



#77 Arnold Levine, 1974 Club Ford Lola 342; #195 Andrew Stein, 1970 Merlyn Mk.11/17; #015 Richard Morris, 1976 Hawke DL15.

## VRG at the Glen Watkins Glen International, NY

October 11-13, 2013

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Few places in racing can excite the imagination quite like Watkins Glen. The venerable old track, now more than half a century in age, has seen just about everything during its time. A trek to Western New York is a trip through time. You're never far removed from the legends of the past.

Members of the Vintage Race Group make an annual pilgrimage to the Glen. Autumn's colors in the Finger Lakes add a vibrancy to the landscape surrounding the track, and the gorgeous late season weather added even more enthusiasm to the proceedings.

The trailers start rolling into the paddock on Thursday, and Friday is a day of testing,

tuning and reacquainting oneself with the 11 turns on the 3.4-mile circuit. Track time is in abundance at this event, and the organizers always made sure this year to add in a couple of all comers races to add to the fun.

The **FRIDAY ALL COMERS** event was certainly met with enthusiasm, as a grid of 33 cars took to the circuit for about 30 minutes. Chris Homer had to feel satisfied with the performance of his 1964 Corvette, as he took the early lead and kept it for the duration of the 13 laps. A late challenge from Michael Dube, 1999 Ford Taurus, narrowed the gap to mere fractions of a second by the time the chequers were flying, but Homer was able to eke out a narrow victory. It was a fun and eclectic field, with cars from

13 different classes and spanning four

decades, the oldest being a couple of Austin Healey 100-4s from 1956, piloted by Ron Neves and Rich Maloumian, Jr. Bill Glavin, 1972 BMW 3.0, ascended into the third spot on Lap 4 and then held it throughout the remainder of the race. A nice duel for the fourth spot was brewing mid-race between David Hughes, 1981 Tiga S2,

and David LeBrun's 1970 Datsun 510, as the two swapped positions on several laps, but then LeBrun was forced to retire. Stewart Brown, 1967 Shelby GT350, was also able to keep on the lead throughout, finishing fifth overall.

Friday's All Comers was so much fun that, in among all of Saturday's races, they offered a **SATURDAY ALL COMERS** as well. Chris Homer ran strong again in this event, only to



#18 David LeBrun, 1970 Datsun 510; #69 Eric Myers, 1969 Porsche 911.

settle for second, as the 1970 Ford Boss 302 with Peter Baselic at the reins ran out front from start to finish. The 1981 Tiga S2 of David Hughes started near the back of the pack, but worked his way up to fourth, then passed Andrew Stein, 1970 Merlyn Mk 11/17, on Lap 7 and maintained third from there.

The 1999 Ford Taurus of Michael Dube sat on the pole for the **GROUP 3** finale on Sunday morning, and Dube had the horses necessary to run flag-to-flag, posting a 22-second victory over Peter Baselic, 1970 Ford BOSS 302. Baselic always had the 1964 Corvette driven by Chris Homer hovering in



#2 Jerry Barker, 1971 Triumph Spitfire; #330 Storm Field, 1960 MGA.

his rearview mirror, but he was able to keep the second spot throughout. Peter Maehling's 1972 Porsche 911 was also running strong, as he kept a consistent line and was fourth upon reaching the start/finish line for the final time.

**GROUP 2** saw a healthy-sized grid formulate for an 8-lap sprint. Sitting on the pole for the event was Brian McKie, 1965 MGB. McKie was out fast early, but was forced to retire on Lap 5, leaving the title to be battled over by John Bechtol, 1972 Alfa Romeo Spider, and the high climbing Kevin Maehling, 1971 Porsche 911E, who had started in the fifth spot but was closing fast on the front. Bechtol had grabbed the lead after McKie's retirement, and his nimble Alfa had enough to hold off Maehling at the end by less than a second. Four seconds back of the leaders was David Miller's 1962 Triumph TR4, earning a well-deserved third spot on the podium, having diced about with the 1962 Lotus Super 7 driven by Vic Shuster



**#71 Kevin Maehling, 1971 Porsche 911E; #29 Robert Brady, 1974 Alfa Romeo GTV.**

race for second, meanwhile, was quite a duel. Mark Palmer took over the second spot on the penultimate lap, only to be passed on the final go around the circuit by Mack McCormack, 1966 Morris Mini Cooper, in a dandy of a finish which saw McCormack sneak to line instants before Palmer.

