



VINTAGE RACING NEWS

Volume 26 Number 2

The Premier Racing Organization of South Central United States

May 2026



Scott Clark and his brilliant Lotus 22 at speed at ECR. - Photo by Brandall Binion

Re-cap of Our Last Race!

Brad Balles Races

March 27-29, 2026

Eagles Canyon Raceway, Decatur, TX



WHAT'S INSIDE

President's / Race Report

Lifetime Achievement Award

Green Family Award

RMVR visits CVAR

Around the Garage – Crack checking

2026 Schedule

Volunteer Opportunities

Race Credits! – New Radios

Cars are the Stars

...And so much more!

Thank You for a Strong Start to the 2026 Season

Dear CVAR Members,

As we reflect on the first half of the 2026 season, I want to personally extend my sincere thanks to each of you for your outstanding participation and commitment to CVAR. Our events at MSR and Eagles Canyon Raceway set an incredible tone for the year. The strong car counts, competitive racing across all groups, and the overall energy in the paddock have been nothing short of exceptional. It's clear that the passion for vintage racing within this organization is as strong as ever.

I also want to extend a warm and heartfelt thank you to all of the personnel who worked behind the scenes to organize and execute these events. From race officials and corner workers to volunteers and event staff, your time, effort, and dedication are what make these weekends possible. The professionalism and teamwork displayed did not go unnoticed and are deeply appreciated.

What stood out most was not just the numbers, but the quality of the experience—drivers bringing well-prepared cars, respectful and competitive racing, and a shared focus on safety and camaraderie. These are the elements that define CVAR and make our events special.

While registrations for our upcoming NOLA event are currently a bit slower than we would like, we are still looking ahead to what we expect will be an outstanding event to close out the first half of the year. Your continued support and participation will be key to making that happen.

As we look ahead, it is important that we continue to build on this momentum and use it to finish the 2026 season strong. While times may be challenging in the world around us, it is encouraging to see our community continue to come together in support of our shared passion for vintage racing.

We will also be seeking member feedback as we begin building the 2027 schedule over the summer. Your input is important to ensure we are planning events, venues, and timing that best align with what makes sense for our membership.

Thank you again for your continued support, enthusiasm, and dedication to CVAR. I look forward to seeing all of you at our upcoming events as we carry this momentum forward. Sincerely,

John Strnad

Our Next Event!

NOLA Motorsports Park, Avondale, LA - Race

May 15-17

[NOLA Motorsports Park](#)

Laissez les bons temps rouler!
(Let the good times roll!)



*Charles Jones in his Ford Shelby 350H
leading Roger Willims in his Camaro and
Carl Janin Mustang -Photo by Brandall
Binion*

Corporate Sponsors

Thank You to Our 2026 Sponsors



Green Family Award Recipient

By David Lee

Green Family Worker Award

The recipient of the Green Family Worker Award is an individual who exhibits integrity and a love of vintage auto racing while working in a variety of positions during their support of CVAR events. The winner would be someone well respected by workers, drivers, mentors, and fellow corner workers

Any CVAR member can nominate a person by submitting a written nomination outlining the nominee's qualifications. The nominee for this award should be an individual who is acknowledged as a longtime CVAR worker, has worked in a variety of positions including flagging, race control, tech, or other worker positions within CVAR.

Nominations must come in writing from CVAR members and will be voted on by the CVAR Board of Directors.

Past winners include Doug Mains, Sam Heumann, Greg Matlack and Merl Hansen.

2025 was a bit unique as there are two recipients. As you know Merl Hansen was awarded one of the two Green Family Awards for 2025 at our Spring MSR-Houston event. The second award is to be presented at our NOLA Saturday Party! **No hints.....**

Lifetime Achievement Award

By Bobby Whitehead

Congratulations to Herb Hilton for his nomination and selection for the Lifetime Achievement Award.

This award is presented to a CVAR member who has advanced vintage sportscar racing and is acknowledged by fellow members as their past work has withstood the test of time.



*Herb presenting Bobby The McLaughlin Trophy
for 2023*

(Photo from Scott Barrett Facebook Post)

Lifetime Achievement Award Winners

2008	RebFolbre
2009	Ugo Piccagli
2010	John Furlow jr
2011	Bob Green
2012	Not awarded
2013	Bill Griffith
2014	George Curl
2015	Merl Hanson
2016	Mike Callahan
2018	Danny Piott
2021	Don Gwynne
2023	David McCullough

If you are aware of the discrepancy with this list, please let Steven Schultze know.

Shared with CVAR to enjoy and understand club history-

Greetings CVAR friends and family. I was asked to contribute a few words to the news letter about one of my biggest honors, presenting the Lifetime Achievement letter to my friend, Herb Hilton.

I was introduced to CVAR around 1994-1995.. I had purchased a new 1994 Mustang when we lived in Austin and there was a speed shop on Lamar Ave. The owner suggested I take my Mustang over to College Station and run the track with the club called CVAR. I didn't know anything about CVAR much less racing but at the time CVAR had Group 5 which was, hold your noses, a run what you bring group. There were three other new Mustangs and other cars and whatta ya know, tape the headlights, pop the hubcaps, put on a helmet and go. I'll never forget the hair standing up on the back of my head when a vintage big block Corvette blew down the straight of TWS with NO mufflers on.. wow! OK... how do I do this?

I only did the even twice but that's where I met Bob Kramer with his yellow TR3 in race form. I had been a Triumph guy since I had no money and the GT-6+ was my car of choice. I knew, one day, I wanted to race with CVAR in vintage form. I've owned 20 plus GT6's in many forms so I decided to build a race car or at least try. Another long time friend of mine and the club was Jeff Sloan with British Automotive in the mid cities area in North Texas. I was building or assembling a beautiful British Racing Green GT-6+ when I found a wonderful Primrose Yellow race car expertly built in Florida.. I persuaded my wife to let me buy one and I'd sell the one I was completing.

Around 17 years ago I joined CVAR with our home track at TWS. George Curl was my instructor my racing weekend. I'd NEVER been 100mph door to door bumper to bumper in my life, but here's George, egging me on.. I was scared to death. To mark my car "rookie" I had the biggest glow in the dark X on the back glass of my GT6 crossing from one corner to the other.. you couldn't miss it. You HAD to know I was clueless, not only by my 3'x3' dayglo X but my lack of driving skills.

The history of the GT-6+ was in variation at times it was DP and at times it was EP... probably a real DP car with the club at 2.0 liters but George allowed my start and for me to run in Group 2.. where I started

At the time there were a lot of Spridgets in Group 2. You had Storage 105 in Conroe

helping and running 20 or so cars off and on. As I got more comfortable running at some speed I started to take notice of who was in the group, what the cars were, and who was "the guy" and who was the Big Dogs.. so to speak. I kept noticing this 02 car coming to grid and this guy was kind of holding his head up high and he always managed to finish up front. Who is this guy? Why's he so fast. I thought, man, I wanna run up front, who do I need to talk to to know or understand these cars. So I figured out Tom McClanahan was the guy at Storage 105 so I approached him and talked about the Spridgets and why is this guy Herb Hilton always running up front? It didn't take long to see they had some "secret sauce" but I think the big secret was Herb had Jeff Gitchel working with Gregg Rodgers at Pinnacle Autosports dialing in the engines on these little cars. Pinnacle had just opened at Eagles Canyon when I approached Gregg Rodgers and asked if they would take me in as a customer.

