

THE VINTAGE AND HISTORIC RACING NEWS MAGAZINE

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Road America

Pittsburgh Vintage Grand Prix Schenley Park



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SOVREN at Pacific Raceways



#314 Jim Guthrie, 1966 Shelby GT350; #98 Gary Moore, 1966 Shelby GT350.

2019 PVGP Historics PittRace, Pennsylvania July 11-14, 2019

— story and photos by *Bill Stoler*

The 2019 Pittsburgh Vintage Grand Prix kicked off the racing July 11-14 at the PittRace Complex, which also served as the site for SAAC 44 and the Team Shelby Convention. The joint meeting of the Shelby American Automobile Club and the Team Shelby East Coast Nationals brought hundreds of cars to the Beaver County racetrack and

included a wide variety of cars related to the legendary Carroll Shelby. The celebration of Shelby included high performance track days, a road rally, a poker run, car shows, parade laps and a special PVGP Shelby Marque of the Year vintage race. The Allegheny Chapter of the BMW Car Club of America, long-time supporters of the PVGP also conducted races during the weekend.

The Pittsburgh Vintage Grand Prix began as a one-day vintage racing event on the city streets of Schenley Park in 1983.

cannot be raced safely on the street circuit at Schenley Park.



#127 Bob Schaefer, 1965 MGB; #4 John Hawkes, 1964 Merlyn Mk 6A.



#66 Gary Schultz, 1972 Porsche 914/6; #128 Brian Dolan, 1964 Sunbeam Tiger.

Over the years, the PVGP has expanded to a 10-day celebration of the automobile with numerous car shows, road rallies, concerts and a parade. In 2004, the Historics weekend at was added to the schedule and took place at BeaveRun (today's PittRace Complex). The purpose-built road course located about 50 miles north of Pittsburgh was expanded in 2015 to 2.8 miles and features 19 turns and features a variety of elevation changes and big runoff areas. This allowed the PVGP to add racing for the bigger and more powerful cars through the mid 1970's that

Thursday was test and tune day was plagued by some powerful storms that swept through the region but the rest of the weekend was rain-free. Practice sessions were held on Friday morning followed by 25-minute qualifying sessions. This would set the grids for the racing that would begin on Saturday morning. Racing divided into three vintage race groups – Small Bore/Medium Bore/Large Bore. A group for the Formula Ford celebrated the 50th anniversary of the FF race car. There were also separate groups for Modern Historics and the BMW Car Club.

GROUP 1, Modern Historics: Jim Stout and his 2011 Dodge Viper dominated this group that features late model big bore road racing machines. Stout took the feature win on Sunday afternoon. James Bernier took second, setting a new track record for Porsche



#36 Daniel Pyanowski, 1976 Crosslé 30F; #44 Deek Scott, 1980 Lola T540E; #65 David Thomas, 1978 Zink Z10; #157 Jan McCoy, 1981 Gemini 81C.

in his 2011 GT3 Cup race car. Mark Mercurio took third in his V8 Road Racing Series 2015 Chevrolet Camaro.

GROUP 2, Vintage Small Bore: This group saw some good racing during the weekend with Andrew Moore taking four wins in his well-prepared 1964 Austin Healey Sprite. He did it the hard way on Sunday morning coming all the way from the rear when a dead battery forced him to the back of the field. Mark Maehling led early in his beautiful Huffaker 1972 MG Midget but couldn't hold off Moore. Finishing third and doing well all weekend was Leo Basile in a crowd pleasing 1965 Cooper T-75 Formula Junior.

GROUP 3, Vintage Medium Bore: A total of 53 cars entered this group and nearly 50 cars took the green for the feature. Joey

Bojalad was racing his newly acquired 1967 Ginetta G-12 and took three wins during the weekend. Sunday's feature saw him take the lead early but some fuel issues caused some spectacular flames to erupt from under the car, forcing an early retirement. Malcom Ross took the win in the 1965 Lotus 23B, with Paul Stinson runner up in the 1963 Lotus Super Seven and Richard Maloumian Jr finishing third in his always fast, 1956 Austin Healey 100-4.

