



Vintage Racing News

The Premier Vintage Racing Organization of the South Central United States

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March 2017

Fall Drivers' School and Races at MRS Houston

Welcome New Drivers!



Photograph by Jay Zittler

2016 Awards Ceremony

Congratulations to all!



Some of the Winners...Photographs by Betina Foreman

A Message From Our President



Herb Says...

Another great race weekend with 132 racers including 21 students. I want to thank Bill Wolff for taking on the race chair responsibilities because everything went like a well-oiled machine. A big thanks to Jeff Garrett for handling the awards ceremony. I especially want to thank Danny, Merl, Judd, Greg, Karl and all the others that made sure we had a great racing experience. Mother nature blessed us with fantastic weather and NO rain.

I want once again to salute Scott Robinson for donating a bottle of Fuzzy Vodka and to Judy Kellner for selling all the chances which goes back to the Patrick Phillips Memorial Corner Worker fun.

We did have a few scares with Bill Griffith and Denise Fawcett but the last reports are favorable. I think Bill will say that wearing the HANS was a good idea.

Quote from MSR-H; The ambulances are ALS (advanced life support) which means they have a paramedic on them. The ambulances have AEDs and traditional defibrillators onboard. The track also has multiple AEDs around the facility and on our safety trucks.

I want to remind everyone that HANS or equal devices will be required in 2018. The late fee/price increase policy is being postponed until 2018.

The reason behind the increase in registration for test-n-tune is that all of our costs are going up and instead of raising membership or licensing we felt that it made sense that Friday should be the same price as Saturday and Sunday. We still have one of the least expensive racing venues and to the best of my knowledge there has not been a cost increase since 2000 or earlier.

For those that are interested we now have a Lifetime Membership available. The price is \$750.00 and over 75 years old is \$375.00.

The Strada Corsa race being presented by Escuderia Charities has been rescheduled until 2018.

Be sure and register for Hallett. We are having a Pre-War group and feature race.

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

Lifetime Achievement Award

Congratulations Mike Callahan, winner of the Lifetime Achievement Award, which 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.



Mike Callahan is a racer and one who also loves and respects racing, its history and its people. Mike grew up in Indiana and attended his first of many consecutive Indianapolis 500 races in 1949. In addition to the big Memorial Day race he also showed great passion and interest in the midget and sprint car races and drivers all through the Midwest in the 1950's and 1960's. In the mid-1960's as a young Purdue Engineering School graduate and a new Goodyear Tire engineer he volunteered for weekend race duty and had hands-on racing involvement with such greats as Mark Donohue, AJ Foyt and Roger Penske. Beginning in the mid-1960's Mike began a very successful SCCA Club Racing career in Formula Vee and competed until 1975 with much success. Due to family responsibilities he put his racing career on hold and later moved to Houston, TX where he had a rewarding career as an engineer for Cameron Ironworks.

In 2003, his children grown, he rekindled his passion for motorsports and began a second and very successful career in CVAR Group 3 Formula Vee. Mike also was an influence to others and his great friends Dale Rolison, John Gaudette and Ted Griffin became known as Team Geezer. From 2005 to 2010, Team Geezer won four championships in Group 3 FV and many years finished 1, 2 and 3. Bottom line...Mike and the Geezers kicked butt! In 2011 he bounced back from

a serious illness to race competitively again. He also assisted the widows of former CVAR FV drivers, John Gaudette and Kerry McIntire, sell their cars and keep them racing in CVAR.

Mike was elected Group 3 representative for nine consecutive years and with a steady hand his thoughts and opinions about the sport have been valued by many. He openly shares his mechanical and driving knowledge with competitors and he seeks out and supports the achievements of developing drivers. He was very quick and always fair; his approach to the sport has been a testimonial to the spirit of CVAR racing. Mike also implemented the Group 3 “Driver of the Year” award based on vintage spirit and improved driving.

McLaughlin Award

Congratulates Jean Womble, winner of the McLaughlin Award. Selected by the Board, The (Bob) McLaughlin award is presented to the CVAR member who exemplifies the ‘*Corinthian Spirit and Attitude.*’ The recipient of this award is known for his/her positive attitude, willingness to help fellow racers and overall Corinthian spirit.



