

CVAR Spring Driver's School & Races



#31 Seth Higgins, 1974 Porsche Carrera; #50 Russel Suggs, 1970 Mustang; #89 Greg Reynolds, 1967 Shelby GT350; #00 Anthony Shores, 1970 Mustang Boss 302; #63 Ted Filer, 1963 Corvette; #5 Tod Zelinski, 1966 Mustang; #011 Charles Jones, 1966 Shelby GT350; #23 Jim Macaulay, 1972 Corvette; #6 Doug Schultz, 1965 Ford Mustang; #02 Jay Seligman, 1966 Mustang; #20 William Kuers, 1965 Mustang; #800 Rande Urlik, 1972 Porsche 911 CPE; and #15 Dan Haynes, 1970 Mustang Boss 302.

Texas World Speedway, TX

February 23-25, 2007

-report by Don Gwynne

The first race weekend of 2007 for Corinthian Vintage Auto Racing (CVAR) started out with gray skies and occasional drizzle, but the weather steadily improved, and the points races on Sunday were held in perfect conditions.

Getting Weighed

A new twist was added at Tech Inspection... scales! Every car had to be wearing a new "weigh-in" sticker before going out to race on Saturday. This was billed as an "awareness" weighing. No one was sent home to add ballast, but quite a few went home muttering about shedding a few pounds if they could find a way. As part of CVAR's theme "Bring Your Vintage Spirit", the idea is to ensure no one achieves an unfair competitive advantage by being under weight.

Starting Thursday and continuing thru Saturday, CVAR's Tech Inspectors weighed 98 cars, totaling 174,347 pounds. CVAR thanked Ron Shade for providing a neat set of whiz-bang scales complete with large digital read out for "vintage eyes".

Awards were presented for the lightest and heaviest cars weighed over the weekend. The lightest car was a (surprise!) Formula Vee. The most heavy of the weekend turned out to be Dan Haynes' 1970 Mustang.

As an interesting side note, during the last Group 1 race on Sunday Dan lost it in Turn 7, sailed through the air, and landed on the hill near the flag station at Turn 8. Sam LeComte, who was working

at Turn 7, reportedly measured the broad jump distance at 65 feet. Dan described it as a "Dukes of Hazzard" leap. Thankfully, damage to Dan's orange A Sedan appeared to be minimal.

Apparently Dan's car was within Ford's published maximum Take Off Gross Weight limits to fly so far and land so well.

Driver's School

The three day driver's school attracted 15 student drivers, driving cars ranging from Formula Vees and Sprites all the way to a center-seat Can-Am Lola T332C.

The mix of student drivers was also noteworthy. Renewing his driving credentials was Brad Balles, a founder of CVAR, aka "Chief Single Feather".

CVAR's Flag & Comm expert, Sam Heumann, experienced the flags from a new and exciting perspective, driving one of the Bigger Hammer team's Zink Formula Vees.

Jim Sharp drove the Pinnacle Autosports #75 black & green MG Midget all weekend. You may have heard of Jim's father. He drove Formula 1 from 1961 to 1964 in Cooper-Climaxes, Lotus-BRMs, and Brabham-BRMs. Then he teamed up with another Midland, TX resident named Jim Hall to build and race Chaparral cars in the USRRC and Can-Am series. Although Hap Sharp died in 1993, he surely would have been proud of his son's performance as a CVAR student at TWS.

Surely the student who travels the farthest to regularly participate in CVAR events is Alan Trotter.

He and his wife have lived in Prague, Czech Republic, for the past three years, but they also still own a home in Dallas. Alan really does fly all the way from Prague and back to race with CVAR, but he keeps his yellow and red Corvette at his Texas home. This was Alan's last event as a student. I don't even want to think how much his airfare bill must have totaled, just to finally get rid of that pesky "X" on his trunk. Now, for everyone else, quit griping about how far you had to tow.