I had a great run with the Triumph. Three seasons of relatively nothing broke. I advanced through the club and even broke Group 2 ranks and ended up buying my Catchem Cheatum and Winn Mustang from Steve Coleman. Herb and I become friends at this point and he and I both came into Group 1 relatively the same time. Still... Herb... at the front even in Group 1 . He had a great car and the Pinnacle shop kept both of us running but I never had "Herb Speed" .. the #17 was actually on my Mustang and Herb wanted his yellow car to be a #17 Tittus tribute car. No problem.. I adopted 54 for the year I was born but Herb.. still fast... somewhere along the friendship I came up with, when I grow up I want to be just like Herb. The friendship continued to grow as well as the competition. I was getting to be more confident as a driver and even allowed myself to accept sophomore driver as an accomplishment.

Somewhere through phone conversations with Steve Coleman I called him Maverick on a call... "what do you mean Maverick?" You know Tom Cruise MAVERICK.. Steve, " I can't stand Tom Cruise I think he's a ****, I want to be Viper!!!" THERE... the idea was born! I'll go around the grid and tag my racer drivers with Top Gun call signs! We'll go down the list! Everybody but Goose because Goose dies... Lou Marchant was my first, COUGAR...well, because she is. Steve Coleman was VIPER, I picked JESTER because I love New Orleans and Mardi Gras.. and then... when we were going through adaptations of adding power steering units to the Mustangs we went through 2-3 designs of failure before we finally got it right. We were at Hallett racing and I come over the hill top and there's Herb. The power steering reservoir was failing so oil was pouring out and here's Herb, sliding from one side to the other trying to go straight. I had him in my sites!!! COME ON HERB LET ME WIN JUST ONE!!! Not that day Jester! However,

immediately I knew what I had to do. Herb was tagged SLIDER from Top Gun and he remained SLIDER till retirement. What an honor.

I was enduring enough there was ONE year, 2018 I won 1st Place AS in the club. I worked at it, it was never a goal, never a dream. You can watch my reaction on one of my YouTube videos when we raced TMS, I knew at the finish line I had won. Follow me back to the garages and you see my chin sink into my fire suit. I'm crying, overrun with emotions. Nobody will ever take that away from me, ever.

As I've aged I realized the most fun I had was in Group 2 and I want to finish where I started and some of you know I gave some considerable time to the club. Board Member. Steering Committee. Race Chairman. Swag. Group1 Rep. Saturday night sound production. As with going back to Group 2, sometimes little British cars they break. There was a race weekend in 2023 at ECR I wasn't going to make but I was called by Steve Coleman and asked if I could bring my sound equipment up and host the Saturday night party with music and microphones. I had no idea. The event proceeded with the awards ceremony and I was sitting behind my sound board and Herb gets up and starts a presentation. I was mid-taco when Herb announces, "the winner of one of the highest awards we give to any member for their contribution to the club, their positive attitude and willingness to help a fellow club member goes to MY friend, Bobby Whitehead." To say I was speechless is inadequate. I was lost for words and overcome with emotion. I know I cried a bit in my acceptance speech.

What an honor. To be presented with such a remarkable award. My most cherished CVAR award ever.

Yes.. this is probably a longer read than expected but the personal history of my admiration and respect I have for Herb can't be summed up in a short paragraph. That is why I'm tankful to be Herbs friend. Last fall event at ECR John Strnad rolled up on me and asked me if I would present Herb Hilton with the Lifetime Achievement Award. I was both shocked, and honored. John says to me, "Herb asked twice" I was moved to tears. Herb, you've honored me more than you'll ever know, I hope in my efforts I could fill those shoes in your world.. and yes... when I grow up I want to be just like Herb "Slider" Hilton.

– Bobby 'Jester' Whitehead



Herb "Slider" Hilton leading the pack -Photo by Brandall Binion

RMVR Members Visit ECR

By John Little

We had some visiting vintage drivers from RMVR- who really enjoyed racing with CVAR at the great ECR complex.

It's always great to have drivers and their cars from other vintage groups be able to join us and share the love and experiences.

Per Eliassen - 1967 NSU 1200TT — From shell to racer

Per's NSU started life as a bare shell. Over three years he tracked down rare "hot parts" (many from German suppliers) and carefully assembled them into a competitive race car.

There is a lively NSU community in Europe that still contests in road racing, autocross and hillclimbs — search "Kampf der Zwerge" for entertaining footage. Finding a mechanic in Colorado who understood the quirky NSU was difficult until Per teamed with Pete Christensen of Total Precision Engines.



With the help of Pete's craftsmanship they made the car race-ready in 2012 and Per join RMVR, fulfilling his dream of being a road racer.

Per stated "It is a blast to race this little car on the track, even though I am typically the "little" guy running with bigger cars, since there are not very many race cars out there in "my size."

John Victoria 1970 FIAT Spider



John's 1970 Fiat Spider was purchased in 2020 after decades sitting in a San Diego shop. First raced in 1977, the Spider spent years campaigning around Southern California with several owners before John revived it.

John also sends thanks to CVAR and also to a helpful friend (CVAR member that just happen to be passing by) for the sunglasses retrieval, as he forgot them in his camper and was already buckled into his car - who's hasn't been there? He noted ECR has changed impressively since his last visit in 2022.

Also making the long pull with this group representing RMVR was **Richard Bowler** in his nice and super clean MGB as seen in the shot of all three of these beautifully prepared cars. We look forward to seeing you back again soon!