GROUP 4, Vintage Large Bore:

The "Ground Pounders" always thrill the crowds on that long front straight at Pitt Race and this year was no exception. In fact, with the visiting the Shelby contingent, this group swelled to nearly 30 entries. Jim Dolan was very quick in his 1967 Ford GT40 Mk IV winning both Big Bore races on Friday. Gary Moore took a win on Saturday with his 1966 Shelby GT350. Gary was leading the feature race on Sunday until the very last turn when Peter Dolan made a thrilling pass for the win in his Shelby GT350. Chris Zappa ran extremely well all weekend and finished

2nd in three of the four features in his 1969 TVR Tuscan.

SHELBY MARQUE OF THE YEAR

RACE: This was a race for the ages. An amazing display of Shelseys taking the green and thundering into turn one was incredible. The 1967 GT40 Mk IV of Jim Dolan took the lead heading into turn 1 and looked like he would be taking the win, but transmission issues stuck about mid-race handing the top spot to Jim Guthrie in his 1966 Shelby GT350. Peter Dolan was runner up and Gary Moore rounded out the podium, both driving 1966 Shelby GT350 Mustangs.

GROUP 6, Formula Ford Festival

Feature: The 50th anniversary of the Formula Ford race car was celebrated with a feature at the PVGP Historics. R. Scott Durbin took an early lead in his 1977 Tiga and never looked back. Nigel Cass finished second in a 1973 Lola T340 and Jan McCoy finished third in a 1981 Gemini 81C, which coincidentally was built locally in Pittsburgh.

The Pittsburgh Vintage Grand Prix has been a charity event since the beginning with a goal to stage a world class automobile race in



#10 James Acquilano, 1965 Shelby Cobra; #47 Greg Sproles, 1965 Ford Mustang.



#27 Kenny Williamson, 1963 MGB; #6 Peter Dolan, 1972 Triumph GT6; #4 James Dolan, 1972 Triumph GT6; #55 B.O. Schenley, 1972 Alfa Romeo Spider; #74 Donald Wannagat, 1973 Alfa Romeo GTV.

the park and raise funds for individuals with autism and other intellectual/developmental disabilities. Since 1983, the PVGP has donated over \$5 million dollars to the Autism Society of Pittsburgh and the Allegheny Valley School.



#623 Toby Yurko, 1967 Austin Healey Sprite; #19 Justin D'Antonio, 1961 Austin Healey Sprite; #122 Leo Basile, 1965 Cooper T-75 Formula Jr.

GROUP 1

PL CL DRIVER/CAR

- 1 MH J. Stout/2011 Dodge Comp Coupe
1:46.130
- 1 POR J. Bernier/2011 Porsche GT3 Cup
1:47.453
- 2 MH M. Mercurio/2015 Camaro
- 3 MH C. Durbin/2003 Monte Carlo
- 4 MH A. Trought/2017 Camaro
- 5 MH C. Evans/Camaro



#21 Curt Vogt, 1968 Mercury Cougar.

- 6 MH R. Walker/2012 Camaro
- 7 MH R. Liddle/1985 Corvette
- 8 MH T. Karet/2006 Ferrari F430
- 9 MH R. Ruckh/2014 Camaro
- 10 MH D. Brandt/1998 Corvette
- 2 POR P. Delmer/1986 Porsche 944

GROUP 2

PL CL DRIVER/CAR

- 1 SB A. Moore/1964 Austin Healey Sprite 2:11.055
- 1 FJ L. Basile/1965 Cooper T-75 FJ 2:11.615

