



Vintage Racing News

The Premier Vintage Racing Organization of the South Central United States

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Oktoberfest at MSR-Houston



Mardi Gras in October at NOLA...

For the last time.



Fall Drivers' School And Races

Oct. 13-15, 2017

...The Last Race...until the next one!

A Message From Our President



Herb Says...

Another great weekend of racing with over 115 entrants. The German car feature race went off without a hitch with 15 cars competing for the sauerkraut. The weather was perfect with a high in the mid 80's and no rain. Thanks to Mike Briggs for putting together a great race. Thanks to Jean Womble for making SWAG sales successful.

Thanks to Chris Judd who rebuilt our equipment trailer and got rid of the old coolers and used flags. The trailer and contents are now readily accessible.

Again this year, the Championship Points will be based on the best 5 out of 6 races including NOLA.

Be sure to submit your car picture for the CVAR photo contest to Scott Barrett sbarrettster@gmail.com. And remember to submit your car photo and bio for the CVAR yearbook to jeanwomble@cox.net. The bumper sticker contest has been canceled due to lack of interest.

Thanks to Scott Robinson who donated a bottle of Fuzzy's Vodka that was raffled off for the benefit of the Patrick Phillips Memorial Corner Worker Fund. The raffle generated over \$750.00 and was won by Piers Gormly.

We treated over 50 corner workers and spectators to exhibition rides at speed during the lunch hour Saturday. Everyone one left with a smile.

For those with college age kids remember to take advantage of the Rich Vogler Memorial Scholarship Fund. Call me for more information.

It's time to renew your membership for 2017. Go to the CVAR website and scroll down the left side until you get to the big black box "Renew Your CVAR Membership".

NOLA!

For those that did not make NOLA you missed a great race weekend and lots of fun. There were almost 100 cars divided about 50 – 50 between vintage and TA (Trans Am). The event was very well run and even with incidents we stayed on schedule the whole weekend. The track itself was in great shape with the repaving to take out the bumps at the end of the front straight. CVAR members made up the podium in almost every race group.

Saturday evening SVRA held a Mardi Gras party complete with Cajun cuisine, New Orleans style music and a cash bar. In addition to lots of bench racing.

Besides racing we were treated to a Shine and Show car show, the Jaguar Challenge, Jaguar Hot Laps and the Land Rover All Terrain driving experience. I was fortunate to win the Jaguar Challenge and won admission to a race of my choice next year. I love these guys.

It appears as though this might be the last SVRA race held at NOLA which is really a shame since it is such a nice facility with a really fast and technical track.

Don't forget elections are coming up in December, membership renewal is now open and send your nominations for the Lifetime Achievement Award to me at herbehilton@gmail.com

HANS alert

HANS recommends re-certification of their devices every 5 years. Starting in 2017 we will be doing a courtesy check during the annual tech inspection and noting the expiration date in the log book. This is a courtesy check since HANS are not yet mandatory.

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

Lifetime Achievement Award

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." 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



CVAR at Coronado Speed Festival

Naval Air Station North Island, Coronado, CA

40 Hours of Towing for 90 Minutes of Racing, but the Experience of a Lifetime

By Jeff Garrett and Lou Marchant

Photos by Amanda Pendleton, Steve Seitz, Lou Marchant, and Julia Rogerson

When does it make sense to tow forty hours through the high and low deserts of the southwestern US for 90 minutes of racing on a temporary track, fashioned from an airstrip with cones, tires and barrels? When that temporary track is on Coronado's North Island Naval Air Station and part of "Fleet Week San Diego," the Navy's first and oldest Fleet Week open house.



2016 marks the 19th year of vintage racing during Fleet Week in San Diego. The event was sanctioned for 17 years by the Historic Motor Sports Association (HSMA) and for the last two years by SVRA. This September, several CVAR members convoyed our way from Texas to San Diego over two and a half days to attend the event. We had four members of CVAR group 1 (SVRA Group 6) including myself, Roy Allen, Charlie Jones and Steve Seitz plus Lou Marchant and Suzy Patterson from CVAR

Group 4 (SVRA Groups 1, 4 and Pre-War) in attendance.

Fleet Week is actually a month long celebration and open house for the Navy. Several Naval ports have them, but Fleet Week San Diego is the original. It's a great chance for all the Sailors, Marines, Naval Aviators and Coast Guardsmen to show their friends and family what their work is all about. It's also a chance for us to show our appreciation to them. Fleet Week includes three flagship events: the Coronado Speed Festival, the Miramar Air Show, and the Sea and Air Parade.

The Speed Festival features "The Race at the Base," three days of vintage racing with eleven run groups from pre-war racers to 90's model Stock Cars. It also includes a large car show, military equipment show, Pit-Crew-Challenge for military personnel, a parade to downtown Coronado and track ride-a-longs for the sailors and service members. This year actor Gary Sinise (Forrest Gump, CSI, etc.) served as honorary race chair and performed for the crowds with his Lieutenant Dan Band. The crowds were huge with roughly 30,000 spectators in attendance filling the grandstands.

Fortunately, the haul out through the desert and over two mountain ranges was uneventful. It's a long, sometimes beautiful and sometimes boring drive with a few close-up views of Old Mexico and a couple border patrol checkpoints.



Lou Marchant and Julia Rogerson with the 1934 MG J2 ready for the downtown parade.

The festivities start on Thursday afternoon with a parade of race cars from the airstrip paddock to downtown Coronado. The organizers did a good job of keeping the cars moving with police escorts to limit overheating. Several members of the Navy brass as well as the head of southwest Operations for the Coast Guard joined us in the race cars for the parade. The weather was fantastic for the whole weekend.

