win, albeit one lap down on the leaders.

No other way to put it - the race for **GROUP 7** (C Production and B Sedan) did not go well. Firstly, of 23 entries, only 12 came to the grid (did I say the weather was hot?). Then on the first lap, in the exit of the fast left Turn 1, a racing incident between the B Sedans of



#193 Jose Iturbe, 1972 Porsche 911; #53 Russ Rosenberg, 1972 BMW 2002; #06 Gary Bauer, 1969 Datsun 510.

Gary Bauer and Russ Rosenberg (fortunately with no serious injuries) led to a red flag coming out. Five drivers were subsequently disqualified for either not seeing or not properly reacting to the red flag, and the race was not restarted.

The "Big Thunder" **GROUP 1** cars rolled out next. Of 24 entrants, only seven came to the grid (did I mention the weather on



#196 Ralf Kuehnhoefer, 1971 Chevron B19; #36 Jeffrey Walker, 1970 Elden Sturdges.

Sunday afternoon was hot?). CVAR's current President, Herb Hilton, sat on pole in his yellow #17 Mustang, with Jim Sandberg's red big block #84 Corvette alongside. Another big block Corvette, the blue #33 driven by Mark McIllyar was gridded behind Hilton, with Tom Hassell's white #16 Mustang alongside. When the green flag waved, Hilton led the pack for all but the very last lap, only to be nipped by McIllyar for the overall and A Production class win. Hilton won A Sedan with his second overall finish, less than 0.2 seconds behind McIllyar's blue Corvette, but half a minute ahead of Jim Sandberg's red Corvette. Joe Robau's white small block #11 Corvette

Joe and Ross both started racing at about the same time, and have been helping each other learn the ropes. Ross recently purchased a white notchback Mustang from James Rogerson. In considering the GT-350's ever-increasing value, he decided to become an A Sedan racer for the future.



#186 Lou Marchant, 1959 MGA; #153 Gary Emery, 1957 Arnold Special.

GROUP

2 (F Production, E Production, D Production, DP2 experiment, and C Sedan) had by far the largest number of entrants (33) and the largest number of drivers to start a points race on Sunday afternoon (21). On the grid, it was Dave Foreman's yellow and orange #30 Porsche 914 in pole position, with Randy Riney's plum #100 MG Midget on the outside. David Littlefield was gridded behind Foreman in his red #57 MG Midget, with Kevin Ford's blue #45 Spridget alongside. Foreman led every lap except the one that counted most, when Riney got by on the last lap to place first overall and win the F Production class. Foreman won the F Production class with his second overall

finish, less than half a second in arrears at the checkered flag. Kevin Ford came third overall and second in F Production, after running as high as second overall during the middle of the race. David Littlefield was doing fine until a cracked brake line caused him to retire with only a few laps to go. Bob Kramer finished fifth overall to win the experimental DP2 class, established for cars prepared beyond CVAR's 1972 GCR cutoff. D Production class winner was Greg Blake in his silver #41 Triumph TR-3. Of three C Sedans in the race, Duncan Charlton's red #87 NSU 1200TT won the class, with Scott Pinkston's white #3 VW Beetle not far behind. Scott's brother Bob Pinkston was actually the leading C Sedan crowd when he suffered a catastrophic valve failure on the fourth lap and DNF'ed.



#23 Elliott Barron, 1972 Pegasus; #7 Dave Peterson, 1972 Zink McEntire Special.

won B Production with a sixth overall finish, edging Ross Mussina's white #73 Shelby GT-350 by less than one second. Ross' Shelby was previously owned and raced by Norm Dodson.

GROUP 5

PL CL DRIVER/CAR

- 1 S C. Langley/1966 Chevrolet Yenko Stinger 2:17.265
- 2 S K. Proccacino/Porsche 911
- 3 S J. Langham/1972 Merlyn Mk 20A
- 4 S S. Swope/1964 MG B
- 5 S K. Bartels/1966 Datsun Spl1600
- 6 S A. Kurshudian/1972 Porsche 914

- 15 FV M. Strong/1969 Zink C4
- 16 FV N. Baldauff/1969 Beach 5C
- 17 FV W. Murphey/1966 Zink FV

**GROUP 4
PL CL DRIVER/CAR**

- 1 VB L. Marchant/1959 MGA 2:28.726
- 1 SFP W. Wigginton/1972 MG Midget 2:28.123
- 2 SFP J. Williams/1972 Austin Healey Sprite
- 3 SFP D. Turner/1964 Austin Healey Sprite

**GROUP 6
PL CL DRIVER/CAR**

- 1 BSR R. Kuehnhoefer/1971 Chevron B19 1:57.474
- 1 FF1 M. Hibbs/1969 Merlyn Mk11a 1:57.900
- 2 FF1 G. Hibbs/1972 Meryln 20 A
- 2 BSR J. Walker/1970 Elden Sturdgess
- 3 FF1 A. Lemon/1969 Merlyn 17A
- 1 FB B. Revenaugh/1960 Lotus 18 1:59.5



#14 Jim Barron, 1972 Lola T240.

