

## CVAR Vintage Mustangs at the 32<sup>nd</sup> Mid-America Ford Performance & Shelby Meet

*story & photos by Don Gwynne*



Hallett Motor Racing Circuit, near Tulsa, Oklahoma, recently hosted three days of open track events associated with the 32<sup>nd</sup> Annual Mid-America Ford Performance & Shelby Meet, 8-11 June 2006.

Thirteen vintage A Sedan Mustangs and B/Production Shelby GT-350s from Corinthian Vintage Auto Racing (CVAR) participated in racing exhibitions, and most popularly, provided free exhibition rides around Hallett's 1.8 mile, 10 turn racing circuit.

The Mid-America Ford Performance & Shelby Meet predates the formation of CVAR and many of CVAR's drivers and cars have long participated in the Mid-America event. Roy Allen, for example, first attended this event 18 years ago: "A lot of us passed on a neat trip to VIR (Virginia International Raceway near Danville, VA) to do this...it's sort of a pilgrimage by now...I've been going since 1988..."



CVAR Group 1 members spread their "vintage fellowship" even to non-drivers via "Vintage Race Car Rides" at the Mid-America Meet, but only during "open track" sessions, not during their vintage racing exhibition sessions.

Originally, the Mid-America Ford Performance & Shelby Meet did not include track time at a road racing circuit, only a car show, drag racing, swap meet, etc. In the early 1980's, Greg Reynolds helped Mid-America Meet personnel add a two day track event by working with Dana Moudy, an early SCCA racer familiar with the Hallett road racing circuit near Tulsa. Then, in about 1993 or 1994, two days of track time at Hallett expanded into three, to include a driver's school taught by Rick Titus, Don Roberts (SCCA National B Production Champion) and his wife Sharon Roberts, a winning SCCA National autocross driver.

The Mid-America Meet has always been a friendly event, and that spirit carried over into CVAR, which was formed in the late 1980's by a group led by Brad Balles. CVAR's focus is on showcasing the vintage racing cars, not on "fangs out" racing-to-win. The place for those with an all-out competitive urge is SCCA or other race sanctioning groups.

At most CVAR (and for that matter, most SCCA) road racing events, there are few spectators; it is mostly the other competitors, the crews, and families or friends who watch the racing action. At the Mid-America Meet, things are different. Large crowds of spectators fill several grandstands. Their whooping and hollering for favorites each lap was reminiscent of the glory days of the Trans-Am series of the late '60s and early '70s. This is a special treat to the racers, who very seldom receive the attention their driving performances truly deserve. The vintage racing Mustangs put on a thunderous and yet safe show for the Mid-America crowds.

The CVAR drivers also used this event to help several open track drivers explore the possibilities of vintage racing. If a late-model driver exhibited the right attitude and mind set in the early track sessions, they were invited to also participate in the Vintage Exhibition sessions.

CVAR Driving Instructors Kevin Rich (#95 white & red A Shelby T/A Mustang) and Roy Allen (#59 blue B/Production Shelby GT-350) graciously volunteered to stay for the Saturday sessions to help and advise potential new members interested in getting into vintage racing.

CVAR Group 1 Representatives Tony Shores (#00 white & black Boss 302 Mustang) and Roy Allen answered many questions about how an older



car should be set up to insure eligibility to compete in CVAR vintage racing events.

During the Saturday night awards banquet program, CVAR's vintage drivers received profuse thanks for the great show they put on, and especially for their "race rides program", which was reportedly "the most talked about item" of the entire weekend.

The history and camaraderie of CVAR's Group 1 drivers has evolved into a mystique which could well serve as a model for other vintage racing groups. Most camp overnight with their cars at the track. The group's focus is as much social as it is competitive, and visitors are made to feel especially welcome. Their post-racing barbecue cook-outs have evolved into a social focal point. Everyone chips in to bring or buy a share of the food. It is rumored that Margaritas occasionally help get the post race commentaries off and running.

Friendly ribbing is standard fare, and little quarter is expected or given. For days after each event, lightly barbed e-mails fly back and forth like arrows over the ramparts, all in good fun. Any over-exuberant CVAR vintage racer who gets his or her car off the paved racing surface (aka "agricultural excursions") can expect to find the car adorned with a "John Deere" sticker so all may know of the transgression.

Since the whole idea in vintage racing is to showcase the historic race cars without getting them damaged, a "John Deere" agricultural sticker is definitely a negative prize to be avoided as much as possible. The most egregious off-road excursion of the weekend gets special "John Deere Award" recognition, assuredly a most scornful approbation.