Things really get cranking on Friday morning when the military personnel and their families are invited to take a ride around the track in a race car. We were told to keep it a 7/10ths, but I'm not sure the command was always followed. This is the highlight of the event for us Texans. I am amazed at how excited helicopter and F-18 pilots get when riding in a race car at speed. I am also amazed at how YOUNG helicopter and F-18 pilots are. This year the rides were expanded to 3 full hours and you could get as much track time as you and your car could handle. If the current political environment has you down, these folks will surely lift your spirits. It is a privilege to meet these young men and women who serve our country and their families.



Charlie Jones leading Jeff Garrett into Turn 1 while Navy helicopters takeoff just beyond the track limits.

Friday afternoon is practice if you didn't get enough track time giving rides. The course is 1.7 miles, eleven turns and not much elevation. It's a fun and technical track that favors handling over horsepower. Although it looks wide open with plenty of runoff, there are a few imposing concrete barriers and some nasty landing lights if you go off track. One of the hardest elements is concentrating on your braking point into turn 1 while a F-18 taxis out in front of you.



Late in the practice session I spotted a debris flag in turn 1 and Steve Seitz sitting backward off track left. After he was towed in, we learned his clutch had exploded destroying the bell-housing and all the components inside. Fortunately, the Kevlar wrap he laminated around the stock bell-housing contained the shrapnel and he still had both feet.

Steve carries a spare clutch so I set out to source a Mustang bell-housing from one of our local competitors. Fortunately, Craig Conley from San Diego had a stock unit back at his shop and could have it in our hands by morning. Steve along with our buddies from Colorado, Chip Hane and Chad Fleshe, got to work disassembling the car.

The carnage from Steve's exploded clutch.

Friday night was the dinner at the Base Commander Rear Admiral's home, a Hawaiian themed affair with good food and an open bar. God bless the USA.

Saturday morning was qualifying. Steve started reassembling his car, so he would miss qualifying and start the first race from back. In SVRA's big-bore Group 6, Charlie qualified 5th, Roy 6th and I qualified 8th.

Over in SVRA Pre-War Group, Lou went out to qualify and on the second lap blew the head gasket in her 1934 MG J2. Disappointed she was not going to be able to race with her friends Paddins Dowling in the ERA and Peter Giddings in the Alfa, she limped back to the pits where her crew quickly fueled her 1959 MGA and headed for tech. She withdrew from the Pre-War Group and signed up to race with Group1.

At lunch, several of us gave more military rides with some coordinated "wheel to wheel" in-car exhibition rides. By Saturday afternoon, Steve's car was ready to go. Roy woke just a little late from his nap and was late to grid so he started just in front of Steve at the back of the pack. The racing was spirited, but clean. There was only one A-Production car in

the big-bore group, so the cars were well matched. Both Steve and Roy progressed well through the field while Charlie held his position and I was able to advance to 6th in Roy's absence. Meanwhile Lou, having missed qualifying in Group 1, started at the very back but finished in 10th place.

Saturday night we enjoyed dinner in downtown Coronado for our whole crew thanks to the generosity of Tony Parella in appreciation for giving prodigious military rides.

Sunday we woke to heavy fog settled over the track, but it cleared in time to create great racing weather. I blew the start of the first race due to some confusion over start procedure and promptly lost 4 positions by turn one. I was able to gain back one by races end. Meanwhile Steve and Roy continued to progress through the field, and Roy finished just one spot behind me. Steve was just a few spots behind him so they had cleared more than half of a 28 car field. Charlie held his position behind the fast Porsches and a '72 B-Production Corvette sporting a pretty peppy 350ci bowtie. It was towards the end of this race that Steve was able to pass Craig Conley for position using Craig's own bell-housing. Thanks Craig! Gotta love vintage racing.


The final big-bore race of the weekend was the crowd favorite and the stands were packed. I was fortunate to get the outside line on the start and managed to redeem myself from the earlier race. As the green flag dropped, I moved to the outside going into turn one. The track opens drastically between turns one and two, so as the front runners blocked each other to the inside and began to stack up, I was able to drive around the pack and by the exit of turn two I was beside Charlie in 5th. I tucked in behind Charlie as he pestered the fastest of the local racers in Porsches, the big-motored Corvette and one Trans-Am mustang. Meanwhile, Roy and Steve continued their work picking off one contender after another. Towards the end of the race, the Corvette spun off-track giving Charlie the lead in B-Production. When the checkered flag dropped, the Texas boys were 1st and 2nd in B-Production and 1st and 2nd in A-Sedan, and all in the top 10. I was honored to receive SVRA's award for "Presentation and Performance in Group 6." I believe it was really a reflection on our whole crew.

Meanwhile over in Group 1 Lou spent most of Sunday in a fierce wheel-to-wheel battle with a Mini Cooper S. She passed 4 cars on the start and ended up being awarded the Group 1 Presentation and Performance award from Admiral Shoemaker. It was an honor when the Admiral palmed a Challenge Coin in her hand.

Most importantly, we all drove them on the trailers under their own power and with no body damage. We were good and tired, but we loaded up the trailers and started the two and a half day trip back to the great state of Texas.



Lou Marchant receiving the Group I Presentation and performance Award from Admiral Shoemaker.

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.