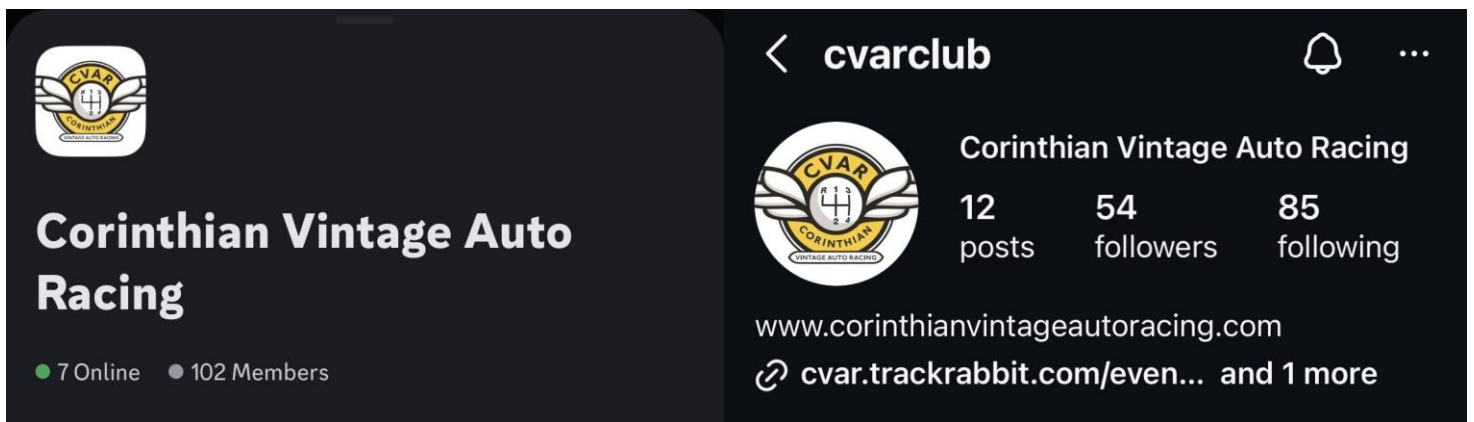


CVAR and Social Media

By Joanne Lemmons

Stay connected with everything CVAR on social media! Join our Facebook group, **CVAR Official Club Page**, to keep up with event updates, announcements, and community conversations.

Follow us on Instagram **@cvarclub** for race weekend photos and highlights, and join the conversation on our **CVAR Discord server**, where drivers, crews, and fans connect between events. Don't miss out on the latest from the paddock!



The image shows a screenshot of the CVAR Facebook page. On the left, the profile picture is the CVAR logo, a circular emblem with 'CVAR' at the top, 'CORINTHIAN' at the bottom, and 'VINTAGE AUTO RACING' in the center. Below the logo, the page name 'Corinthian Vintage Auto Racing' is displayed in large white text. Underneath, it shows '7 Online' and '102 Members'. On the right, the page name 'cvarclub' is shown with a back arrow, a notification bell, and a menu icon. Below this, the CVAR logo is repeated, followed by the text 'Corinthian Vintage Auto Racing'. To the right of the logo, statistics are listed: '12 posts', '54 followers', and '85 following'. At the bottom, the website 'www.corinthianvintageautoracing.com' and a link 'cvar.trackrabbit.com/even...' are visible.



*Joanne Lemmons leads JW Lobdel
through turn 4 at ECR-Photo by B. Binion*

The 2025 (Bob) McLaughlin Award

By Andy Samudio

Congratulations to Tom Dalrymple for his nomination and selection as The McLaughlin Trophy recipient.

This award is presented to an individual for his or her positive attitude, willingness to help fellow racers, and overall Corinthian Spirit.



Photo – Emma Hamm

This was recognized and shared by members when submitting Tom for the award.

From the very beginning of mine and Ty Coffey's (& now Andy's) journey into the Formula Ford and vintage racing world, Tom has consistently gone out of his way to help us—not for recognition, but simply because that's who he is. Whether it was patiently showing us how to properly maintain our cars, answering countless questions, or stepping in without

McLaughlin Award Winners

1995	Steve Mintz
1996	Fred Crowley
1998	Robert Rogers
1999	Art Summerville
2000	Bob Green
2001	Bob Merrill
2002	Dave Edwards
2008	Judy Green
2009	Team Geezer
2010	Charlie Barns
2011	Lou Marchant
2012	Not awarded
2013	Harold Pace
2014	George Curl
2015	Grover Mauer
2020	Herb Hilton
2022	J. Karl Jackson
2023	Bobby Whitehead
2024	Dr. Berkeley Merrill

If you are aware of a discrepancy with this list, please let Steven Schultze know.

hesitation to loan me an engine mid-weekend at COTA this past year, his actions reflect a genuine commitment to supporting fellow racers.

As new drivers trying to find our footing, Tom has been fundamental in getting us up to speed both on and off the track. More than just technical guidance, he has demonstrated what it means to be part of this community—someone who competes with passion but prioritizes camaraderie, respect, and the shared enjoyment of vintage racing above all else. He celebrates others' progress, offers his time and knowledge freely, and plays an active role in making the paddock a welcoming place for newcomers. In every sense, Tom represents the spirit of the Bob McLaughlin Trophy: a racer who not only loves the sport, but works to elevate the experience for everyone around him. – Caleb Hamm

Tom Dalrymple is incredibly deserving of the Bob McLaughlin Trophy, as he consistently exemplifies the true Corinthian Spirit that defines this honor. His positive attitude and genuine willingness to help fellow racers are evident in everything he does, both on and off the track. Tom is the kind of competitor who, while capable and committed, never places personal success above the experience of the community—he races for the love of the sport and the preservation of vintage racing, not for accolades. I have personally seen him step out of his own race car, sacrificing his time on track, simply to ensure another driver had the opportunity to get out and participate. That kind of selflessness is rare and speaks volumes about his character. He is always ready to lend his time, knowledge, and resources to support others, especially those new to the paddock, and he celebrates the successes of his fellow drivers as much as his own. Through his actions, he actively enhances the CVAR community and embodies the respect, sportsmanship, and camaraderie that this award was created to recognize.



Photo by Brandall Binion

Board Summary

Board Notes from the Secretary, April 2026

This quarterly summary focuses on Board actions, decisions, and process updates that support how CVAR operates. Additional details may be provided in other reports and full minutes from all Board meetings are available on the CVAR website.

Membership and License Name Update

To reduce confusion between similarly named items, the following items are being renamed:

- *Competition Membership* is now **Full Club Membership**
This remains an annual membership for drivers that are not Lifetime Members, valid through December 31 each year.
- *Competition License* is now **Vintage Racer License**
This remains the license recognized by VMC clubs. Expiration is still based on your medical form date, your age, and the duration you purchase.
- No other membership types will have name changes.

Nothing about the process or fees has changed. This is only a name update to make things easier to understand.

Porsche 944 Fuel Tank Clarification

Porsche 944 models equipped with the factory fuel tank system are permitted for use in CVAR competition.

A formal rule change proposal will be submitted to update the rulebook accordingly.

Members with questions should contact the Authenticity Chief.

Driver School Fee and Participant Benefits

All CVAR Driver Schools will now have a standardized fee.

Upon successful completion of Driver School, participants will receive:

- **Full Club Membership** for the remainder of the calendar year
If membership was already purchased for that year, it will be refunded
- **Up to three \$50 race entry credits**
Credits are valid for 12 months from the completion date to assist in completing requirements for the Vintage Racer License
- Credits are non transferable and do not carry over

If fewer than three additional races are needed to complete the Novice Permit process, only the number of credits required will be issued.

Lifetime Member Recognition

Lifetime Members now have a distinctive “**Lifetime Member**” hat.

Each Lifetime Member will receive one hat.

