



# Vintage Racing News

The Premier Vintage Racing Organization of the South Central United States

Volume 10 Number 2

[www.corinthianvintagerace.com](http://www.corinthianvintagerace.com)

May 2017

## 10<sup>th</sup> Annual Mike Stephens Classic at Hallett

### Pre-War and Formula Ford Feature Races

### Ron Shade and Bill Hill Memorial Race

### March 31 – April 2



1933 Ford Indy, Lou Natenshon and Rex Barrett



Photo by David Patton. 1933 Studebaker, Augie Grasis

Photos above by Rich Elarde.

Photos below courtesy of Greg Reynolds.



1949 Lester MG, Marvin Primack



1951 Allard K2, Douglas Kink



1934 MG J2, Lou Marchant



1949 MG TC Special, Daniel Leonard;



1929 Stutz Blackhawk, Richard Mitchell;



1933 Plymouth Speedster; Lester Neidell

# Wet and a little wild... at Hallett CVAR Round 2

Photos and Article by Brandall Binion

Mac Wolff looks to be taking to his Lynx like a duck to water but more on him later. I am a little surprised we didn't see any ducks on Sunday with all the rain that blew through in the overnight Saturday. It made for some interesting track conditions with a drying track on some sessions and I think a wet opening session on Sunday. We mostly dodged the rain during the weekend. There were no real incidents in the FV field all weekend, so I am calling it a success.

Bigger Hammer lost one awning, and were close to losing a second and a possible third one if not for the lightening like action by the "boys in electric blue" upon arrival early Sunday. Chris "World Famous" Porter was quick to loosen up a corner which in turn makes everything below that awning fall well within the splash zone. Think front row at Sea World but a muddier outcome. We did this twice and it made for a really messy pit almost the entire day because it never really dried out.

OK, so why "World Famous"? You will have to ask him. There is a story in there, it's just not mine to tell. Just call him WF for short, he likes it. Just don't call him late to a crab dinner at Freddie's. Hat tip to Bill and Andi. As to the rest of the Bigger Hammer crew, there is Barrett... who mans the shop daily for Bigger Hammer. Then there is Raphael and Robert, also known as R & R. Rest and relaxation does not apply to these guys, for them it stands more for "Rock and Roll"...



On Track Action at Hallett

and I guess that leaves yours truly to round out the Bigger Hammer group.

While the grass pits may not have dried, the track did, and it saw some great racing out there in the Vee field. Dwight Calkins and Bruce Revenaugh mixed it up with Bill Wolff pretty much every session in the FV Group 3. Those guys are fast and consistent on pretty much every track and in every condition so they are fun to watch. The mid-pack racing was tight all weekend and the mixed conditions made for an exciting session or two for almost everyone.

Hallett is almost universally loved by the racers and for good reason. The track has a couple of the most interesting corners seen on any track used during the CVAR season. The elevation doesn't hurt things either. There is definitely more than one challenging corner at this circuit. I like how some are even appropriately named. You know you are on a real racetrack when you can have a couple of blind crests and an off camber turn in between them.. the place just reeks of cool.

There were several notables but I think EO Barron with Barron Racing had a pretty solid weekend winning one of the events on Saturday and usually up into the top 5 in almost every session. I watched through my lens as he had a moment in turn 2 that made for an interesting couple of photos. I will try to post them here in a superset of images in a day or two.

Relative newcomer to the pointy end of things, Jason White had a really solid weekend as well as he is starting to mix it up with the big boys. I think he was in the top ten all weekend. Well done Jason.

Elliot Barron (Sr) chased engine issues all weekend with his one of a kind Pegasus. I am sure he is hoping to sort that quickly so that he can get back some momentum to help his points haul from Round 1 in Houston.



FV field always looks tight at the start of a session.



Dwight Calkins, Bruce Revenaugh, and Bill Wolff were close all weekend.

