



Vintage Racing News

The Premier Vintage Racing Organization of the South Central United States

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September 2016



Photographs courtesy of Jeannie N David McCullough

Photograph courtesy of Barbara Mahurin-Wright

A Message From Our President



Herb Says...

Another great race weekend at Hallett with over 100 racers. Hot but no rain. This was the first ever school at Hallett and I think it went quite well with 8 successful graduates

thanks to Berkeley Merrill and Steve Seitz. Connie and her staff hosted another hospitality hour Saturday evening that was fun and enjoyed by all. After the lights went out Bobby Whitehead, Louis Gladfelter and Marty Baker held a jam session and I understand that their agent, Russ Rosenberg, wants a cut of the gate. The Formula V feature race had over 20 cars competing for the victory that was eventually won by Bill Griffith.

After receiving the mid year financials I am happy to report that your club is in really good shape financially. A big thanks to Larry Reyburn for all you do to make this happen. Membership is strong, the license program continues to perform well. Thanks to Jean Womble SWAG sales are a financial success with over \$2,000.00

in transactions at Hallett.

Be sure to register early for our next race. Oktoberfest will be held at MSR-H and will have a German car feature. Once again like last year our last 2 races will be NOLA and COTA where we are special invited guests. Please support these special and fun events.

Auto Corsa aka The Festival of Speed at Johnson Space Center is our BIG race next May. The Advisory Board and Operations Board are hard at work putting the finishing details in place. If you are interested in becoming a Founding Sponsor, I think there are still a few openings.

In case you didn't know your race results can be found on the CVAR website under **Racing** and then **Race Results** Wednesday following a race weekend. If you missed the photos from Hallett go to Facebook enter my name in the search box and look for the post from Tim Turner.

See you at the races, HH



Photographs courtesy of Tim Turner, Hallett Foto Shoppe

Texans visit the 2016 Pittsburgh Vintage Grand Prix!

by Russ Rosenberg

Photo Credit: Stan Greenspan (BMW) Dan Dishart (Mini)

Wow! I've just finished two weekends of the most fun and diverse racing I have ever done. The back to back weekend extravaganza that is the Pittsburgh Vintage Grand Prix was the most fun I have ever had racing.

Yes, I said it, my favorite event.

The event begins the first weekend at PittRace, located about 30 minutes outside of the City in the town of Beaver. A 2.9 mile track, recently expanded it offers elevation changes, blind turns and a generally fantastic layout that any racer will love. First class facilities for both car and driver makes for a comfortable stay if you are a camper.

We had mostly good weather for the PittRace weekend. CVAR was represented this weekend by Robert Hoemke, (with Dennis Racine) in his pair of Mini Coopers, a Formula Jr. and me, Russ Rosenberg in my BMW 2002. The racing for Robert was brisk but his Minis and his Formula Jr. finished 2nd and 3rd in every race. Unfortunately for me, I had a driveline failure that limited me to under a dozen laps for the weekend but I had fun by making about 30 new friends from the VRG racer group, a group that reminds me of our CVAR crew.

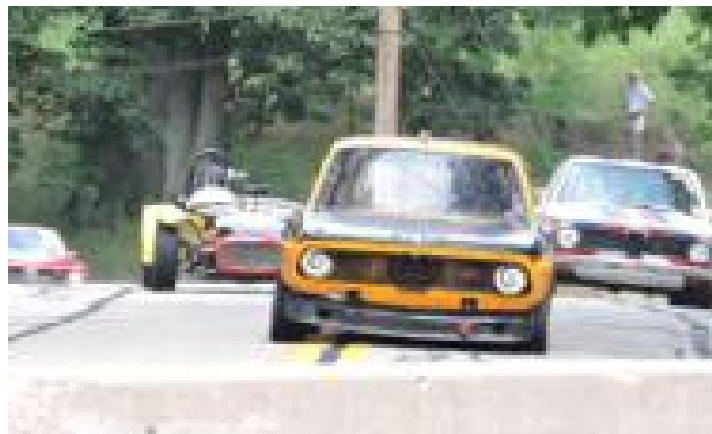


It should be noted that the city of Pittsburgh fully embraces the Grand Prix with parties, rallies, car shows and more in the week between the PittRace races and those at Schenley Park. The excitement builds for the second weekend at Schenley Park for the races. This was the 36th year for the event that gives all the proceeds to the Allegheny County Autism Society and the School system. A good time for a good cause that will hopefully continue forever.