Racing Highlights

An old hand showed up with a

shiny new toy. Ron Shade has raced his orange #808 Porsche 911 for several years, but wanted to go a bit faster. Wow, did he ever! His new mount is a blue and yellow #810 Porsche 911T. Although qualifying times were relatively slow due to damp track conditions, as the weekend progressed, the track dried out and Ron made friends with his new car. The net result was a convincing win in the Sunday **Group 7** points race over rival Jim Collier's white & blue Porsche 911. Ron turned a 1:56.947 lap on his way to victory. To put that into perspective, Sunday's Group 1 race fastest lap was a 1:58.232 by the race winner Greg Reynolds in



Texas World Speedway's road course layout.

his #89 white & blue 1967 GT350. Looks like Ron's new car fits him just fine!

The student group (**Group 5**) was populated by a mixed bag of cars, but the ongoing contest between Jim Buckley in his #71 green Porsche 911 and Jim Kelleher in the red/white/blue #8 Tiga Formula Ford was most fun to watch. This writer later complimented both drivers on the maturity of judgment, restraint and patience they displayed. They constantly battled tooth & nail but never attempted any silly "banzai" passes all weekend. Jim Buckley crossed the line first in the first three student sessions, but Jim Kelleher won the Sunday afternoon session by a 5 second margin.

Another "student", Brad Balles, CVAR member #001, started the weekend driving a black #49 Brabham BT-29 FB and wound up finishing the driver's school thanks to George Curl loaning him the use of his blue #40 MGB. Brad also brought his vintage yellow #48 Camaro to TWS, but it didn't race. This car has "provenance" all the way back to the Sebring 12 Hour and Daytona 24 Hour FIA



photo: Don Gwynne

#49 Brad Balles, Brabham BT-29; #25 Kent Copeland, 1971 Brabham BT-35; and #85 Mike Bond, 1964 Austin Mini.

races in the early 1970's. Truly an old war horse.

CVAR historian emeritus Harold Pace brought his rare and interesting #24 black Jomar Climax to race in **Group 4**. Although not particularly fast, it sure was beautiful. John Furlow, Sr. drove his silver & red #37 Kurtis 500KK, and Dan Chapman appeared driving a new (to him) green #183 Lotus 11.

Competition Director, Bob Green noted that all incidents of the weekend were instigated by mechanical failures.

One VB driver, Mike Orlie, had a severe misfortune during the **Group 4** pace lap Sunday when a fuel leak caught fire due to a loose bolt on the banjo joint. Mike stopped his blue #18 Porsche 356 roadster near Turn 9 and got out safely. Several drivers stopped and pulled out their hand-held extinguishers, but the corner crew from Turns 8 was on scene quickly and put out the fire with their larger fire bottles.

University of Arkansas teacher Doug Oliver lost a rear wheel from his immaculate white & blue #140 BMW 2002 B Sedan and rolled into the Turn 9 tire wall. The nut securing the rear drum and wheel came off. The good news is that all his safety equipment worked as planned, and he was not injured. Replacement roof, fender, and driver door sheetmetal cut from a junkyard 2002 he bought two days after his

accident will hopefully have Doug's 2002 back in racing trim soon.

The **Group 1** race on Sunday morning was looking to be a runaway win for Jody O'Donnell in his #46 white & green AP Corvette until Matt Jenniges apparently suffered a broken steering ball joint that put his gray #25 AS Mustang into the Turn 9 tire wall, scattering unsecured tires all across the track. Several cars evaded the rolling tires and Matt's car with the aid of a local yellow, but race leader O'Donnell struck some tires and slid into the rear of the Mustang. Neither driver was hurt, but the race was red flagged by Race Control. After the race was stopped, the Timing & Scoring records were reverted back to the lap prior to the red flag, so the official result sheet shows O'Donnell winning (I guess you could say it was by a TKO???).

As mentioned earlier, Greg Reynolds and his #89 white & blue 1967 B Production GT-350 won the Sunday **Group 1** points race going away, after battling front suspension alignment



photo: Wayne Hill

#25 Steve Coleman, 1972 MG Midget, and #54 Eddie Dick, Austin Healey Sprite.

problems all weekend. Russell Suggs, proprietor of "Mustang Mania", finished second in his mustard orange #50 A Sedan Mustang. Tony Shores came third, driving his #00 light blue & black A Sedan Mustang. Second in B Production and fourth overall was Tod Zelinski of Arlington, TX, driving his #5 white & blue 1966 GT-350. Fifth overall and first in A Sports Racing was Jeff Anderson, driving his yellow #29 Lola T212. Seth Higgins was first in FIA class and sixth overall in his red #31 Porsche Carrera.