Safety Report



By Gary McFarlane,
Safety Chairman

We didn't make 5 weekends without a Test and Tune incident. Your Weekend Safety Committee

(3 fellow drivers) determined that the incident on Friday was NOT due to any sort of aggressive driving and, therefore, didn't rise to the level of sending the driver home. They were advised that forfeiting the driver's weekend was a viable option but decided that there was an innocent error in judgment and timing. After lengthy and thoughtful discussion and review of the video, they opted to let the drivers continue their weekend of racing. They assured me they would not have had an issue with sending anyone home if there had been ANY aggression involved. Do you go through the "Check 5" checklist every time you stop on the grid? I hope you do.

There was at least one occurrence of being on track with an unsecured steering wheel. I hope there weren't more.

The grid folks are getting more and more used to guiding you through the "Check 5" but PLEASE do it yourself if they don't run you through it. Expect to have them stop you and carefully go over your car if you're late to the grid. They're not punishing you, they are trying to keep you alive. If you're late and in a hurry, you're open to mistakes you wouldn't normally make. If you need to yell anything at them for holding you up and inspecting your car, yell "Thank You!"

Do you let someone else prepare your car for racing? Do you get in and take off without inspecting it? We had two wheels come off and a nose and an air cleaner get loose. We also had a stuck throttle. If you don't do a good walk-around before you get in your car, you're putting your life in someone else's hands. That's usually a recipe for disaster- yours!

We are continuing to see too many contact incidents in our most aggressive group. Your stewards are in discussions about our options to get this under control.

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



CVAR 30th Anniversary Year Book

Deadline for submission is February 2017

CVAR will be publishing a book for our 30th anniversary in 2018. Since this is a first for CVAR we are starting the collection of information now. The current vision is that the front part of the book will be about our history including both stories and pictures, and the back section being like a yearbook broken down by car groups. To the right is an example of the basic template we are going with so if your a visual person you can get a better idea of what we are needing and how it will all look like!

History section:

Examples of information we could include: log book register, information on the various logo's CVAR has used, stories and pictures (.jpeg, .pdf, .tif, etc.) of our history to include prior drivers/workers, how and when it all began, and lists of past CVAR officers. Each driver will get 1/2 a page and each corner worker will get a 1/4 of a page in the yearbook section.

What we need from Divers:

Photo of driver: Digital image (.jpeg, .pdf, .tif, etc.) of driver. Format of this photo needs to be square, such as a 2inx2in passport photo.

Photo of car: Digital image (.jpeg, .pdf, .tif, etc.) of car. Standard photo formatting, horizontal with rectangular dimensions. In short, no vertical shots.

Text: Driver name. Car group, class, and number. One paragraph briefly describing history of car and one paragraph briefly describing any driver and/or pit crew information you would like to include. The length of the two paragraphs added together needs to be under 1140 characters(resource if you need it:www.charactercounteronline.com).

* You may also choose to add one additional photo if you would like but this will reduce the amount of text you will be able to include. The additional photo should be formatted horizontally with rectangular dimensions. The text then would be limited to a maximum of 630 characters for both the history and about driver paragraphs added together.

What we need from corner workers:



Photo of member: Digital image (.jpeg, .pdf, .tif, etc.) of member. Format of this photo needs to be square, such as a 2inx2in passport photo.

Text: One paragraph briefly describing what you do for CVAR and one paragraph briefly describing any additional information you would like to include about yourself. The length of the two paragraphs added together needs to be under 610 characters (resource: www.charactercounteronline.com).

Process:

We will review everything submitted and let you know if there is an issue with anything.



If you have any questions please let us know! To ensure I get the information please email it to both accounts jeanwomble@cox.net and jeanwomble5@gmail.com. I will also accept the information on either a CD or flash drive if that is easier.



Duncan Charlton
Class: CS

History: This NSU began life as a Prinz 1000 (later upgraded to 1200cc's) and was raced in scores of SCCA and Midwestern Council races from 1968 until its retirement in 1978. The car was later restored and entered in vintage racing events throughout the midwest. The NSU has independent suspension, front disc brakes and an air cooled inline-4 engine with an overhead cam and hemispherical combustion chambers, resulting in a lightweight, well-balanced package. This NSU won first place in 54 out of 159 races and took 2nd place in another 26 races. Other NSU racers were equally successful with many wins throughout the world.

Driver Info: Duncan Charlton is a retired City of Austin firefighter and he and his wife Lee live on a small farm near Elgin, TX, raising Lowline Angus cattle and sheep for Lee's fiber arts business. He began vintage racing with CVAR in February of 2011, participating in the student group with his red 1952 Morgan Plus 4, going on to race in Group 4. He later began racing the NSU and began restoration of a historic Morgan 4/4 race car in 2014.



Driver Name
Class: Car's class

History: 550 m jkjk ipsum dolor sit amet, consectetur adipiscing elit. Integer scelerisque magna eget quam laoreet, ut commodo urna consectetur. Ut pretium leo quis magna consectetur, non maximus mauris vehicula. In varius mauris vitae urna volutpat mollis ut jkjdk. magna eget quam laoreet, ut coaoreet, ut co tjke mauris vitae urna volutpat mollis ut jkjdk. magna egkk. mauris vitae urna volutpat mollis ut jkjdk. magna eget quam laoreet, ut coaoreet, ut co tjke mauris vitae urna volutpat mollis ut jkjdk. m mauris vitae urna volutpat mollis ut jkjdkfftertrtrtt.

Driver Info: 280 m ipsum dolor sit amet, consectetur adipiscing elit. Integer scelerisque magna eget quam laoreet, ut commodo urna consectetur. Ut pretium leo quis magna consectetur, non maximus mauris vehicula. In varius mauris vitae urna volutpat mollis ut in nulla ksdidsafdsafdsafdsafdsaf.