The Schenley Park circuit is a 2.33 mile "track" that starts and runs through the park itself with a brief high speed foray broken up by a haybale chicane, then flying again through Westinghouse Circle, before going back into the park with stone walls and many elevation

changes. This is a track that is extremely technical, with risk/reward potentially being very costly. Stone walls abound as do trees, telephone poles, curbing, manhole covers and storm grates. At least 4 types of pavement with patches and a crowned road are impediments as well. Overdrive this course and the penalty can be steep as a couple of cars find out every year. Passing is very doable in many spots but requires both the passer and passee working together with true vintage spirit.

The Schenley circuit because of the above description has a very steep learning curve. Being a rookie here, I knew that I had little chance of winning but really, when is that ever an impediment for fun? With only 3 sessions on track before the race on Sunday Afternoon, practice is important. The first time out, just finding the track with any level of confidence was difficult. My second session was the qualifying session and I was 9 seconds faster. I qualified 20th out of 35 (I think), which I felt good about considering my rookie status. In his 7th time here, James Rogerson, my friend and fellow CVAR member qualified 17th in a very competitive field and was 4 seconds faster than me.



Sunday morning was a warm up session and I ran it since I needed experience. I focused on two turns, the entry to the endless left, an ongoing sweeping left that is framed on both sides by stone walls. Going fast there is critical to a fast lap but it is completely blind and has a crowned road surface and is not a place you want to make a mistake. The other place I worked on was turn 1, a right hander with a Jersey barrier, which can make an early apex very painful. I was ready to race after that.

Our race had a clean start and a furious pace was set for the first few laps. There were opportunities to pass and be passed and those things happened. Joe Teplitz, a local racer from Pittsburgh in a Datsun 510 who started from the back (mechanical) eventually caught and passed me but we had several laps of slicing and dicing before he eventually got me. I even had a Lotus Europa start spewing fire out of one of its vertical velocity stacks right in front of me before he pulled off. Overall a clean race, with great fun, with good driving all around. I finished 19th but narrowed the gap to James to about 1.5 seconds per lap, and 1.3 to Joe, so I was happy to make a significant improvement. I'll get them next year. fine and the car will be repaired soon. A special Formula Ford race was held and Houstonian Dan Helman finished 2nd in his 1972 Crossle 25, narrowly beating another later model with a larger engine.

This is a race that shouldn't be missed. I can't wait for next year.



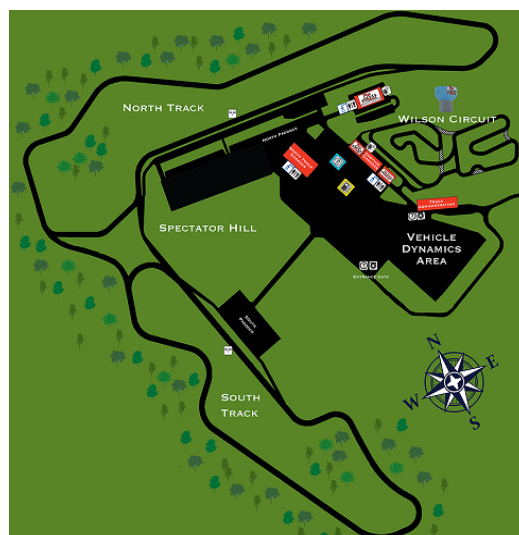
The PVGP Historics started in 2004 and have grown over the past decade into a vintage race event that stands alone. Pittsburgh International Race Complex is the ideal venue for racing the big thunderous Mustangs, Corvettes and Jaguars – cars that need a big track to test the mettle of these ground pounders. You will also see exciting open wheel racing with Formula Fords and Formula Juniors.

The best of Europe is represented by BMW, Porsche, Jaguar, Lotus and Alfa Romeo.

This purpose-built track, 40 miles northwest of Pittsburgh, provides the perfect venue for the legends of the 60s and early 70s to thunder nearly unbridled through the Pennsylvania countryside... but with plenty of room and safety features to contain the bedlam.

Pittsburgh International Race Complex expanded the track, adding a 1.2 mile South Track that stretches the entire facility out to 2.8 miles! The PVGP Historics were the first event on the new track in 2015 and it was a blast!