It wasn't all for the boys... the girls wanted to have fun too. Barb Wright has been moving up the ranks all last season and is able to truly mix it up with the guys in the midfield. I think she might have even set some personal best laps here at Hallett for this round. Ann Hughes showed that she can take a rented car and fearlessly attack a racetrack anytime she turns up. Larae Summerville also had a good weekend finishing strongly in pretty much every session in her charcoal Zink. I think she had a top 15 on Sunday for the Points race. These gals are quick and they mean business.



Barb Wright leading Hunter Barron at Hallett.

By Sunday though, it was Mac Wolff that ended up turning the screws in the FV field. He looked really quick all day Sunday and it was good to watch him and his dad, Bill Wolff running nose to tail a couple of times this weekend. Both fast, it was the younger Mac that looks to be putting together a really strong run for the points this season. He is coming off of a great showing at the first race in Houston a month or so back. It was the usual suspects right there with him in Bruce Revennaugh, Bill Wolff, EO Barron, Dwight Calkins, Hunter Barron, and even David Phillips getting into the mix.

Bill Griffith was around all weekend, and it was good to see all the people that came by to visit with him. He was popular with a small group nearby most of the time. I watched Nate Baldauf sit and chat with him for a good half hour which was nice to see. It was a common thing to answer inquiries about Bill's whereabouts as many of Bill's many friends and acquaintances were obviously pleased to see him make this second race on the calendar, albeit not on track. Still, you could also see the old gleam in his eyes when he talked about getting back out there.

Speaking of Bill, he may have attended the event but it was not in the 4 wheels he wanted to be in I can assure you. It was kind of fun to watch people try to sticker up the back of his wheelchair all weekend. That "Peak Performance" sticker never quite grabbed at the corners like some of the others did. I particularly liked the "+1 HP" stickers that made the cut. Too bad Barb didn't have any of those "Save Fuel, Race Naked" stickers handy. Missed opportunity.

Not much more from me as I think I will let some of the pictures do the talking... here are some of my favorites from this event.

I have more so if there is anyone out there who might want a shot of their session (FV only), let me know your car/number and I will see what I have. Of course, if anyone sees a shot I have that wants enlargements, let me know that too. I am sure we can work something out.



Bill Griffith and Nate Baldauff chew things over.

Thanks and see you guys and gals in June at MSR

Cresson for Round 3.



Mixing it up with Group 3 at Hallett.

## A Message From Our President



### *Herb Says...*

The Mike Stephens, Bill Hill, Ron Shade Memorial Races featuring Formula Fords and Pre-War cars was another great weekend at Hallett. I think the race was a record for CVAR with 130 entrants including 9 Pre-War cars. We had guests from HVR, RMVR, SVRA, VSCDA, VDCA, VSCCA, VARA and SCCA. The weather was cold but tolerable until Mother Nature refused to cooperate and it started raining Sunday.

A big thanks to our race chairman Art Summerville along with Allen Johnson and Lou Marchant for putting together the Pre-War event. I cannot begin to thank our core staff enough for making sure everything runs smoothly. This group of individuals includes but is not limited to Chief Steward, Tech, T&S, Operations, Flag One, Safety, Grid and last but not least our Corner Workers.

Remember that next year HANS or equal devices will be mandatory.

If most of you are like me you have a perfectly good, but out of date helmet in your closet. If so, please consider donating it to the club for use during our popular "Drive Arouds" for family and friends.

We need to have someone step up and volunteer to help out in Tech. Karl is going to school in October and Dan cannot do it himself. Please be aware that if you rent a transponder you are responsible for getting it back to Tech before you leave. Those who do not will get a \$25.00 penalty.

Our next race will be at MSR-Cresson June 2 – 4. Please register early. Over 55% of us register for races in the last 14 days so please try to register early which will help us with our planning.

I mentioned in the last newsletter that we now have a Lifetime Membership available. Along with special recognition Lifetime members will also receive a personalized limited edition jacket.

We have not had a price increase on anything since 2002 and yet prices for everything else are going up. Starting next year, we want to raise the price for Friday Test-N-Tune to \$150.00. This seems fair since you get at least twice the track time as Saturday and Sunday. So for a 3-day race the price will be \$450.00 which is a bargain compared to any other club.