8 CVAR CLUB YEARBOOK

CVAR Board of Directors Elections

We have two candidates for the 3-year term for the At Large Board of Directors position. Take a moment to get to know the candidates: Dave Foreman and Jim Yule. Voting will occur from Dec. 1 through Dec. 31.

Jim Yule (Group 4 Representative)



THANK YOU for your support. I have a sincere passion for Vintage Racing in CVAR and a long solid history of working to improve our organization.

My background: I was raised in Upstate NY. I have a BS in Mathematics and a Masters Degree from TCU. I flew for 38 years; 33 as an aircraft commander accumulating over 22,000 hours of flying, including over 1,000 hours of combat. I retired from the USAF Reserve in 1990 and from Southwest Airlines in 2006. In 2001, I joined CVAR and race open wheel cars: FV and FJ. From the beginning, I am very fortunate to have Art Summerville and Bob Merrill as mentors. Around 2005 I became the Gp 3 Rep; I then was asked to join the Safety Committee and shortly became the Chairman. I wrote the CVAR Safety Program after much coordination and advice from those mentioned above and then Chief Steward Bob Green, the elder. Our Safety Program concepts are a model for other VMC organizations. In 2008 I, with Board approval, created and became the editor of our Newsletter thru 2014. In 2012, I became the Group 4 Rep.

In 2010, with the encouragement and guidance from my mentors, we started a campaign to grow the Formula Juniors. Today the CVAR Formula Juniors are one of the largest and the most active FJ groups in the US. The FJ drivers and their spouses enjoy a camaraderie that has led to our traveling the country to many historic circuits and events. The CVAR Formula Juniors are the driving force within the National FJ Organization. In fact Tom O'Grady and I will assume the leadership role for the National Organization by the end of this year. We are currently working with the International Formula Junior Historic Racing Association (<http://formulajunior.com/>) coordinating the 2017 US portion of the 60th FJ Jubilee three year racing schedule. I am also on the Monoposto Board of Directors.

During my entire 15 years of racing I have watched, learned and been involved with the intricacies of Vintage Racing and the core reasons CVAR is successful. My proven success as a Group Rep, on the Safety Committee and the written Safety Program, as the Newsletter Editor (informed membership) and my local, national and international involvement with the Formula Juniors is testimony to what can be accomplished.

With your help, I can bring to the Board a lot of experience along with the logic and reasons we continue to be successful. I will also let the sun shine on the board.

Dave Foreman



Around the paddock, a lot of people just know me as the Beanitos guy. Almost always with my wife, Betina, running around in her purple and white golf cart and doing whatever necessary to make sure the Yellow and Orange # 30 Porsche 914/4 is competitive in CVAR Group 2. A lifelong car guy (very fortunate to be married to a lifelong car gal!), I started vintage racing in 2013. That is when the time and money intersection made it possible.

As founder of Beanitos, there were years of 100 hour weeks and many thousands of air miles accumulated. Once the company was in the right position, I handed off the reigns to a seasoned CEO, and stepped back to my current Director position. And, though I am still involved with the company, I also do work with a local, family-owned (well-known brand) meat company and a Central Texas-based racing helmet company. So, professionally, I guess

we'd be best classified as semi-retired. Betina is an active Realtor and also serves on the Board of the SCCA Lone Star region.

Though our racing career is young by most standards, it has been active. We are down to three race cars (the 914, a BMW E36/M3, and a Triumph Spitfire). In addition to some Auto-crossing and DE/Track Days, we are active (and I hold National Competition Licenses) with CVAR (VMC), SVRA (VMC), SCCA, NASA, PCA, and BMWCCA. I also do some endurance racing with World Racing League (WRL) and occasionally ChumpCar. In 2015, we raced in some 26 race events, took 2nd in the US Vintage National Championships, and won the PCA National Championship. All with zero contact and no infractions (other than that one pass under yellow at Hallett which I immediately realized!). I am on the advisory board of WRL and regularly attend the SCCA Board meetings. When not racing, you can find us working with these and other groups from race officiating to marshaling pits & paddocks to running the pace car, or any number of other functions. I fill in as driving instructor at SCCA's Track Night in America—a great new program that attracts new folks into motorsports. I have served as a CVAR driving instructor for our school, and served on the safety committee, when asked.

With all of our activities and racing with all of these groups and sanctioning bodies, CVAR remains our favorite. Yes, it was our first, but really and truly, it gets down to the people. We have the best time doing CVAR events. We appreciate the Vintage Spirit, both on the track and in the paddock. And the CVAR tailgating is second to none!

I am seeking your vote for the CVAR Board of Directors this December. This is one of the three 'at large' positions, with a three year term. One of these seats is up for election every year. I believe I can contribute in a positive and conscientious way to help ensure the long term health and vitality of our organization, while remaining true to the spirit of its original charter.

A fellow member challenged me immediately when I requested nomination: *"What is your vision "to ensure the long term health and vitality of our organization, while remaining true to the spirit of its original charter"?"* My answer (paraphrasing): "my goal is to see that the spirit of the intent of the founders is honored while deliberating a fruitful future for the club. I think it is important to ensure that the enjoyment of the sport remains a key role while containing costs for the participants. I think I bring some unique insight in service of the CVAR board and membership. I'd like to see the people of CVAR remain happy and engaged with the organization. As for nuts and bolts, I will endeavor to consider all sides when the time comes, keeping my convictions (above-stated) as the basis for all decisions."