1 MG M. Maehling/1972 MG Midget

- 2:16.323
- 1 FV D. Yeager/1969 Zeitler Formula Vee 2:17.952
- 2 SB J. Their/1964 Triumph Spitfire
- 3 SB T. Yurko/1967 Austin Healey Sprite
- 4 SB M. Sukey/1964 Triumph Spitfire
- 2 MG C. Hall/1973 MG Midget
- 5 SB B. Whipple/1962 Austin Mini Cooper
- 6 SB J. D'Antonio/1961 Austin Healey Sprite
- 7 SB D. Hall/1959 Austin Healey Sprite
- 8 SB P. McCarthy/1962 Austin Healey Ashley Sprite
- 9 SB L. McCue/1953 Nash Healey LeMans
- 10 SB B. Andersson/1965 Austin Mini Cooper S

GROUP 3

PL CL DRIVER/CAR

- 1 SR M. Ross/1965 Lotus 23B 2:02.238
- 1 L7 P. Stinson/1963 Lotus Super Seven 2:04.651
- 1 HBB R. Maloumian/1956 Austin Healey 100-4 2:05.325
- 1 MB B.O. Schenley/1972 Alfa Romeo Spider 2:07.859
- 2 MB D. Wannagat/1973 Alfa Romeo GTV
- 3 MB J. Dolan/1972 Triumph GT6
- 2 L7 I. Samila/1970 Lotus Seven
- 1 MG G. Herald/1962 MGB 2:09.449

- 4 MB B. Dolan/1969 Triumph GT6
- 5 MB M. Moore/1962 Triumph TR4
- 6 MB P. Bauer/1971 Datsun 510
- 7 MB J. Ingold/1969 BMW 2002
- 2 HBB J. Styduhar/1962 Triumph TR3B
- 8 MB R. Ball/1974 BMW 2002
- 3 HBB A. Hughes/1975 BMW 2002
- 9 MB J. Wood/1972 BMW 2002
- 2 MG C. Longo/1968 MGB GT
- 10 MB L. Poseidon/1966 Alfa Romeo GT Veloce
- 4 HBB R. Rosenberg/1966 Yenko Stinger
- 11 MB J. Wisbon/1976 BMW 2002
- 3 MG T. Hershberger/1964 MGB
- 4 MG C. Seifert/1966 MGB
- 12 MB K. Michael/1961 Volvo 544
- 13 MB J. Sukey/1971 Triumph GT6
- 14 MB B. Wisbon/1985 VW Gti
- 1 POR R. Evans/1969 Porsche 911S 2:14.591
- 5 MG B. Schaefer/1965 MGB
- 2 POR S. Long/1971 Porsche 914-4
- 15 MB B. Criss/1967 Volvo Amazon
- 2 SR D. Mann/1962 Lotus 23B
- 16 MB B. Schirano/1969 Triumph GT6+
- 17 MB G. Reed/1969 Datsun 510
- 3 SR J. Bojalad/1967 Ginetta G-12
- 18 MB W. Dolaman/1964 Volvo P1800



#108 Leonard McCue, 1953 Nash Healey.

GROUP 5

PL CL DRIVER/CAR

- 1 LH P. Dolan/1966 Ford Shelby GT350 1:56.819
- 2 LH C. Zappa/1969 TVR Tuscan
- 3 LH G. Moore/1966 Shelby GT350
- 1 POR D. Oliverio/1972 Porsche 911 RSR 1:58.508

- 4 LH C. Dolan/1965 Ford Shelby GT350
- 2 POR S. Ryan/1970 Porsche 914/6
- 5 LH R. Ramsey/1965 Corvette
- 3 POR G. Schultz/1972 Porsche 914/6
- 6 LH B. Dolan/1964 Sunbeam Tiger
- 7 LH S. Viviano/1969 Camaro
- 1 HBB P. Ross/1972 Datsun 240Z 2:06.089
- 4 POR D. Smith/1971 Porsche 914/6
- 5 POR M. Schindel/1974 Porsche 911
- 8 LH D. Henry/1969 Corvette Roadster



#117 George Houtz, 1983 Citation Z16.