I am so honored to have been presented the McLaughlin Award for 2016 and would like to thank all the CVAR workers, drivers, crews, and members. I feel that everyone in CVAR deserves this award. You have all been very helpful and have answered any questions I have had concerning CVAR. I, in turn, try to be as help to those with questions as you have been to me. I appreciate your support of the CVAR SWAG sales. I try to bring new and different items for your shopping pleasure. I could go on about how I feel about everyone involved with CVAR, I am so proud to be an active member and strive to help everyone I come in contract with. If I can't answer someone's question I try to get them in contract with the correct personnel to get an answer. Sometimes it just takes a few extra minutes to explain the CVAR process to guests or members. Thank you very much for this honor.

Chris Chilton. Please stop by SWAG for a small Thank You gift. I hope Duncan, Doug and Wayne like the gifts you received at the MSR-Houston Race.

Jean Womble
SWAG Queen



Agitator Award

Congratulations to Gary McFarlane, winner of the Agitator Award. Is anyone surprised...and need we say more?



Upcoming Events
10th Annual Mike Stephens Classic
Pre-War Feature
Ron Shade and Bill Hill Memorial Race
March 31 – April 2, 2017

Hallett Motor Racing Circuit is a 1.8 mile, 10 turn Road Racing course in the rolling Osage Hills of North Eastern Oklahoma. It is located 35 miles west of Tulsa, Oklahoma, at the Highway 99 exit of the Cimarron Turnpike. Hallett has over 80 feet of elevation change and is considered Technically Difficult. It has wide, grassy run-off areas and zero concrete or Armco barriers. Hallett is unique in that it can be run in either clockwise or counter-clockwise directions making it two completely different race courses.



These two race cars, the 1933 Ford Indy Racer and the 1933 Studebaker Indy special, raced against each other at Indianapolis in 1934. They will meet again and race at this year's 10th Annual Mike Stephens Classic. Others registered so far for the Pre-War feature include a 1949 Lester MG, 1951 Allard K2, 1933 Plymouth Speedster, 1929 Stutz Blackhawk, 1952 MGTD Special.

Be sure to register early and participate in this great event!
Gates open at 4:00pm on Thursday.

The Strada Corsa Houston (originally scheduled for May 5-7, 2017), presented by Escuderia Charities, has been rescheduled until 2018.



Upcoming Events
MSR - Cresson
June 2 – 4, 2017

The MotorSport Ranch is a 304 acre facility located 14 miles south of Fort Worth, Texas on Highway 377. There are two road courses at the Ranch. The 1.7 mile course is 40 feet wide, has eleven turns, and has thirty feet of elevation changes. The 1.3 mile course is 40 feet wide, has seven turns, and has over seventy feet of elevation change! The two courses can be combined to create a 3.1 mile circuit – one of the longest in North America. All three circuits, the 1.7, the 1.3, and the 3.1 mile courses can be run clockwise or counterclockwise.



The Warrior... and the wall at MSR Houston CVAR Race 1

by Brandall Binion

Late February finds our band of merry men, and women, in Houston for the first race of the 2017 season for the Corinthian Vintage Auto Racing (CVAR) club. Well, not Houston exactly, but a little south of there in Angleton at Motor Sport Ranch (MSR). Everyone is excited, everyone is antsy and everyone is definitely eager to smell all the familiar race car smells and get back out there on the track.

Team Bigger Hammer had about a dozen vintage Formula Vee race cars there for the weekend in a field that was close to 30 total cars. Half of these dozen cars are customer owned and are supported by the team for race weekends, and the other half were Bigger Hammer cars supplied for the Spring drivers school. CVAR has a spring and a fall drivers school that is open to new race drivers and will allow them to get started on getting certified to race vintage race cars during the CVAR race season.



Warrior on a better day in action at SVRA Nats last year at COTA



Thursday night pit setup at MSR Houston -Photo Credit: Brandall Binion

Warrior check all those boxes. This sort of thing is tailor made for a Friday on a race weekend because the sessions are open running. You can do some laps, then dive into the “hot pits” and take temp and pressure readings, then resume for a few more laps.

It was during one of these sessions that the Warrior lost its way. The Warrior is a one off purpose built Formula Vee race car that Bill Griffith has owned, driven and won many races with for over a decade now. We believe that only one example was made... and its been raced with great success to several championships making the car priceless to an extent in the eyes of its owner/pilot.

There is only one turn on the entire race track that has no runoff and it is the last turn at MSR. It is a left hand sweeper that requires commitment if you want a good lap time as the turn carries you right out to the wall on exit. There is and continues to be a lot of speculation on what caused the accident, but Bill and the Warrior paid the price on Friday afternoon.

