

CVAR Marvelous May Races

Motorsport Ranch, Ft. Worth TX May 18-20, 2007



-report & photos by Don Gwynne

**#810 Vernon Shade, 72 Porsche 911T, #97 George Kopecky Porsche 911S
#58 Steve Kent 73 Porsche 911E.**

The 1.7 mile MotorSport Ranch road course is just southwest of Fort Worth, near Cresson, Texas. It may not have straights long enough to satisfy those who lust for top speed in top gear but it reflects modern point and squirt design. It has outstanding facilities and services available.

Understandably, the drivers of medium to smallish cars are most enthusiastic about racing at MSR. The comments of Bob Zimmerman, Sedona, AZ, to CVAR's Chief Steward Bob Green are typical. "Bob... Just wanted to thank you and everyone at CVAR for a really great weekend at Motorsport Ranch. Shari and I both agreed despite the long drive it was one of our best weekends ever. Terrific bunch of guys racing Vees... Thanks again."

The turnout was excellent, and in general, so was the weather. A few raindrops had some sedan drivers looking for those old windshield wiper arms, but they didn't persist. Texas wildflowers were in full bloom, and formed a yellow and orange backdrop around the course.

Good sportsmanship and "the CVAR spirit" abounded. Early in the weekend, Dr. Michael Saxe suffered a ruptured oil line in his red #979 Porsche 911, and dumped quite a bit of expensive

oil on the course. As he waited at the corner station for a tow, he impressed the guys on the "brooms and kitty litter" duty. Chief Steward Bob Green commented thusly: "We all hate to see oil on the track, especially when it's the "Exxon Porsche" spilling 15 quarts of Mobile 1. What was nice to see was as soon as the car was in a safe location the good Doctor was out with a broom and litter helping clean up the mess. A real happening that got the respect of a lot of Corner Workers. Good job Doc. - Bob"

A 21 car field of **Group 1** (AS, AP, BP, FIA, ASR) racers saw the Mustangs and Camaros that often dominate the class spend the entire weekend chasing Seth Higgins and his red #31 Porsche Carrera. Seth was tops in qualifying, won both races on Saturday, and repeated double wins on Sunday, first overall and first in FIA class.

Roy Allen, driving his blue #59 Shelby GT-350, was second in qualifying and finished second overall, first in B Production, in the first three races, only to DNF Sunday's final event after 14 laps. In that race, Michael Saxe showed everyone that his earlier oil line rupture was not terminal to his Porsche's flat six engine, finishing second overall and second in FIA class to Seth Higgins, crossing the finish line 19 seconds ahead of third place Sam LeComte in his blue #67 Chevrolet Camaro A Sedan.

Group 2 (HP, CS) qualifying on Saturday morning was led by Bill Hill in the white #112 MG Midget, P. D. Sohn in his blue #73 MG Midget, and Pete Sandy in his white & blue #04 A-H Sprite. Racing turned out to be another matter, however. Herb Hilton won all four races driving his red & white #02 MG Midget. The victories were not unopposed, however. In each of the first three events, Bill Hill was less than

one second behind at the checkered flag. In Sunday's point race, it was Jay McClanahan's tan #113 MG Midget in second and Bill Hill in third.

The C Sedan contingent in Group 2 mixed it up a bit more, with Trevor Bond winning CS in the first event on Saturday driving his red & white #85 Mini-Cooper. Robert Hoemke won the CS in Saturday's second race driving his purple #61 Mini-Cooper. Sunday morning saw Roger Soucy place 3rd overall and 1st in CS driving his blue #155 Mini-Cooper. The CS points race on Sunday afternoon was won by Robert Hoemke, who finished 4th overall.

The Group 3 (FV, SFP) top finishers all weekend were either geezers (Michael Callahan & John Gaudette form the infamous "Team Geezer") or blunt instruments (Bill Griffith runs "Bigger Hammer Racing", which supports a large team of FV rent-a-rides. Michael Callahan won the opening event on Saturday driving his white #68 Zink C4, with teammate John Gaudette second in his matching blue #66 Zink C4, and Bill Griffith third in his rare white #9 RCA. Bill won the second event on Saturday, but Michael Callahan won both races on Sunday. The Spec Sprite contingent saw Mike Vecillio win the first three events in his yellow #3 MG Midget, only to fall a tenth of a second short of Grover Maurer and his green #77 MG Midget at the end of Sunday's points race.