<http://www.pvgp.org/>



CVAR Bumper Sticker Contest

Stop Waste...Recycle Old Race Cars

is CVAR's motto

CVAR is having a contest to design a bumper sticker with the motto and logo incorporated together. The winning design will win \$100.00. The deadline for submitting your entry is 1 October, 2016. Please submit entries in various file extensions to jeanwomble@cox.net. I will forward all designs to the CVAR president, who will forward to the board members they will select the winning design by 1 Nov 2016. SWAG will use the winning design to order items.

CVAR at Blackhawk Farms

By Bill Wolff

Several years ago when I began racing in CVAR, Bill Griffith told me about the Vintage Sports Car Drivers Association (VSCDA) event at Blackhawk Farms Raceway in South Beloit, IL. For those not familiar with Blackhawk Farms is a 1.95 mile circuit located near the Illinois/Wisconsin border built in 1967 and actually was a farm before it was developed as a racetrack. I think it is similar to Hallett in that it's fundamentally a club track, is very pretty and is a great test for smaller racing cars. While it doesn't have the elevation changes of Hallett it has many demanding corners and offers a lot of opportunity to "race."

Another motivator for Bigger Hammer is that the VSCDA has a strong and deep Formula Vee contingent. At their April, 2016 Race and Drivers School at Gingerman Raceway there were a total of 48 FV's entered (including 14 new students) and all the cars were prepared to the same 1972 GCR rules as in CVAR. When Bill Griffith and I were speaking the week before the race, he told me that in his mind this event was similar to the SCCA Run-Offs for Vintage FV's in terms of the depth of the field and the venue. Then as if that weren't already enough, the event was also included in the CVAR Formula Vee Challenge 2016 put together by the Bill France of Vintage Formula Vee, Art Summerville.



Five CVAR Vees ended up making the trip:

- | | | | | |
|----|---------------|----------------------|------|---------------|
| 1. | Bill Griffith | Bigger Hammer Racing | #331 | 1969 Warrior |
| 2. | John Ridings | | #57 | 1968 Zink C-4 |
| 3. | Mike Rogers | | #05 | Bobsy Vega |
| 4. | Sammie Smith | | #881 | Zink |
| 5. | Bill Wolff | Team Geezer | #68 | Zink Z-5 |

There were a total of 35 FV's entered of which 32 actually showed up and hit the track. Friday was a test day and many of the race groups were bundled up and ran together. In our test day group this meant that upwards of 40 – 50 cars were on the track at the same time which created some real excitement. There were a wide variety of cars such as Formula Vees, Formula Fords, Formula Atlantics and Sports 2000's all with very different levels of performance. Since VSCDA had been so successful in growing its FV group this also meant there were many novice drivers on the track who were both new to racing and had never driven at Blackhawk Farms. While there were a number of close calls nothing really terrible happened although saner heads prevailed and the officials decided the FV's should be sent out in their own group later on Friday afternoon.

Also Henry Manney, Road & Track's F-1 correspondent from the 1960's might have written, "practice was the usual shambles." Bill Griffith had problems all day with his throttle sticking open and was trying to trouble shoot that. Early on we were bedding in brakes and scuffing tires but later we had the clutch cable snap leaving us stranded on the side of the track. The rest of the CVAR gang was playing themselves in and seemed to be OK and by the end of the day everyone seemed to be running well.

That evening VSCDA sponsored an ice cream social and pizza party in the main concession area. It was great fun and a wonderful opportunity to talk with new and old friends.

Saturday morning the weather was a little warmer and the first thing on the agenda was a drivers meeting under the starter stand on the main straightaway. Apparently VSCDA was a little bent out of shape that SVRA had scheduled their Indy event of the same weekend but they ended up being thrilled that they had 160 entries which was a record for Blackhawk Farms. They also had some truly thoughtful final questions for the group as the meeting broke up. It began “Does everybody remember the big bore starting line crash at Road America in 2005?” There were many nodding heads (BTW...if you haven’t seen the incident check it out on YouTube...what a mess!) The next question was “Does anybody remember who won that race?” Of course, nobody did which is a very good thing to keep on your mind in vintage racing. Don’t be the guy who causes that event that everybody remembers!