Bill is a tough bird, I mean the man lost his foot to a tank during his military service and he races to this day with a prosthetic below the knee. His father was a fighter pilot so he comes from tough stock, but it was hard watching helplessly from the side as they took him away in an emergency vehicle. Bill has a touching decal on his engine cowl that

We had a student there who had never been in a vintage race car, and we had a few students who were not new to motorsports... just new to this flavor. Their instructor was Bill Griffith, along with his assistant instructors Mike Rogers and Dwight Caulkins. They are all very sharp, very experienced race car pilots. Bill owns and runs Bigger Hammer and he also races as well as instructs for the Vee class for the CVAR club. He wears many hats, and you can add mechanic, parts supplier, knowledge base and probably icon to that list.

It was an interesting weekend for us because we were “tire testing” a new set of Dunlop racing tires for the Vee class. Dunlop used to be prevalent in the Vee scene and it sounds like they want to get back into supplying race tires for this growing Vintage Vee class. Dunlop approached Bill for this task. They wanted an experienced, and fast driver and car to put a set of these tires through the paces and get some readings after hot lap sessions. Bill and his



MSR Houston Clockwise Turn 17 wall which collected the Warrior

commemorates his late father, Col. William W. Griffith, the Welsh Warrior. So we have the car originally christened as a “Warrior”, paying tribute to his late father, a warrior in his own right, and then driven by another warrior in Bill.... I don’t know if the car’s type fits the driver or if the driver’s type fits the car. It is nonetheless appropriate.

He was flown to the hospital in Houston with our beloved Crewmama Andi, Barb and Jason in tow. It was so good to hear later that day that he was doing fine, albeit a little banged up. Small fractures in neck, L2 spine, and around the good knee tell you all you need to know about the danger of racing a vintage race car but what they don’t tell you is that the

safety gear likely saved his life. I firmly believe the HANS system or any head/neck restraint to be an absolute must have to go motor racing.

After they left with Bill, I picked up the Warrior’s broken body parts and started making my way back to the pits. MSR’s pits are really spread out and it was a long walk back to where the Hammer pits were. It was a walk that I was hoping to never have to make. Here I am, carrying the pieces of the Warrior, not knowing how the driver, MY driver was, and it got me pretty choked up as I trudged along. I could see the glances and knowing looks as I walked past. People know Bill and they know his car. Everyone knows the man, and everyone knows the machine. It was a tough moment for me. I think it affected my team in much the same way as I could see the same expressions on all of them when I rounded the corner headed for the Bigger Hammer trailer carrying the pieces.



A broken Warrior

It was tough because we didn’t know anything about his condition other than the glimpse I had of them cutting him out of the car. The cutting up of a one-off completely unique and irreplaceable vintage race car is a whole other story so I won’t go into that. At that point, I think we were all pleased to hear that in the moment Bill himself was pissed off when that they had to cut a tube or two to extricate him from the chassis. When we heard that, it let us know that Bill was still himself.

Well, I don’t want to go into too much detail but Bill is going to be alright after some healing and some much needed time off (seriously, the man keeps to an impressive schedule).

It was a bittersweet weekend because the same day that Bill hit the wall, later that evening the CVAR group did the awards ceremony for the Formula Vee Group for 2016. Bill was awarded the overall championship for Group 3 (Formula Vee) after an impressive tally of races last season. Barb Wright won Most Improved Driver of the year, and I am certain I am failing to mention other deserving winners.

Over the rest of the weekend we had no end to speculation on what happened as well as unsolicited advice on what to do with the car now. We think we have enough of the left side of the race car intact to map and rebuild the frame to start work on Warrior Rev 2. It is funny because just this last couple of months Bill has been telling me that we needed to put “Magic” on a diet to help her lose 30 pounds or so.

The Warrior will be back. Count on it.

I have been reticent to mention the rest of the weekend... so here goes in short form. Group 3 award ceremony was well done by the Geezers team, and well received by all of us enjoying food, beer and camaraderie. It was fun to watch Mac Wolff and Elliot Barron tango on track pretty much all weekend with some great racing. It was great to meet up once again with my racing friends and it was awesome meeting back up with my race mechanic teammates. On the not so good side, obviously Bill and Magic but we are working on getting both back out on track.