It is an exciting time at CVAR. We have a healthy and active membership and a solid bottom line. There is plenty to do, too. Not the least of which is planning and execution of the inaugural Auto Corsa (during Keels and Wheels weekend) to result in possibly our signature event and helping to create the 'Third Coast' version of a Monterey or Amelia Island type event. We have to remain pro-active regarding the ever-changing race track landscape. Rules that keep everyone safe and cars authentic yet competitive and reliable are under constant review. Tire specs need a refresh. All of these things need to be considered with a healthy dose of keeping costs in check. We have a great group of people that volunteer their time so that we can race. Programs that help them offset their costs (and thanks them) should be ramped up. We need to generate new ideas that expose CVAR, and what we do, to more folks: spectators and potential crew and racers and volunteers. We race at a couple of facilities that have cart tracks. I could see some side fun turning into epic bench racing and tall tales! Bottom line: Keep things fun and safe, increase our ranks, and keep costs contained for all. Together, we can do this.

Thanks for you vote, and Betina and I look forward to seeing you at the races!



Jim Yule



Dave Foreman

Remembering COTA

by Joe Robau

"Man, . . . I just don't know . . ." I half muttered to myself. Here we were less than an hour from the Group 6 feature race at Circuit of the Americas, and I honestly questioned whether I had any business at all out on the track. I had next to no laps on the circuit, the track was wet, my car untested, and myself a rookie. On top of it all I had just returned to the paddock to find a white Dodge pickup parked not ten feet behind my trailer making it impossible to unload without packing up my canopy and gear and moving.

My week at COTA had begun well enough. I had made the 3.5 hour drive from Houston on Tuesday afternoon in order to participate in SVRA's Track Orientation Program on Wednesday. Turning off of Highway 71, I got my first glimpse of COTAs 25 story observation tower followed shortly by glimpses of the track itself. Amid remnants of the previous weeks flooding and tornadoes, now basked in the bright sunlight the track I had considered a bucket list destination since it's inception a few years ago.

Driving up Circuit of the Americas Boulevard I parallel the track on the North from the 150 degree hairpin turn 11, up the long back-straight and past turn sections inspired by iconic tracks in Hockenheim and Istanbul. A hard 100 degree left turn 20 opens to the front straight, past the main Grandstands, and up a 133 foot rise that insidiously plateaus just before the 150 degree turn 1. Yeah, . . . I was giddy.

I'm escorted promptly by the helpful SVRA staff to what will become my paddock a mere 100 yards from the registration center in front of the main grandstands and perhaps 30 yards from tech! Initially, this seems ideal to me as a newcomer to SVRA as I will, as always, have many questions. I disconnect my humble 20 foot enclosed hauler amid a sea of rigs ranging from open flat tops to full-blown car stacking, spare engines carrying, air conditioned, living room equipped rigs pulled by equally impressive, and of course matching graphics, Semi-truck based RVs.

As I find my way through the tunnel towards that afternoon's Drivers Meeting, I'm struck by not only the diversity of cars in attendance, but also the historical significance of many of the race cars peppered throughout the paddock.

I'm pleased to see other CVAR drivers in attendance including a fellow driver's school classmate of mine. I crane from the back of the crowd trying to pick up any

advice from the SVRA staff that might prevent me from making a rookie mistake and drawing any attention to myself.

The next morning starts with my first Track Orientation Meeting. Again I am relieved to see a familiar face in the crowd, though this individual can usually be found at the very front of the pack. I half jokingly ask what he is doing there and he humbly replies something to the effect of 'every little bit helps'. I vow to take in every nuance I can over the next few days while I familiarize myself with this world class venue.

An hour or so briefing just begins to touch on the subtleties of this circuit. We are given our schedule for the day which alternately includes briefings and hot laps, each briefing and corresponding track session to concentrate on just a particular track section. 'Outstanding' I think to myself as the initial orientation has me feeling as if I am drinking water from a fire hose. My shorthand skills strive to keep up with the 'overview' before our first track session and before I know it, it is mercifully time to head to the grid for our first track session.

My first time around COTA is basically a lead follow with cars of varied performance which keep the speeds very moderate. My first impression is that I have never driven on such a well laid-out surface. I notice the berms, rumble strips, and even the 'sausages' described so well to us during our orientation briefing. After a couple of laps the spacing becomes such that a little spirited driving is warranted. I take a cue from a few of the faster cars passing me that it is time to open it up a bit. My benign first laps hid well the time that it would take to ultimately find speed at COTA. The first turn section of alternating sweeping left and right turns following turn one for example, while at moderate speed seem mundane and predictable, at speed require strict speed and line discipline in order to prevent losing the next few turns. Exiting this section correctly at speed rewards you with a fast short chute before another hairpin and the long back straight.

It is while under power down the long back straight that I notice my usually reliable 327 seem to fall over while nowhere near my self imposed 6500 RPM redline. The checkered flag flies and my first taste of COTA is tainted by a subtle valvetrain tick I notice while driving through the tunnel to my paddock just outside of the

track. Once out of my gear, I rush to do a quick diagnosis hoping to not miss my next orientation brief. An idle power run reveals a telltale clatter indicative of valvetrain damage from the passenger side bank. Once shut down, removing the corresponding valve cover reveals the number 6 exhaust rocker arm flopping effortlessly nearly an inch off of the valve stem. The valve appears to be seized down in the head, that's never good. Game over perhaps. I contemplate the very real possibility that my first COTA experience has likely come to an anti-climactic end when veteran Corvette drivers Bob and Jim Caudle offer up this little gem, "It IS only Wednesday . . .".

Game back on!

Fearing the worst, I pull the number 6 plug and expect to see carnage often associated with beating a piston repeatedly into a seized valve. A good plug tells me that the valve has not come apart and beaten the cylinder beyond repair.