GROUP 6

PL CL DRIVER/CAR

- 1 FF R.S. Durbin/1977 Tiga FFA 1:58.472
- 2 FF N. Cass/1973 Lola T340
- 3 FF J. McCoy/1981 Gemini 81C
- 4 FF G. Houtz/1975 Merlyn Mk29
- 5 FF R. Bork/1978 Crosslé' 32F
- 6 FF D. Thomas/1978 Zink Z10
- 7 FF D. Scott/1980 Lola T540E
- 8 FF B. Albert/1988 Chevron B67
- 9 FF D. Pyanowski/1976 Crosslé' 30F
- SHELBY MARQUE RACE**
- PL CL DRIVER/CAR**
- 1 LH J. Guthrie/1966 Shelby GT350 1:58.109
- 2 LH P. Dolan/1966 Ford Shelby GT350
- 3 LH G. Moore/1966 Shelby GT350
- 4 LH C. Vogt/1968 Mercury Cougar
- 5 LH C. Dolan/1965 Ford Shelby GT350
- 6 LH T. Shelton/1966 Shelby GT350
- 7 LH B. Kennedy/1966 Shelby GT350
- 8 LH J. Dolan/1967 Ford GT40 MK IV
- 9 LH R. Upton/1967 Cobra Kit
- 10 LH H. Gordon/1966 Shelby GT350
- 11 LH G. Sproles/1965 Ford Mustang

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photo by Laurie Stoler

#22 Joseph Mendel, 1971 Lotus Elan; #51 Randy Evans, 1969 Porsche 911S; #412 Michael Zappa, 1972 BMW 2002.

Pittsburgh Vintage Grand Prix and Festival

Pittsburgh, Pennsylvania

July 17-21, 2019

— story by **Dan delBianco**
and **John Bechtol**

The Pittsburgh Vintage Grand Prix is the nation's only vintage race held on city streets... you've heard that for the past 36 years and it is assumed that it will happen each year, but it almost didn't this year!

On Wednesday, July 10 – just 10 days from Race Weekend in Schenley Park, the City of Pittsburgh was paving the famed

Serpentine – a winding city street lined with 100-year old stone walls that protect drivers from a precipitous plunge down into Panther Hollow. One of the asphalt trucks went through the wall, taking an 80-foot section as it rolled over, down the hill. The driver was not seriously hurt, but the roadway was severely damaged and barriers were placed at the top and bottom to close the road. The PVGP was informed that the road was not safe and would be closed until further notice – thereby cancelling the races.

The Pittsburgh Vintage Grand Prix immediately went to work and proposed making the serpentine into a single lane lined with Jersey barriers and operating as a yellow flag zone. The city engineers carefully considered the plan and gave their approval two days later – but for 48 hours, essentially while the PVGP was racing up at Pitt Race Complex, the Schenley Park vintage races were cancelled!

There still remained the issue of finishing the paving and placing barriers. On Friday,

July 19 the Serpentine was fully paved in two layers starting at 6:00 AM. By 11:30 the asphalt rollers were finished and two hours later the road was made available to the PVGP to begin placing a quarter mile of Jersey barriers on the still steaming hot pavement. The next morning at 8:30, the first race session zoomed over the new roadway and the races were truly on!

It is a credit to the determination of the PVGP volunteers and the City of Pittsburgh,



courtesy of PVGP

#78 Alan Patterson, 1961 Austin Healey Sprite.

who have been integral partners of the event since its inception, operating closely together to help prepare the park, erect the course and close roads. It is a rare partnership that allows Pittsburgh to still proudly boast that it remains the nation's only vintage street race.

While all of this was happening in the park the 37th Annual PVGP rolled along with their 11 days of events as if nothing was wrong:

Downtown Parade & Tune-Up

In honor of the Mustang Shelby Marque, the project engineer of the GT350 – Chuck Cantwell led a parade of pony cars on



courtesy of PVGP

#28 Geoff Herald, 1962 MGB; #157 Lee Poseidon, 1966 Alfa Romeo GT Veloce.