GROUP 3

PL CL DRIVER/CAR

- 1 FV A. Acemyan/1969 Beach 5C 2:08.186
- 2 FV B. Griffith/1969 Warrior
- 3 FV M. Callahan/1968 Zink Z5
- 4 FV D. Peterson/1972 Zink McEntire Special
- 5 FV G. Smith/1972 Lynx B
- 6 FV E. Barron/1972 Pegasus Pegasus
- 7 FV M. Rogers/1968 Bobsy Vega FV
- 8 FV B. Liming/1968 Zink C4
- 9 FV E. Barron/1963 Kellison Kellison
- 10 FV F. Brock/1967 Zink C4 FV
- 11 FV R. Olmos/1970 Orc Veloz FV
- 12 FV M. Jones/1968 FV Nash Scrambler
- 13 FV J-P. Carter/1968 Zink C4
- 14 FV B. Wright/1964 Formula Vee Zink



#38 Dan Haynes, 1970 Ford Mustang.

- 4 FF1 P. Hardsteen/1968 Lotus 51
- 5 FF1 J. Breidenbach/1968 Lotus 51B FF
- 6 FF1 N. Baldauff/1969 Beach T11F
- 7 FF1 A. Acemyan/1969 Beach T11F

1 FA J. Barron/1972 Lola T240 2:31.173

- 8 FF1 D. Mock/1969 Merlyn Mk 11a
- 2 FB D. Chapman/1961 Brabham BT-21B

GROUP 7

PL CL DRIVER/CAR

- 1 CP S. Duplissey/1971 Porsche 911 T
- 2 CP J. Iturbe/1972 Porsche 911
- 1 BS G. Bauer/1969 Datsun 510



#43 Edward Copley, 1980 Ralt RT1.4.

- 3 CP S. Smargiasso/1972 Datsun 240Z
- 2 BS R. Rosenberg/1972 BMW 2002
- 4 CP J. Kish/1973 Porsche 911E
- 5 CP S. Robinson/1971 Datsun 240Z

GROUP 1

PL CL DRIVER/CAR

- 1 AP M. McIllyar/1971 Corvette 1:58.021
- 1 AS H. Hilton/1967 Ford Mustang 1:59.986
- 2 AP J. Sandberg/1969 Corvette
- 2 AS G. Hassell/1968 Ford Mustang
- 3 AS T. Hassell/1966 Ford Mustang Notchback
- 1 BP J. Robau/1965 Corvette 2:13.731
- 2 BP R. Mussina/Shelby GT 350
- 4 AS J. Seligman/1966 Ford Mustang

PL CL DRIVER/CAR

- 1 FP R. Riney/1972 MG Midget 2:04.746
- 1 EP D. Foreman/1971 Porsche 914 2:04.891
- 2 FP K. Ford/1963 MG Sprite
- 3 FP D. Hilton/1959 Austin Healey Bugeye Sprite
- 1 DP2 B. Kramer/1976 Triumph TR6 2:05.983
- 2 EP B. Merrill/1972 Porsche 914/4
- 4 FP J. Hovey/1967 Triumph Spitfire
- 3 EP R. Reed/1972 Porsche 914
- 4 EP M. Baker/1963 MGB
- 5 FP D. Vick/1964 Triumph Spitfire
- 6 FP T. Swonke/1972 MG Midget
- 5 EP G. Blake/1958 Triumph TR3
- 1 DP R. Blake/1963 Triumph TR4 2:16.347



#87 Duncan Charlton, 1967 NSU 1200TT.

- 6 EP J. Jones/1972 MGB
- 7 FP W. Miles/1961 Austin Healey Sprite
- 8 FP D. Nicholson/1971 Triumph Spitfire
- 9 FP P. Glawe/1966 Austin Healey Sprite
- 1 CS D. Charlton/1967 Nsu 1200Tt 2:21.872
- 2 CS S. Pinkston/1957 VW Beetle
- 10 FP D. Littlefield/1974 MG Midget
- 3 CS B. Pinkston/1966 VW Beetle