Group 4 (VA, VB, VC, CM, DSR, HP, FFJr, FJr) saw overall wins by front engined Formula Junior cars all weekend. Bruce Revenaugh was first overall on Saturday driving his green #150 Elva 100. Jim Yule took the overall win on Saturday afternoon in his red #50 Elva 100, and repeated on Sunday morning, this time with Bruce Revenaugh DNF after losing a wheel on his 7th lap, fortunately without much collateral



**#24 Tom Taff, 1971 Porsche 914 6, and
#979 Michael Saxe, 1974 Porsche 911.**

damage. In the Sunday points race, Bruce Revenaugh rebounded in his green rear-engined #60 Lotus 18 to take the overall win, proving it never hurts to bring a backup race car. Jim Yule was still first among the front engined FJR cars, placing second overall.

Tom Young (yellow #16 TR-3), Mike Orlic (blue #18 Porsche 356), and Lou Marchant (green #186 MGA) mixed it up all weekend in VB class, but on Sunday afternoon, it was Tom Young by 5 seconds over Mike Orlic in the points race.

Group 6 (FA, FB, BSR, CSR, FF1, FF2, S7) saw only one overall winner all weekend. Pete Hoekenga, driving his blue & yellow #1 Lola T540 simply dominated the FF2 class, and the remainder of the Group 6 field, always crossing the finish line at least twenty seconds ahead, often by much more. In FF1, Steve Lafferty won the Saturday morning race driving his red #47 Merlyn Mk 20, but Scott Monroe won the remaining three races with his silver #39 Caldwell D9. Andrew Fawcett won the S7 class in all four races, driving his yellow & black #42 Lotus 7 S4. It was almost comical to watch Andrew pull in after finishing a Group 6 race, then quickly swap seat cushions and re-adjust all the belts to fit the #42 car for Denise Drosche to drive in Group 7's very tough (i.e., Porsche-dominated) C Production class immediately thereafter.

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GROUP 1

PL CL NAME/CAR

- 1 FIA S. Higgins/74 Porsche Carrera 1:23.554
- 2 FIA M. Saxe/74 Porsche
- 1 AS S. LeComte/67 Camaro
- 2 AS D. Ruehs/69 Camaro
- 1 AP J. O'Donnell/69 Corvette
- 3 AS R. Suggs/70 Mustang
- 4 AS J. Fershtand/69 Mustang
- 3 FIA D. Gough/64 Corvette
- 1 BP M. Hargrave/65 Mustang
- 2 AP J. Macaulay/82 Corvette
- 5 AS M. McIllyar/68 Camaro
- 2 BP R. Cobb/65 Mustang
- 4 FIA C. Jones/66 Shelby GT350
- 3 BP W. Kuers/65 Mustang Fastback
- 5 FIA C. Barns/64 Chevrolet Corvette
- 6 AS M. Jenniges/66 Mustang
- DNF BP R. Allen/66 Shelby GT350



#56 Mark Hargrave, 1965 Mustang.

GROUP 2

- 1 FP H. Hilton/71 MG Midget 1:29.919
- 2 FP J. McClanahan/69 MG Midget
- 3 FP B. Hill/69 MG Midget
- 1 CS R. Hoemke/65 Mini Cooper S
- 4 FP D. Littlefield/72 MG Midget

- 5 FP J. McClanahan/68 MG Midget
- 2 CS T. Davies/66 Mini Cooper S
- 6 FP D. Doidge/72 MG Midget
- 7 FP C. Tiras/67 MG Midget
- 8 FP G. Reed/65 MG Midget
- 3 CS S. Partin/69 Alfa GT Jr
- 4 CS B. Barnes/67 Mini Cooper S
- 5 CS T. Bond/65 Mini Cooper S
- 9 FP L. Riggs/72 MG Midget
- 10 FP P. Littlefield/74 MG Midget
- 6 CS R. Soucy/Mini Cooper S

GROUP 3

- 1 FV M. Callahan/68 Zink C4 1:30.828
- 2 FV B. Griffith/71 RCA
- 3 FV J. Gaudette/69 Zink C4
- 4 FV R. Zimmerman/72 Caldwell Formula
- 5 FV J. Wilt/69 Nash Scambler
- 6 FV R. Newton/69 Lynx
- 7 FV A. Summerville/68 Zink C4
- 8 FV A. Summerville Jr./68 Zink C4

- 9 FV B. Heuer/69 Shark P69
- 1 SFP G. Maurer/72 MG Midget
- 2 SFP M. Vecillio/72 MG Midget
- 3 SFP E. Dick/67 A-H Sprite

A total of 31 **Group 7** (CP, DP, EP, BS) cars made for a very full grid. At the front of the CP pack, Vernon Shade and his blue & yellow #810 Porsche 911T alternated the overall wins with Jim Collier and his white & blue #57 Porsche 911. In the Sunday points race, it was Shade with nearly a four second margin over Collier.