Wednesday, July 17, into downtown Pittsburgh and appeared with Jim Owens, Ford's Shelby/Mustang Marketing Manager at an outdoor press conference to unveil the new 2020 GT500 – all 760 horsepower! That night several hundred cars gathered around Heinz Field for the annual Tune-Up Party sponsored by Bank of America. The night included tours of the Steelers locker room and an appearance by former player Chris Hoke.

Jet Center Party

The third time was definitely a charm as the Pittsburgh Vintage Grand Prix hosted the third annual Passport to Elegance at the Lynx Jet Center on Thursday, July 18. Guests enjoyed a balmy summer evening featuring Mustang and Shelby race cars, Alfa Romeo, classic cars, rare race cars and vintage aircraft.

The highlight of the evening was a ride in a WWII era P-51 Mustang that flew over the crowd and performed aerial acrobatics to raise funds for the PVGP charities. PVGP Executive Director Dan DelBianco was the lucky winner when his brother Steve made a generous donation to the PVGP charities – with all the land and air excitement it's

at Orr's Jewelers, our generous Squirrel Hill sponsor."

International Car Show

While all of this exciting racing takes place on the streets, there are 2,500 cars parked on the golf course along with 100,000 spectators, 75 sponsor/vendor tents and dozens of car club displays including the Italian Cortile, British Car Day, a Motorbike Show and a Cars N Coffee display that gets larger each year. While there are several dozen car shows of this magnitude, none of them have vintage races encircling them! Spectators even get a chance to take a lap in a vintage race car at lunchtime to raise funds for charity. And that's what it's all about – cars and charity!

Pittsburgh Vintage Grand Prix, Schenley Park

The beautiful weather experienced at the PVGP Histories at Pitt Race carried over into the next weekend (for the most part) to the PVGP's 37th Schenley Park event. Practice and qualifying on Saturday and Sunday morning's practice took place under blue skies and warm weather and while a few clouds rolled in for the Sunday afternoon races, only one group had to contend with wet pavement.



courtesy of PVGP

#66 Craig Seifert, 1966 MGB.

easy to forget that all of this is done for charity. The presenting sponsor for the event was UBS Walnut Wealth Management. The evening came to a thunderous close as two Ford GT40s and a Gulf Mirage revved their engines to the delight of 400 attendees.

Forbes Avenue of Speed

This event, which took place on Friday, July 19, borrows directly from Watkins Glen, putting the sights, sounds and aromas of vintage race cars on full display as they paraded from the paddock at Schenley Park to Forbes Avenue several city blocks away in Squirrel Hill were fantastic and were enjoyed by numerous spectators, who also got to meet the racers in person and got to see the cars up close. The street show was open to the public as racers enjoyed a private reception



courtesy of PVGP

#167 Mike Moore, 1962 Triumph TR-4; #77 Duane Smith, 1971 Porsche 914/6.

In the **PRE-WAR AND PRESERVATION** group, it was the MG TDs of Craig Shafer, Kurt Byrnes, and Michael Barstow which placed 1-2-3 in a spirited go.

In the **UNDER 1.5 LITER** group, Charlie Dolan in his immaculate MGA came in first (again) but was being pressured toward the end of the race by Andrew Moore in his Sprite. When the dust settled, Moore had actually posted a faster best lap time than Charlie but he could not make up for track position that had developed in the first few laps. Pete McCarthy in his Sprite rounded out the top three finishers.



courtesy of PVGP

#14 Stephen Morici, 1963 Cooper T-67; #122 Leo Basile, 1965 Cooper T-75.



courtesy of PVGP

#142 Steve Liadis, 1983 BMW 320i; #64 Scott Hughes, 1970 BMW 2002; #347 Richard Maloumian, 1956 Austin Healey 100-4.

In the **UNDER 2.0 LITER** class, Denny Wilson in his Mecum-liveried Lotus Super 7 ran away from a crowded field and while Stefan Vapaa in his Sonnet did his best to keep up to Denny, he could place no better than second.



photo by Laurie Stoler

#55 B.O. Schenley, 1972 Alfa Romeo Spider.