VSCDA has a lot more practice vs. racing than we CVAR people are used to. We had two practice sessions and then a qualifying session on Saturday morning. For the record, John Kennelly was on the pole in a Lynx with a time of 1:27.500 and one second covered the first 10 cars. 32 cars put in qualifying times but only 30 actually made the start of the Sprint Race.

As we came down for the start of the race I noticed another difference between VSCDA and CVAR. Basically the race began as soon as the pace car pulled into the pit lane! John Kennelly, the pole sitter, led the first half of the race then blew his engine and pulled off track. The 2nd half of the race was the “Bill Griffith Show.” Bill dropped the “Bigger Hammer”, tiggered his way through the field, worked his way into the lead and never looked back. It was a terrific drive and very much impressed the natives. I think they knew these Texas weren’t here to just fool around.



The next day, Sunday, was the Feature Race for FV. The grid positions were determined by the FL during the Sprint Race from the day before. CVAR Sprint Race Results were:

- 1st place Bill Griffith
- 4th place Bill Wolff
- 8th place Mike Rogers
- 21st place John Ridings
- 24th place Sammie Smith

Due to further attrition from the day before, the starting grid was down to 28 cars. I made a pretty good start and in the 1st turn I was alongside of the pole man, Eric Coppock and 2nd place qualifier, Frank Newton, both in Lynxs. I thought that crashing on the 1st turn of the 1st lap would be very poor manners for a polite Texan so I slotted in behind Eric to run 2nd.

We were able to run in a train like that for the first handful of laps. Frankly, I was happy to run there and see how things sorted themselves out. Unfortunately, it didn’t work out that way. All weekend I had tried to convince myself that Turn 5, a tight left hand bend, should be taken flat out and every time I had chickened out with a slight lift. Well on the 5th lap I decided it was time to “man-up” and do it. The good news was that I did it; the bad news was that I ran off onto some speed bumps on the exit of the corner which knocked the car out of gear. By the time I got going again I was back in 5th place.

I think my mistake let Eric Coppock break away from the rest of the field so now the group battle was for 2nd place. I was able to work my way past the other cars and by two-thirds distance I was back in 2nd place a long way behind the leader and with a train of 4 – 5 cars behind all running nose to tail.

On the 2nd to last corner on the last lap, a tight right hand bend, things got a little interesting. Bill Griffith braked super late on the outside trying to pass me and the Guy

Dennehy in #33 running 4th tried to dive inside both of us. There was a point where all three cars could have been covered by a decent size painter drop cloth! There was no contact and after all the excitement and we made a clean exit out of the corner.



really fun thing was that the VSCDA FV contingent knew we were there!

CVAR Feature Race Results:

- 2nd place Bill Wolff
- 3rd place Bill Griffith
- 14th place John Ridings
- 21st place Mike Rogers
- 24th place Sammie Smith

Bill Griffith and I were pretty happy with the results on both days. John Ridings went 1.5 seconds faster in the race than in qualifying and enjoyed his run up from 21st on the grid to finish 14th. Both Mike Rogers and Sammie Smith had problems in the race which hurt their results.

In summary, the track, the weather and the competition were all first class. All of us had a great time and many plan on being back next year. The

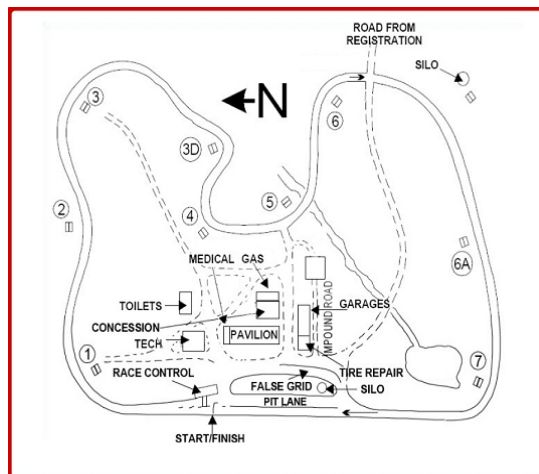



Road racing the way it's meant to be.

and Illinois, within 90 miles of 2 major metropolitan areas; Chicago and Milwaukee and minutes from interstate 90. The track is a favorite of many local and national race organizations, and is designed to allow for racing organizations and clubs alike to create the ultimate on-track experience with safety being top priority.

