



Vintage Racing News

The Premier Vintage Racing Organization of the South Central United States

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www.corinthianvintagerace.com

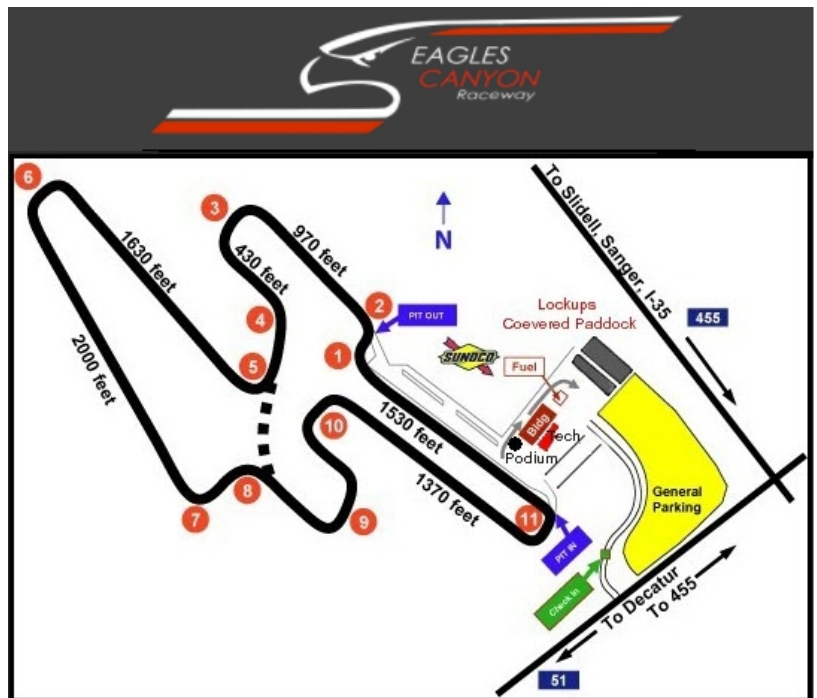
Fall 2017



Our Next Race is December 8-10

Race to the Texas North Pole at Eagles Canyon Raceway

Eagles Canyon Raceway is one of the premiere road racing and club track facilities in Texas. The track's versatility and unique layout has made it popular among club racers, track day clubs, motorcycle racers, car manufactures, publishers and media outlets. The track is located in Decatur, TX approximately an hour northwest of Dallas, TX making it easily accessible from anywhere in the North Texas area. The track itself offers 2.5 miles and 11 turns of flat-out fun. The facilities at Eagles Canyon Raceway help complete the package and help the track stand out when compared to other road race tracks. Pinnacle Autosports located on site offers a full service racing prep and support facility. Eagles Canyon offers self-service pumps with premium and race fuels, a large club house with observation deck, a grill with available catering, RV hookups, and day paddocks to help fulfill the needs of all customers utilizing the facility.



A Message From Our President



Herb Says...

The race and school at MSR-H was a huge success. We had good numbers in all groups. It rained Thursday afternoon scaring some of us but Friday, Saturday and Sunday turned out perfect. There were 7 students 4 FV's, Mustang, 240Z and a 911.

Spirited racing resulted in a few incidents, but fortunately no one was injured. These incidents have forced us to re-examine our safety program. As soon as we get this worked out we will send out an eBlast advisory.

The next race on our schedule is COTA with SVRA and this is a non-points race. When you register be sure to mention that you are a member of CVAR and you will get the SVRA member cost. Additionally, for every CVRA member that races the club will receive a \$50.00 rebate.

The last points race for this year will be held at ECR December 8 through 10. If you want a covered paddock spot please contact Cindy Rodgers at fiatdr@earthlink.net.

If you didn't make Hallett you missed a fabulous race weekend. About 85 showed up to weather in the 80's. Race Coordinator Bill Wolff organized a Saturday evening Happy Hour that featured Toly Arutunoff, who kept everyone in stitches with his stories. I want to take this opportunity to thank our staff and volunteers who make our races fun and successful. Besides our own club members, we had visitors from SCCA, HVR, SVRA, RMVR, VDCA and VSCDA. We had one metal to metal incident and a minor electrical fire. Fortunately, no one was hurt.

I want to bring a couple of reminders to your attention. Starting in 2018 HANS or equal devices will be mandatory and Friday Test-N- Tune will go up to \$150.00. It looks as though we will be racing at Texas Motor Speedway in November 2018 and the Strada Corsa Houston at the Johnson Space Center event is very close to becoming reality. Unfortunately, our last race ever at TWS was canceled.

Remember when you renew your membership that the Lifetime Membership is an option.

Mark your calendars for May 4 – 6. This is going to be the inaugural Strada Corsa race at Johnson Space center.

Please remember that beginning in 2018 HANS or equal devices will be mandatory and that Friday Test-n- Tune will go from \$100.00 to \$150.00.