Sadly, the race finished under yellow depriving Jim Dolan (Triumph GT6) of his chance with a bunched up field to chase down our third place finisher, Joe Mendel (Lotus Elan).



courtesy of PVGP

#88 Peter Ragonetti, 1966 Alfa Giulia Sprint.

ALFA ROMEOS PL CL DRIVER/CAR

- 1 U2.0L D. Wannagat/1973 Alfa Romeo GTV 2:25.091
- 2 U2.0L W. Smith/1972 Alfa Romeo Spider
- 3 U2.0L L. Poseidon/1966 Alfa Romeo GT Veloce
- 4 U2.0L P. Boova/1972 Alfa Romeo GTV
- 5 U2.0L P. Ragonetti/1966 Alfa Romeo Giulia Sprint
- 6 U2.0L P. Glynn/1957 Alfa Romeo Giulietta Spyder
- 1 U1.6L J. Feingold/1960 Alfa Romeo Giulietta Spider 2:42.603
- 7 U2.0L B.O. Schenley/1972 Alfa Romeo Spider

In the over two liter group, Scott Ryan repeated his victorious finish from last year and he and Gary Schulz (in 914/6 Porsches) bracketed second place finisher, Perry Genova in his BMW 2002. The race pace in this group was "fast and furious" and a substantial field of these over two liter cars put on a great show for our spectators.

IN THE **FORMULA AND SPORTS RACER**

group, Joey (the "Streak") Bojalad put the pedal to the aluminum in his Elva Mk VI and left the crowd in the dust in his race to victory. The only car on the same lap as Joey when the checker was shown was Chris Zappa in a Lynx Formula

Vee but the fastest time posted by Chris was about 15 seconds a lap slower than the fast time posted by Bojalad. Bill Kovik, also in a Formula Vee rounded out the podium finishers.



courtesy of PVGP

#08 Brad Kolesar, 1973 MGB.

In the first of our two special races, local racer Don Wanagat took the pole in the **ALFA** marque race in his GTV and never looked back, finishing in first place. While local Alfa pilot B.O. Schenley (aka John Bechtol) was running second at the beginning of the race, his engine took a dump at the beginning of lap two and he remained a spectator until an ignominious tow back to the paddock at the end of the race. The podium was completed by Whit Smith of New York and Lee Poseidon of Cleveland.

In our **AXIS V. ALLIES** race, once again Joey Bojalad in his Elva ran hard and finished first overall in a crowded field. When the checker finally flew, though, many of the cars were on the same lap as Joey. In the over two liter contingent of combatants, Gary Schultz in his 914/6 prevailed (he was second overall). In the under two liter group, Joe Mendel took the podium again in his Lotus Elan as first place in the "under" group and third overall.

In all, our 37th edition was great summer

entertainment and big thanks go out to all of the event sponsors and to Hagerty Insurance in particular for sponsoring a much needed "hydration station" and for providing lunches for drivers and crew.

8 U2.0L B. Brady/1973 Alfa Romeo GTV **AXIS VS. ALLIES** PL CL DRIVER/CAR

- 1 Allies J. Bojalad/1960 Elva Mk VI Prototype 2:12.882
- 1 Axis G. Schultz/1972 Porsche 914/6 2:18.901
- 2 Allies J. Mendel/1971 Lotus Elan
- 2 Axis P. Ross/1972 Datsun 240Z
- 3 Allies R. Maloumian/1956 Austin Healey 100-4
- 4 Allies J. Dolan/1972 Triumph GT6
- 3 Axis D. Wannagat/1973 Alfa Romeo GTV



photo by Laurie Stoler

#113 Thomas Hersherberger, 1964 MGB.

- 4 Axis D. Smith/1971 Porsche 914/6
- 5 Axis J. Ross/1970 Datsun 240Z
- 6 Axis M. Schindel/1974 Porsche 911



courtesy of PVGP

#65 David Thomas, 1962 Austin Healey Bugeye.

