

Racing from Sebring

Donohue's Indy Triumph • Trevor Taylor on F1's Wild

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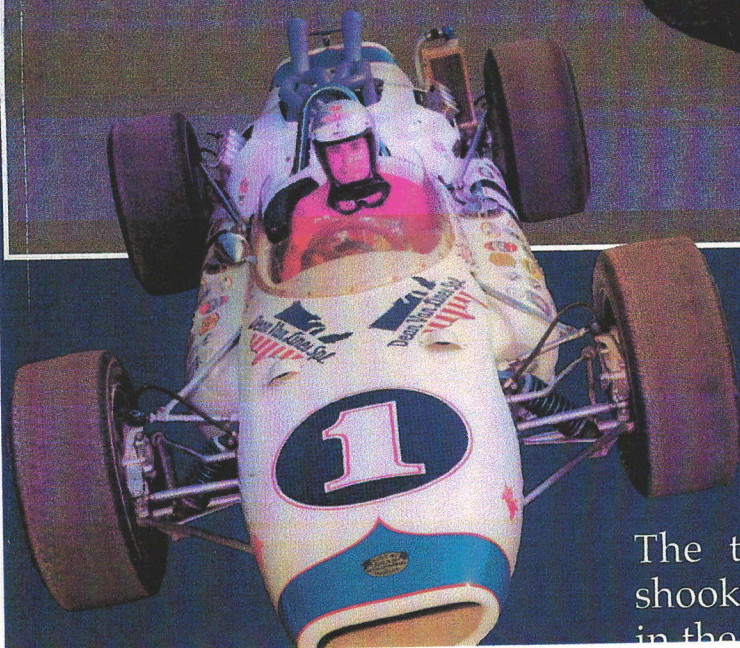
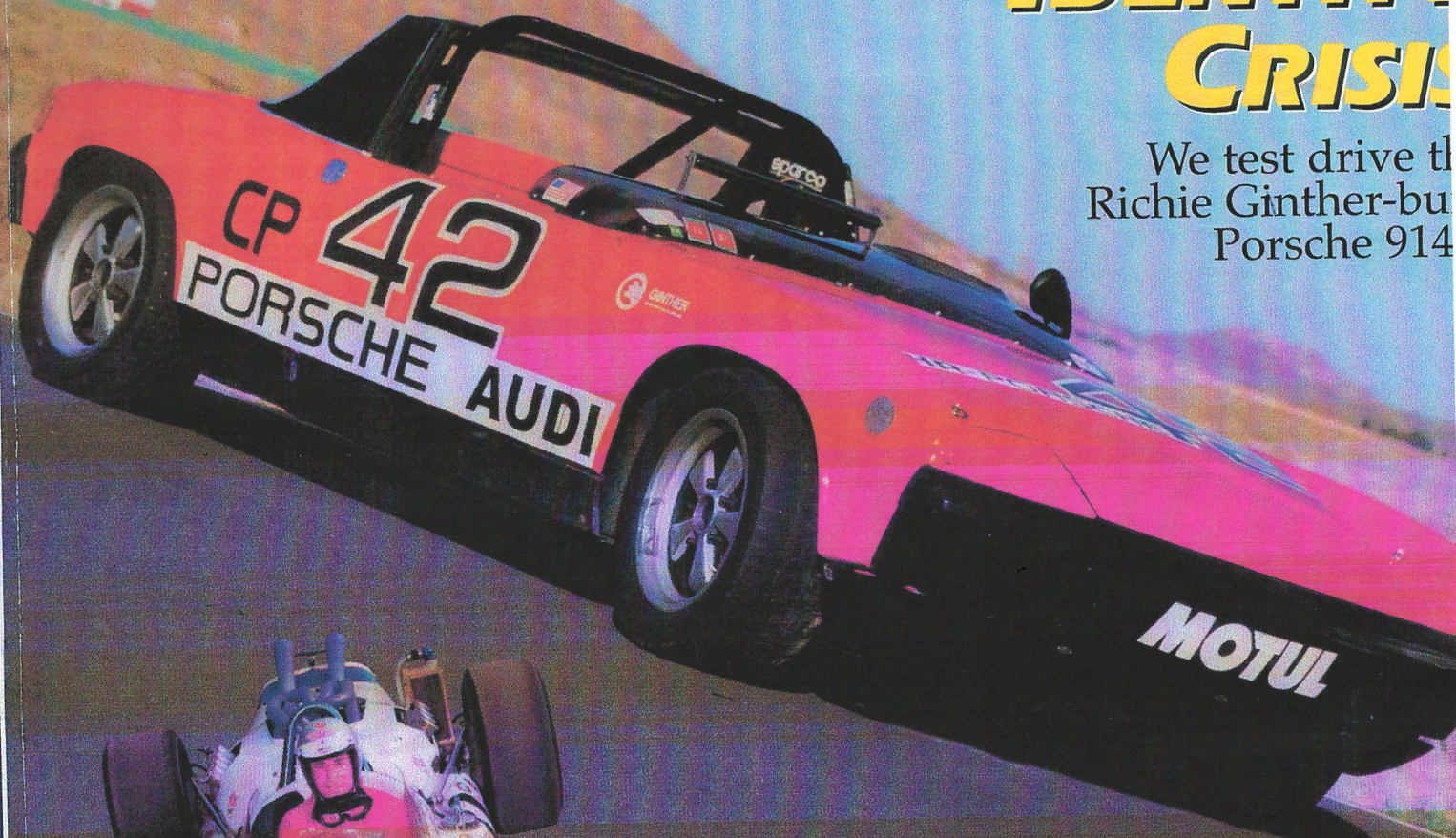
June 2002