Proposed 2018 Race Schedule

Feb 23 – 25	MSR-Houston (School)
Apr 13 – 15	Hallett
May 4 – 6	Strada Corsa Houston
Jun 1 – 3	MSR-Cresson
Aug 24 – 26	Hallett Racing Circuit
Sep 28 – 30	MSR-Houston (School)
Oct 12 – 14	Eagles Canyon Raceway
Nov 1 – 4	COTA w/ SVRA
Nov 16 – 18	TMS Morgan Adams Foundation Fund Raiser

*Remember to wave at the corners and
I'll See you at the races, HH*



Fall Drivers' School

By Berkeley Merrill, Chief Instructor

The school scheduled for Oct., 2017 at TWS was changed at the last minute when TWS canceled all its fall 2017 events. It was held at the Sept. event at MSR-Houston Sep. 29-Oct.1. Six students were able and willing to alter their lives to attend with short notice.

Three Formula Vee students, two Group 1 cars, and a Group 7 rental car formed the class. Four of these had no racing experience previously, one had some track time history, and one was a previous CVAR driver who returned from military service to reinstate his license after a long absence. Four were under 50 years old, four had their own cars, and two were related (wife, son) to current CVAR drivers. All had a good time despite a rigorous schedule of classes, track and starting drills and surprise flag and distraction experiences. All of them graduated to their respective race groups by Sunday, and performed well there as well as in the Student Group 5.

One student made post school comments that are worth reporting: "...thank you for the excellent experience I had during the CVAR school in Sept/Oct. I found the classroom sessions to be very informative and a very good introduction to the vintage racing philosophy. The Friday and Saturday sessions were an absolute thrill to finally have my car on track and to 'race' against my fellow students. The practice start session on Saturday afternoon was exactly as you described with a sensory overload unlike any I could have imagined..." G.C., Jr.

Please welcome to the CVAR ranks of Novice Drivers: Stuart Blackwood (Datsun 240Z), Bjorn Dischington (FIA Porsche 911), JoAnne Lemmons (Mustang, henceforth Mini), George Curl, Jr. (FV), Brandall Binion (FV), John Williamson (FV)



Björn Dischington's magnificent Porsche 911. Photo by Jeff Jeffries

Safety Report



By Gary McFarlane,
Safety Chairman

What a wonderful- and terrible- weekend at MSR Houston! Wonderful - because it was a weekend at the racetrack and Thundermug was running at the end of the day on Sunday. Terrible - well, let's just say it was a busy weekend for the Safety folks.

We are still suffering from the same misplaced attitude of racing with no regard for consequences. We had four contact incidents, all in the same group, last weekend- a completely and utterly unacceptable condition. I have been trying to be as generous and forgiving as I can be, within the recommendations of the Weekend Safety Committee and our Chief Steward, and it seems my approach has not had any discernible effect on the conduct of the offending Group. I have asked for help and the help has come pouring in. There will be a semi-permanent Safety Committee in place for the foreseeable future and the Committee members will be imposing VERY onerous sanctions for everyone involved in any type of contact and also for those missing or ignoring flags. The group in question has been operating in a Red Condition for almost an entire year and it has not improved the Group's conduct nor its attitude. When probationers drive, next to an unpredictable driver, with an attitude of "I have to drive that close to them because my only chance to overtake them is in the corners" and their "tight driving" overcomes their ability to avoid contact, they, and others in their group, are missing the point. Something has to- and will- be done to reinforce CVAR's philosophy of "we race not for the glory of winning but for the honor of driving authentically prepared vintage cars" (not verbatim, but you get the point). The same "damn the torpedoes" attitude also almost got someone seriously hurt.

An outside pass around Turn 17, and running out of room up against an uncaring, heartless, concrete wall sent one of our drivers to the ambulance and his car to the shop. Again, an avoidable incident demonstrating bad decision making.

Yes, as I was so vigorously reminded, we are a "racing organization," but the conduct of some is affecting all of us. The less aggressive drivers are suffering from "I hope they don't run over me," CVAR officials are suffering from "oh no, not again," CVAR is suffering from "how do you think your conduct is making the cars the stars?" and we are going to fix it.

My hat is off to the Grid Ladies! I watched them keeping all of us in line as we came up to race, checking steering wheels, arm restraints and body panels. Thank you, Kelly and Liz, your efforts are keeping us safe and alive! Kelly told me that they caught three or four unlocked steering wheels and, if I remember correctly, three or four unsecure hood pins/body snaps. Way to go, Ladies- every one of those could have been serious!

An outside pass around Turn 17, and running out of room up against an uncaring, heartless, concrete wall sent one of our drivers to the ambulance and his car to the shop. Again, an avoidable incident demonstrating bad decision making.

Are all your oil drains and filters safety wired? It's not mandatory but strongly suggested. Don't embarrass yourself by being the one who dumped oil all over our racetrack.

I hope everyone will get in the habit of checking these 5 things. They can and will keep you ALIVE!!!