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



*Driving with Jeff Langham at Hallett, Turn 1.*

# *Around Hallett*



*Pre-War Feature Awards Ceremony*



*Formula Ford Feature Race Awards Ceremony*



*Saturday Evening Gathering Before Hors d'Oeuvres*



*Great Entertainment Saturday Night!*



*Timing and Scoring*



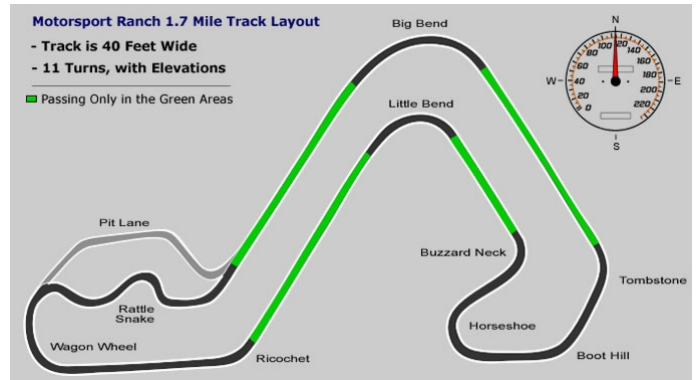
*Successful Weekend of Racing - Behind the Scenes.*

*Photographs by Tim Turner, Hallett Foto Shoppe*



*Our Next Event!*  
**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. We will be racing the 1.7 mile circuit, counter-clockwise.



MSR Cresson will be open Thursday morning, June 1, for CVAR load in and preparation. Since there are no gates, you can even arrive late that night and still set up.

Camping is available at MSR Cresson. They offer nice showers and bathroom facilities in the club house. However, there are NO HOOK UPS FOR WATER ELECTRIC OR SEWAGE...DRY CAMPING ONLY.

The paved Paddock area is limited and if we get 100 plus cars it will be a little tight. Therefore, we will be asking drivers with trailers and Motorhomes to park perpendicular to the paved surface in the grass. This will also apply to the “skid pad” area near the covered false grid.



*Upcoming Event*  
**Thunder on the Cimarron XVI**  
**Formula Vee Feature**  
*August 25-27, 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.



# Safety Report



By Gary McFarlane,  
Safety Chairman

CVAR had an OUTSTANDING weekend at Hallett! Zero reportable (driver induced) contact the entire weekend! Give yourself a pat on the back! We did have an outstanding example of Situational Awareness (SA) occur. A Group 3 driver lost his brakes going into Turn 3 (Turn 2 if you don't count the "real" Turn 2). He whistled past several cars, even rubbing tires with one (mechanical failure- no fault), and then drove out to the right, the only viable escape route that doesn't involve tire walls or trees. That's some really clear thinking!

I hope we all endeavor to think actively about escape plans and develop habits that enhance our Situational Awareness. Knowing where you are, who is around you, and how to save yourself will pay huge benefits in the long run. In CVAR, your first priority should always be SAFE DRIVING! SA will help you accomplish that.

I had a great, long conversation with one of our relatively new drivers. I got a chance to pound my "preflight" drum. We talked about all the little things that can ruin your race or even hurt you. Things like checking the gas cap, knowing what properly torqued lug nuts or bolts should look and feel like, looking at all the Dzus fasteners to ensure they're properly snapped (do you know, instinctively, what your body panel fasteners look like when they're tight?), etc., etc. A loose hood can get you or those around you badly hurt. Losing a wheel will surely turn out badly. Having a body panel fly off and hit another car is another really bad thing. A loose gas cap can soak you and/or your car in fuel- a little spark would result in a catastrophe. If you let others work on your car, it's still YOU that will suffer if you don't do a good walk-around. One thing that happens between every race is fueling the car. That gas cap should be the ONE thing you always check!!! Please, please, develop a routine that works for you as you're getting ready to go race. It can save you, your car and your racing friends.