Good sportsmanship is the norm. CVAR Group 1 competitors will always lend a helping hand or a needed part to get a fellow racer back onto the track.

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## VARAC Mosport

### RESULTS

#### MONOPOSTO CLASSIC

##### PL CL DRIVER/CAR

1 FB T. Engen/70 Chevron B17B 1:27.814  
2 FB M. Harmer/68 Brabham BT-21  
3 FB M. Gilroux/69 Brabham BT-29  
1 FF J. Britnell/70 Hawke DL2 1:35.630  
2 FF B. Mason/70 Hawke DL2A  
3 FF T. Burge/69 Merlyn Mk 11A  
4 FF R. Barnes/68 Merlyn Mk 11A  
5 FF I. Frantz/69 Merlyn Mk 11A  
6 FF R. Smith/70 Hawke DL2A  
1 FJ2 P. Lamont/60 Lotus 18 FJ 1:42.859  
7 FF J. Stammers/71 Alexis 18B FF  
2 FJ2 D. Elcomb/71 Drossi Canada  
8 FF R. McClelland/69 Lotus 61 FF  
9 FF D. Smith/69 Lotus 51

##### GROUP 2

##### PL CL DRIVER/CAR

1 2G R. Poxon/63 Ginetta G4 1:46.121  
2 2G V. Worsdale/61 Lotus Seven  
1 3A A. Lessard/Triumph Spitfire MK3 1:48.395  
1 2C K. Bissell/59 Alfa Romeo Giulietta 1:47.098  
1 2B B. Hunt/60 Austin Healey Sprite Mk I  
3 2G D. Turnbull/59 Lotus 7 S1  
1 4A F. Harnden/67 Austin Cooper S 1:55.862  
1 FV M. Jackson/69 Shadowfax FV 1:53.254

2 FV S. Vicary/66 Kelly FV  
2 4A D. Kinsman/64 Morris Cooper S  
1 2A E. Cronin/53 MG TD 1:55.764  
3 4A J. Kinsman/62 Morris 850  
3 FV J. White/68 Beach FV  
2 2B D. Hooton/59 Austin Healey Sprite  
2 2A D. Leonard/53 MG TD  
2 3A B. Ivanyshyn/63 Triumph Spitfire  
3 2B R. Garnett/59 Austin Healey Sprite  
3 3A R. Brown/64 Triumph Spitfire  
1 2D C. Meyers/58 MGA 2:02.806  
DNF D. Morgan/Austin Mini Cooper  
DNF J. Sambrook/70 Ginetta G15  
DNF M. Lamothe/62 Austin Mini Cooper  
DNF D. Sopp/66 Triumph Spitfire  
DNF J. Greenwood/61 Lotus Seven

##### BILL HIRST MEMORIAL

##### PL CL DRIVER/CAR

1 4A M. Lamothe/62 Austin Mini Cooper 1:44.617  
2 4A D. Morgan/Austin Mini Cooper S

1 2F J. Boxstrom/656 Aston Martin DB4 1:46.022

1 2G R. Poxon/63 Ginetta G4 Series 1:45.431

1 2C K. Bissell/59 Alfa Romeo Giulietta 1:47.786

1 3A R. Brown/64 Triumph Spitfire 1:47.737

1 2B B. Hunt/60 Austin Healey Sprite Mk I 1:48.003

1 FV M. Jackson/69 Shadowfax FV 1:48.004

2 3A N. Pratt/MG Midget  
2 2G V. Worsdale/61 Lotus 7  
3 4A D. Thompson/66 Austin Mini Cooper  
2 2C S. Lehrman/59 Alfa Romeo Giulietta  
2 2B C. Shaffer/59 Austin Healey Sprite  
3 2G P. Roettjer/53 Lotus Mk 6  
4 2G D. Turnbull/59 Lotus 7 S1  
1 2A E. Cronin/53 MG TD 1:55.190