Kyle Kaulback made his presence known in **GROUP 4**, as his 1970 Lotus Type 61 was there to capitalize on a late race retirement by David Hughes, 1981 Tiga S2. Hughes had just turned in his best lap of the race on Lap 8 when he was forced to the sidelines, which cleared the way for

And just because VRG members cannot get enough racing, the event offered up another go late on Sunday afternoon – a **GROUP 1,2,3 COMBINED** race offering up one more shot at taking on the famous Watkins Glen circuit. Jack Dunlap, 1976 Porsche 911 Targa, certainly was up to the task as he ran wire-to-wire. Brian McKie's 1965 MGB had a pretty firm grip on the second spot throughout, while the 1961 Aston Martin DB4 belonging



**#167 Mike Moore, 1962 Triumph TR4; #62 David Miller, 1962 Triumph TR4.**

a few laps prior before finally securing a hold on the third position.

**GROUP 1**'s finale was impressively controlled the 1971 Triumph Spitfire driven by Jerry Barker. Barker started back in the ninth spot, but he assumed the leadership of the field on Lap 3 and seemed to just get stronger from there, winning by nearly half a minute. The

Kaulback to claim the chequered flag 21 seconds ahead of Joseph Griffin, 1981 Crossle 45F. The last lap scrambles continued behind 3rd-place finisher Christian Morici, 1971 Lotus 69, as Graham Long, 1976 Tiga CF, executed a pass on the final lap to claim fourth ahead of Cal Trumbo, 1972 Royale RP-16.



**#169 Christian Morici, 1971 Lotus 69; #248 Cal Trumbo, 1972 Royale RP-16.**

to David Hughes did some late passing work to secure the third spot ahead of Dotti Bechtol's 1972 Alfa Romeo Spider.

It is always a treat to come to Watkins Glen. Many thanks to the organizers and workers who make this event a success.

**FRIDAY ALL COMERS**

**PL CL DRIVER/CAR**

- 1 F1 C. Homer/1964 Chevrolet Corvette 2:15.061
- 1 F2 M. Dube/1999 Ford Taurus 2:15.111
- 2 F2 B. Glavin/1972 BMW 3.0 CSL
- 1 E2 D. Hughes/1981 TIGA S2 2:20.479
- 3 F2 S. Brown/1967 Ford Shelby GT350
- 4 F2 J. Clapp/1972 Datsun 240Z
- 1 C1 E. Myers/1969 Porsche 911 2:23.638
- 2 C1 S. Janzen/1968 Triumph GT6
- 3 C1 D. Miller/1962 Triumph TR4
- 1 C4 R. Brady/1974 Alfa Romeo GTV 2:32.180
- 1 C3 T. Knorr/1964 MG Midget 2:35.928
- 4 C1 J. Styduhar/1962 Triumph TR3B
- 5 C1 D. Crough/1969 Porsche 911T

- 6 C1 W. Tobin/1970 Triumph TR-6
- 1 G1 J. Wood/1956 Austin Healey 100-4 2:42.835
- 7 C1 M. Lawton/1973 Alfa Romeo Spider
- 8 C1 D. LeBrun/1970 Datsun 510
- 2 C4 S. LeBrun/1970 Datsun 510
- 1 C5 M. McCormack/1966 Morris Mini Cooper S 2:33.501
- 9 C1 M. Moore/1968 Lotus 51 FF
- 9 C1 K. Haas/1966 MG B Roadster
- 1 B2 J. Van Deurzen/1969 Merlyn FF MK 17 2:37.897
- 10 C1 K. Michael/1960 Elva Courier
- 1 E3 N. Michael/1966 Austin Mini Cooper S 2:43.496
- 11 C1 R. Neves/1956 Austin Healey 100-4 BN2