I didn't have any reports of loose steering wheels from the Grid folks.

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



*Here is something you don't see often! Photograph by Tim Turner.*



### 10% off NecksGen for CVAR members

- The Rev2 Lite list \$569, CVAR price \$510 +tax.
- The NecksGen Rev list \$499, CVAR price \$450 +tax
- The NecksGen Rev Small list \$399, CVAR price \$360 +tax.

Shipping will be extra for all models. Rates will vary. Allow 2 weeks for delivery or free delivery to MSR-Cresson. Expedited delivery is available for an additional \$30.00. Get it in 1 week or less.

All orders must be prepaid to receive discount. Pricing and availability applies to all in stock items.

Gregg Rodgers [gtrodgers@earthlink.net](mailto:gtrodgers@earthlink.net)



#### 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](mailto:sbarrettster@gmail.com).



**BLACK  
ARMOR**  
HELMETS

Thank you to Black Armor Helmets for their generous donation of helmets for CVAR's lunch-tome Drive-Arounds on race day Saturdays.

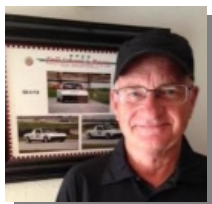
[blackarmorhelmets.com](http://blackarmorhelmets.com)



*Driving with Duncan Charlton, Group 2, Race 3 as seen from the red #87 NSU*



# Chief Steward's Report



By Danny Piott

Had an excellent weekend with the Pre-War visitors and hope to see them again next year. They were pleased and will spread the word about the event.

Our staff and the Hallett corner workers were most efficient and kept the racing at a very competent level. The professionalism of the individuals who support our events was outstanding and should not be taken for granted. Hats off to Connie and her personnel and look forward to our next race there.

Incidents on track were at an all time low, Thank you very much. ( I hate the paper work). Test & Tune had a different format because open and closed sessions would not accommodate the number of race cars in some groups. The mix of cars with various speeds makes for dangerous situations and restricted testing. Will continue to categorize T&T groups according to participation and as

suggested will increase the number of sessions for each group.

Saw several cars with mechanical problems on the first laps on the track. It appears that there was no pre-race preparation and some cars had not come off the trailer since the last race. Please prep your car before and save yourself time and money.

Cresson is coming up soon, will run the 1.7 track counterclockwise. When coming onto the facility, please wait for guidance on where to park your trailer. There is ample space, but need some organization to provide room to enter and exit. The clubhouse and Tech shed is at the center of the facility and will be the site of most activities. If you have questions don't hesitate to ask.

Get ready for a fun weekend..

*See you at the next one!*



*Making room for Phillip Lee just past turn 2.*



*Photographs courtesy of John & Jim Lee. Same car 40 years later!*



*Vintage Drivers! Photograph by David McCullough*

# The Longer View

By Jim Gweinner #33 Lotus

Thought it would be interesting to relate an experience I had at Hallett this past weekend during test and tune Friday (repair and replace if you own a Lotus). During the first practice session after lunch, the car made a decision to take an afternoon nap. After the tow in, wrenching began shortly after 1:00. During the next 9 hours, advice, tools and parts would come from all directions in an effort to get me back on the track and not loading up the trailer. Angus Lemon, Bruce Revennaugh, Bob Merril, Lee Romine, Berkeley Merrill, Louis Gladfelter and others, all tried to help through the afternoon and into the cold night. We checked conductivity, resistance, voltage drop, starter spin, battery charge, etc without really finding the cause, but finding a way to at least get the car started.



As I threw the tools into a pile, and got the car covered, Angus gave me the timing count down to the gate locking. I sprinted to the gates at 9:58pm and found them ... locked. At this point I am contemplating if my tow car can jump a 4' high fence or if the locks on the gates were made by Lucas (which means they would break easily). From the other side of the fence comes Doug Clink (Colorado region - prewar) trying to get to their RV in the paddock. After 15 seconds of discussion and sensing my dilemma, he hands me the keys to his car and climbs the fence with his wife. Driving off with a total stranger's car, the beer(s), burger and bed were finally in sight.