- 5 Allies B. Dolan/1969 Triumph GT6
- 7 Axis J. Ingold/1969 BMW 2002
- 8 Axis L. Poseidon/1966 Alfa Romeo GT Veloce
- 9 Axis J. Barhydt/1975 BMW 2002
- 10 Axis R. Hopkins/1969 BMW 2002
- 11 Axis S. Scholze/1975 BMW 2002
- 6 Allies M. Moore/1962 Triumph TR4
- 12 Axis J. Teplitz/1969 Datsun 510
- 13 Axis A. Hughes/1975 BMW 2002
- 7 Allies C. Dolan/1972 Triumph GT6
- 14 Axis M. Zappa/1972 BMW 2002
- 8 Allies C. Seifert/1966 MGB
- FORMULA AND SPORTS RACERS**
PL CL DRIVER/CAR
- 1 SR J. Bojalad/1960 Elva Mk VI Prototype 2:12.430

- 1 FV C. Zappa/1971 Lynx Formula Vee 2:27.051
- 2 FV B. Kovick/1963 Formcar Mk 1
- 1 L7 I. Samila/1970 Lotus Seven 2:36.167
- 2 SR D. Allison/1960 Lotus 18
- 1 FJ S. Morici/1963 Cooper T-67 Formula Jr. 2:41.055
- 3 FV D. Yeager/1969 Zeitler FV
- 2 FJ A. Patterson/1958 Elva Formula Jr.
- 4 FV D. Smith/1970 Zink C-4



photo by Laurie Stoler

#46 Bob Criss, 1967 Volvo 122 Amazon.

- 2 L7 G. Vapaa/1959 Lotus Seven
- 3 FJ P. Patterson/1959 Lotus Formula Jr.
- 3 SR C. Livengood/Demon DSR
- FORMULA FORDS**
PL CL DRIVER/CAR
- 1 FF S. Durbin/1977 Tiga FFA 2:11.912

2 FF T. Allard/1972 Rostron CT-3
 3 FF B. Albert/1988 Chevron B-67
 4 FF D. Thomas/1978 Zink Z10

PRE-WAR AND PRESERVATION

PL CL DRIVER/CAR

1 MGT C. Shafer/1951 MG TD
 2:37.367

2 MGT K. Byrnes/1951 MG TD

3 MGT M. Barstow/1953 MG TD

1 U1.6L M. Maehling/1969 Abarth
 Scorpione SS 2:41.473

1 MGA M. Snider/1958 MGA 2:53.526

1 U1L J. Iorio/1960 Austin Healey
 Bugeye Sprite 3:05.039

2 U1L A. Ferragonio/1959 Austin Healey
 Bugeye Sprite



courtesy of PVGP

#5 Charlie Dolan, 1972 Triumph GT-6.

1 PW P. O'Malley/1952 Culbert 1/2 mile
 Sprint 3:13.919

3 U1L D. Thomas/1962 Austin Healey
 Bugeye Sprite

2 PW J. Guehl/1939 Mercury Sprint

4 U1L N. Morrow/1960 Austin
 Bugeye

PRODUCTION UNDER 1.5L

PL CL DRIVER/CAR

1 MGA C. Dolan/1957 MGA 2:22.101

1 U1.6L A. Moore/1964 Austin Healey
 Sprite 2:21.081

2 U1.6L P. McCarthy/1962 Austin Healey
 Ashley Sprite

3 U1.6L N. Scigliano/1959 Elva

Courier

8 U2.0L P. Glynn/1957 Alfa Romeo

Giuletta Spyder

4 U1.6L B. Whipple/1982 Austin Mini

Cooper

2 MGA T. Dick/1962 MGA

5 U1.6L A. Patterson/1961 Austin Healey
 Sprite



photo by Laurie Stoler

#160 Stewart Long, 1971 Porsche 914/4.

