

# CVAR Racing News

THE PREMIER VINTAGE RACING ORGANIZATION OF THE SOUTH CENTRAL UNITED STATES

## *The Corinthian Pledge*

*“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.”*



## The Fox and the Hounds

CAFÉ Photo

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Photos courtesy of CAFE Photo, Marilyn Breidenbach, Holly Hoemke, Steve Cole, Duncan Charlton  
Proofed by Bill Johnson

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Proofed by Bill Johnson

### FINE PRINT:

CVAR Racing News is the official publication of the Corinthian Vintage Auto Racing Corp (CVAR) and remains the property of CVAR. Published after each race and as needed, material is actively solicited for the newsletter. Every effort will be made to use appropriate material from the membership. Unsolicited material from non-members is also encouraged. The editor reserves the right to edit for length and appropriateness. No placement of material is guaranteed. Classified ads, of modest length, will be accepted free of charge from

members. Ads will be rerun if space permits. The deadline for ads and material for the newsletter is the event race date for publication in the following issue. [Web classified ads are member submitted via the CVAR website ("Classified Ads").] Please submit all written material to the editor. Material is accepted in any format, written or by electronic means. Free, non-commercial ads will be accepted from non-members if the item might be of interest to the membership. Sponsors may submit a free commercial ad of various sizes. Details can be obtained by contacting the Editor or Ad Coordinator. Opinions or statement made by the authors of published articles are those of the

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# Winner's Circle

**TO THOSE WHO SERVE  
& WALK THE WALK**



**CVAR at Wood,  
Wind and Waves  
Fort Worth Boat  
Club**

**CVAR Flags fly over  
White Rock Lake**  
All British & European Car  
Day a great success



**Save the DATE! Show your car!**  
CVAR to display cars at Houston Autorama

**CVAR weekends don't "just happen" - it takes a lot of time & work  
Do your Share — Volunteer  
Walk the Walk — Just Do It!**

# Prez Sez

by *George Curl*

**S**ept was fun. We had a low turnout and lost \$8k, but despite the heat we had a good time.

A big thank you goes to our dedicated workers. Many of them took a cut in reimbursement to help us out. At the December races make sure you look them up and give them a big thank you. We can't race without them and they can't watch without us.

Nine students hit the track Friday morning. They were a good group that truly enjoyed themselves. Marty Baker still hasn't been able to get the smile off his face.

Friday evening found the board and several members in the tower for a short board meeting. That was one of the things that the survey said many of you wanted. I expected around 60 people but only a handful attended. Still, many good comments and suggestions came from member input. The board takes these ideas seriously and is working on implementing some of them. I refused to take the suggestion that I play marbles on the freeway.. That one will just die in committee.

If you have ideas or suggestions, please put them in writing. Someone gave me a

good idea on the way to grid Saturday morning. I have no idea who it was, and no idea what the suggestion was. Write them down. Send them to me and I promise the board will see them.

When you get this, Hallett will be just around the corner. Friday night there will be a CVAR Family cookout up by the big race port. The main course is provided but you must bring your own drinks, be it alcohol, water or soda pop. All are invited to mingle with drivers from other groups and enjoy the bench racing. I've heard rumors of screwdrivers being available in honor of Bill Hill and Ron Shade.

Friday-Sunday there will be a crew filming a pilot for a cable TV show. It should be a ball. I met the director at TWS and word is he was really impressed with the CVAR attitude and manner reflected by all those in attendance. That's a big compliment coming from a man that films vintage races all over Europe. He loved the track at TWS and was really surprised that it wasn't completely flat. I guess most Europeans think of Texas as being flat as a fritter.

The board and the By-laws committee has been working hard to incorporate many of the items mentioned in the survey you

filled out this summer. Bill Johnson, Group 6, is writing a synopsis of the changes about to be adopted. A lot of good ideas have come forth, but changes are going to come in small increments.

The December race promises to be a lot of fun. Remember to register by Nov 10 and get 3 days for the price of two. We are planning a toy run and TWS is going to advertise it in the Brazos Valley area. The last time they did that over 2000 people showed up. So you can expect a crowd.

We also will run the short course in December. There is a method behind my madness. We can expect it to be dark around 4:30 so the races are going to be tight. We will also save \$\$ on operating expenses as it takes about 15 fewer workers to run the short course. Besides I'll bet 80% of our members have never run that configuration. It's fun to pass Mustangs in turn 1 then have them pass you back at S/F.

Thank you for supporting CVAR. Remember, if you see someone you don't know, introduce yourself. If you see a newbie, make them feel welcome.

See you at Hallett and wave when you go by.....

*George*

## Save the DATE! Show your car! CVAR to display cars at Houston Autorama

George R. Brown Convention Center November 28-December 1.