5 2G J. Sambrook/70 Ginetta G15  
3 3A R. Moore/63 Triumph Spitfire  
6 2G G. Webb/70 Ginetta G15  
4 4A D. Kinsman/62 Morris 850  
5 4A F. Harnden/67 Austin Cooper S  
6 4A J. Kinsman/Morris Cooper  
7 2G V. Di Cesare/72 Ginetta G-15  
4 3A D. Sopp/66 Triumph Spitfire  
2 FV P. Vicary/66 Kelly FV  
8 2G J. Greenwood/61 Lotus 7  
3 FV J. White/68 Beach FV  
5 3A B. Ivanyshyn/63 Triumph Spitfire  
2 2A D. Leonard/53 MG TD  
3 2A F. Mount/46 MG TC  
3 2B R. Garnett/59 Austin Healey Sprite  
4 2B D. Hooton/59 Austin Healey Sprite  
7 4A B. Brownlee/65 Morris Mini Cooper  
1 2D J. Holody/59 MGA Twincam  
DNF 4A J. Fuerstenberg/67 Morris Cooper  
DNF 2D C. Meyers/58 MGA  
DNF 3A A. Lessard/Triumph Spitfire Mk3

##### GROUP 3

##### PL CL DRIVER/CAR

1 3B T. Benjamin/69 Alfa Romeo GTV 1:42.185  
1 3E T. Humphries/60 Daimler SP250 1:44.229  
1 4B D. Bolger/68 Austin Mini 1:41.459  
2 3B J. Targett/64 MGB  
3 3B J. Lightfoot/65 MGB  
1 3D S. Braid/68 Corvette 1:44.273  
4 3B M. Kusch/64 MGB  
5 3B G. Doff/68 Porsche 911  
2 4B I. Lok/68 Volvo 122S  
6 3B R. navin/68 MGB

3 4B S. O'Connell/65 Lotus Cortina  
7 3B G. Ivory/70 Porsche 914/6  
8 3B R. Wanless/70 Lotus Elan S4/S6  
9 3B F. Samson/69 Lotus Plus 2  
10 3B G. Ballantine/72 Porsche 914  
11 3B M. Beaudry/72 Porsche 914  
2 3E C. Babcock/58 Triumph TR3  
4 4B L. Lok/69 Volvo 142  
12 3B J. Kinnear/72 MGB  
13 3E G. Layne/65 Alfa Romeo Spider  
3 3E C. Gagne/69 Lotus Super 7  
1 3F A. Costich/68 MG BGT 1:56.074

5 4B A. Celovsky/72 Fiat 124 Special  
1 3C M. Molson/Triumph TR6 1:53.772  
2 3C K. Wankum/72 Porsche 911S  
14 3B A. Tosler/64 MGB

##### GROUP 5 SPORTS RACERS

##### PL CL DRIVER/CAR

1 5C J. Schur/62 Lotus 23B 1:37.704  
1 5D C. Durrell/67 Kiki Mk 3 1:37.819  
1 5E B. Bartlett/62 Lotus 7 1:42.204  
1 5A B. MacEachern/56 Lotus II 1:47.397  
2 5C B. Thomas/72 Mallock Mk 11B  
5 5C J. Greller/58 Elva Mk 5

##### WINGS AND SLICKS

##### PL CL DRIVER/CAR

1 6A D. Baker/75 Lola T360 1:25.046  
2 6A T. Engen/76 Ralt RT-1  
3 6A L. Brahin/77 Chevron B39  
1 6D L. Rossi/85 Lola T598 1:27.882  
2 6D K. Wittman/86 Swift DB2  
3 6D C. Chenoweth/82 Tiga SC82  
4 6D M. Lamothe/85 Tiga Sports 2000  
5 6D D. Arundel/85 Swift DB2  
6 6D J. Galsion Jr/83 March 83S  
1 6C R. Boissonneau/67 Chinook Mk5 1:40.489  
4 6A D. Thompson/76 Lola T-440  
5 6A S. Coppola/70 Lola T192 F5000  
6 6A B. Tebbutt/78 march 78B  
7 6D M. Crumy/85 Swift DB-2  
8 6D D. Calafato/83 March S2000

##### GROUP 70+

##### PL CL DRIVER/CAR

1 7C B. Csida/79 Corvette 1:25.928  
2 7C A. Moore/81 Jaguar XJS  
3 7C M. Palladino/82 Chevrolet Corvette  
4 7C F. Fusillo/69 Chevrolet Corvette  
1 7B M. Glarner/73 BMW 3.0 CSL 1:34.615  
2 7B D. Bruce/77 Porsche 935  
3 7B T. Sanderson/82 Porsche 911SC  
5 7C J. Simmons/68 Corvette Roadster  
1 7A B. Gilboe/91 BMW E30 1:37.488  
2 7A D. Forster/70 Porsche 914/6  
3 7A R. Kraus/87 BMW 325  
4 7B T. Guerin/74 Porsche 911 Carrera