Hats will be available for pickup at upcoming races. Members who will not be attending this season may contact Steven Schultze to arrange mailing later this year.

CVAR Marketing

We're stepping up our marketing this year with Victory Lane and putting more focus on consistent posts across Facebook and Instagram.

If you enjoy sharing photos, writing race stories, or have experience that can help, we'd love to have you involved.

Reach out to Andy Samudio and jump in.

Novice Permit Tracking Update

Novice Permit logs have transitioned from paper to an online tracking system.

Beginning with the February 2026 Drivers School at MSR Houston, all Novice Permit progress is recorded electronically. This change is intended to simplify tracking and eliminate the risk of lost or incomplete logs.

CVAR Asset Inventory Initiative

CVAR is developing a comprehensive inventory of club-owned assets.

The goal is to improve visibility of what we own, where it is located, and who is responsible for it. This effort will also support better planning for maintenance, upkeep, and future replacement.

If you currently have a CVAR asset and have not been contacted, please reach out to Jackson Williams.



*Mike Swensen is trying to stretch the elastic in Group 6 action.
Photo by Brandall Binion*

In Memorial

Many of our long time CVAR racers will remember Russell Suggs as an active participant in Group 1 in his Mustang and founder of Mustang Mania in Katy, TX. Russell expired on March 21, 2026 after a short illness. He is survived by his wife Linda.



From Authenticity

By Ricardo Price, CVAR Authenticity Chief

Reminder, Submit Rule Change Proposals by June 30

We will be accepting rule change proposals up to June 30th.

If you have a suggestion for a rule change, please review the CVAR Rules Change process in section 14 of our rules (<https://corinthianvintageautoracing.com/wp-content/uploads/2026/03/CVAR-Complete-Rules-Rev-D-Final.pdf>). In addition, there is a helpful section of the CVAR website dedicated to the rule change process (<https://corinthianvintageautoracing.com/rules/cvar-rules-change-process/>).

Safety Items

Helmets:

We are nearing the end of the grandfather year for SA2015 helmets. Those helmets will not be accepted in 2027. Helmets are covered in section 12.3 our rules. We allow helmets to be used for a total of 11 years past their designation year (10 years eligibility + 1 year grandfathered). The grandfather year is there to allow time for new helmets to be manufactured and delivered.

Fire Protection:

A few years ago, one of our members experienced an engine fire due to a separated oil line. The fully-charged fire bottle, teched the day before, did not discharge because the activation mechanism was corroded. Thankfully there were no injuries. Obviously, only checking system charge was not enough. So, in 2025 our fire protection system rules (section 12.5) were changed to add a recertification requirement. CVAR now requires that the car's primary fire protection system (either a fire bottle system or a handheld extinguisher – your choice) must be recertified every 5 years or the manufacturer's recommended interval, whichever is longer. 2026 was a grandfather year. All cars must come into compliance in 2027. To illustrate how this works, I'll use Lifeline USA as an example (<https://www.lifeline-fire.com/service>). Lifeline recommends bottle service at 2

year intervals. Lifeline will not service bottles that are 6 years out of date or 10 years in total age. CVAR's 5 year rule is intended to help members maximize the life of their system. If a member purchases a new Lifeline system, they can meet CVAR's rule by sending the bottle in just prior to year 5 and again just prior to year 10. This would meet both Lifeline's and CVAR's requirements and provide a 15-year overall life.

Group Rep Changes

Please welcome Roger Williams and Jay Zittler as new Group 1 representatives, Jackson Williams as a new Group 4 representative and Charlie Jones as a new Group 6 representative. The full listing of Group representatives can be found on the website's "Contacts" page: <https://corinthianvintageautoracing.com/contacts/>.

Championship Points

Current season Championship Points have been tabulated for Houston and ECR. They are posted on the website's "Current Championship Standings" page: <https://corinthianvintageautoracing.com/championship/current-championship-standings/>.



*Close Group 2 racing with Chris Duroy, JW Lobdell and Luke Wood at ECR
- Photo By Brandall Binion*

CVAR 2025 Champions

by Mark Mcilyar

I've been told the best thing about the awards presentation for the 2025 points races was its brevity! 😊 None other than EO (from Barron Racing), walked up to me immediately after the presentation, and with a smile on his face showed me the stopwatch on his phone. It read 11:03. Mission accomplished!

As mentioned at the ceremony, the qualifications to receive an award were significantly changed this year to reduce the number of awards and therefore make winning one much more prestigious. The proof is in the pudding/numbers. CVAR used to average around 80 awards. The 2025 total was 38. We also decided to move away from trophies or plaques to wearable awards that hopefully won't be thrown in a desk drawer, never to be seen again. The new rules are: the last 3 places in any class do not receive an award, and only 1st through 3rd place are awarded. Therefore, a class must have at least 4 cars to have a Champion, but no 2nd or 3rd place. A class with 5 cars will have a Champion and a 2nd place, but no 3rd place... etc.

And finally, the Champion receives a different color hat from 2nd and 3rd place (to distinguish the honor), plus a Polo shirt with winner's logo and specially designed Champion stickers. Congratulations to ALL the awards winners from 2025, and looking forward to seeing the 2026 races heat up as we begin a new season!



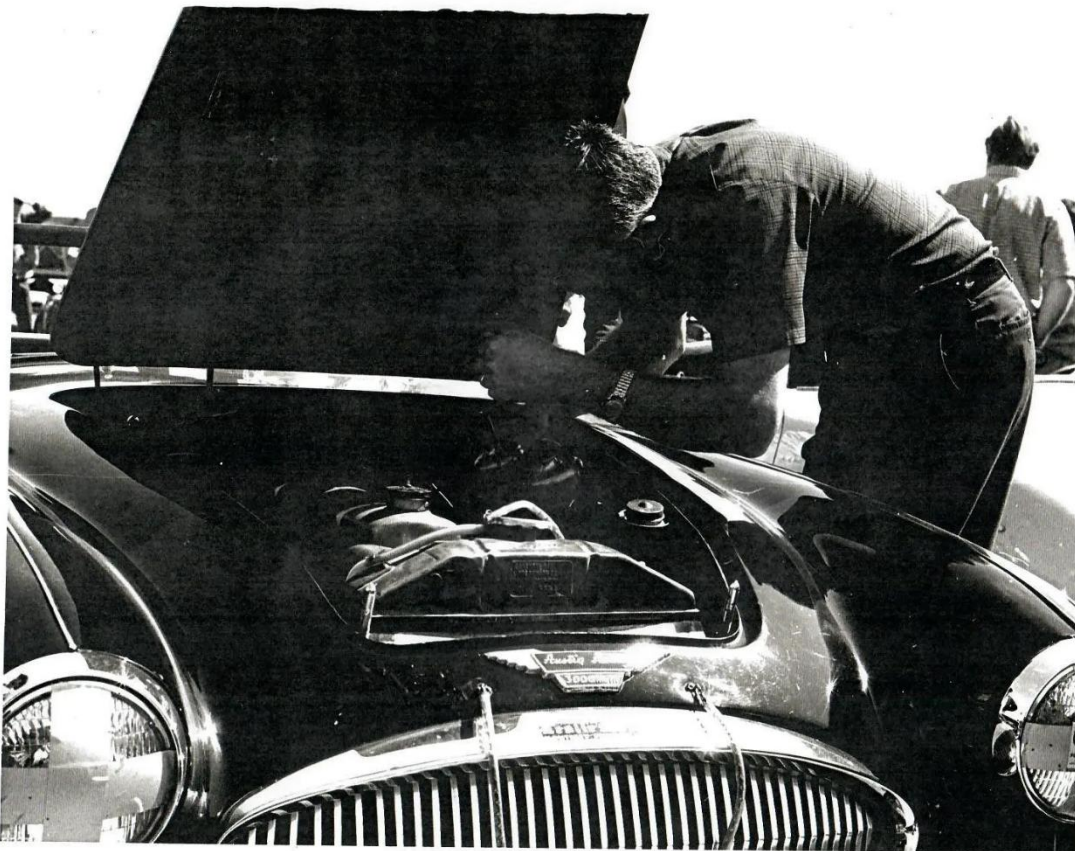
Tight FV action with 85 Chris Underhill, 52 Dave Bevan and 26 Reed Evans -Photo by Brandall Binion