The effort that Friday paid off as I was able to run qualifying and 4 races, and had a blast.

The obvious point is to thank everyone who took it upon themselves to help solve my problem. I hope that I can be equally gracious to others in the same situation.

During the long ride home I had the opportunity to reflect on the weekend and the incredible sense of community that exists within our ranks. Though we may question the Board on issues, or wonder about safety suggestions, we all are pulling on the rope in the exact same direction. Like minded people wanting to preserve, improve and enhance the sport we love.

See you at Cresson.



From Don Gwynne:

Fellow racers, I found and fixed a serious safety problem this evening. For the last several months, there have been articles and posts discussing various aspects of fire T-handles, cables, etc. Tonight it got real for me. After having my 4 Lb AFFF fire bottle serviced and recharged, I decided to check the pull cables before hooking them up to the bottle again. The one inside the car that I can reach while strapped in worked just fine, moved freely. But WHOA! The external T-handle at the right rear would not budge. I pulled harder. It still would not budge. I used both hands and finally got it to break free. It was corroded. After sanding off the corrosion and

coating with lube, it slid in and out freely. Glad I found this problem the easy way, and not when on fire! Check yours.

## *From the Tech shed...*

**REMINDER:** To all race drivers of all classes, all cars. Next season (2018) a currently certified neck restraint system (HANS, Necksgen or similar type) is required. This has been announced for some time and shouldn't be a surprise to anyone. Currently, we record the manufacture date of your neck restraint system in your log book at the time of your annual safety inspection. As of today, all manufacturers certify their restraints for FIVE years (SFI 38.1). It is possible to re-certify these systems for a reasonable price by returning them to the manufacturer or at large events (like COTA).

**SIMPSON HELMET RECALL:** Simpson has just announced a recall of their Simpson Voyager 2 helmet. This is only for all sizes of the Voyager 2 model, with Snell SA 2015 certification and a 2016 manufacture date. Testing has shown a chin strap retention problem. Other Simpson helmet models are NOT affected. Contact Simpson for full recall notice: [http://www.corinthianvintagerace.com/wp-content/uploads/2017/04/simpson\\_recall.pdf](http://www.corinthianvintagerace.com/wp-content/uploads/2017/04/simpson_recall.pdf)

**SFI CERTIFIED SEAT BELTS:** SFI Foundation, the organization that certifies approximately 90% of the safety gear for CVAR drivers, has changed its requirements for seat belts and will now only certify them for TWO years from date of manufacture (SFI 16.1). Since most SFI certified belts only list date of manufacture (instead of expiration date) there is some confusion during this changeover. Tech urges all racers with SFI certified belts to carefully check their belt labels as any restraints manufactured after March (3) 2014 are only good for TWO years. Some new SFI certified belts already have an additional tag that lists the EXPIRATION date, many do not. For safety and liability reasons, we are required to accept the dates listed on the belts without exception. NOTE: Belts using FIA certification (mostly of European manufacture) are still good five years, so do your homework before purchase. One CVAR member reported a cost of \$66 to re-web and re-certify his belts. Check it out: [www.sfifoundation.com](http://www.sfifoundation.com)

**TECH NEEDS HELP:** We are looking for a volunteer who arrives early (Thursday afternoon) and can help with sign-in, late registration and transponder rental. We are also interested in additional Tech Inspectors if your interests are more mechanical in nature. The bulk of our work is Thursday afternoon and Friday (and includes a free lunch on Friday.) Please take this as an invitation to visit the Tech Shed and help us out!

Karl Jackson, CVAR Chief of Tech



*Formula Ford getting ready for Feature Race. Photograph courtesy of Kelly Cupstid.*



# CORINTHIAN VINTAGE AUTO RACING'S

RACE AGAINST  
KIDS' CANCER



TO BENEFIT THE  
**MORGAN ADAMS  
FOUNDATION**  
FUNDING RESEARCH. FUNDING HOPE

Corinthian Vintage Auto Racing is a not-for-profit club of about 320 ladies and gentlemen who support and race vintage automobiles. The purpose of CVAR is to encourage the restoration, preservation, and operation of Vintage Sports Cars, to act as a source of technical and other information, and to conduct a broad range of events for Vintage Sports Cars and their owners.