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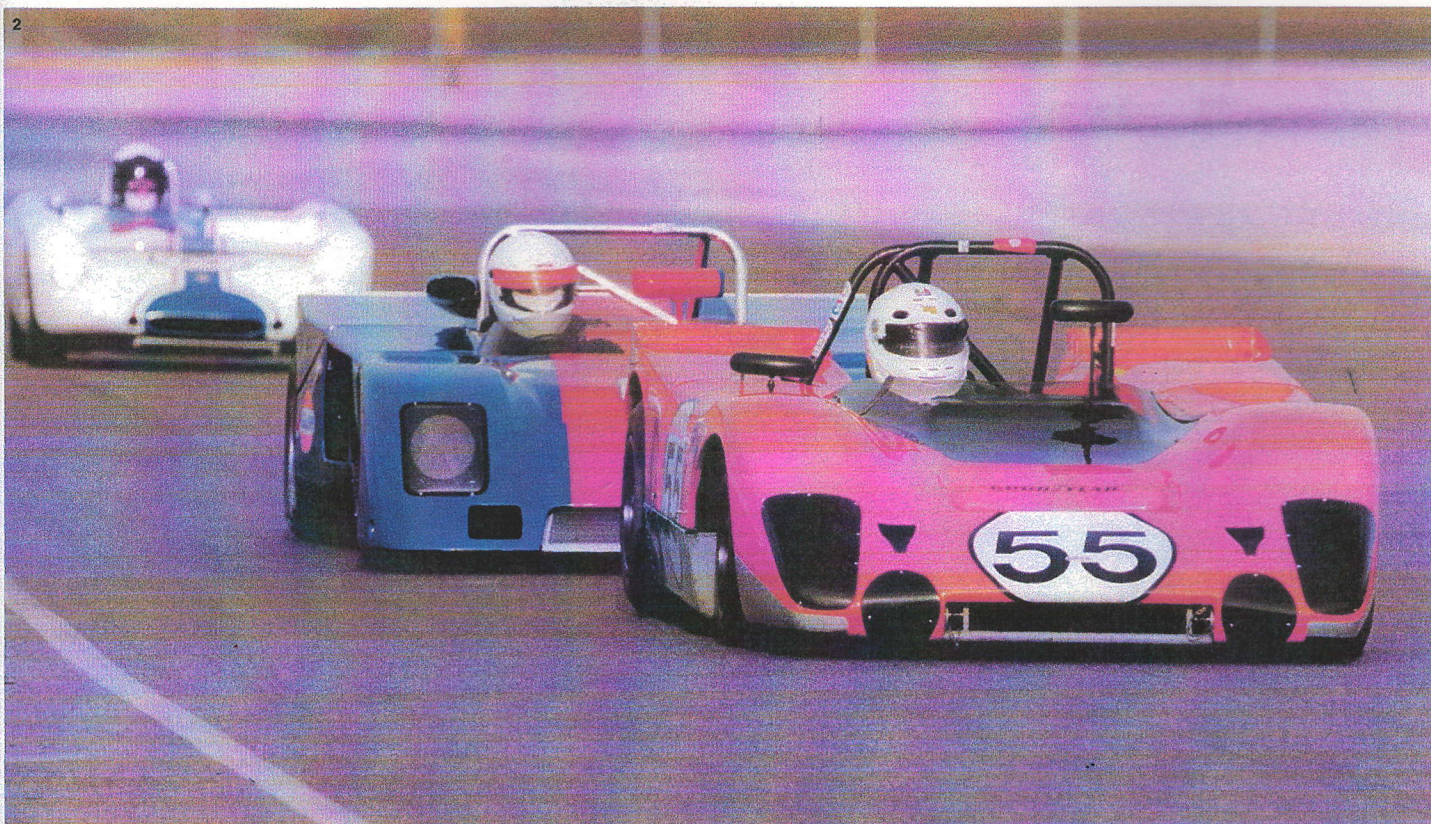
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VARA, Copperstate Classic Phoenix, Ariz., Feb. 15-17 Photos by Gordon Jolley