<http://www.blackhawkfarms.com/>

Blackhawk Farms is a 1.95 mile, 7 turn private circuit racetrack located in South Beloit, Illinois on 216 acres. The track is on the border between Wisconsin





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

Group 1	Group 2	Group 3	Group 4	Group 6	Group 7	Race Related	All	Videos	High Vote Getters (so far)
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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. Voting begins September 1, 2016. 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.

If you have a story and/or photos that you would like to submit to the newsletter, please submit it to sbarrettster@gmail.com.

Safety Report



By Gary McFarlane,
Safety Chairman

Congratulations to all the Test and Tune drivers last weekend at Hallett. You accomplished our 4th weekend in a row without a contact incident on Friday. Giving each other ample room to figure things out, allow for “misguided” concentration to a car problem and simply keeping your eyes open for the other guy pays off in spades! I am so proud of CVAR and the way we treat each other.

I wish we had accomplished a perfect weekend, but, alas, there was one other contact incident on Saturday. It started out as a simple spin but could have ended very tragically. It brought the dangers and consequences of our sport home to me in a way I have only seen once before. The angles and timing worked out to end in a severe but non-injuring crash but could have ended very differently. We MUST always lock down the car when it’s out of control. “If you spin both feet in” is always the right choice. Please, please, lock ‘em up if you spin or lose control of any kind. That said, I must also thank the rest of our drivers for keeping their wits about them, their eyes wide open and their cars out of each other’s space. I heard several comments about the comfort some of the mid- and back-pack drivers felt since the front runners actually passed with a little space and respect. Thank you.

I’m learning more and more about lithium-ion batteries and it’s mostly good. There is now a “second generation” of L-I batteries that doesn’t suffer the “auto ignition” issues of the first generation. They are manufactured differently,

use different membrane designs and contain no “raw” or elemental lithium. They are safe when wet, weigh less and produce great amperage. They will still, however, burn furiously if they are crushed or damaged, such as in a car accident. The current approach to fighting L-I fires— as told by my local firefighters and two L-I battery developers in here OKC- is to isolate the battery and let it burn itself out. The amount of agent or water needed to overcome the “self-oxidizing” nature of the L-I electrolyte is akin to what a fire truck has on board, NOT what a portable fire extinguisher is capable of delivering. There is more research and thought to be done but I believe we, as drivers, need to be cognizant of the issues with L-I batteries and formulate our own “exit plan” if we decide to use them in our cars. I’m not making policy, just offering what information and advice I have gleaned from the preliminary research I have done. Bottom line- if your L-I battery catches on fire after a crash, no one is going to be able to put it out- act accordingly. Just food for thought.



Post-crash and “on fire” exits are critical elements of driver survival. I recently discovered that I couldn’t get out of Thunderbug using my usual routine with my arm restraints still snapped to me. They keep by arms and hands too close together. A small adjustment to the exit routine was needed but now I can get out cleanly without the restraints causing issues. How about you?

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



Photographs courtesy of Tim Turner, Hallett Foto Shoppe



Upcoming Events

Oktoberfest at MSR-Houston

September 30 - October 2

Early Drop-Off for CVAR starts Thursday, September 29, from 5:00 pm to 10:00 pm. There is a \$5 fee. To reserve your paddock space, please visit: <http://msreg.com/CVARpaddock091>. No need to reserve for open paddock space. To register your pit vehicle, now required at MSR Houston, please visit: <http://msreg.com/pitvehicle16>

With its 17 turns, the 2.38-mile 40-foot wide track combines a balance of slow, medium and high speed corners. The track is configured to run both clockwise and counter-clockwise. Safety is our number one priority, and the course features paved runoff areas in all critical braking and exit zones.

Race control has views of the entire track, along with a closed-circuit camera system with views of each corner. MSR is an FIA approved track and sanctioned for testing by the Indycar Series and IMSA.



Editor's note: See that red arrow on the map of the track? That hard right turn comes up very fast after that fast left sweeper! Be ready! I enjoyed racing there in May and look forward to seeing you there this September.



MARDI GRAS IN OCTOBER

With SVRA, October 13 - 16

Live it up and make some history at NOLA Motorsports Park during SVRA's second annual Mardi Gras in October. Twelve different vintage race groups will showcase the diverse fields of race cars in the "Big Easy" on the not so easy race track. The contemporary Trans Am Series is also a featured race group and will bring out some of the most colorful and powerful cars currently racing.