5 To Go, Stay Alive

1. Steering wheel
2. Belts and buckles
3. Restraints or window net
4. Helmet and HANS
5. Fire extinguisher

CVAR Thunder on the Cimarron XV

by Don Gwynne

In spite of dire predictions of sweltering Oklahoma heat, the weekend was marked by perfect weather, temperatures in the 80's, and blue skies. Those that stayed away made a big mistake. The track was in perhaps the best condition ever, after several improvements. The Test/Tune/Practice (TTP) sessions on Friday were run without a hitch (or a bump!).

Saturday's feature race was for Formula Vees. It was organized by past CVAR President Art Summerville, who also served as Race Chairman of the weekend. In a new twist, Art received help from Bill Wolff, who volunteered to serve in the newly created position of Race Coordinator. Bill performed many valuable tasks for Art and for the Chief Steward, Danny Piott.

The FV feature went 20 laps of Hallett's 1.8 mile course. The eventual winner, Elliott Barron, started on pole and set fastest lap driving his gleaming silver #23 Pegasus. He took the checker with a six second lead over Charles Hearn's yellow #37 Lynx B. But it wasn't a cake walk. Mid-race, Hearn took the lead several times but



Mac Wolff charging up Dam Hill at Hallett -Photo Credit: Brandall Binion

eventually had to settle for second. Of 19 starters, all but one finished the race.

On Saturday evening, Connie Stephens and her staff provided hospitality and a local band under the big top, a huge tent positioned close to the Winner's Circle. Highlight of the evening was a talk and Q&A by Anatoly "Toly" Arutunoff, the original builder of the Hallett circuit. Toly is an American sports car racing legend. He was an SCCA National Champion in H Production in a Morgan, and was presented the SCCA's President's Cup in 1981. His book "One Off: The Roads, The Races, The Automobiles of Toly Arutunoff" was published in 2009. Toly held court under the tent to a large circle of admirers, and patiently answered their questions for almost two hours.

CVAR Safety personnel are always on the lookout for ways to improve driver safety, and a new twist turned up on grid. Smoke was coming out of the trunk of Lou Marchant's #186 MGA, and it wasn't immediately obvious how to open it. Turns out that the boot release was located on the passenger side. Once open, it turned out to be overheated wiring to her cool suit water pump, no fire, easily resolved. Give some thought to the potential that a corner worker might need to open your trunk. Is it obvious how to gain access? Not any new rulemaking, here just friendly food for thought.



Photo by Patty McCullough
win in second overall, 21.8 seconds behind

The first CVAR Championship points race on Sunday afternoon was for Group 7 (C Production, D Production & B Sedan) cars. R. Burt Williams sat on pole in his blue #43 Porsche 911. After the green flag, he was never headed, turned the fastest lap, and went on to take the overall win and the C Production class win. David McCullough scored the B Sedan



Photo by Patty McCullough

Williams. David's red/white/blue #68 Datsun 510 led Cynthia Triflio's blue #55 Fiat Sport Coupe by just 6 seconds at the checkered flag. John Kish finished fourth overall and second in C Production driving his red #58 Porsche 911E. First place in D Production and fifth overall went to Chris Langley and his blue #99 Yenka Stinger.

The Group 6 (FA, FF1, FF2 and FF3) grid consisted of eight cars, with Rick Wark's red #70 March Atlantic on pole. Rick turned the fastest lap on his way to a flag-to-flag overall win and FA class win. Greg Smith, driving his red #6 Swift DB1 got by Angus Lemon on the seventh lap to notch second overall and the FF3 class win. Lemon's purple #86 Merlyn finished third overall to win the FF1 class, less than a second behind Smith. David Bell won the FF2 class in his blue and yellow #73 Lola T-342, some 22 seconds behind Lemon.

"Thunder on the Cimarron" erupted when CVAR's Group 1 (A Production, B Production and FIA) cars took the green flag. CVAR President Herb Hilton started on pole in his yellow #17 Mustang, but was pretty quickly hauled in by George Kopecky's black and green #97 Porsche RSR, who went on to take the overall win and the FIA class win. Hilton won the A Sedan class, about 19 seconds back. Greg Reynolds was back on form in his white and blue #89 Shelby GT-350, finishing third overall to win B Production. Dallasite John Scott was nipping at Greg's heels, finishing less than two tenths of a second back in fourth overall to win the A Production class in his white #71 Corvette.



Photo by Jeff Jeffries

Group 2 (E Production, F Production and C Sedan) fielded 15 cars. The front row of the grid consisted of Dave Williams in his silver #23 Bugeye

Sprite on the inside, and John Hamilton's "Great Pumpkin" #80 MGB on the outside. After the green flag fell, Williams and Hamilton ran in that order all the way to the checkered flag, to finish first and second overall. Hamilton crossed the finish line less than two seconds in arrears after 20 minutes of racing. That gave Williams the F Production class win and Hamilton the E Production class win. David Patton scored a C Sedan win and third overall driving his white and black #35 Morris Mini.