My day is done, but perhaps not the entire week. Another fellow CVAR driver, Terry McLaren, happens to show up at just the right/wrong time. Other fellow drivers alternately stop by offering assistance and support while Terry helps me peel the engine down to the short block. Off comes the cylinder head revealing a wonky number 6 exhaust valve hanging sadly nearly an inch off and at a 30 degree angle to the valve seat. The piston has some damage from repeated contact with the valve but neither it or the valve have shed any material causing any further damage.

Hours away from my machine shop back in Houston, I browse the paddock hoping to find a local driver whose shop might be willing to take a look. I fortuitously find CVAR President Herb Hilton at his trailer, give him a 'Cliff Notes' rundown of my dilemma, and ask if he knows of any local machine shops or of a local driver that might. Almost ironically Herb gestures just beyond me to yet another CVAR driver and Austin local Gene Hassel. Another cheat sheet brief to Gene has him on the phone to his machine shop on the other side of town. Within minutes arrangements are made for me to follow Gene to his friend Dennis' shop where he has agreed to wait for our trudge through Austin rush hour traffic to well past 7pm.

Once again, fellow drivers jump to my aid and we grunt my disabled car into the hauler along with the balance of engine parts, exhaust and tools. A quick scrub up and Gene and I are headed to the machine shop. Once there, Dennis wastes no time coercing the stubborn

valve, eventually having to resort to an air hammer to un-lodge and remove it. A little honing has a new valve sliding nearly effortlessly in the offending valve guide. My relief, however, is tempered by Dennis telling me that while the valve guide seems undamaged, the new valve he has on hand is not the correct length and that I would be hard pressed to find a matching valve locally.

What to do? I decide to hedge my bet and head back to Houston where my search will more likely yield the correct valve. As if luck hadn't had it's way with me enough, no sooner do I make it back to the highway that I hear a local radio station warn of yet another storm front replete with gusty winds headed through the Austin area overnight. I imagine my loosely strapped '64 doing it's own version of a pinball within my now untethered hauler as it takes an unapproved tour of the sloped paddock area. In my haste to get to Dennis' shop I had merely chocked one tire on the hauler which the forecasted storm front would likely shrug off. An urgent call to yet another fellow CVAR driver Colby Lemmons has me assured that my gear would be properly chocked and secured.

The next 24 hours consisted of a series of phone calls culminating in my local machinist Joe of G&G locating the correct valve at a wholesale performance warehouse ironically near my house. Arrangements are made and with valve in hand, I head back east towards Austin. A quick stop at G&G, and Joe sees to it that my valve is properly lapped and installed in my 461 head and I'm off to the races, literally.

Upon arrival back at the track, I find my trailer safe and chocked within an inch of it's life with a half dozen jack stands wedged on either side of all four tires. Thanks Colby.

My relief is tempered by a constant rain now falling in the aftermath of the latest weather front to hit Austin. Looks like the rebuild will need to take place within the confines of the trailer. With less than 16 inches between my fender and the inside of my humble hauler I begin the field reconstruction. It immediately dawns on me that among the myriad of gaskets and fluids I had picked up on my way back, that I had completely forgotten to pick up a file to clean up a few sharp edges on the slightly damaged piston. A short rain-dodging jaunt to Camp Caudle and I am presented with a handful variety of files from which to choose. Thanks again guys.

Continued...

By the time I make it back I find Terry back in my hauler with nothing more to say than 'what can I do?' In a few hours and within the confines of my hauler, it's time to see if our effort's were in vain. As if nothing had occurred in the past 48 hours, the 327 fires right up and settles quickly into a rattle-free idle. Fuel pressure, oil pressure, and timing all check out and just like that we're back in business.

Unfortunately, the day is gone and tech would have to wait till the morning, where we finally get the blessing from SVRA. With relief I load my safety gear back into my car and as I head back to my paddock I notice my run group in grid ready to take the track. The thought occurs to me that surely this isn't the last qualifying race. Surely, . . . but only if my luck were to suddenly take an unprecedented turn towards the positive. Yup, missed the last qualifier.

Instead of feeling the angst of my efforts being in vain, I'm suddenly overcome by a feeling of accomplishment and relief. I decide that I will enjoy the day's events and races as a spectator which I would have been anyway if it weren't for a last minute decision to participate in this cornerstone event in spite of my limited experience.

I spent the rest of the day visiting with fellow drivers and taking in the sights and sounds only found in an event like the Vintage National Championship. Great day overall.

Good dinner and a restful nights sleep has us refreshed and back at the mist-soaked track about an hour before my run groups scheduled race. As I meander through the pits I run into Herb who inquires about my car. A quick brief and he congratulates me on making the Final race. I opine that I wasn't eligible as I never established a qualifying time only to have him inform me that I could start in the back and, if nothing else, just run a few laps.

"Man, . . . I just don't know . . ."

Wet track, untested car, rookie driver, . . . why the hell not?!?! So here I sit. Incognito as I can be in the very back of the grid. Looking out in front of me at dozens of cars that I had long admired driven by seasoned drivers I had long envied.

We take the track and my adrenaline politely provides me with a reality check in the form of the back end coming around slightly around the wet 150 degree turn 1. Easy now, remember, do NOT draw attention to yourself rookie.

A couple of pace laps and the green flag drops. I'm artificially encouraged by the fact that I am at the tail of the main pack for nearly a lap and a half thanks to the accordion effect of some of the tight turns. Shortly however, the cream rises to the top so to speak and the pack is a distant memory. I find myself falling into a nice pace with a half dozen cars respectfully racing our own race. With my confidence, or perhaps bravado growing, I begin to rationalize getting by a few of my fellow racers. A sharp turn 11 right before the long back straight stands out as a great opportunity to set up a pass. I recall thinking to myself '....do not turn in early,....do not turn in early, Crap! I turned in early!'