Safety Report



By Gary McFarlane,
Safety Chairman

Happy Spring racing everyone!! The MSR event was mostly a HUGE success, except for the Turn 17 incident Friday. Have I mentioned recently that this is a SPORT? Mr. Hemingway's definition is really true- if it can't kill you it's a game, not a sport. That really came home for me on Friday. I love what we do, but our mortality is never very far removed. We will never be able to predict or discover every mechanical gremlin lurking in our cars, but we can exercise due diligence in our pre-race inspections and checklists. We all must remain vigilant of ourselves and our cars, lest we suffer untoward consequences. This time the car was the culprit, let us never be the culprits ourselves. Be fast, but be safe. They aren't necessarily self-exclusive.

Enough about cars and drivers- let's talk a little about equipment. I hope everyone is aware that we will soon (can't remember the exact date) be requiring head/neck restraint devices. There are several out there – HANS,

Necksgen, Simpson, Leatt, Z Tech, Schroth, etc- with each offering different benefits for car/driver seating situations. They are required to be recertified every five years, by the OEM, according to SFI Spec 38.1, para 2.7: (http://www.sfifoundation.com/wp-content/pdfs/specs/Spec_38.1_031615.pdf). Every manufacturer's website I visited offered recertification services at a nominal fee. Belts are also required to be re-webbed, also by the OEM, every TWO years according to SFI 16.1, para 2.12:

(http://www.sfifoundation.com/wp-content/pdfs/specs/Spec_16.1_022614.pdf). This is a change that took effect in Feb, 2014. DON'T PANIC- CVAR is exploring our options to accept belts out to 5 years as we now do.

There's a little confusion about Black Flag All actions. The VMC Flag Definitions specifically say "All Competitors Stop Racing." This also means "No Passing!" If you do inadvertently pass someone, you MUST give the position back before or when you line up in Fast Pit.

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

5 To Go, Stay Alive

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

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

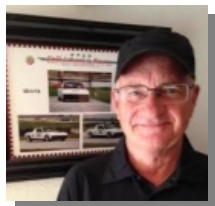
CVAR 30th Anniversary Year Book has been canceled due to lack of participation.



CVAR Photo Contest
[Submit](#) Photos (attach in the email)

Submit your favorite photograph of your race car or race-related event to the CVAR Photo Contest. The winners of each group will be featured on the CVAR website. To view the photographs, visit the CVAR website and click the Photos link on the top right menu bar. Be sure to vote for your favorite in each category. To submit your photograph, attach it in an email along with your name, car information, and caption to sbarrettster@gmail.com.

Chief Steward's Report



By Danny Piott

It's tough to say we had a perfect weekend when one of our good guys ended up in the hospital. Bill's car was damaged badly from the impact and I thought his injuries would have been

much more severe. What prevented the worse could have been his Hans, the build of the car or just his tenacity. Bill get well soon and let us know if we can help out.

Did have a couple of metal to metal contacts which brings to fact that some drivers are taking chances when attempting a pass. There should not be any doubt that a clean pass can be make. This is not NASCAR and rubbing is not allowed. Let's keep our cars in the same condition as when they arrived.

The racing was excellent and I have to admit CVAR has some talent and I enjoy watching them. Our novices can learn a lot from our pros, and understand what it means to vintage race. And to those with experience please mentor the newbies because our growth depends on them.

Looking forward to Hallett and the Pre-war group. Help make this event a success with a big welcome to the pre-war drivers and maybe a little guidance. Should be an interesting addition to the weekend. If possible there will be a paddock for our pre-war visitors.

See you at the next one!

Congratulations 2016 Championship Point Winners!