Louis Gladfelter had fun in his newly acquired red #48 Austin Mini to place second in C Sedan. A noteworthy participant was Rob Davenport, driving his father's (Dick Davenport) historic liveried blue/orange/white #20 Datsun B210. Although technically, the car didn't meet the letter of CVAR's preparation rules, he was able to run at Hallett thanks to a new CVAR



Photo by Greg Matlack

rule for accommodating non-conforming cars (no points, etc.). A large (17 car) field of Formula Vees came to the Group 3 starting grid, and all but two finished the twenty minute race. Charles Hearn's yellow #37 Lynx B started on pole,

with Hunter Barron on the outside of the first row driving his red #113 Kellison. Drive of the day was Elliott Barron's charge from thirteenth on the grid up to finish second overall. His silver #23 Pegasus passed nine cars in the first four laps, and another two in the final stages. Bravo! In doing so, he finished ahead of E.O. Barron's red #110 Kellison and Hunter's red #113 Kellison. The Barron "dynasty" rolls on, with Heather Barron taking ninth in her yellow #58 Caldwell D-13. With Hearn and the three Barrons ahead of him, CVAR Race Coordinator Bill Wolff had to settle for fifth overall in his white #68 Zink Z-5.

Last race of the day produced the smallest grid. Only three Group 4 cars started, and happily all three finished. Shrugging off her earlier "smoking trunk" excitement, Lou Marchant led from green to checker to win overall and the VB class driving her BRG #186 MGA. She didn't have it as easy as it sounds, however. Gary McFarlane's white #91 "Thundermug" was always nipping at her heels, sometimes within a few car lengths. At the end, Gary took second overall and the VC class win less than five seconds back. A bit further back, Lester Neidell pleased the crowd with his bellowing blue and white #59 Kellison J-5.

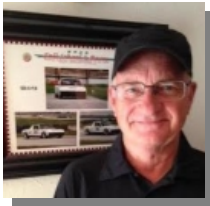
Texas World Speedway in College Station is now covered with hundreds of "underwater" insurance totaled cars and all remaining events have officially been cancelled forever. RIP TWS.

CVAR's last event of the year, "Race for the North Pole of Texas," will be held at Eagles Canyon Raceway near Decatur, Texas on 8 – 10 December 2017.



Photo by Jeff Jeffries

Chief Steward's Report



By Danny Piott

At Hallett, weather was great, but not so good for Houston. Many of our staff members are from Houston and understandable could not make it. They still need our assistance. We were shorthanded and some fine people stepped in and kept the event going. Incidents were almost nil. Our safety committee was not active.

But before you get too proud, then there was MSR-H. Something about MSR-H and Group 3, they had several metal to metal and one into the wall. They kept Gary McFarlane and I busy with reports. All other groups were very competitive without mishaps. We gained capable drivers in the school and they look promising. It does my heart good to see new drivers who share our passion.

One more for the year, ECR Dec 8-10. It has been a while since we were there. I believe it will be fun. The facility is spread out over several acres, so make sure you have your scanner, the PA is limited. Also at registration let us know where your paddock is located, just in case we need to find you for a friendly chat. The track is under renovation, so bring what you may need for an excellent weekend.

I haven't missed one in a long time and neither should you.

See you at the next one!



Photos by Joe Robau

Liz Nuse



Kelly Cupstid

“A well deserved shout out to our awesome Grid Girls, Liz Nuse and Kelly Cupstid! You bring order and humor where otherwise would be chaos and confusion. We are lucky to have you both, as well as all the other safety personnel that allow us adolescent drivers to do what we love. Cheers!” *Joe Robau*

Notes from the Tech Shed...

By Karl Jackson, CVAR Chief Tech

Attention all CVAR members. The Tech Shed has some new offerings. We have reordered more of the Medical Information Carriers for the back of your helmet. These are free but limited to one per driver. Drop by anytime during your next race weekend or ask for one when you sign-in.

Remember: The “sign-in” is the most important part of your visit to the Tech Shed. It contains the liability release which is responsible for protecting both you and the club. Please don’t forget to sign this vital document.

We will also have new stickers for all racecars that have a Lithium-Ion battery. These new stickers should be placed close to the “E” extinguisher sticker now required. It will tell any corner worker or first responder that your car has a Lithium-based battery and a Class D or dry powder extinguisher is needed to cope with a battery fire. The stickers are free but are limited to registered racecars.

Remember: Next season (2018) will begin the club-wide neck restraint requirement. Any of the various manufactures’ units are acceptable, but they must have a current certification date.

Neck bolsters are not acceptable. The neck restraint systems are good for 5-years and several manufactures will re-certify these units for a reasonable cost. They will be checked at your annual inspection.