The Cars are the Stars

By Diego Iturbe

1962 Austin “the Huffaker Healey” Healey 3000
(current owner - Diego Iturbe)

This imported, left-hand-drive 1962 Austin Healey 3000 BT7 started its life as a production car owned by famed West Coast distributor, Kjell Qvale and his British Motor Car Distributors in San Francisco. To promote the Austin Healey brand, with the hopes of boosting recognition and sales, Qvale commissioned an up-and-coming racer and tuner, Joe Huffaker and his Huffaker Racing, to prepare and race the car in SCCA D-production. They hired Ed Leslie, a local of Carmel, as the primary driver, and the Huffaker Healey would become a formidable “giant killer” in period.



Joe Huffaker inspecting the carburetors of the Huffaker Healey – 1968

Huffaker Racing/Engineering enjoyed a lot of success in the competitive Northern California racing scene, and after three decades of success, Joe would be inducted into the SCCA Hall of Fame.

Meanwhile, Ed Leslie and several of his fine performances, would be recognized by Carroll Shelby and Ken Miles, who offered Leslie a 289 Shelby Cobra to drive in the 1964 USRRC series, which he went on to win. The following year, Leslie was a part of the famous Shelby team that drove the Cobra Daytona coupe to victory in the 1965 FIA World Championship.



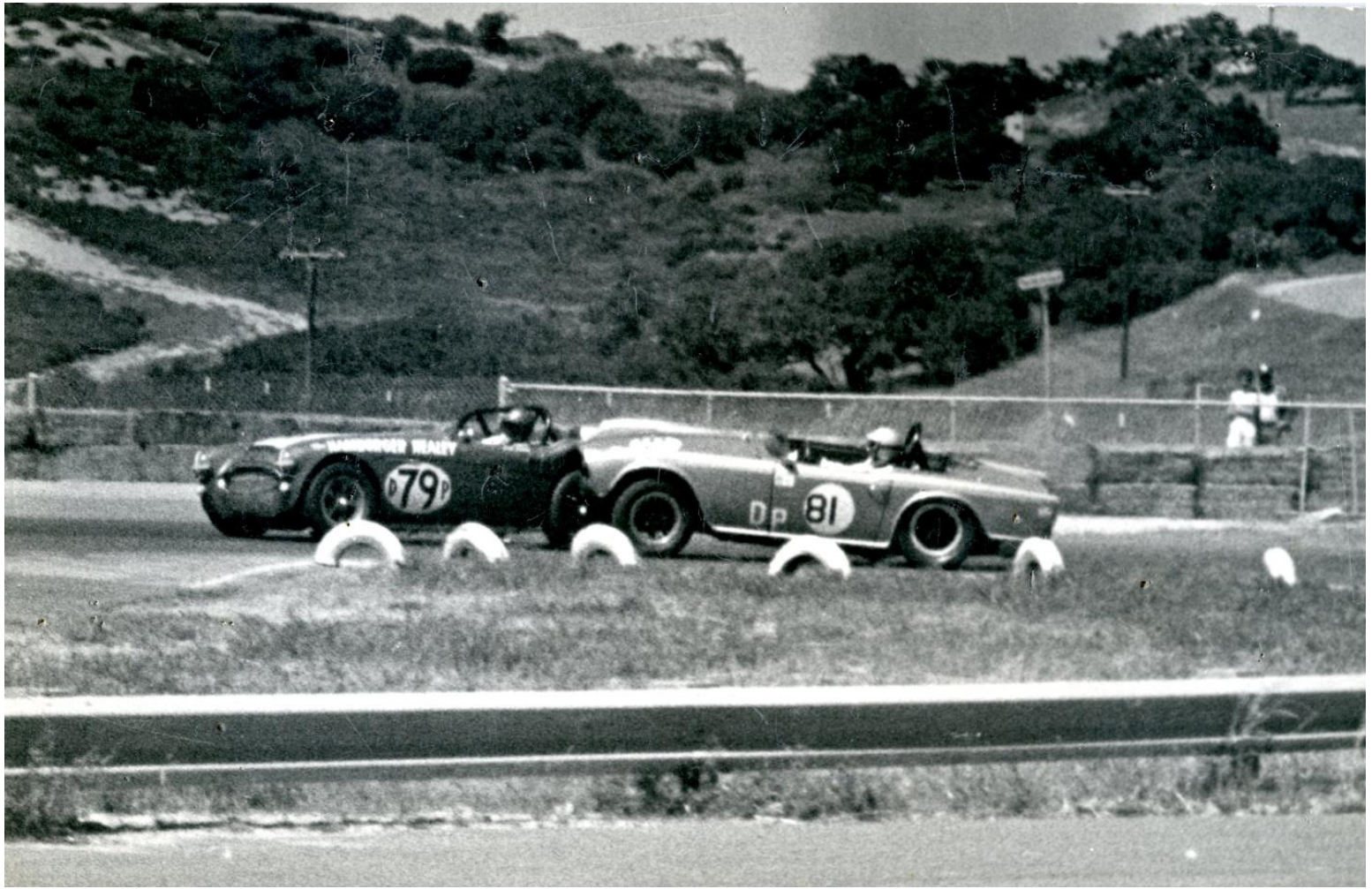
Ed Leslie

Yacaville CA





Weak stub axles – a weak point in period – could not handle turn 3 at Sears Point.