Contact Tom O'Grady

Email: [ctoGrady@comcast.net](mailto:ctoGrady@comcast.net)  
281-253-8881

**DO IT NOW !!!**

The Convention Center is very convenient to Interstate 59 near downtown - easy access for loading. We would like to use the event as a marketing and membership opportunity. Autorama typically gets a big crowd so it is a great chance for us to get some local support for CVAR. We have preliminary space for 12 CVAR cars - with four cars already signed up. In order to get all the CVAR cars displayed together as a group - we must send our applications by October 1 - so please contact me with your mailing address as soon as possible. Please either email or call if you can attend or have any questions.

# Chief Steward's Report

## Registration and Car Numbers

By Merl Hansen - Race Registration

**A**n objective of placing Permanent Numbers on DLB is to make registry easier for entrants (and reduce the Registrar's workload); but that is not happening.

**Problem:** Why are leading zero car numbers being entered when the car permanent number does not contain leading zeros?

For example: Cynthia Trifilio continues to select 055 in the car number dropdown. The car is marked in quite legible numbers - 55. So why does Cynthia continue to enter 055? It may be she doesn't realize that her permanent number 55 does appear deeper in the dropdown. A request to DLB has been made to move all of 0yz numbers on the dropdown to be contingent with the three digit numbers xyz. Don't hold your breath.

**Solution:** Record your Permanent Number in "My Garage". Use more of the capabilities of "My Garage".

Assuming that you have entered vehicle basic data (Make, Model, etc.) in "My Garage"; then:

1. Under "Current Vehicles", select "Edit".
2. On the bottom highlighted line - Additional Vehicle

Data, select "Show".

3. Find the "VIN" field and enter your car permanent number.
4. Note that other fields are present that are also required info for the registration process. Those fields are **Displacement, Transponder Number, Log Book, Log Book Issue Date, Official Weight.**
5. When finished, select "Update".

The advantage of using the "My Garage" as a repository for the car data is the data (including car number) is automatically transferred to the "Registration Information" screen when the car "Class" is selected from the Class dropdown.

**Reminder:** Having a Permanent Number prevents others from selecting your number; it doesn't prevent you from selecting an unassigned number. Next time, you see Cynthia; admit "I've done it too".

**Cynthia,  
Thank You,  
Merl**

## CVAR SAFETY REPORT

By Allen Johnson

**G**reen flag. Start. First corner. Second corner. Races are never won their, but sometimes are lost then and there.

Our safety records show that four-offs, significant losses of control, and crashes often happen in the first half lap. A four-off or significant loss of control of course requires a stop in the hot pits. It is almost impossible to come back from that and win. And a crash means the end of the race for that car, and maybe another car.

It is not surprising there is a higher frequency of these incidents early in a race.

We are purposely in a tight formation just before the start. Drivers may watch for the green flag as much as for the car ahead. Someone may erroneously anticipate the start, jump on it, then back off. It is bad for the driver behind who may have to hit the brakes, and maybe the next car back also. There can be nose to tail collisions.

After the start we may still be side by side into the first turn. It is not a normal single car wide-line through the

turn. It is difficult to do it right without the normal wide turn in, hit the apex, and then track back out. It is easy to run out of track at the end of the turn, and go off. There may also still be traffic close ahead to avoid. Drop off the throttle suddenly, and trailing throttle over steer can spin the car around quickly.

We also sometimes have problems with our own cars. A single warm up lap on a cold morning does not get tires up to normal racing traction. We may be thinking the car has more traction than it really has.

Another problem is that we may be overly optimistic. It could be wishful thinking about going two wide or even three wide in a turn. It may be an unwillingness to back off and give the other driver the lead. It may be the dreaded red haze.

As they say, we have to finish it to win it. A little caution, taking it easy in the first half lap, goes a long way toward winning..

*Allen*

# A BEST KEPT SECRET: WHY YOU SHOULD COME TO HALLETT

*By Skip Duplissey*

(*HINT*: We are filming the pilot episode of *VINTAGE RACER* )

**I**t all began in early 2008... after several years of prodding (and no doubt exhaustive) mentorship by my dear friend, the late Ron Shade, and with much fear and trepidation, I finally attended the driving school at CVAR. To put it simply, I have been an absolute helpless junkie ever since.

Vintage Racing is certainly about great friends, cool old cars and exciting racing. But for me, and I know many of you, it's much, much more than that too. There is something uniquely special, even magical, going on here – something that makes all the financial pain of campaigning a vintage race car, the late nights working on the car and busting knuckles, parts not showing up on time, the last minute trips to my mechanic, the anxiety as I wonder if the car will be ready, the rush to get the trailer loaded, and the long drives to the track seem all but irrelevant once I arrive. ALL of the pain and misery suffered just to get to the track is worth it, and then some. This thing we do is infinitely more than just “a good time” – the entire experience makes me feel whole, ALIVE, at peace with the world. The spectrum of everything I do related to Vintage Racing provides a nearly spiritual fulfillment. After God, family and country, Vintage Racing simply has no competition – not even close.