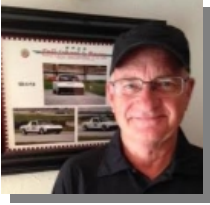
Next lap '...do not turn in early,....do not turn in early, Crap!' Third times a charm. Though clearly not textbook, I did manage to hold an outside line late, then turning in and being able to get into the gas much earlier than before. Sure enough, as if I had any idea of what I was doing, I began gaining on and passing others. Though I don't think I ever ran an efficient or consistent enough line elsewhere on the track, turn 11 soon became my jam, as the kids say. That is, of course, until I got greedy and passed two others on what turned out to be the penultimate lap.

Though a definite dry line had worn in on track, my overtakes had taken place on the still darker/wetter left side of the back straight. I waited till I was well clear of both cars then drifted back onto the dry line before getting hard on the binders. A previously discovered trait of my 327 reared it's ugly head and I felt the motor load up and stumble. Heal toe be damned, she shut down on me. Rather than become an on-track roadblock, I checked mirrors and rolled straight onto the generous turn 12 over-run. I was on the starter button before I even came to a stop but as I sat there cranking away, all my little victories triumphantly drove right on by. As if that weren't bad enough, the leaders also started roaring by.

What seemed like an eternity went by before the small block coughed, cleared it's throat, and finally fell into song. By now the main pack of cars going by kept me covered until a safe return on track was possible. One lap later and my first run at COTA was over.

I guess I could have been upset about the week's events but to be honest, looking back I don't think I'd rather it have gone any other way. Sure, I would have loved more track time and to have placed better. But in the end I felt, dare I say, victorious. Special thanks to the brotherhood of competitors that never failed to lend a helping hand.

Chief Steward's Report



By Danny Piott

Oktoberfest at MSR-Houston was another one that I enjoyed. The weather was great and the facility accommodated the event completely. I am looking forward to being there next year. The Saturday night festivity provided by our Race Chairman, Mike and Keri Briggs, was well attended and lasted on into the night. Had a good turn out for the German Sports Car Feature Race, although a few did not make it because of technical difficulties. Hope to have it again next year.

The weekend was a success in that it was relatively safe. But there were occurrences of drivers not being attentive to flags. A Black Flag All was missed by several in one session. To refresh, when a Black Flag is thrown at all stations, stop racing and report to the hot grid lane immediately. The purpose is to clear the track to retrieve a car in a dangerous location.

Speaking of hot grid, when responding to a Black Flag because of four off, aggressiveness, or other violation, go to the hot grid lane and expect to stop at the grid station. A drive through at speed is not acceptable. Another observation in a particular open wheel group, there were a number of contacts, some minor, some not. The causes were varied, but the intensity to win had something to do with the incidents. In CVAR, to win at all costs will not be tolerated.

Over the break, take time to do a little maintenance on your beloved race car and get it ready for another exciting year. And don't forget to safety wire those drain plugs. Also, at your next annual, a 2015A or newer helmet will be required. Had a good year and let us know of any suggestions to make it even better next year. And remember, its not how fast you go but how you go fast!

See you at the next one!

MSR-Houston

by Mark Gohike

CVAR traveled to MSR-Houston for the October race weekend. I wasn't sure I wanted to go. The weather there seems to be way too hot, or else raining cats and dogs. But I needed to be there to satisfy my novice required races and this was the last chance. It turned out great! 75 degrees in the shade and with a little breeze – perfect race weather.

We got there Friday afternoon and set out to find a parking place. It looks like everyone in CVAR is either retired or else they take 2 days off – not I, to get there on Thursday. We were pretty close to the last ones there. But we found a good spot and got set up. I had not been there for about 10 years, when the track was new. What a change – there used to be one building where we had the drivers' meeting and one strip of covered paddock. Now the place is huge.

Practice and qualifying on Saturday was used to find my way around the track, which went pretty well, although I was gridded last. Saturday's races went well, moving up a little and getting in some great racing. I got to see some cars I was not familiar with. The pace car driver was driving the wheels off a Lincoln Mark IV that could definitely hold its own out there. We took corner workers and others out for the laps at lunch time and had a lot of fun with that. You should do it if you get a chance.

Sunday's weather was still good and we did the first race and the German Sports Car Challenge. We had 15 cars out there from about 4 different classes, including a cool 911RS pace car. Had to skip the last race to get home before Monday. Overall, an excellent weekend. Good weather, good racers, and racing room given and received.

AUTO CORSA – JOHNSON SPACE CENTER

May 5-7, 2017

Planning continues for CVAR's signature race festival, AUTO CORSA. The inaugural event will be held May 5-7, 2017, with racer load-in on Thursday the 4th.

Space Center Houston and NASA have both approved the event, and the facility layout for the race participants, spectators, food and beverage facilities and Fan Experience Zone are set. The festival space will be somewhat restricted in size for our first year due to a planned NASA launch, but they promise that if all goes well, we will be afforded a much larger area in year two.

CVAR will run our normal six race groups with two additional invitational groups, which are yet to be determined. Up to fifty cars will be allowed for each group for a total of 400.

Hotel rooms have been reserved and are currently available (the contact and information list is in this newsletter). Many have kitchen and multiple bedroom arrangements. Make sure you ask for the AUTO CORSA group rates! *I suggest you make your reservations early, as this is the week for both Keels & Wheels and the Offshore Technology Conference.*

NASA has set aside a large paved, lighted lot for RVs, trailers and equipment, but everything must be self-contained this first year (generator use will be allowed).