- 1) The Ralt RT5 Super Vee of Paul Lisec is pursued by the Chevron B-27 Atlantic of John Obialero.
- 2) Philippe Reyns, in his Lola T212, attempts to hold off the Chevron B-21 of Kenton Greth and the Lotus 23B of Dick Dorris.
- 3) The NASCAR Ford Thunderbirds of Garland Self (#15) and Ron Huber (#28).
- 4) Bill Sadler, in his Sadler MkII, leads the BMW 1600 of Tom Zelesky.



7 Group

Keeping the alphabet soup of letters and classes straight in the Trench Shoring-sponsored Group 7 event will be tough. Leave that to the scorers: California Speedway guests need to settle in and simply enjoy the wild sights and sounds of this group featuring GTP cars and 2.0 Liter FIA Sports Racers. In GTP, the awe-inspiring prototypes from one of most exciting periods in racing history: one sub-group features GTP and FIA Group C coupes which battled in the years 1980-'87; another is for cars from the popular North American GTP series run '88-'92; and finally, there is a third grouping for less powerful



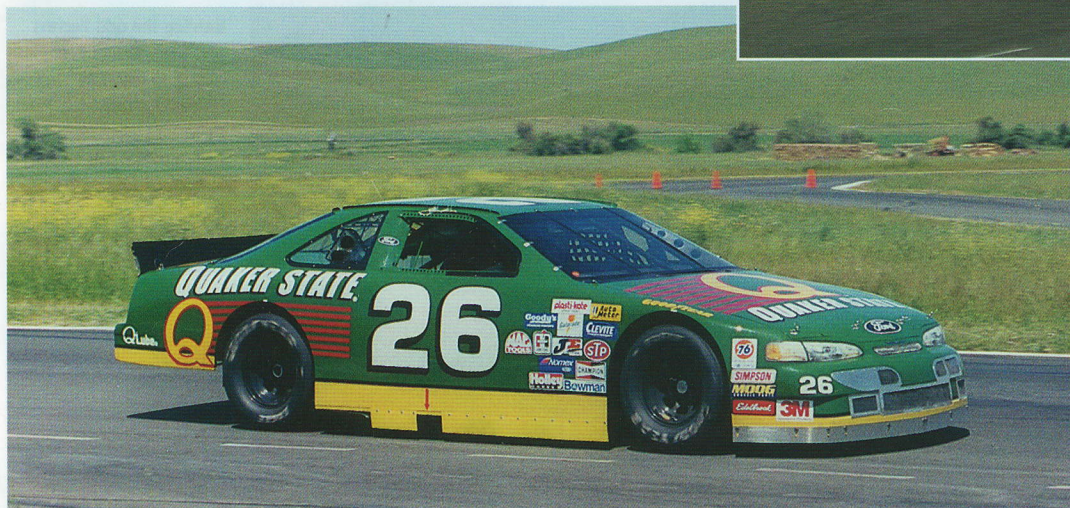
Camel Lights machines and FIA Group C2 cars '80-'92. The 2.0 Liter Sports Racer crowd also includes machinery from three different HSR classes: one for '74-'79 cars with wings, monocoque chassis and 2000cc four-valve engines; a second for '68-'73 sports racers without wings but with period-correct engines having a maximum capacity of 2000cc; and a third for '68-'70 coupes, also with period-correct engines required.

What a glittering array of exotic machinery entered in the Trench Shoring Group 7 event for potent sports racers like (ABOVE) Brian Groza's Sauber C4 and (LEFT) Philippe Reyns' 2-liter Lola T-212.

8 Group

The Marathon Historic NASCAR event has a special place in this particular HSR West event: Even now, road racing events are a rarity in NASCAR Winston Cup racing. Through the late '80s, "road racing" and "NASCAR" together in a sentence meant just one thing: Riverside International Raceway. Until the classic road racing track closed in 1990, NASCAR's annual event there was a very special one in the lives of SoCal racing

enthusiasts. Here today will be Winston Cup cars of several vintages—pre-1989 cars (the HSR's C10 class) with special appeal to ex-Riverside regulars; plus '90-'93 (C11) and pre-'96 (C12) cars which could not race at all in SoCal in their day: California Speedway, where we all go to enjoy these cars now, first opened in 1997.



Ford Thunderbirds like those of (LEFT) Gary Alvernaz and Bruce Swanson (ABOVE) were not the only cars in Winston Cup in the mid-'90s, but they were among the most successful.