CVAR is entering a new era and anticipates growth in the coming years.



photo: Don Gwynne

Kent Liming's 1970 Centaur Super Vee is put on the scale for weighing.

RESULTS

GROUP 1

PL CL DRIVER/CAR

1 BP G. Reynolds/67 Shelby GT350
1:58.232

1 AS R. Suggs/70 Mustang 1:59.242

2 AS A. Shores/70 Mustang Boss 302

2 BP T. Zelinski/66 Mustang

1 AS R. Anderson/71 Lola T212

2:00.228

1 FIA S. Higgins/74 Porsche Carrera
1:58.902

3 BP T. Filer/63 Corvette

4 BP D. Schultz/65 Ford Mustang

1 AP J. Macaulay/72 Corvette 2:07.155

3 AS J. Seligman/66 Mustang

4 AS M. Jenniges/66 Mustang

2 FIA C. Barnes/64 Corvette

3 FIA R. Urlik/72 Porsche 911 CPE

5 BP W. Kuers/65 Mustang Fastback

5 AS D. Haynes/70 Mustang Boss 302

4 FIA C. Jones/66 Shelby GT350

GROUP 2

PL CL DRIVER/CAR

1 FP H. Hilton/71 MG Midget 2:04.545

2 FP J. McClanahan/69 MG Midget

3 FP S. Coleman/72 MG Midget

4 FP C. Tiras/67 MG Midget

5 FP D. Littlefield/74 MG Midget

1 CS R. Soucy/67 Mini Cooper S
2:10.083

2 CS T. Davies/66 Mini Cooper S

6 FP A. Hofeling/71 MG Midget

7 FP J. McClanahan/72 MG Midget

8 FP L. Riggs/72 MG Midget

3 CS S. Partin/69 Alfa GT Jr.

4 CS B. Barnes/67 Mini Cooper S

9 FP D. McDougal/N/A

10 FP A. McDougal/69 A/H Sprite

DNF FP P. Littlefield/72 MG Midget

DNF FP D. Doidge/72 MG Midget

GROUP 3

PL CL DRIVER/CAR

1 FV B. Griffith/Beach 2:08.633

2 FV R. Bailey/Caldwell D13

3 FV M. Callahan/Zink C4

4 FV J. Yule/Kaimann MkIV

5 FV D. Peterson/Zink C4

6 FV J. Gaudette/Zink C4

1 SFP D. Turner/A/H Sprite 2:19.622

2 SFP G. Maurer/MG Midget

7 FV D. Harrison/Zink C5

3 SFP M. Vecillio/MG Midget

8 FV F. Storer/Zink C4

9 FV S. Heumann/Zink

10 FV T. Stege/Lynx B

4 SFP E. Dick/A/H Sprite

GROUP 4

PL CL DRIVER/CAR

1 VB L. Marchant/59 MGA 2:18.282

2 VB J. Page/61 Alfa Guilia Spider

1 STUDENT J. Kelleher/N/A 1:58.549

2 STUDENT J. Buckley/71 Porsche 911T

1 FF Jr B. Revenaugh/56 Lotus MkII

2:27.029

1 VC R. Yates/54 MG TF 2:26.904

3 STUDENT T. Taff/71 Porsche 14/6

2:10.022

4 STUDENT J. Sharp/N/A

5 STUDENT M. Bond/64 Austin Mini

6 STUDENT C. Boyd/60 Austin Healey

Sprite

7 STUDENT D. Piott/72 Porsche 914

DNF CM J. Furlow, Sr/54 Kurtis 500KK

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photo: Don Gwynne

#810 Vernon Shade, 1972 Porsche 911T, and #57 Jim Collier, 1972 Porsche 911.