Berkeley Merrill's silver & red #4 Datsun 240Z valiantly led the non-Porsche contingent of the CP field, but never managed higher than a sixth place finish due to the might of all the German rear-engined machinery present this weekend.

Terry Sayther won B Sedan in his yellow #02 BMW 2002 in all four races. Greg Reynolds, who usually drives a GT-350 in Group 1, placed second in B Sedan for the first three races in the first outing of his Ford Escort RS1600, co-owned by this article's author, Don Gwynne. In the Sunday points race, however, Tim Woodruff charged his blue #74 BMW 2002 past the Escort to take the second B Sedan spot.

Tony Welsh won E Production in the Sunday



#01 Charles Jones, 1966 Shelby 350GT, and #47 John Fershtand, 1969 Shelby Mustang.

points race driving his yellow #5 MGB, and Sherman Hart won D Production in his red #38 Alfa Romeo Spider.

CVAR's next event will be Fall Drivers School & Races at Texas World Speedway, College Station, Texas, on September 7-9, 2007. Thanks mostly to the hard work of David Littlefield, CVAR's online race registration system is up and running via DLBRacing.com. Go to CVAR's website at www.corinthianvintagerace.com for event schedules, registration details and links.

GROUP 4

- 1 FJr B. Revenaugh/60 Lotus 18 1:29.287
- 1 FFJr J. Yule/59 Elva 100
- 2 FJr D. Chapman/61 Cooper T56
- 1 VB T. Young/59 Triumph
- 2 VB M. Orlic/60 Porsche Roadster
- 3 FJr J. Breidenbach/60 Lotus 18 Formula
- 3 VB L. Marchant/59 MGA
- 2 FFJr L. McKinstry/59 Elva 100
- 1 VC G. Bauer/59 A-H Sprite
- 1 VA C. Kellner/59 A-H 3000 Mk1

GROUP 7

- 1 CP V. Shade/72 Porsche 911T 1:23.696
- 2 CP J. Collier/72 Porsche 911
- 3 CP J. Buckley/71 Porsche 911T
- 4 CP G. Kopecky/79 Porsche 911S
- 5 CP N. Cullen/72 Porsche 911T
- 6 CP B. Merrill/71 Datsun 240Z
- 7 CP E. Cullen/70 Porsche 911S
- 1 BS T. Sayther/74 BMW 2002
- 8 CP S. Kent/73 Porsche 911 E
- 9 CP P. Sullivan/70 Porsche 914-6
- 10 CP D. Noe/67 Porsche 911S



#68 Jody O'Donnell, 1969 Corvette.

GROUP 6

- 1 FF2 P. Hoekenga/79 Lola T540 1:18.750
- 2 FF2 E. Copley/73 Lola T340
- 1 FA K. Liming/70 Centaur FSV
- 1 FF1 S. Monroe/69 Caldwell D9
- 2 FF1 S. Lafferty/71 Merlyn Mk20
- 1 S7 A. Fawcett/70 Lotus 7
- 3 FF1 J. Kelleher/69 Merlyn F/F
- 2 S7 J. Sloan/96 Caterham
- 3 S7 C. McWilliams/96 Caterham
- 4 FF1 J. Edenfield/69 Lotus 61
- 5 FF1 B. Powell/68 Lotus 61 FF
- 1 FB B. Balles/70 Brabham BT-29
- DNF FF2 S. Jacobs/74 Dulon MP15
- 3 FF2 R. Metcalf/78 Merlyn MK31

GROUP 5

- 1 EP T. Welsh/74 MGB
- 11 CP D. Drosche/70 Lotus 7
- 2 BS T. Woodruff/74 BMW 2002
- 3 BS G. Reynolds/70 Ford Escort RS16
- 12 CP J. Bartos/71 Porsche 914-6
- 4 BS S. Cole/71 Fiat 124 Coupe
- 2 EP G. Curl III/64 MGB
- 13 CP T. Taff/71 Porsche 914 6
- 14 CP J. Price/72 TVR 2500
- 3 EP A. Schorken/67 MGB
- 15 CPA. Nigro/72 Porsche 914
- 5 BS S. Smargiasso/72 Capri
- 1 DP S. Hart/71 Alfa Romeo Spider