Group 1	Group 2
AP Phil Mulacek, 1966 AC Cobra #27	FP Mike Briggs, 1972 MG Midget #106
BP Joe Robau, 1964 Corvette #11	CS Bob Pinkston, 1966 VW Sedan #7
AS Herb Hilton, 1967 Mustang #17	EP Mike Floyd, 1973 Porsche 914 #614
ASR Peter Hoekenga, 1971 Lola T212 #29	FP2 Scott Barrett, 1969 MG Midget #10
FIA George Kopecky, 1974 Porsche RSR #97	DP Lee Phillip, 1963 Triumph TR4 #66
Group 3	DP2 Chris Langley, 1966 Yenko Stinger #99
FV Bill Griffith, 1969 Warrior #33	EP2 Tony Nigro, Porsche 914 #06
FV Mike Rogers, 1965 Autodynamics #05	
Group 6	Group 4
FA/FSV Jim Barron, 1972 Lola T240 #14	FF jr Tom Atlas, Huffaker Mk II #12
FB Mike Winn, 1972 GRN 732-F3B #17	CSR Steve Coleman, 1969 Austin Healey Florio #169
FF1 Jeff Langham, 1972 Merlyn Mk 20 A #12	DSR John Fudge, #8
FF2 David Bell, 1974 Lola T-342 #73	FJ1 Tom O'Grady, 1962 Cooper T59 #3
FF3 Pat Magruder, 1984 Lola T644 #67	FJ2 Jim Yule, 1961 Cooper T56 #9
BSR Jim Gewinner, 1965 Lotus 23B #33	FJ3 Jeff Anderson, 1961 Lotus 20/22 #22
VS2 Steve Smith, 1985 Lola S2000 T598 #27	VA Chris Kellner, 1959 Austin Healey 3000 #23
Group 7	VB Lou Marchant, 1959 MGA # 186
CP John Kish, 1973 Porsche 911E #58	VC Gary McFarlane, 1960 Thundermug #91
BS Cynthia Trifilio, 1972 Fiat 124 Coupe #55	CM Allen Johnson, 1952 MGTD Special #5
FIA Jay Zitrer, 1969 Datsun 510 #620	SFP Eddie Dick, 1967 Austin Healey Sprite #54

CVAR Policy Guidelines for Illegal/ Non-Conforming Cars Purpose:

The intent is to protect the integrity and health of our current race groups. Current CVAR rules state that illegal cars are not permitted to race. Stable rules within class are the bedrock of fair racing. CVAR is a Period racing club, our rules have long been established. They have proven to be effective and have been the basis our national reputation for Authenticity. Rationale for guidelines:

1. **Cost containment:** If CVAR allowed some cars to run with illegal equipment, it would encourage others with proper cars to install expensive, illegal and often unreliable parts in order to have someone to race with. By freezing specifications at 1972, there can be no “trick parts” that crop up every year.
2. **Rules standardization:** By accepting standards that are in line with other VMC (Vintage Motorsports Council) groups, our members can run with other clubs across the country without having to re-engineer their cars. Also, members of other clubs will be encouraged to run Corinthian events.
3. **VMC compliance:** All VMC groups are working toward uniform tire and preparation standards. As a member of the VMC, CVAR will support those actions.

The following guidelines are intended to offer an alternate pathway for cars to have limited participation in CVAR without jeopardizing current core racing of CVAR. The purpose is to expose them to the CVAR spirit and the period we celebrate.

These matters will be determined from discussion by the Authenticity Chair, the Chief Steward, the Safety Chair and Chief of Tech. In each case, the group rep or reps that are responsible for the areas that these policies might effect will also be part of the decision making process.

ALL DECISIONS ARE AT THE SOLE DISCRETION OF THIS GROUP.

BASIS OF ALL REQUESTS MUST BE JUDGED TO NOT BRIDGE THE TECHNOLOGY WALL.

SOME CARS MAY HAVE MODIFICATIONS THAT WILL NOT BE ALLOWED TO PARTICIPATE.

Cars Considered for limited participation will include but not be limited to the following:

1. Declared Non-Conforming Cars

Cars which fall within the current list of cars that CVAR allows (1972 or legal backdate) that have modifications beyond our rules that give a performance advantage.

- EVERY AVENUE TO RETURN THE CAR TO CVAR LEGAL STATUS SHOULD BE REVIEWED. Focus should be on gross performance advantage only. If the modification is not a gross performance advantage, it may be allowed or given a reasonable period of time (one race season) to correct. Other remedies such as adding weight may also be considered. During this correction time dealing with the advantage will be monitored and adjusted as needed.
- No permanent CVAR logbook will be given to Non- Conforming cars unless included in a current race group.
- If the car cannot or the owner is not willing to move in the direction of making the car attain legal status with in the current groups as described above, the car may be allowed limited participation during the race with the following restrictions:
 - Non-Conforming cars will be placed in the run group determined by the Chief Steward and Authenticity Chair.
 - Non- Conforming cars will be staged at the back of the Grid and held on Grid until the entire race group takes the Green flag and Race Control has determined it is safe to enter behind the entire race group.
 - Timing and scoring will place the Non-Conforming cars at the bottom of the time sheets with no time and listed as NC (Non- Conforming) or whatever designation is available and appropriate.
 - The next race, the Non-Conforming cars will follow the same procedure as above regardless of the position attained during the preceding race.
 - No Championship points will be awarded to Non-Conforming cars .