The CVAR “Safety Requirements” are currently being revised. No major changes are anticipated but please review them when they become available. One addition is “fuel lines in the cockpit.” All fuel lines running through the cockpit area are required to be hard metal or steel-braided (if flexible.) This includes all fuel pressure gauges that use fuel to activate the gauge needle.

See you at the next one!

STRADA CORSA HOUSTON
JOHNSON SPACE CENTER
MAY 4-6, 2018
featuring

THE AMERICAN CHALLENGE
Corvette/Camaro
vs.
Cobra/Mustang

THE BREXIT CHALLENGE
Europe
vs.
Great Britain

plus 6 CVAR race groups
racing on a 2.4 mile street course

through the grounds of NASA's
Johnson Space Center

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www.stradacorsahouston.com
www.corinthianvintagerace.com

*What comes next?
...and the answer is not 6*

1 3 5

2 4 ?

CVAR Fall Drivers School... One Guys Experience

By Brandall Binion

Wow, what a ride! To say I am hooked would be a gross understatement. As I drive to work and back the last couple of days I sit here wondering why my vehicle isn't lighter, and smaller and lower to the ground... and what is with all the switches... and why aren't there more sweeping turns on the drive into work for everybody? We seriously need to petition our elected officials... and get them to make the drive into work more fun.

Seriously though, I cannot stop thinking about the whole experience. It was a busy weekend for me but I can remember every single lap of every session that I was on track.

What I am talking about is the Corinthian Vintage Auto Racing Fall Drivers School and it was held at MSR Houston this past weekend, starting Friday Sept 29th and 30th, and finishing on Sunday Oct 1st.



Me in my Stinger at MSR Houston. Photo by Amber Binion

For me it started on Thursday though, where I was still a member of the Bigger Hammer crew and had to unload cars and set up the pits for all the Formula Vee cars we bring to races. I didn't touch my car all day as I tended to the other cars and getting everything else set up. It started to hit home when I took my safety gear over to Tech Inspection and get registered late Thursday. Yep, there was my name listed as a registered race entrant. Cool. I knew that once night fell, I would wake up and transition to being a driver the rest of the weekend. I was fortunate to be able to see what was on the other side of the fence. It was exciting and I don't remember sleeping much that first night.

Morning broke and we had an early Student classroom session with Dr. Merrill, our Chief Driving Instructor. We would have several classroom sessions throughout the day in between the track sessions, as we learned what was expected of us with regard to following safe racing practices, and good on-track etiquette to both the track officials and our fellow drivers. With all the information coming to us, we were drinking from a fire hydrant as they used to say in the technology world.

The early on track sessions were interesting as they had a mix of students in the class, with 4 of us being in Formula Vee cars which are all very similar and would run in the same group... along with 3 students in full bodied cars comprised of a Mustang, a Porsche and a Datsun Z car. Very dissimilar speeds on different parts of the track but more on that later.

We would end up just a class of 6, as we lost one of the Vee students early on. Mike Olmsted had a car that wasn't ready to run so he is going to try to make the Spring School next year. I am sure he will have as much fun then as we had this past weekend.

My fellow students were George Curl IV in his well sorted Zink, John Williamson in his ex-Palermo Caldwell, and myself in a quirky little Australian vee called a Stinger.

We would ultimately have a couple of different instructors while on track in Dwight Calkins and then Mike Rogers. Bill Griffith is the usual Vee instructor but he is still recovering from an injury earlier this season and was busy trying to get his race car to work, so he handed us off to Dwight and Mike. Both were really smooth and you could tell that these guys were quick whenever they wanted to be by showing excellent car control. It was really helpful following those guys around the track seeing the lines they took. Dwight would go on to run in the top two places in pretty much every race later on in the weekend.

Once on track, I was buzzing with excitement and it was almost surreal as I rolled out of the pits for the first time and onto the track right in the middle of the Carousel which is a long right hand sweeper. In my head was a running commentary, someone just let me loose in this racecar... they don't seem to care which side of the road I am on... and they don't seem to care how fast I drive it. Its nuts. They are going to call me back any minute and say this was all a mistake... I just knew it.

Then it started to click. This was the very first time I have ever driven a Formula Vee, the very first time and with each lap, it all started to make sense. I had been working on them as a race mechanic for Bill at Bigger Hammer Racing for 3 race seasons and none of the pieces fell into place until I actually turned a lap in one of these beautiful, elegantly



Getting suited up for battle. Photo by Amber Binion

simple race cars... and make no mistake, these are true race cars. With each blip of the throttle, the car would respond. With each kink of the steering wheel, the nose did what it should... and under heavy braking the car would squirm and move just like I expected it to as I slowly started to find the limits of the vehicle, and more importantly, the limits of my abilities.

I loved how the car felt like it would reach up and bite me if I was overly aggressive in my inputs. Lifting off throttle was a quick lesson I learned as I spun in one of my early sessions. Thankfully I was all alone and it was a long easy spin into the infield and as I came to a halt, I knew exactly what I had done wrong and vowed not to make the same mistake again... or at least make more of an effort to be less clumsy about the next one. It would not be my only spin on Friday but more on that in a moment.