SCCA DP - Battling a Triumph – Laguna Seca (Don't get any ideas, Bob Kramer)

FINAL REGIONAL POINTS 1968

Laguna – May and October; Cotati – April, June and August

A PRODUCTION

- 36 - Dick Terrell, Cobra 427
- 9 - Glenn Carsten, Corvette

B PRODUCTION

- 19 - Rich Sloma, Stingray
- 16 - John Tredor, Corvette
- 15 - Lee Tompkins, Corvette
- 13 - Bob Rodgers, Corvette
- 9 - Bob Allen, Cobra
- 9 - Cliff Mathis, Cobra 289
- 8 - Bob Dye, Corvette
- 6 - Dick Carter, Mustang
- 6 - Jim Wilson, Corvette
- 4 - Jim Jensen, Corvette
- 4 - Bill McKee, Stingray
- 4 - John Tuttle, Corvette
- 3 - Doug Williams, Corvette
- 2 - Andrew Montes, Stingray
- 1 - Arthur Flores, Shelby GT 350
- 1 - Bill Treytl, Stingray

C PRODUCTION

- 24 - Steve Froines, Datsun
- 9 - Walt Maas, Porsche
- 9 - Bruce O'Neil, Porsche 911
- 6 - Art Firmes, Sunbeam

D PRODUCTION

- 27 - Ed Leslie, AH 3000
- 16 - Austin Walther, Lotus
- 13 - Jerry Scheberies, Lotus
- 12 - Bill Blake, Lotus
- 12 - Bob McGrew, TR 4
- 9 - Harlan Halsey, Lotus 5
- 6 - Tim Repass, TR 4
- 4 - Ernie Haze, TR 4
- 4 - Hap Richardson, Jag SK 120 C
- 4 - Richard Satariano, Lotus S7
- 3 - Sandy Parsons, Lotus S7
- 3 - Oscar Wilson, Elva Cour
- 2 - Richard DaPont, Lotus
- 2 - Charles Morrison, AH 1006
- 2 - Pat Semple, TR 3
- 2 - Bill Whitcomb, Elva Cour
- 1 - Craigie Gould, Lotus
- 1 - Neil Lynch, TR 4
- 1 - Phil Roberts, TR 4

E PRODUCTION

- 24 - George Nolte, Porsche
- 21 - Gerard Raney, Porsche
- 18 - Bob Sheldon, Porsche
- 7 - Leon Robertson, Porsche
- 7 - Bill Schmidt, MGB Roadster

- 6 - Chuck Forge, Porsche
- 6 - Harold Kirberg, Porsche
- 6 - Bob Ward, MGB
- 4 - Bob Blackwood, Porsche
- 4 - Jim Kilpatrick, Porsche
- 4 - Richard Lee, Porsche
- 4 - Mike Wright, Morgan
- 4 - Bob Tucknott, Porsche
- 2 - Bob Crussell, Morgan †4
- 2 - Bob Harmon, Porsche
- 2 - Bob Jones, Porsche
- 2 - Dave Leeson, Porsche
- 1 - James Griffin, Morgan †4
- 1 - Forest Young, Porsche

F PRODUCTION

- 22 - Alan Copeland, Lotus 7
- 19 - Jon Norman, Alfa
- 17 - Bruce Brown, Sprite Mk IV
- 16 - Jere Brown, Alfa
- 12 - Tony Chase, Loyus 7A
- 12 - Charles Billington, Lotus 7A
- 8 - Robert Wheelock, Lotus 7A
- 4 - Norm McCary, Lotus 7A
- 3 - Dale McGowan, Alfa
- 3 - George Klawitter, Sprite
- 3 - Gene Osbourne, Datsun
- 3 - Bruce Stevens, MGA
- 2 - Paul Carrick, Alfa
- 1 - Paul Ochsner, Alfa
- 1 - Chris Prael, Alfa

G PRODUCTION

- 39 - Bill Haener, Sprite
- 28 - Marshall Meyer, Spitfire
- 6 - Derrick Quon, Triumph
- 6 - Don Wixel, Spitfire
- 4 - Bud Harrington, Spitfire
- 4 - P.T. Lemunyon, Sprite
- 4 - Tom McCarthy, Spitfire
- 4 - David Rugh, Alfa Guilletta
- 4 - Frank Stoddard, TR Spitfire
- 3 - Shaheb Ahmed, Triumph
- 3 - Gary Cahouette, Sprite
- 1 - Jerry Martenson, Spitfire
- 1 - Bill Stephens, Triumph

H PRODUCTION

- 24 - Norm Hart, Austin Healey
- 18 - Len Schmitt, Sprite
- 15 - Roger Eandi, Sprite Mk I
- 11 - Bill Castagnaro, Sprite
- 6 - Jerry Kerns, Sprite
- 6 - Al Larrus, Sprite Mk I
- 6 - Richard Reid, Sprite Mk I
- 4 - John Caprara, Sprite Mk I
- 4 - Arnold Eilers, Sprite Mk I

- 4 - Ed Gaines, Sprite
- 4 - George Granter, Sprite
- 4 - Tom McLeod, Sprite Mk II
- 3 - Hollis Browne, Sprite
- 3 - Leo Lockrem, Sprite Mk I
- 3 - Gary Steele, Sprite
- 2 - Robert Boyd, Sprite
- 2 - Gary Gooch, Sprite
- 2 - J.P. Greenwalt, Sprite
- 1 - Dave Parkhurst, Sprite

A SPORTS RACING

- 27 - G.W. Burke, Cobra
- 22 - Al Norman, Cobra
- 15 - Duane Zinola, Cobra
- 9 - Dick Hocking, McLaren Mk I
- 7 - David Love, Ferrari
- 4 - Fred Jessen, Chevway
- 4 - Serguey Kondratieff, Corvette
- 3 - George West, Maserati
- 2 - Jim Smith, Stingray

B SPORTS RACING

- 18 - Ken Hazlett, LeGrand Mk IV
- 14 - Charles Fyfe, Belchfire
- 9 - Jerry Demele, Emp-Crusader
- 9 - Ron Stroke, Genie
- 9 - Peter Young, Elva Mk 7
- 6 - John Grove, Porsche
- 4 - Dan Gardner, U-2 Firelite
- 3 - Bob Jones, Porsche
- 2 - Chris Steward, Elva Porsche

C SPORTS RACING

- 30 - Bill Stewart, Lotus
- 16 - Ray Silva, Genie
- 13 - Dave Burch, Merlyn Mk VI
- 9 - Butch Owsley, Elva Mk VII
- 9 - Jerry Faught, Elva
- 9 - Larry Yates, Merlyn Mk VI
- 9 - Bill Overhauser, Lotus 23
- 4 - Jim Black, Lotus 23
- 4 - Brian Reeve, Lotus 11
- 3 - Jack Cavanaugh, Lola
- 3 - Wes Gustafson, Lotus 23

D SPORTS RACING

- 25 - Barrett Wilmes, Lotus
- 18 - Bob Fox, LeGrand
- 12 - Don Scarborough, LeGrand
- 11 - Jose Schwillling Crosby Special
- 10 - Ole Anderson, Elva Saab
- 9 - Leon Robertson, LeGrand
- 7 - Gerald Egbert, Austin
- 7 - Jerry Pacheco, Short Ribs
- 6 - Dave McCartney, Sunbeam

7

The Huffaker Healey continued to appear in regional competition with its next owner through much of the 1970s before being sold again in 1977. It was acquired as a project in 1997 by a subsequent owner, who initiated a refurbishment that included a repaint

recreating its 1960s black-and-white livery as well as a rebuild of the 2.9-liter inline-six by West Coast engine builder, Butch Gilbert.