The Hagerty Show and Shine car show will add to the weekend festivities. Unique, exotic, performance cars will be on display Saturday, and taking to the track in the afternoon for some spirited touring.

The SVRA's party legacy continues with a huge New Orleans-style party Saturday night offering great food, music dancing and festivities. Details are still being worked out regarding a race car tour from the track to Bourbon Street.



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:

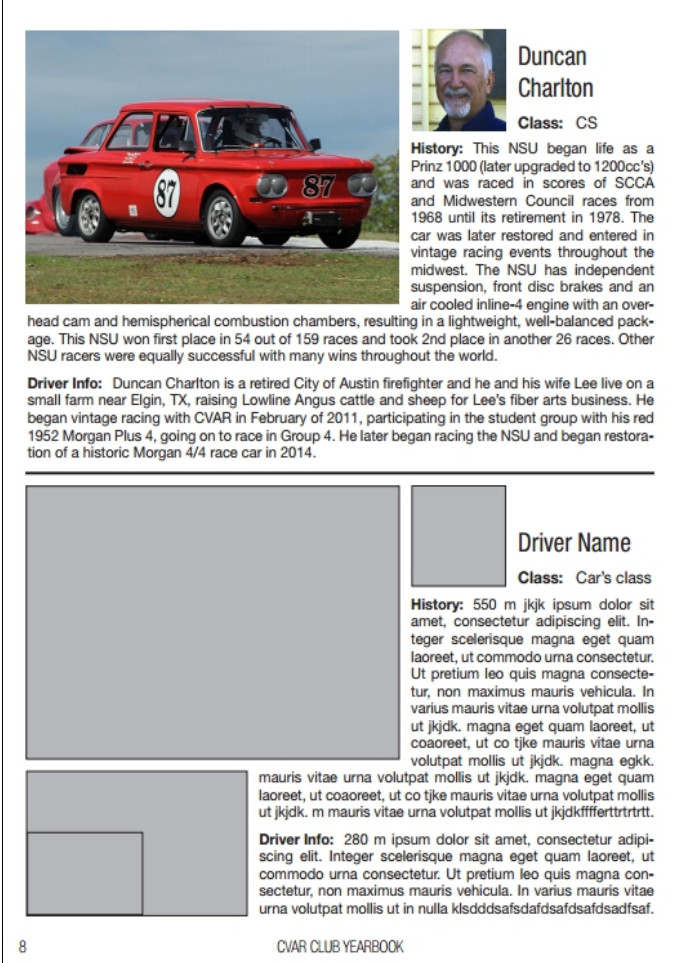
Photo of member: Digital image (.jpeg, .pdf, .tif, etc.) of member. Format of this photo needs to be square, such as a 2inx2in passport photo.

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 over-head 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 jkjdkfffertrtrtt.

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8 CVAR CLUB YEARBOOK

Fall Drivers' School

Small, But Significant Turnout for School at Hallett

By Berkeley Merrill, Chief Instructor

Six students completed the week-end Drivers' School, held for the first time at Hallett. Whether the small turnout was because of heat expectations, or just the frequent reduced CVAR entry at Hallett, the results were very positive. All of the finishing students were 50 years old or less, and one was a granddaughter of the Barron CVAR racing family that has provided at least one student every school for the last year and a half. Another had just recently converted his mother's one owner '65 Mustang into a vintage race car. Last February's school at TWS also saw > 50% of students being youngsters. It would seem that CVAR is not aging and dying into oblivion as some pundits have suggested.

Some of the classes were held in the Tower building, sharing the area with timing/scoring on Friday. One noontime class was held in an air conditioned race trailer courtesy of Steve Seitz. The small group performed well, including drills with surprise red, black and white flags. None were missed.

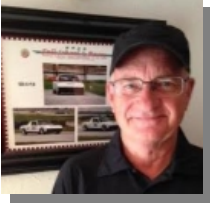
Please welcome back new graduates:

- Jay Zittler in a Group 1 Porsche
- Sean Kreiger in a Group 1 Mustang
- Mark Rozycki in a Group 1 Mustang
- Jerry Robinson in a Group 7 Corsa 240Z
- Mac Wolff in a Group 3 FV (who had best student time in first race)
- Heather Barron in a Group 3 FV



Photographs courtesy of Tim Turner, Hallett Foto Shoppe

Chief Steward's Report



By Danny Piott

Well, we did get some sun but thankfully no rain. It was hot, but not too hot to have an excellent weekend of racing. Our staff and the Hallett people did an outstanding job and deserve recognition. Without this team the event would be a mess. Everyone was on time to the grid, the call out on the radio works.