- 1 C2 V. Shuster/1962 Lotus Super 7 2:30.494
  - 1 G2 J. Faulkner/1959 MGA 2:35.657
  - 12 C1 R. Maloumian/1956 Austin Healey 100-4
  - 13 C1 B. Schirano/1969 Triumph GT6
  - 2 C2 S. Schultz/1959 MGA
  - 5 F2 D. Hughes/1961 Aston Martin DB4
  - 1 E1 J. Glass/1964 Chevrolet Corvette 2:19.868
  - 2 G2 M. Palmer/1957 MGA
- SATURDAY ALL COMERS**
- PL CL DRIVER/CAR**
- 1 F1 P. Baselice/1970 Ford Boss 302 2:11.683
  - 2 F1 C. Homer/1964 Chevrolet Corvette
  - 1 E2 D. Hughes/1981 TIGA S2 2:16.730

- 1 B2 A. Stein/1970 Merlyn Mk. 11/17 2:20.626
- 1 F2 D. Hughes/1961 Aston Martin DB4 2:28.411
- 1 C5 M. McCormack/1966 Morris Mini Cooper S 2:29.661
- 1 C2 V. Shuster/1962 Lotus Super 7 2:30.781
- 1 C1 S. Janzen/1968 Triumph GT6 2:30.533
- 2 C1 D. Miller/1962 Triumph TR4
- 3 C1 M. Moore/1962 Triumph TR4
- 1 C4 R. Brady/1974 Alfa Romeo GTV 2:30.891
- 1 E3 N. Michael/1966 Austin Mini Cooper S 2:30.285
- 2 C2 D. LeBrun/1965 Lotus Elan 26R
- 4 C1 J. Styduhar/1962 Triumph TR3B