Joe Huffaker (left) admiring the remains of the Huffaker Healey, in need of restoration.

After the completion of the refurbishment/restoration by the previous owner, the car participated in the 2012 Rolex Monterey Historics and was later shown at the 2021 Niello Concours at Serrano, where it received a 2nd in Class Award within the Race Car classification.

I purchased the car at auction on Valentine's Day of 2022, and it has been a tumultuous love affair (the best kind?) ever since. While the car looked fantastic, it needed a lot of mechanical work to get back into a track-worthy condition. Since the car was located in Northern California, I decided to send it "back home" to Huffaker Engineering, at Sonoma Raceway (previously Sears Point), for an 8-month long refurbishment, which included a new cooling system, a new VTO wheelset along with fresh tires, race-type

stub axles, suspension work, and new differential.



In good company at Huffaker Engineering – Sonoma, CA - 2022

The car finally made its way to Texas and debuted with CVAR in 2023. With the help of Speedstar Competition Services and Bill Rawles Classic Cars, I've since upgraded the engine, transmission, exhaust system, roll cage, and fire suppression system.



I'm proud of the beautiful, competitive car that this historic racer has once again become. Today, the Huffaker Healey holds the D-production track record at a few of the venues on the annual CVAR calendar, and best of all, it has proven to be a very reliable package. It has never failed to finish a race weekend, which admittedly, I've started to take for granted! Best of all, as with many classic cars, the Huffaker Healey has sparked countless, wonderful conversations and forged life-long friendships with other Healey admirers and historic race car enthusiasts...and to me that's, well, priceless!



Diego Iturbe and son Luca, forging memories at ECR 2025 – photo credit – Michelle Wigginton

The Cars Are the Stars!

Calling for submissions. We are going to dedicate a portion of our website to featuring the cars of CVAR. We've got some interesting cars with stories to tell. Period race history? A replica of a significant race car? A basket case that you lovingly restored to racing glory? Everybody loves a good story.

Guidelines:

- Pictures please!
- This content will be published on our website, so keep privacy concerns in mind.
- Please contribute!

The intent is to provide an online repository for these cars' stories and to attract browsers to our website, events and perhaps even participation. We'll also use the submissions to select a featured car for each newsletter. Submit here: hornetball@aol.com



*Group 3 opening lap action into turn 3
at ECR - Photo by Brandall Binion*

Around the Garage

By David Lee

Crack checking

After reading the review of the “Huffaker” Healey, many of you will have a lingering thought about the strength of your spindles in your 50-60 year old vintage race treasure. Ouch! The last thing that you want to be thinking about when approaching turn 1 at ECR is your front suspension. Head on a swivel.....watch those mirrors.

As a driver of a number of Spridgets with front kingpin suspension and suspect spindles, I find solace in two things. One, I have replaced the spindles in the stock uprights with hardened units that are machined out, pressed in and welded on the back side. These are commercially available from Winner Circle, a known supplier to Sprite and Midget racers.

I also bought myself a Magnaflux device to crack check heads and spindles. A few bones yes, but what is your piece of mind worth? Ask Mike Coleman as he went for a bit of a ride the last time he was racing at MSR-Houston.





The Magnaflux machine comes with the magnetic yoke and two types of powder for different darkness ferrous metals that you may be checking.



I like to check my spindles annually or any time I am replacing front wheel bearings or brake rotors. The process is relatively simple, but the objects need to be clean and totally grease free. This operation can be done with the spindles still on the car if you have stripped them down and cleaned the. Most machine shops can help you with this service if you take the spindles off the car and bring them in.

Here is a quick link to a Youtube video that shows the process on a cylinder head for clarity.

https://youtube.com/shorts/NxDY1_Ini-c?si=BcWcUxal4M4SaNIw

Here is a dry but good overview of the Magnaflux yoke that I use in my shop. (Y2)

<https://youtu.be/L3JXyv5XbNY?si=Xc7RLHF2ZMyOoIAU>

Give a look and strongly consider annual checks of your spindles.

New Digital Radios and Scanner Upgrades

By David Lee

OK, so CVAR has finally upgraded their radios from analog VHF to digital UHF, but what does that mean to our racers? Well, the upside is that the coverage and clarity at our host tracks should be better for our corner stations, Chiefs and grid workers, without a repeater. It should also mean that our racers can have more clarity listening to what is happening on track and also with grid calls. (Remember that we are also using text grid calls now as well.)

The downside is that our current analog UHF handheld radios are not compatible with the new systems. What to do?

First, buy a relatively inexpensive digital UHF radio. We've found a cost-effective solution sourced through Amazon. The Baofeng DM-1701 radio fits the bill at only \$70 dollars at the time of this write up. This includes the battery pack, interface cables, charging cable and docking station. Sweet! This is currently the only radio where we have a How-To tutorial on programming. This is also the only budget radio we've found that works well with our corner station Motorola radios.

Solutions must be compatible with MotoRbo. WARNING.....Buy a different radio and you may be on your own with regard to setup.

Last purchased Feb 11, 2026

View order | Product support

Baofeng DM-1701 Dual-Band Dual-Time Slot DMR/Analog Two-Way Radio | 3,000-Channel Capacity | Includes Programming Cable, Charger & PTT Earpiece | OpenGD77 Compatible

Visit the BAOFENG Store
4.1 ★★★★★ (72) | Search this page

\$70.33
Price history
Or **\$17.58** / 2 weeks (4). Select from 2 plans

prime Tomorrow
FREE Returns
With Amazon Business, you would have saved \$288.46 in the last year. Create a free account and save up to 20% today.

Brand BAOFENG
Color Black
Number of Channels 3000
Special Feature Dual Band
Frequency Range VHF: 136-174MHz; UHF:400-480MHz

See more

About this item

- BAOFENG DM-1701 FCC Part90 Certification ID: 2AJGM-DM1701. The DM-1701 is compatible with digital and analog modes, including dual bandUV band 3,000 Channels, 10,000 Digital Talk Groups and 120,000 Contacts.
- Multi-function & 1.27" color TFT Display The DM-1701 offers to manual programming, DTME, VFO, SMS, emergency alarm, digital monitor mode, CTCSS and CDCSS, color codes and DMR encryption. There are 5 customized keys Compatible with GD77 firmware for faster access to those features.