I do apologize for the wait on the grid for some sessions. To get disabled cars off the track took time. It is no fun to sit on the grid in the heat. One incident was caused by a large group of cars getting bunched up at a yellow flag. Under caution, lower your speed but continue at a brisk pace unless instructed otherwise.

A waving yellow flag at the corner indicates a stalled car on the track. Avoid the mishap and as with a standing yellow, do not pass until the next manned corner station



that shows no flag is in sight. Another precaution on track is when on the pace lap please contain your enthusiasm until the green flag drops. This weekend had a minimal of incidents and hope everyone enjoyed the event.

Next race is at MSR-Houston with a Oktoberfest theme. A German sports car feature race will be held. And don't miss the Saturday night dinner with a German menu. If anyone wants to add to the theme, let us know. As always, if you have a concern, let me know.

See you at the next one!



Photographs courtesy of Tim Turner, Hallett Foto Shoppe

Race Chairman Report



By Art Summerville

The event drew over 100 cars again and as usual provided great racing. All race groups put on great races including the student group.

All students appeared to be having a wonderful weekend. The students in Mustangs seemed to have an outstanding load of fun chasing each other around.

The Formula Vee Feature was a real treat. The “Beach Boys Act”, Acemyan and Baldauff with Acemyan taking the win and Baldauff wining the “Hard Luck” trophy after loosing his steering was a real show. Sixteen of the twenty four entered Vee’s made it to the feature.

The largest field of Group 1 cars that we have seen at HMRC in some time made a lot of noise and did a good job of entertaining the spectators. Group 2 was LARGE with 28 cars. Group 3 brought out 24 cars. Group 4 was larger than average. Group 5 student number was low at 6 but they also put on a good show. Group 6 was larger than average and put on some very tight racing. Group 7 had a good number of cars and combination of Group 1 and 7 fielded lots of action.

For those of you who did not make it to HMRC, you missed a wonderful weekend. Everyone has a wonderful time at HMRC because of the overall atmosphere that prevails there. Connie and Scott (track owners) really make everyone very welcome and do what is needed to make all feel comfortable. All seems much better when racing on a family owned he track.

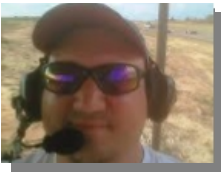
This was race 7 for the 201 6 Formula Vee Challenge and battle is still hot for the drivers. This event had four Vee races including the feature so five races were scored. Forty drivers have taken part in the challenge so far. Bill Griffith in his #33 Warrior is the current leader with 127 points. He is followed by Mike Rogers – 113, Bill Wolff – 111, Dwight Calkins – 100 and E. Barron at 84 points rounding out the top 5.

A Big Thanks to all the people behind the “stage” who made this a great event and for the 100 + drivers who put on a super show. See you at the next Hallett event: The Mike Stevens Classic, 7th Annual Formula Ford Feature, and 2017 Formula Vee Challenge Race 32, March 31 – April 2, 2017. There will also be special event featuring “Pre-War” cars on display and on track.



Photograph courtesy of Tim Turner, Hallett Foto Shoppe

Around the Track



By Christopher Judd

It takes nine hours to get from Katy, TX to Hallett, OK. I know this because both Thursday and Sunday I made the drive with 4 other CVAR workers to attend the “*Thunder on the Cimarron XV*” weekend at Hallett Motor Racing Circuit. In all, 14 CVAR workers joined the regular Hallett workers to deliver an excellent weekend of racing. We had workers training at two new posts this weekend with Kelly Cupstid mastering grid duties and Dan Judd (yes he’s related) establishing himself as a regular tech worker.

As was true during our last weekend race at MSR-H, the weather was threatening and provided daily evening

showers. During race times however, the track was dry and included that well known Oklahoma wind to keep the workers and drivers cool from time to time.