Vintage Racing is more than isolated events taking place throughout the year, left untouched until the next event. It's something that occupies our daily thoughts. We call and email the friends we've made at the track to discuss it, we force our family to watch our track videos as we show off our (in our minds) superior race craft, we bore non-racing friends as they listen to us go on and on, we fantasize about how fast we'll be at the next race, we dream of passing our buddy, that rabbit, we've been chasing, spend untold hours on the internet on racing related activities, and so much more – yes, this is more than simply an activity we participate in. Vintage Racing is every bit a “lifestyle.”

For some time now, I've seen ever-shrinking participation threaten our be-

loved lifestyle. This worries me to my core. At 43 years of age, I need a strong vibrant Vintage Racing community to continue through future decades. I must be able to continue doing this. I pray that one day I could even introduce my 2-year old daughter and 2-month old son to this Vintage Racing Lifestyle that has brought me so much joy. That is why I have to try anything I can to help save Vintage Racing. But what to do?

As some of you may know, I ran a company that was the title producer of hunting shows. We had the most watched field sports television series for seven years running and another very highly rated series on the top outdoor networks. One evening, as I was drifting off to sleep pondering some problem or another with one of the shows, I sat up like I had just been hit with a cattle prod – scaring my poor wife Jen in the process. It hit me like a ton of bricks – if we could make highly successful shows, with hundreds of thousands of viewers each and every airing, of a guy sitting in the woods being as still and quiet as possible... why couldn't I do the same with Vintage Racing? We went deep into the night discussing it, astounded at the potential. This show had to be done.

It can be difficult to convince people outside the industry of the awesome power of television. I watched multiple companies double, and even exponentially grow, their sales by making no other changes than advertising on my shows. Television is an unbelievably, sometimes unfathomably, powerful medium.

As I further developed and refined my thoughts on how to produce a Vintage Racing series, I had a chance encounter with the creator of another series that many of you have seen, *GT RACER*, which primarily featured the big European historic events and aired immediately after *TOP GEAR* in England! Alexander Davidis (met by some at the last TWS event) is an amazingly creative and talented artist as well as an accomplished award-winning producer and director. Over time, we discovered a special synergy between our talents and decided to partner for the new series, *VINTAGE RACER* (working title).

The next hurdle I faced – the BIG one – was funding. I knew I didn't personally have the resources needed to fund the project on my own. Thankfully, through some very special like-minded racers from our community, I have been able to raise most of the money to film the perfect pilot. This is an amazing testament to the kind of people vintage racers are!

Through this series, I'll be able to tell our story (a best-kept secret) to an audience of hundreds of thousands (maybe millions) over and over again – in a way unavailable by ANY other means. Racers from other venues and non-racers alike will be drawn in by the magic that brought all of us here in the first place – when they SEE it, when they start to understand it, and when they connect with the EMOTION and PASSION of the people doing it, others will want to be a part of it! We'll get existing racers looking for a better, more positive atmosphere, new racers, and even those who simply want to partake in this incredible lifestyle by spectating and/or volunteering. TV is the ONLY medium available to effectively tell this story to the masses!

We have an amazing and unique story to tell, but it's a secret! This story deserves to be told and told well. The more people we can expose to the magic that is Vintage Racing, to this uniquely special lifestyle, the better we'll ALL be going forward. And we've assembled the team of film professionals that will produce the highest quality auto-related unscripted television yet seen.

As has been previously announced, we are filming the pilot episode of *VINTAGE RACER* at our next Hallett race on October 11 through 13. A large car count is critical to the success of this project and, I believe, to the future success of Vintage Racing. If you don't plan on attending, PLEASE reconsider. If you are, please call those who aren't and strongly encourage them to attend. Come be part of this special event, maybe get your car on television, have a blast with us, and support Vintage Racing all at the same time.

**Vintage Racing needs YOU!**



# Our 2013 Monterey Reunion Trip

Photos and Story By Steve Cole

**A**nd what a trip it was! Not sure where to start except that we got very lucky this spring and found a new/old race car that had already been accepted to Monterey this summer to celebrate the 60<sup>th</sup> anniversary of Corvette at the races. This new to us car, a 63 Corvette SWC, has been a race car all its life starting out as an auto X car and then onto BP and ASR configurations before going SCCA T/A racing in the late 70's and early 80's. All of its life spent mostly in the northwestern US and then to Canada for a short while until it passed onto some vintage racers. The previous owner having the car for nearly 15 years before passing away I stumbled upon it ....of course on the internet.