2. Legal Cars with Illegal Modifications

- **Declared Illegal modifications.** Owner /Driver will declare the modification on the annual Tech Declaration Form. Driver will consult the Authenticity Chair to create an Action plan to correct the gross performance advantage. Reasonable time will be given to correct the infractions (usually one season). Non-Conforming Car procedure for race inclusion may be applied for gross performance advantage.
- **Undeclared Illegal Modifications.** These are cars that have modifications that were not declared and discovered by Tech, Authenticity or a fellow competitor. This infraction is in direct conflict with the Corinthian spirit. CVAR has rules in place on this subject. In addition to the remedies offered to the Non-Conforming cars the following may be applied at the discretion of the Authenticity Chair:
 - No points will be awarded for the season championship
 - Probation or season ban.

3. Cars that did not exist in 1972

Some cars have similar very technology and may be considered for inclusion based on the procedures above. The committee can authorize these cars to race with us with the standards listed above. These cars can be considered for permanent inclusion on an individual basis if the performance and modifications can be addressed with remedies above.

Result:

- **Historic and Fair Racing.**

Many members of CVAR enjoy the competition, some claim to just race for the fun of it and don't care about points and trophies. It is often the latter whose car is out of compliance with current rules and they can often impact another driver's race or season that does care about such things. By addressing the Non-Conforming cars we maintain the historic and fair racing period we honor. Allowing limited participation is an attempt to persuade the driver to move to a legal car status.
- **Owner/Driver Choice.**

This policy is intended to drive participants to prepare their cars legally. This matches the vast majority of current CVAR cars and promotes stability with our current race groups. This will be the owner/drivers choice as this inclusion still provides a pathway to be involved in racing wheel to wheel. If we adopt the above guidelines we could include many "visitor" cars without unsettling the fair racing balance. This could lead to more participation by not dismissing cars we current don't accommodate. This does not throw the door open to modern cars but if the number of these car types grows they could create their own classes and be included in the appropriate CVAR run group.

News for the 2017 Racing Season.

- Effective in 2018, HANS or similar Neck/Head restraints will be mandatory for all classes unless designated by exception. Expected exception will be Pre-War cars or otherwise previously approved by Safety and the Chief Steward.
- A Lifetime CVAR membership, which includes a special jacket. \$750.00 if you are under 75 of age and \$375.00 if you are over that age.
- Entry fees are staying the same for 2017 but Friday Test and Tune will be raised from the current \$100.00 to \$150.00 beginning in with the MSR Cresson Race in June, 2017.
- Late fees will now be charged 21 days in advance of the event date beginning with the MSR Cresson race in June, 2017.

Contact Information

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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



1959 Kellison J-5, Chassis Number 59-00014

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



63 Austin Healey Spridget #45

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



1963 MERLYN MK6A

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



1972 MG Midget SFP

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



1972 Hawke DL9 Formula Ford (CVAR GP6 FF1).

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







1969 MG Midget

Race engine with 2 weekends, Coil-overs and disc brakes all around. It would be hard to find a better handling Spridget than this one. It is exhilarating to drive! Fully rebuilt. Log books back to 1980. MARRS Champion 1998 and 1999. \$10,000 sbarrettster@gmail.com



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.

	<p style="text-align: center;">Lotus Type 61 Formula Ford</p> <p>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</p>
	<p style="text-align: center;">1966 Datsun 1600 Roadster</p> <p>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</p>
	<p style="text-align: center;">1968 McLaren M6B Can Am car</p> <p>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 speedstarinc@sbcglobal.net</p>
	<p style="text-align: center;">1981 Tiga SC81 Sports 2000</p> <p>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 speedstarinc@sbcglobal.net</p>
	<p style="text-align: center;">1972 Royale RP16A FF</p> <p style="text-align: center;">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</p>
	<p style="text-align: center;">1969 Alexis Mk-15 Formula Ford</p> <p>Ground up restoration 2001, only 10 races since Chrome wheels, Ivey carb, New belts. contact Bill: billmgb6@yahoo.com 214-537-2502 \$17,850</p>
	<p style="text-align: center;">Fabricator and Race Mechanic</p> <p>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</p>

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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
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