The feature, a 30 minute Formula V race, went off with great success (even if it was shortened a bit per driver requests). It is always great to see how large our FV count is and it seems to just keep growing. There was also a great student group who drove well and progressed on toward their license goals.

The next CVAR event will be back in MSR-Houston in Angleton, TX starting Friday September 30th. This will be our Oktoberfest and German Auto feature.

I’ll see you there.



Photographs courtesy of Tim Turner, Hallett Foto Shoppe

Editor's Paddock



By Scott Barrett

My college coach used to tell me that visualizing my workouts, races, strategies, and unexpected events would help prepare me to respond instinctively and quickly. I try to do that in vintage racing – what will I do if...? But sometimes things just happen too quickly - even when you think you are prepared.

I grew up driving sports cars; '61 MGA coupe, '54 Jaguar XK120M roadster, '67 Sunbeam Tiger, '66 Daytona (OK...it was a Studebaker). But my family years focused on mini-vans, SUV's, and big crew-cab pickups. So when I began vintage racing, driving a sports car was a very distant memory.

I drove a fast car slow. I bought my MG Midget from Jay McAnahan, so it was fast and handled well, but I drove it like it was an F150. I had numerous off-road excursions because I did not think it could make the corners. Once I realized that it wasn't a truck things began to improve. Bill Hill taught me about throttle steering. Jay tried to teach me about trail braking, left-foot braking and heel-toe. It started to sink in and off-track excursions became rare. I probably should have learned to drive a slow car fast.



Now I am learning to drive a faster car fast – developing skills through practice while building confidence in the car's (and my) capabilities.



But things happen. I tell my wife not to swerve if a deer jumps out as she drives down tree-lined highway 149 at night. You could lose control and end up in those trees. Plan. Mental practice. Be prepared. Replay it in your mind. Plan contingencies. Be prepared when the unexpected happens.

I recently watched an F1 event when one of the cars hit the wall and spun off into the infield. The in-car camera caught the driver crossing his arms across his chest. You know both feet were down. We know that is what we are supposed to do. But do we practice it mentally? If we don't go off the road in an uncontrolled incident we can't experience it in real life. So we have to visualize it. Mentally practice it. How else can we prepare for it?



I had an off-road incident at TWS in February. Just after turn 9 my car spun. I reflected on how it happened and how I responded. Were both feet down? I think so, but I was sliding sideways. When I was sliding on the track, I know my hands were on the steering wheel. But when I went off, did I release the wheel? I know a driver that snapped his wrist when it was caught in the steering wheel during an off-road incident. When I came to a stop the corner worker was running with a fire extinguisher. Could I have reached the fire system handle if needed? Was the safety pin pulled prior to race time? Things happen quickly. Have you practiced? Are you mentally prepared? Things happen so fast...



Photographs courtesy of Jeannie N David McCullough

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.

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Championship Points	Bill Gardner*	

Race Group Representatives


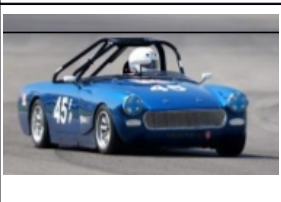

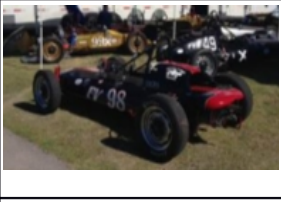



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Note: * = Board Member For Member Ads, Corrections & Additions contact the editor.

“As Corinthians, we are ladies and gentlemen who support and race vintage automobiles. We are dedicated to high standards of safety, conduct, and ethics. We share a love of cars authentically prepared. We compete for the satisfaction of racing vintage cars, not for the glory.”

Classified Ads

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

	<p align="center">1969 Spridget, CVAR FP2</p> <p>Fully rebuilt. New race engine and straight-cut trans with one weekend of racing. Recently ran a 2.03 at TWS. \$10,000 for quick sale. Scott Barrett sbarrettster@gmail.com 936-689-7603</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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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

Tentative 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-Houston	Angleton, TX
Sept 29-Oct 1	Fall Drivers School & Races	Hallett, OK
Sep 29-Oct 1	MSR-Houston	Angleton, TX
Oct 10-12	NOLA Mardi Gras in October with SVRA	NOLA, New Orleans
Nov 1-5	2016 U.S. Vintage National Championships with SVRA	COTA, Austin, TX