I have to make mention of my fellow Vee students at this point. They were no doubt going through some of the same emotions I was as we slowly went through the follow the leader drills to learn lines, then the pointed passing exercises which would help us once we were in with a full field of our Group 3 brothers and sisters. Fellow student George Curl IV looked incredibly comfortable in his Zink and he showed himself to be the class of our little group of Vee students. He never put a foot wrong all weekend I don't believe with some very smooth and controlled drives. It made sense as he had been autocrossing this same

car for a couple of years before signing up to join the CVAR club to go road racing. Oh and fast, yeah, that too.

John Williamson brought his ex-Mike Palermo built Caldwell to class and he drove some really good lines during a lot of the sessions. I think a couple of the long sweepers were a little daunting because of the high entry speeds. I believe that once they made a change to his rear camber, he got a lot faster in later sessions. I also think they chased some carburetor flow issues on and off all weekend. I have no doubt that John will have some excellent races in that Caldwell once he and the car become friends.

Myself, well I was in a quirky Australian made Stinger which I was "renting" from Bill for the school weekend until I can get my own car together. The Stinger wasn't a perfect fit for me as it was a little narrow at the shoulders, but in the spirit of the Aussies who built this car... I just smiled and got on with it. I am not sure how fast this car was ultimately, but I did try to push hard in every session telling myself that I wanted to improve every time I took it out. In that regard, the car was obviously faster than I was because my times continued to lower all weekend. This means that there was more to get out of the car, and more to get out of myself.

To most people when they ask what kind of race car you are in, the inevitable question of horsepower comes up. It is what car guys talk about. Then you can see the eyes glaze over when you tell them that your car, your race car, only has 50 or so horsepower. They look at you like, why... what is the point? I can tell you that it doesn't matter. It doesn't matter because they will likely never feel what it's like to be in a Formula Vee at race speeds. They will never know what it feels like to push these cars really deeply into a turn coming down from 90 miles an hour and gathering it all up under braking. They will never know what it feels like to hit apex after apex in a series of 3-4 turns done perfectly back to back. They will never know what it feels like to drift out perfectly to the edge of the rumble strips on exit of a long sweeper. They will never know what it feels like to catch the car from a drift caused by a slight lift off of throttle mid turn. They will never know what it feels like to lift off throttle intentionally to get the car to rotate setting up for the next turn. It is an amazing feeling being in one of these cars at the limit. It really is a great race car package. It is simple, it is direct, and it will bite you quickly if you don't respect it.

It was great hopping out of the car after each session and catching up with my fellow students. I could tell John and especially George were really smooth in the turns 5 through turn 8 twisty sections of the track. I have to say, it was nice

to hear George tell me that I was really fast in one or two sections. I am sure he was talking about the faster entry turns... as I would like to think I am nothing if not committed. There are probably some who would say I should be committed, but I am kind of used to my kind of crazy. Crazy about racing that is.

After 7-8 sessions practicing lines and passing on Friday afternoon and Saturday morning... we were told that we would be practicing starts for our last session Saturday afternoon. I think I can speak for my fellow Vee students that we were hoping that this was going to lead into a decision that would allow us to race with the rest of the Group 3 Formula Vee's for the Sunday races. It didn't make sense to keep us running with the full bodied cars in the Student group all weekend. We (as Vee pilots) were faster in the turns, and they were much faster in the straights, and it was going to possibly turn into an incident if they kept running us together in the same session. We didn't have any close calls, but there was a blue flag incident where we needed to let the more powerful cars through at one point. I had my fingers crossed that we were going to get to race with our full Vee group on Sunday instead of keeping us in a group of our own.

I had even asked my wife Amber to come down in anticipation of them letting us into the full field on Sunday. It was a great relief when they told us at the pizza party Saturday night that they were indeed letting us join our own kind and race with Group 3. In my head, I told myself that we must have been a good group of students... when in actuality I know it was because we (meaning more likely I) hadn't done anything stupid during the on track class sessions. Phew. Oh crap, now I really was being thrown in at the deep end.

Ultimately we students showed that we were ready. At least I would like to think we showed that we were ready. Bill Griffith told me and several others around that he was "Proud of my Students" which is high praise coming from the "Welsh Warrior". As the flag dropped on racing Sunday, George had raced into a 9th and a 10th place where I was able to race into 14th place for both Race 3 and Race 4. John had some car trouble but I am certain would have been right there in the middle of us once it gets sorted. Oh, and with all the cars that spun in Race 3 and Race 4, I am happy to say that none of us students were caught out by it, nor were any of us the cause of the spins. That is a feeling I will proudly take with me as I look forward to my next time in a race car.

The CVAR club and Drivers School is something I can easily recommend to anyone that is interested in racing vintage race cars. If you bump into me, ask me anything because I had a blast and will remember it all for a long time coming.