This year, the members of CVAR decided to make a commitment to the community by creating a charity race. As a club, CVAR selected The Morgan Adams Foundation, a non-profit organization dedicated to funding critically needed pediatric cancer research, as its charity partner. The first annual CVAR Race Against Kids' Cancer will be rolled off the line in at the June race in Cresson Texas. The Race is expected to be a spectacular success and aims to raise significant funds for kids' cancer research.

CVAR members are currently prepping their engines to contribute to The Morgan Adams Foundation and kids' cancer research by hosting the **1st annual Race Against Kids' Cancer on June 2<sup>nd</sup> - 4<sup>th</sup>**. Please join us at the MSR CRESSON for three days of non-stop racing and incredible cars. There will be opportunity for spectators to buy tickets to ride shotgun with experienced race car drivers to feel what it's like to go 100+ mph on the track, just like a real race! You won't want to miss this incredible event, so please mark your calendar and we will see you at the track!



Photos courtesy of Scott James Photography.

# 2017 Racer Donation Form



**Yes, I want to sponsor you by donating to The Morgan Adams Foundation!**

On behalf of CVAR, The Morgan Adams Foundation, and all the children and families affected by cancer, we would like to express a heart-felt thank you for your donation!



**SPONSORSHIP LEVEL:**  \$1,000     \$500     \$250     \$100     \$50     Other \$ \_\_\_\_\_

Donor First Name:		Donor Last Name:	
Street Address:			
City:		State:	
Phone:		Email:	
CVAR member to attribute this contribution to:			

Type of Payment:

Check (Payable to "The Morgan Adams Foundation")     Cash     Credit Card

If credit card, please complete the following:

Card Number:			
Expiration:		Security Code:	

**Mail to:** The Morgan Adams Foundation  
5303 E. Evans Ave., Suite 200  
Denver, CO 80222

## Thank You!!

*For Office Use Only. Date Funds Received:* \_\_\_\_\_

# Contact Information

## Officers and Board Members

President	Herb Hilton	936-448-6879	herbehilton@gmail.com
Vice President	Jeff Garrett		jeff@jeff-garrett.com
Treasurer	Tom O'Grady		ctogrady@comcast.net
Secretary	Don Gwynne		dgwynne3@tx.rr.com
Authenticity	Steve Smargiasso		smarg10@aol.com
A/L Board Member thru 2017	Steve Seitz		sseitz@swbell.net
A/L Board Member thru 2018	Russ Rosenberg		russ@assetcontrol.net
A/L Board Member thru 2019	Dave Foreman		Dave@TLBmotorsports.com

## Information

Chief Steward	Danny Piott	dannypiott@gmail.com
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; Preparation Rules; Eligibility; Group Classification	Steve Smargiasso	smarg10@aol.com
Chief	Berkeley Merrill	bsmerrill@aol.com
Chief Instructor	Christopher Judd	flag1@cvarflaggers.com
Corner Workers/Flag Chief	Merl Hansen	flagger1995d@gmail.com
Race Registration	Merl Hansen	flagger1995d@gmail.com
Timing and Scoring	Merl Hansen	flagger1995d@gmail.com
Car Numbers	Scott Barrett*	sbarrettster@gmail.com
Newsletter Ed & Publisher	Doug Pawlak, Café Photo (TWS)	cafephoto@ymail.com
Photos	HallettSteve Foto Shoppe	tim@hallettracing.net
Photos	Steve Smargiasso	smarg10@aol.com
Championship Points		