GROUP 5

PL CL DRIVER/CAR

- 1 STUDENT J. Kelleher/N/A 1:58.876
- 2 STUDENT J. Buckler/71 Porsche 911T
- 3 STUDENT T. Taff/71 Porsche 914/6
- 4 STUDENT J. Sharp/N/A
- 5 STUDENT M. Bond/64 Austin Mini
- 6 STUDENT D. Piott/72 Porsche 914
- 7 STUDENT B. Balles/64 MGB
- 8 STUDENT C. Boyd/60 Austin Healey Sprite

GROUP 6

PL CL DRIVER/CAR

- 1 FF1 S. Smith/69 Marlyn Mk11A 1:56.332

- 1 FF2 E. Copley/73 Lola T340 1:55.024
- 2 FF1 P. Junco/68 Lotus 51B
- 3 FF1 B. Johnson/71 Royale RP3A
- 4 FF1 S. Lafferty/71 Merlyn Mk 20
- 5 FF1 C. Amann/69 Merlyn
- 6 FF1 B. Hill/69 Merlyn 11A
- 7 FF1 A. Barron/69 Lotus 61
- 1 FB J. Anderson/69 Brabham BT29 2:02.546
- 8 FF1 L. Lydick/60 Merlyn Mk11A
- 9 FF1 B. Powell/68 Lotus 61FF
- 10 FF1 J. Edenfield/69 Lotus 61
- 1 BSR B. Revenaugh/63 Lotus 23 1:56.853
- 2 BSR P. Flanery/64 Merlyn Mk6A

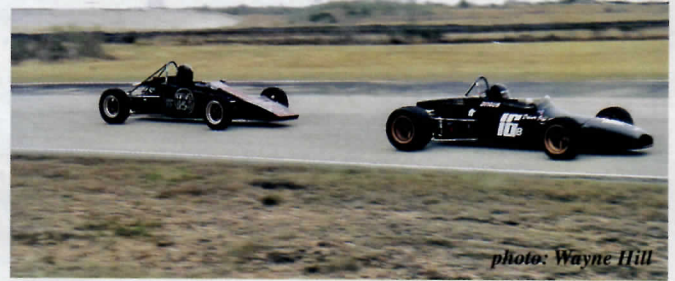


photo: Wayne Hill

#16 Jeffrey Anderson, 1969 Brabham BT29, and #123 Andrew Fawcett, 1969 Lotus 61.

- 11 FF1 S. Mintz/67 Russel-Alexis FF
- 1 FA K. Liming/70 Centaur FSV 2:00.496
- 3 BSR M. Vecellio/63 Empi Crusader

GROUP 7

PL CL DRIVER/CAR

- 1 CP V. Shade/72 Porsche 911T 1:56.542
- 2 CP J. Collier/72 Porsche 911
- 3 CP G. Kopecky/70 Porsche 911S
- 4 CP N. Cullen/72 Porsche 911T
- 5 CP P. Sullivan/70 Porsche 914/6
- 1 S7 M. Hibbs/97 Caterham 2:01.606
- 2 S7 G. Hibbs/96 Caterham
- 3 S7 C. McWilliams/96 Caterham
- 6 CP S. Kent/73 Porsche 911E

- 1 BS T. Sayther/74 BMW 2002 2:04.699

- 2 BS S. Cole/71 Fiat 124 Coupe
- 1 EP G. Curl III/64 MGB 2:09.146

- 2 EP G. Perser/66 MGB
- 7 CP J. Price/72 TVR 2500
- 3 BS W. Thacker/75 BMW 2002
- 3 EP C. Schorken/67 MGB
- 4 BS S. Brady/72 Fiat 124
- 8 CP D. Drosche/Lotus 7
- 9 CP J. Iturbe/69 Porsche 911

- 1 DP S. Hart/71 Alfa Romeo Spider 2:14.670

- DNF CP B. Merrill/71 Datsun 240Z
- DNF EP J. Hamilton/65 MGB



photo: Don Gwynne

Group 6 awaits the starter's orders to head out to the track.



photo: Wayne Hill

#29 Jeff Anderson, 1971 Lola T212 of Group 1 on the banks of Texas World Speedway.

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