



**BOB SHARP'S
DATSUN
DYNASTY**

**TWO-WHEELED
TREASURES**



Vintage Motorsport[®]

COM

2017 6
NOV/DEC

THE J

UNDERCOVER PORSCHÉ

**Daytona 24 Hour-Winning
March-Porsche 83G**



**Thompson
Speedway
Revival**

**ARNOLT-MG
On The Road**

ALL THE ACTION FROM:

- Rolex Monterey Motorsports Reunion
- Lime Rock Historic Festival 35 • Goodwood Revival • CSRG Charity Challenge
- SOVREN Pacific Northwest Historics • SVRA Watkins Glen
- VSCDA Elkhart Lake Vintage Festival

My Favorite Race:

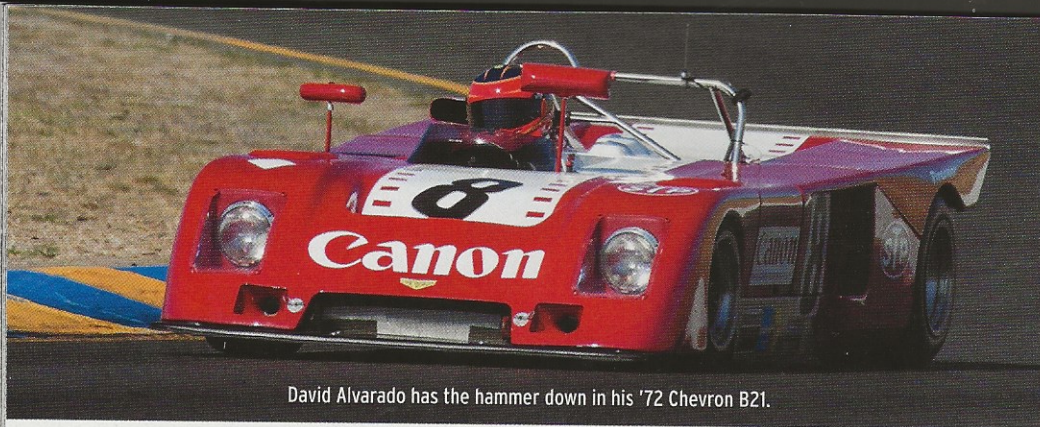
RON FELLOWS
2001 ROLEX 24 AT DAYTONA

EL MIRAGE In Dust We Trust



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David Alvarado has the hammer down in his '72 Chevron B21.

FIA Comet; 1961 Cooper Monaco MkIII; 1971 Tyrrell 002; 1967 Lola T70 MkIII; 1964 Pontiac Tempest Trans-Am and a 1973 McRae GM1.

The weather forecast was for mid-70s with a light breeze for the weekend, perfect for drivers, cars and a cooler racetrack. The entries were separated into nine race groups with open practice on Friday, practice and qualifying races on Saturday, practice and feature races on Sunday. The most buzz in the paddock was about the huge Mini Cooper field with 35 entries but with such a large overall car turnout, the average for all the groups was about 30 cars and that meant great racing.

The much-anticipated Can-Am Mini Challenge feature race on Sunday was quite a sight with 29 cars lined up for the start. Based on Saturday's qualifying race, the Fortech and Huffaker Mini Specials (set up for SCCA Racing) had a clear performance advantage on the rest of the field and were on the front row. At the green flag those two cars driven by Ethan Shippert and Doug Peterson quickly established a lead and separated themselves from the field. The remaining 27 cars began to spread out around the track with lots of close racing. The top eight cars were running in one

group with Shippert and Peterson leading by about 30 seconds. The next batch of 11 cars were running together followed by the last group of 12 cars. This was like

PICK OF THE LITER

One of the most interesting cars at this year's CSRG Charity Challenge was the 1961 Cooper Monaco MkIII owned and raced by Jeffrey Heller. The Mark III is one of only three made by the Cooper factory with the other two going to Hap Sharp and Roger Penske. Besides its rarity, this car has quite a history beginning with Bruce McLaren who raced it in 1961 at the Los Angeles Times Grand Prix at Riverside and the Pacific Grand Prix at Laguna Seca. McLaren finished 2nd and 4th, respectively.

After those races, the car was sold to the Briggs Cunningham Team and a Buick V8 replaced the original 2.7-liter Coventry Climax engine. The Cunningham team raced the Monaco with Walt Hansgen as its main driver in 1962 and '63. Hansgen drove the car with great success, usually finishing on the podium with a number of overall victories at a variety of East Coast tracks including Watkins

watching three separate races within one larger race. Shippert led wire-to-wire turning the fastest lap of 1:51.325 with an average speed of 82.960mph—that is darn quick around the twisty and challenging Sonoma road course, with its 160 feet of elevation change.

CSRG definitely raised the bar for this event and it was a terrific way to celebrate its 50th racing season; record entries, the most spectator ticket sales; the largest field of Mini Coopers at Sonoma Raceway and most importantly, another large donation to the Speedway Children's Charities—truly a blockbuster weekend. 🏁

1961 COOPER MONACO MKIII

Glen, Bridgehampton and Virginia International Raceway.

In 1964 the Cunningham Team sold the car to San Francisco Buick dealer Bev Spencer, a successful team owner. With the Buick engine, the Monaco served as a racing advertisement for Spencer's dealership. With drivers Frank Crane and Bill Sherwood behind the wheel, the car was raced only a few times before being sold off to a Jim Gravelle. His intention was to have Chuck Parsons drive it but it is unclear if the car was ever raced again before being put in storage.

The MkIII eventually made its way back to the U.K. in 2003 where it was restored and raced in England and Europe, before being acquired by Heller. Under Heller's ownership, he has raced the Mk III at both the 2016 and 2017 Rolex Monterey Motorsport Reunions, the 2017 Sonoma Historics plus CSRG events.

It's wonderful to see such a historic car, not only restored to its former glory but also back on the track where it belongs. 🏁