## Race Group Representatives

Group 1	Mark McIlyar	mmcilyar@austin.rr.com
	Charlie Jones	charles.jones59@icloud.com
Group 2	Mike Briggs	puppies@my4paws.com
	Mike Floyd	mfloyd@wabroyalties.com
Group 3	Mike Rogers	day150x@gt.rr.com
	Mike Callahan	callahan@consolidated.net
Group 4	Jim Yule	jimyule@compuserve.com
	Gary McFarlane	m1911bldr@cox.net
Group 5	Berkeley Merrill	bsmerrill@aol.com
Group 6	Edward Copley	ecopley@hotmail.com
	Angus Lemon	anguslemon@sbcglobal.net
Group 7	Steve Smargiasso	smarg10@aol.com
	Don Gwynne	dgwynne3@tx.rr.com





**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](mailto:sbarrettster@gmail.com)

	<p align="center"><b>1959 Kellison J-5, Chassis Number 59-00014</b></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; <a href="mailto:gtvalfa@sbcglobal.net">gtvalfa@sbcglobal.net</a></p>
	<p align="center"><b>63 Austin Healey Spridget #45</b></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"><b>1963 MERLYN MK6A</b></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 <a href="mailto:speedstarinc@sbcglobal.net">speedstarinc@sbcglobal.net</a></p>
	<p align="center"><b>1965 Zink C4 Formula Vee</b></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 <a href="mailto:biggerhammer@sbcglobal.net">biggerhammer@sbcglobal.net</a></p>
	<p align="center"><b>'72 MG Midget SFP</b></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 <a href="mailto:wes@foursquarebuilders.com">wes@foursquarebuilders.com</a></p>
	<p align="center"><b>1972 Hawke DL9 Formula Ford (CVAR GP6 FF1).</b></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, <a href="mailto:speedstarinc@sbcglobal.net">speedstarinc@sbcglobal.net</a></p>
	<p align="center"><b>1969 MG Midget</b></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. \$9,500 <a href="mailto:sbarrettster@gmail.com">sbarrettster@gmail.com</a></p>

	<p style="text-align: center;"><b>Lotus Type 61 Formula Ford</b></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.  <a href="mailto:mbracewell@kc.rr.com">mbracewell@kc.rr.com</a> or 816-806-2920 Mark Bracewell</p>
	<p style="text-align: center;"><b>1966 Datsun 1600 Roadster</b></p> <p>former SCCA F Prod car. Cage, fuel cell, adjustable pedal mounting. 3 spare engines, spare transmission &amp; differential. \$4,750 OBO Forrest Tindall 417-827-7526</p>
	<p style="text-align: center;"><b>1968 McLaren M6B Can Am car</b></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, <a href="tel:7139411025">713 941-1025</a> <a href="mailto:speedstarinc@sbcglobal.net">speedstarinc@sbcglobal.net</a></p>
	<p style="text-align: center;"><b>1981 Tiga SC81 Sports 2000</b></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, <a href="tel:7139411025">713 941-1025</a> <a href="mailto:speedstarinc@sbcglobal.net">speedstarinc@sbcglobal.net</a></p>
	<p style="text-align: center;"><b>1972 Royale RP16A FF</b></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;"><b>1969 Alexis Mk-15 Formula Ford</b></p> <p>Ground up restoration 2001, only 10 races since Chrome wheels, Ivey carb, New belts. contact Bill: <a href="mailto:billmgb6@yahoo.com">billmgb6@yahoo.com</a> 214-537-2502 \$17,850</p>
	<p style="text-align: center;"><b>Fabricator and Race Mechanic</b></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 <a href="mailto:speedstarinc@sbcglobal.net">speedstarinc@sbcglobal.net</a></p>





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## ***CVAR 2017 Schedule***

<b>Date</b>	<b>Event</b>	<b>Track</b>
Feb 24-26	Spring Drivers School & Races	MSR-Houston Angleton, TX
Mar 31- Apr 2	Hallett 10th Annual Mike Stephens Classic Pre-War Special Invitational & Formula Ford Feature	Hallett Motor Racing Circuit Hallett, OK
June 2-4	MSR-Cresson	Cresson, TX
Aug 25-27	Thunder on the Cimarron XVI Formula Vee Feature	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