Other pertinent info:

- The race fee will be \$750 for the three-day event, which includes the Friday night shrimp boil and party at Space Center Houston under the Space Shuttle and Boeing 747. It also includes admittance to Saturday's Galaxy Party and dance at Space Center Houston. Two crew passes will be included in the fee.
- Corporate sponsorship opportunities will be available within the next few weeks. Please contact Cragg Eubanks for information.
- A few Founding Sponsor slots are still available to CVAR members. This includes your race fee, two Gold Level spectator tickets, entry for two to the VIP Grand Marshall's cocktail party on Saturday and listing as a sponsor in all media materials. Please contact Cragg Eubanks for details.

CVAR has been in existence for almost 30 years. AUTO CORSA will be an opportunity to sponsor our own high profile spectator event, and assure our spot as a leader in historic road racing worldwide!

For more information:

Cragg Eubanks (281) 467-1874

eubanks@lequipemanagement.com

AUTO CORSA 2017 HOTELS

The following hotel blocks have been reserved for May 4-7, 2017 for CVAR's Auto Corsa Event. Make sure you ask for the group rate. There are 387 rooms available, many with kitchens and multiple bed/room combinations.

Johnson Space Center Area Hotels:

- Nassau Bay Hilton (Auto Corsa headquarters)
125 rooms @ \$129. (281) 333-9300.
(Property overlooks Clear Lake.)
- Marriott Courtyard Nassau Bay
- 62 rooms @ \$129. (281) 333-0220
- Extended Stay America Nassau Bay – 20 rooms @
\$99 & \$109. (281) 333-9494

Convenient Local Hotels:

- Marriott TownePlace Suites Clear Lake
25 rooms @ \$99 & \$149. (281) 286-2132
- SpringHill Suites Webster
25 rooms @ \$100. (281) 332-2999
- Residence Inn Clear Lake
20 rooms @ \$119. (281) 486-2424
- Extended Stay America Bay Area/Webster
10 rooms \$99 & \$109. (281) 338-7711

Kemah Boardwalk Hotels:

- Holiday Inn Kemah
25 rooms @ \$124 & \$134. (281) 334-0003

Other Area Hotels:

- Best Western Plus Seabrook
25 rooms @ \$99. (281) 291-9090
- Hampton Inn La Porte
25 rooms @ \$89. (281) 842-9566
- Candlewood Suites La Porte
25 rooms @ \$75. (281) 471-0555

*Room rates do not include tax.

Contact Information

Officers and Board Members

President	Herb Hilton	936-448-6879	herbehilton@gmail.com
Vice President	Jeff Garrett		jeff@jeff-garrett.com
Treasurer	Larry Reyburn		lgr_143@yahoo.com
Secretary	Don Gwynne		dgwynne3@tx.rr.com
Authenticity	Bill Gardner		wmgardner@sbcglobal.net
A/L Board Member thru 2016	Scott Barrett		sbarrettster@gmail.com
A/L Board Member thru 2017	Steve Seitz		sseitz@swbell.net
A/L Board Member thru 2018	Russ Rosenberg		russ@assetcontrol.net

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	Bill Gardner*	wmgardner@sbcglobal.net
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	Merl Hansen	sbarrettster@gmail.com
Newsletter Ed & Publisher	Scott Barrett*	cafephoto@ymail.com
Photos	Doug Pawlak, Café Photo (TWS)	tim@hallettracing.net
Photos	Tim Turner, Hallett Foto Shoppe	wmgardner@sbcglobal.net
Championship Points	Bill Gardner*	

Race Group Representatives








Group 1	Mark McIlyar	mmcilyar@austin.rr.com
	Charlie Jones	charles.jones59@icloud.com
Group 2	Chris Duroy	duroy.chris@yahoo.com
Group 3	Mike Rogers	mailto:day150x@gt.rr.com
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

	<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">1967 Zink Z-5 Formula Vee</p> <p>Meticulously maintained/raced by Team Geezer. You will have a tough time finding one that looks better, goes faster, or is prepared as well. All aluminum 14' enclosed trailer available at additional cost.. Contact: Dale Rolison 281-347-2836 dalefran123@yahoo.com</p>
	<p align="center">1964 Mustang Fastback</p> <p>This is a original “K” code that is approved by the FIA. Car has a race history back to the early 90's where it won many races in GT1 in the Midwest including Hallet before becoming a vintage car. \$48,000.00 816-215-1810</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 \$27,500 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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Bill Griffith Shop 972-291-5460 Cell 214-649-1986
gibberhammer-fv66@sbcglobal.net



CVAR 2016 Schedule

Date	Event	Track
Feb 26-28	Spring Drivers School & Races Cooper/Lotus Pablo Gonzalez Memorial Challenge	Texas World Speedway College Station, TX
April 1-3	Hallett 9th Annual Mike Stephens Classic Formula Ford Feature, Ron Shade and Bill Hill Memorial Races	Hallett Motor Racing Circuit Hallett, OK
May 13-15	25th Annual Marvelous May Races British Small Bore Festival	Angleton, TX
Aug. 26-28	Thunder on the Cimarron XV, Formula Vee Feature Fall Drivers' School and Races	Hallett Motor Racing Circuit Hallett, OK
Sept 30-Oct 2	Oktoberfest and German Feature MSR Houston	Angleton, TX
Oct. 13-16	NOLA Mardi Gras in October with SVRA	NOLA, New Orleans
Nov. 2-6	2016 U.S. Vintage National Championships with SVRA	COTA, Austin, TX

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