Hope to see you all at SVRA Nationals or Eagles Canyon in the coming weeks.



Photo by Brandall Binion

Editor's Paddock



By Scott Barrett

The CVAR racing weekend is an exhilarating event. Those involved in all aspects of staging the event do a tremendous job. It is often a thankless job. It can be an especially strenuous and stressful job managing and promoting a safe race weekend. Both Danny and Gary have gone above and beyond in their efforts to provide us with these incredible weekends of racing. A heartfelt "Thank You" for your years of service to CVAR.

It was great seeing all of the CVAR members this past August at the Rolex Monterey Historics. What a race!



CVAR Board of Directors Elections

If you are interested in serving on the CVAR Board of Directors, please submit your selected office along with 35 signatures to Herb Hilton: 19 La Jolla Circle, Montgomery, TX 77356.

Lifetime Achievement Award Nominations

The Lifetime Achievement Award is given to a CVAR member who has in a fundamental way advanced Vintage Sports Car Racing; a person whose accomplishments have been acknowledged by competitors, organizers, peers, passionate observers of the sport within CVAR and whose past work has stood the test of time. It is time to submit nominations for the "Lifetime Achievement Award."



Photo by Brandall Binion

These nominations must be accompanied by a narrative of at least 50 words. Please outline your nominee's contributions to CVAR and Sports Car racing. Pictures are welcome but must be accompanied by a written narrative. The recipient will be featured in the newsletter and other vintage publications. Nominations Open Nov. 1 through Nov 30. Voting will be Dec. 1 through Dec. 31. Nomination narratives will be published in a following Newsletter and/or emailed for member voting. Please send your nominations to Herb Hilton at herbehilton@gmail.com

Contact Information

Officers and Board Members

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A/L Board Member thru 2018	Russ Rosenberg		russ@assetcontrol.net
A/L Board Member thru 2019	Dave Foreman		Dave@TLBmotorsports.com

Information

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Safety Steward	David Hopkins	hopkins1996@gmail.com
Safety Chairman	Gary McFarlane	m1911bldr@cox.net
Membership & Licensing	Barbara Hilton	bah10@me.com
Technical Inspection	Karl Jackson	jj@uber.cc
Regulations & Car Classification; Chief	Preparation Rules; Eligibility; Group Classification Bill Gardner*	wmgardner@sbcglobal.net
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Corner Workers/Flag Chief	Christopher Judd	flag1@cvarflaggers.com
Race Registration	Merl Hansen	flagger1995d@gmail.com
Timing and Scoring	Merl Hansen	flagger1995d@gmail.com
Car Numbers	Merl Hansen	flagger1995d@gmail.com
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Photos	Tim Turner, Hallett Foto Shoppe	tim@hallettracing.net
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Race Group Representatives

Group 1	Mark McIlyar	mmcilyar@austin.rr.com
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Note: * = Board Member For Member Ads, Corrections & Additions contact the editor.

“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.”

Classified Ads

Members and Sponsors: To place or change a Newsletter Ad, contact Scott Barrett, sbarrettster@gmail.com

	<p align="center">1959 Kellison J-5, Chassis Number 59-00014</p> <p>Likely the only Kellison existing with original factory Kellison seats, frame tag, and Chuck Manning factory frame. Full hand-formed aluminum interior. \$120,000. Partial trade for street car considered. Contact: Les Neidell, 918-430-5968; gtvalfa@sbcglobal.net</p>
	<p align="center">63 Austin Healey Spridget #45</p> <p>Recent race history includes, 1st place COTA 2014 (Famed Driver Bill Gardner), 3rd place Indy 2015, 2nd place COTA 2015. This is a very fast, great handling, reliable, race ready car which is 100% CVAR LEGAL. Price 16K Randy 281-743-2411</p>
	<p align="center">1963 MERLYN MK6A</p> <p>Sports racer. Two owners in the last 30 years; very correct. Ten weekends on Schlossnagel 1600cc Lotus Twin Cam w/Hewland 5-speed and spare gears, transponder, 2 fuel cells. Professionally maintained. \$89,500. Don Blenderman: 713-941-1025 speedstarinc@sbcglobal.net</p>
	<p align="center">1965 Zink C4 Formula Vee</p> <p>Built by Bob Shedd, Grand Rapids, MI in 2005. · Professionally maintained by Bigger Hammer Racing since mid – 2013. Can easily accommodate drivers over 6 ft. and 200 lbs. Fastest Lap @ TWS – 2:07.010 2/23/14 @ Hallett – 1:34.207 4/18/15 Please contact Bill Griffith at (972) 291-5460 or email at biggerhammer@sbcglobal.net</p>
	<p align="center">'72 MG Midget SFP</p> <p>Currently the car is running in Spec F-Production class. This class rules are 1972 SCCA General Competition Regulation specs. Built to 1972 SCCA GCR. Class: GP or Spec. FP (CVAR) Contact Wes Wigginton 512-944-4520 or wes@foursquarebuilders.com</p>
	<p align="center">1972 Hawke DL9 Formula Ford (CVAR GP6 FF1).</p> <p>18 events since frame up restoration.6 events on chassis freshen up and fresh uprated engine, Hewland with 12 total gear sets, new Fuel Safe, new aluminum radiators, Koni steel body 8211 shocks with Eibach springs, 2019 “Hans” belts, transponder, spare nose. 2 weekends on Hoosiers. \$21,500 or offer.Don Blenderman, 713 941-1025, speedstarinc@sbcglobal.net</p>
	<p align="center">1969 MG Midget</p> <p>Race engine with 2 weekends, Coil-overs and disc brakes all around. You won't drive a better handling Spridget than this one. It is a blast to drive. Fully rebuilt. Log books back to 1980. MARRS Champion 1998 and 1999. \$15,000 sbarrettster@gmail.com</p>