\$70.33
prime Tomorrow
FREE delivery Tomorrow, February 17. Order within 2 hrs 55 mins
Deliver to David - Saint Gabriel 70776

In Stock

Quantity: 1

Add to cart

Buy Now

Ships from Amazon
Sold by Quanzhou Jingli Trading Co., Ltd

Returns FREE 30-day refund/replacement

Support Product support included

See more

Add a Protection Plan:
 2-Year Protection Plan for \$7.99
 3-Year Protection Plan for \$9.99
 Complete Protect: One plan covers all eligible past and future purchases for \$16.99/month

Add to List

Ask Rufus
What modes does it support? Does it come with a charger? Is this radio waterproof?
Why you might like this Compare with similar Ask something else

While last issue of our newsletter had detailed instructions for user programming and setup of the radio, I am not going to rehash that here. Please refer back to that issue if you want to give it a try.

Many of our racers have found it much easier just to drop their (fully charged) radio off at my trailer at an event and pick it up a little later in the day. Heck, if I am just chilling out, I will program it while you wait. It only takes a minute or two once my laptop is booted up.

Thank you. David Lee
Dlee1967@att.net



*Over Under below the Over the
Top with 189 Phillip Viccinelli, 14
Chip Fudge and 97 Darren
Longhofer -Photo by Brandall
Binion*



Sabelt America joins as sponsor for CVAR!

Something extra is on the table this season!

John Strnad, CVAR President, lined up five \$250 gift certificates from Sabelt America for 2025. One certificate gets handed out at each race, either at the drivers meeting or Saturday night dinner, so keep your head up, it could be your name called. The winning driver is an entrant for the event. Congrats to Joe Robau for scoring the first certificate at MSR Houston.

In addition to the certificates, X-Factor Racing donated a set of Sabelt belts for drawing at MSR Houston. Thanks X-Factor Racing – Chris Halderman and Dave Halderman and congratulations to David Bell on winning these belts.



New Race Chair Credit Opportunity

Introducing CVAR's New Event Chair Race Credit

CVAR events don't happen because of one person. They happen because dedicated volunteers step up to lead, plan, organize, and guide each race weekend. Our Race Chairs are the backbone of every event. They are the reason CVAR continues to grow, welcome new racers, and deliver weekends that are both competitive and rooted in genuine camaraderie.

To recognize the time and commitment required to chair an event, the Board has approved a **new Event Chair Race Credit** beginning with the 2026 season.

How the Event Chair Race Credit Works

- Each event will include **one race-entry credit** issued by the club.
- The credit may be used **by a single Race Chair**, or **shared between two Co-Chairs** if the event is jointly led.
- The credit may be applied to any CVAR race entry during the season.

This is a small way to acknowledge the hours our Race Chairs invest to make each weekend safe, organized, and enjoyable for everyone.

Thank You to Our 2026 Race Chair Volunteers (So Far)

We deeply appreciate those who have already raised their hand to lead events this year:

- **MSR Houston:** Don Campo & Jay Zittler
- **ECR Spring:** Mike Bond & John Little
- **On deck.....**
- **NOLA:** David Lee & Karl Keiger
- **ECR Driver's School:**
- **ECR Fall:** Mark Mcilyar **and open?**

- **Hallett:** John Strnad
- **Now looking forward to 2027 Chairpersons.....**

We still have 2026 gaps to fill, and we hope more members will consider supporting the club by stepping into a chair role. Whether you've chaired before or want to learn, we will guide you through the process.

Interested in Volunteering?

If you would like to chair an event or serve as co-chair, please reach out to:

David Lee or John Strnad

CVAR grows because of members who lift together. Thank you for being part of a community where racers compete hard and support each other even harder.

VOLUNTEERS NEEDED: Urgent Roles to Fill

- **Radio Equipment Manager** – Involves few hours of prep before and after each event, plus setup at the track. If you can't attend a race, you'll coordinate setup and handoff.



RACE WITH CVAR

FEBRUARY

MSR Houston - Angleton, TX
February 27 - March 1, 2026
Race and School Weekend

Houston is always exciting!

MARCH

Eagles Canyon Raceway - Decatur, TX
March 27 - 29, 2026

*Spring time in Texas...
Lots of great racing!*

MAY

NOLA Motorsports Park - Avondale, LA
May 15 - 17, 2026
Small/Mid Bore Feature Race

*It's NEW ORLEANS!
Fast cars, yummy food*

AUGUST

Eagles Canyon Raceway, Decatur, TX
Mid August, 2026
Dedicated Driver's School

*Oh, I need to tell my friends
about this one... this will get
them on track.*

SEPTEMBER

Eagles Canyon Raceway, Decatur, TX
September 11 - 13, 2026
Large Bore Feature Race

*Let's see who makes it
through the large bore rumble!*

OCTOBER

Hallett Motor Racing Circuit, Jennings, OK
October 9 - 11, 2026
National Formula Vee and Formula Ford Feature Races

*What a fantastic track for
these racers!*

For more information, visit www.corinthianvintageautoracing.com

Can't wait... counting the days until the next race weekend...

FEATURING CLOSED WHEEL PRODUCTION CARS 2.3L AND UNDER

THE MARVELOUS MAY RACES



WITH THE
RUSTY YATES BAND

MAY 15-17, 2026 | NOLA MOTORSPORTS PARK

CANYON CLASSIC



POWERED BY



Eagles Canyon Raceway
Sept 11/12/13 2026

Decatur TX

EW

Mike Stephens Classic

Hallett Motor Racing Circuit

Oct 9/10/11 2026

Jennings, OK



POWERED BY



ABR

CONTACT INFORMATION

2026 Board of Directors	
President	John Strnad through 2026
Vice President	David Lee through 2028
Treasurer	Rob Pink through 2026
Secretary	Steven Schultze through 2028
Authenticity	Ricardo Price through 2028
Board Members at Large	Stephen Heitzke through 2028 Mark Mcilyar through 2028 Andrea Samudio through 2028 Simon Hughes through 2026 Jackson Williams through 2027

Contacts	
CVAR Membership and VMC Licensing	Linda J. Cardenas 9326 Alta Mira Drive Dallas, TX 75218 cvarregistrar@gmail.com
Car Numbers	Colby Lemmons colbylemmons@gmail.com
Registrar	Linda Cardenas txsccaregistrar@gmail.com
Regulations Chief/ Car Classifications/ Authenticity	Ricardo Price hornetball@aol.com Assistant: Jeff Garrett
Chief Steward	David Hopkins
Safety Steward	Berkeley Merrill bsmerrill@aol.com
Tech Inspection	Mike Jones

Chief Instructor	EO Barron scuderia.barron@gmail.com
Corner Workers	Mason Ledbetter cvarflagone@gmail.com
Timing and Scoring	Riffon Hoque
Championship Points Standings	Simon Hughes IXLivesRacing@outlook.com