1 G1 J. Wood/1956 Austin Healey 100-4  
2:38.226

5 C1 W. Tobin/1970 Triumph TR-6  
6 C1 D. Crough/1969 Porsche 911T



### #109 Mack McCormack, 1966 Morris Mini Cooper.

7 C1 M. Lawton/1973 Alfa Romeo  
Spider

1 G2 M. Palmer/1957 MGA 2:32.776  
8 C1 E. Myers/1969 Porsche 911

1 A2 S. Morrison/1967 Ginetta G-15  
2:41.647

9 C1 R. Neves/1956 Austin Healey 100-4  
BN2

3 C2 J. Thier/1964 Triumph Spitfire  
4 C2 A. Tosler/ Lotus Elan

### GROUP 3

#### PL CL DRIVER/CAR

1 F2 M. Dube/1999 Ford Taurus 2:07.917

1 F1 P. Baselice/1970 Ford Boss 302  
2:11.349

2 F1 C. Homer/1964 Chevrolet Corvette

3 F1 P. Maehling/1972 Porsche 911

1 C2 A. Tosler/ Lotus Elan 2:19.421

1 C1 D. LeBrun/1970 Datsun 510  
2:22.047

2 C1 D. Naze/1971 Porsche 911

4 F1 J. Dunlap/1976 Porsche 911 targa

3 C1 D. Bechtol/1972 Porsche 914-6

5 F1 M. Kincaid/1965 Ford Mustang

2 F2 D. Hughes/1961 Aston Martin DB4

1 C4 S. LeBrun/1970 Datsun 510 2:22.825

### GROUP 2

#### PL CL DRIVER/CAR

1 C1 J. Bechtol/1972 Alfa Romeo Spider  
2:27.337

2 C1 K. Maehling/1971 Porsche 911E

3 C1 D. Miller/1962 Triumph TR4

1 C2 V. Schuster/1962 Lotus Super 7  
2:28.144

4 C1 S. Janzen/1968 Triumph GT6

1 C4 R. Brady/1974 Alfa Romeo GTV  
2:32.842

5 C1 R. Evans/1969 Porsche 911R

6 C1 L. Schrader/1973 Saab 99

7 C1 J. Styduhar/1962 Triumph TR3B

8 C1 D. Crough/1969 Porsche 911T

9 C1 W. Tobin/1970 Triumph TR-6

10 C1 R. Scott/1973 Triumph tr6



### #49 Chris Homer, 1964 Corvette.

11 C1 T. Hershberger/1964 MG B

12 C1 K. Haas/1966 MG B Roadster

13 C1 M. Moore/1962 Triumph TR4

14 C1 B. McKie/1965 MGB

1 F1 M. Riley/1955 Ford Thunderbird

15 C1 M. Lawton/1973 Alfa Romeo  
Spider

### GROUP 1

#### PL CL DRIVER/CAR

1 C2 J. Barker/1971 Triumph Spitfire  
2:26.179

1 C5 M. McCormack/1966 Morris Mini  
Cooper S 2:33.105

1 G2 M. Palmer/1957 MGA 2:33.782

1 E3 N. Michael/1966 Austin Mini  
Cooper S 2:32.152



### #37 Scott Janzen, 1968 Triumph GT6.

1 G1 J. Wood/1956 Austin Healey 100-4  
2:41.080

1 C3 N. McCabe/1967 Austin Healey  
Sprite 2:42.502

2 C2 S. Schultz/1959 MG MGA

2 C3 D. Sopp/1966 Triumph Spitfire

3 C3 D. Streed/1959 Austin Healey  
Sprite

3 C2 J. Thier/1964 Triumph Spitfire

### GROUP 4

#### PL CL DRIVER/CAR

1 B2 K. Kaulback/1970 Lotus Type 61mx  
2:11.909

1 B7 J. Griffin/1981 Crossle 45F  
2:12.421

2 B2 C. Morici/1971 Lotus 69

2 B7 G. Long/1976 Tiga CF

3 B2 C. Trumbo/1972 Royale RP-16

4 B2 A. Stein/1970 Merlyn Mk. 11/17

3 B7 A. Levine/1974 Club Ford Lola 342

1 E2 D. Hughes/1981 Tiga S2  
2:11.547

4 B7 R. Morris/1976 Hawke DL15

2 E2 J. Garrington/1975 Lola T324 FSV

5 B2 J. Van Deurzen/1969 Merlyn FF  
MK 17

### GROUP 1,2,3 COMBINED RACE

#### PL CL DRIVER/CAR

1 F1 J. Dunlap/1976 Porsche 911 Targa  
2:24.790

1 C1 B. McKie/1965 MGB 2:25.067

1 F2 D. Hughes/1961 Aston Martin DB4  
2:25.413

2 C1 J. Bechtol/1972 Alfa Romeo  
Spider

2 F1 M. Kincaid/1965 Ford Mustang

3 C1 R. Evans/1969 Porsche 911R

1 C5 M. McCormack/1966 Morris Mini  
Cooper S 2:32.353

1 E3 N. Michael/1966 Austin Mini  
Cooper S 2:32.024



### #136 Stewart Brown, 1967 Ford Shelby GT350.

4 C1 J. Styduhar/1962 Triumph  
TR3B

1 G1 J. Wood/1956 Austin Healey 100-4  
2:38.498

5 C1 D. Crough/1969 Porsche 911T

6 C1 W. Tobin/1970 Triumph TR6


7 C1 R. Scott/1973 Triumph TR6

8 C1 M. Moore/1962 Triumph TR4


9 C1 T. Hershberger/1964 MG B

1 C3 D. Streed/1959 Austin Healey Sprite  
2:49.892

10 C1 K. Haas/1966 MG B Roadster



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