1969 Zink C-4 Vintage Formula Vee

Car includes extensive spares for track as well as repair/maintenance. 2005 Royal Tandem Axle Enclosed Trailer: Set up for race car like a Formula Vee. Toolbox, 12v. winch, canopy, new spare tire, lighting, racks and tie downs. For pricing, contact: Ted Sodergren email: teds300@sbcglobal.net Phone: (972) 691-7848.



Lotus Type 61 Formula Ford

It has one test afternoon and three race weekends after a total restoration. It has a Curtis Farley engine build. There are the usual safety mods like fuel cell and fire system, plus a few convenience mods. All things like rod ends and bolts are new with some things upgraded. Custom aluminum radiator and cooling tubes external to the chassis.
mbracewell@kc.rr.com or 816-806-2920 Mark Bracewell



1966 Datsun 1600 Roadster

former SCCA F Prod car. Cage, fuel cell, adjustable pedal mounting. 3 spare engines, spare transmission & differential. \$4,750 OBO Forrest Tindall 417-827-7526



1968 McLaren M6B Can Am car

CVAR Gp1 ASR. Known history back to 1977. Lucas injected Chevy, Hewland LG600. Call or email for details. Ask \$250K or offer.

Don Blenderman, [713 941-1025](tel:7139411025) speedstarinc@sbcglobal.net



1981 Tiga SC81 Sports 2000

We ran it at SVRA COTA last year. Since COTA, we freshened up the motor and installed a fresh IVEY head assembly. One weekend on Avon slicks, 2nd set of rims, long and short track gears. Fits the new CVAR Gp6 Vintage S2 class. Ask \$22,500 or offer.

Don Blenderman, [713 941-1025](tel:7139411025) speedstarinc@sbcglobal.net

1972 Royale RP16A FF

fuel cell reconditioned, transaxle refurbished prepped by Bigger Hammer Racing \$19,000, contact Bill Griffith, Bigger Hammer Racing. 601 Jealousy Way, Bay 1, Cedar Hill, TX 75104 Shop:972-291-5460, Cell: 214-649-1986

1969 Alexis Mk-15 Formula Ford

Ground up restoration 2001, only 10 races since Chrome wheels, Ivey carb, New belts. contact Bill: billmgb6@yahoo.com 214-537-2502 \$17,850

Fabricator and Race Mechanic

My long time fab guy has left for family reasons. I'm looking for a full or part time fabricator and race mechanic for 20 year Houston vintage racing business. Ownership/management opportunity a possibility for the right individual. Please send resume or questions to speedstarinc@sbcglobal.net

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Race preparation, restoration, transport, rentals
Houston, Tx. Don Blenderman (713) 941-1025
speedstarinc@sbcglobal.net

Bigger Hammer Racing

Formula Vee Preparation & Rentals
601 Jealousy Way, Bay 1, Cedar Hill, TX 75104
Bill Griffith Shop 972-291-5460 Cell 214-649-1986
gibberhammer-fv66@sbcglobal.net



CVAR 2017 Schedule

Date	Event	Track
Feb 24-26	Spring Drivers School & Races Cooper/Lotus Pablo Gonzalez Memorial Challenge	MSR-Houston Angleton, TX
Mar 31- Apr 2	Hallett 10th Annual Mike Stephens Classic Pre-War Special Invitational	Hallett Motor Racing Circuit Hallett, OK
May 5-7	Auto Corsa (Festival of Speed)	Johnson Space Center, TX
June 2-4	MSR-Cresson	Cresson, TX
Aug 25-27	Fall Races	Hallett, OK
Sep 29-Oct 1	Oktoberfest at MSR-Houston	Angleton, TX
Oct 13-15	Fall Drivers' School and Races at TWS	Texas World Speedway
Nov 1-5	2016 U.S. Vintage National Championships with SVRA	COTA, Austin, TX
Dec 8-10	Race for the Texas North Pole	Eagles Canyon Raceway