6 U1.6L J. Feingold/1960 Alfa Romeo
 Giulietta Spider

7 U1.6L I. Wisbon/1961 Austin Mini

SPORTS CARS OVER 2.0L

PL CL DRIVER/CAR

1 POR S. Ryan/1970 Porsche 914/6
 2:10.569

1 BMW P. Genova/1970 BMW 2002
 2:14.922

2 POR G. Schultz/1972 Porsche 914/6
 1 O2.0L R. Maloumian/1956 Austin
 Healey 100-4 2:18.760

2 BMW S. Hughes/1970 BMW 2002

3 POR M. Schindel/1974 Porsche 911

4 POR D. Smith/1971 Porsche 914/6

3 BMW R. Hopkins/1969 BMW 2002

4 BMW J. Barhydt/1975 BMW 2002

2 O2.0L M. Kuli/1972 Datsun 240Z

5 BMW M. Skeen/1972 BMW 2002

6 BMW C. Schindel/1975 BMW

2002

7 BMW J. Ingold/1969 BMW 2002

8 BMW A. Hughes/1975 BMW 2002

3 O2.0L C. Schwimer/1965 Maserati

Tipo 151

5 POR B. Harrison/1971 Porsche 914/6

9 BMW S. Liadis/1983 BMW 320i

4 O2.0L K. Patterson/1964 Jaguar

XKE

5 O2.0L S. Patterson/1967 Jaguar

XKE

10 BMW D. Farnsworth/1972 BMW

2002

6 O2.0L P. Ross/1972 Datsun 240Z

7 O2.0L J. Ross/1970 Datsun 240Z

SPORTS CARS UNDER 2.0L

PL CL DRIVER/CAR

1 U2.0L D. Wilson/1962 Lotus Super
 Seven 2:14.025

1 U1.6L S. Vapaa/1968 SAAB Sonett
 2:18.106

2 U1.6L J. Mendel/1971 Lotus Elan

2 U2.0L J. Dolan/1972 Triumph GT6

3 U2.0L D. Wannagat/1973 Alfa Romeo

GTV



courtesy of PVGP

#29 Brad Harrison, 1971 Porsche 914/6.

4 U2.0L J. Snook/1961 Triumph TR3

5 U2.0L P. Dolan/1972 Triumph GT6

3 U1.6L D. Mann/1965 Lotus Elan 26R

6 U2.0L B. Dolan/1969 Triumph GT6

7 U2.0L M. Moore/1962 Triumph TR4

8 U2.0L B. Brady/1973 Alfa Romeo GTV

1 BMW M. Zappa/1972 BMW 2002

2:26.431

9 U2.0L W. Smith/1972 Alfa Romeo

Spider

1 MG C. Longo/1968 MGB GT 2:27.635

2 MG C. Seifert/1966 MGB

3 MG G. Herald/1962 MGB

10 U2.0L L. Poseidon/1966 Alfa Romeo
 GT Veloce

11 U2.0L J. Wisbon/1976 BMW 2002

4 MG B. Kolesar/1973 MGB

12 U2.0L P. Boova/1972 Alfa Romeo

GTV



photo by Laurie Stoler

#83 Russ Rosenberg, 1966 Yenko Stinger.

13 U2.0L P. Ragonetti/1966 Alfa Romeo
 Giulia Sprint

5 MG T. Hershberger/1964 MGB

1 O2.0L R. Rosenberg/1966 Chevrolet
 Yenko Stinger 2:37.910

6 MG J. Barbour/1964 MGB

14 U2.0L K. Michael/1961 Volvo 544

15 U2.0L W. Dolaman/1964 Volvo P1800

1 POR S. Long/1971 Porsche 914/4
 2:44.943

16 U2.0L K. Lay/1974 Alfa Romeo
 Spider

7 MG B. Schaefer/1965 MGB

17 U2.0L J. TePLITZ/1969 Datsun 510

2 BMW S. Scholze/1975 BMW 2002

2 POR G. Vasilakis/1976 Porsche
 914/4



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