5 7B K. Young/71 Datsun 240Z  
4 7A J. Noble/87 BMW M3  
6 7B R. McCord/72 Datsun 240Z  
7 7B J. Sutherland/84 Porsche 911  
5 7A P. Schlag/87 BMW M3  
6 7A J. Dukovac/86 Porsche 944  
7 7A A. MacLean/Mercedes 190E  
8 7A R. Piper/86 Porsche 944 Turbo  
9 7A D. Lee/85 Porsche 944  
10 7A D. Ryan/87 BMW 325is  
DNF 7A S. Anderson/86 Dodge Omni GLH  
DNF 7A R. Gorochowski/87 Porsche 944

##### TRANS-AM

##### PL CL DRIVER/CAR

1 9C A. Moore/81 Jaguar XJS 1:36.875  
2 9C T. Sanderson/82 Porsche 911 SC  
1 9B R. McCord/72 Datsun 240Z 1:39.050  
3 9C J. Noble/87 BMW M3  
4 9C J. Sutherland/84 Porsche 911  
1 9A T. Benjamin/69 Alfa Romeo GTV 1:41.835

2 9B K. Young/71 Datsun 240Z  
2 9A R. LaFleur/71 Datsun 510  
5 9C W. McKay/87 Ford Mustang  
6 9C K. Wankum/72 Porsche 911S  
7 9C P. Schlag/87 BMW M3  
8 9C J. Dukovac/86 Porsche 944  
3 9A D. Ryan/87 BMW 325is  
9 9C T. Guerin/74 Porsche 911 Carrera  
4 9A D. Bolger/68 Austin Mini  
5 9A I. Lok/68 Volvo 122S  
6 9A G. Doff/68 Porsche 911  
3 9B B. Farrow/67 Porsche 911S  
7 9A S. O'Connell/65 Lotus Cortina  
8 9A D. Horner/66 Ford Mustang  
10 9C R. Piper/86 Porsche 944 Turbo  
9 9A L. Lok/69 Volvo 142  
10 9A Y. Lepinay/70 Datsun 510  
DNF 9C P. Bulkowski/77 Triumph TR8

##### RELAY ENDURO

##### PL CL DRIVER

1 ER1 J. Schur/1:37.727  
2 ER1 T. Benjamin  
3 ER1 R. Brown  
4 ER1 B. Bartlett  
5 ER1 J. Shambrook  
1 ER2 Tosler/Targett  
6 ER1 J. Sale  
2 ER2 Thomas/Darrow  
3 ER2 Ivory/Celovsky  
7 ER1 G. Webb  
8 ER1 G. Ballantine  
4 ER2 Lessard/Roettjer  
DNF ER2 Lehrman/Bordin  
DNF ER1 G. Layne

## Continued from pg. 56 -- Marques (CVAR Fords at Mid-America)

Driver of #5 white & blue GT-350 B/Production car, Tod Zelinski, noted "...the fact that we have gained many new members into CVAR Group 1 based on all this (camaraderie) has created



friendships that will last forever. It's not necessarily about the competition, but just having the fun."

Things were hoppin' Thursday evening at a local Sonic drive-in and Weber's Root Beer shop in

Tulsa. Hundreds of Mid-America participants proudly displayed their cars after police cordoned off two city blocks for the event. Cobras, both real ones and replicas, Ford GTs, Shelby GT-350s and GT-500s, and many more Ford-powered high performance cars were on display to the delight of a large crowd of spectators. A CVAR member trailered his 1967 GT-350 race car from Hallett to the event for display.

Friday morning Greg Reynolds graciously shared his #89 GT-350 with Rick Titus, well known Ford racer in his own right, and proud son of the late Jerry Titus, a notable factory team Trans-Am Mustang racer and editor of Sports Car Graphic magazine in the late sixties. Rick's support of the Mid-America Ford Performance & Shelby Meet is a long standing tradition.

"CVAR's attendance and support of the Mid-America Meet is a way of paying back...not the officials, but those who attend year after year...They are what I consider extended family," said Greg Reynolds.



CVAR Group 1 drivers participating at the Mid-America Meet included Roy Allen, Robert Cobb, Ed DeSchepper, Mark Hargrave, Mike Jenniges, Charles Jones, Jeff Neathery, Greg Reynolds, Kevin Rich, Jay Seligman, Tony Shores, Russell Suggs, and Tod Zelinski.

"As Corinthians, we are ladies and gentlemen who support and race vintage automobiles. We are dedicated to high standards of safety, conduct, and ethics. We share a love of cars authentically prepared. We compete for the satisfaction of racing vintage cars, not for the glory."