That's the easy part and now we had 2 ½ months to get a tired old race car ready. So with Bob Caudle leading the way we began a summer of intense effort to rebuild everything me-



chanical, brakes, suspension.....you name it. Spent 3 weeks in a metal shop fitting my seat and removing lots of racer tried improvements and throw a-ways. In the end we loaded the car in the trailer on a Wednesday and Sunday morning at 6:00am we picked it up and headed to California, exhausted but excited!

And what a week it was. Having 15 CVAR guys around was great fun and we had our own row in the paddock with Texas flags flying, excellent! The racing was fun despite a little bit of touching that was going on in all the classes and for the most part we stayed clean although Robert Hoemke might have a different take as he was the victim in his skirmish. But he kept on with no major damage.

The Vette performed exceptionally well despite its inexperi-

enced driver and his attempt to finish last we finished mid pack throughout the weekend. The take away being that it's going to take more than one weekend with a V8 race car on a foreign track to understand what the heck I am doing! The highlight of the week was our Vette was chosen along with 20 others to drive



15 miles on public roads with a CHP escort over to The Quail Lodge car show. I was allowed a passenger, so Scott Brady sat on a moving pad where a passenger seat would have been nice and we caravanned with Jay Leno in a new Vette first and Rick Hendrick in a second one and 20 race Vette's behind them screaming through the hills of northern California with a Speed Channel helicopter overhead filming our journey. When arriving at the lodge a gauntlet of people 4 to 6 deep were ap-

plauding our arrival and shooting pictures...we were rock stars for our 15 minutes! We stayed about an hour and once we got this guy Michael Schumacher to stop talking and admiring our cars we proceeded back to the track. What an adventure!

There were other stories for the week with other well-known car guys and the type of fun that only Monterey offers. It truly is a one of a kind experience and it sings a sirens song for me to return every year that I can. We all had a great time leaving the



hotel daily at 6:30am and returning near 11:00pm each night with not one hour of rest.

**Great friends and food made this one a trip to remember. Thanks to everyone who helped and encouraged us this summer. Now how do we top this one.....??**

# Group 4 Plus @ Monterey

By John Breidenbach & Jim Yule

Photos by Holly Hoemke, Marilyn Breidenbach, Jim Yule

**“You’ve been invited here because you own wonderful vintage race cars that you drive, but that does not mean you are race car drivers.”**

Those words were spoken by Jill Campbell, CEO/General Manager of Mazda Raceway, Laguna Seca at the drivers meeting leading up to the Rolex Monterey Motorsports Reunion. She continued by stating the fact we are just the current caretakers of these wonderful cars, neither Ferrari, Red Bull nor Mercedes have scouts at the race searching for their next driver.

We all laughed but the point was very well made.

The cool weather of the Monterey peninsula is always a welcome relief from the blistering heat in August. Each year, over an August week, the central California coast is the epicenter of vintage racing, concours shows and collec-



Robert Hoemke's pair of Overseas Motors Minis Cooper S's

tor car auctions.

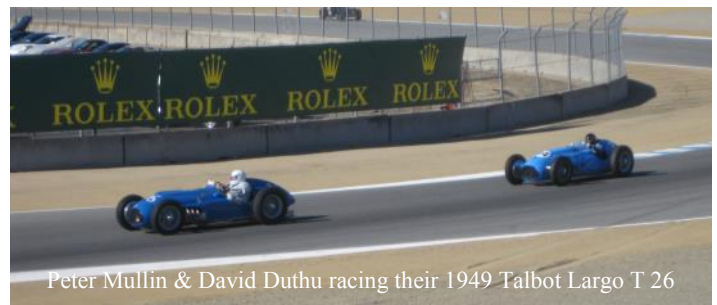
For the past three years drivers from Group 4, spearheaded by the Formula Junior gaggle, along with our friends from other groups, have gone to one of the “bucket



About half of the CVAR cars

list” tracks. First the wonderful Road America, then we enjoyed the OatTree at VIR and this year we decided to apply, as a group, to the Monterey Reunion (aka, the Monterey Historics) at Laguna Seca. You don’t just sign up for this race, you apply and are accepted (or not). With the assistance of John Furlow Sr and David Duthu all of us were accepted and we all parked in the same row – yes we took up an entire row on the paddock.

In total, fifteen CVAR members, teamed up and got ourselves (plus many others) and our eighteen cars to the track. The week prior the “big” event, the organizers offered a “Pre-Reunion” for more track time and a warm up for the Reunion itself which



Peter Mullin & David Duthu racing their 1949 Talbot Largo T 26

many of us attended. The Juniors managed to convince Bob Merrill to come to service the cars should the need arise. He and Greg Hibbs decided to trailer Bob’s newly restored Morgan 4/4 with them and see northern California after the event. The trip is more than the weekend(s), it is a total experience that is, simply put, very enjoyable for those of us whom cars, friends and racing go hand in hand.

Our gaggle, and yes that is a valid term, had a great time and included: Seven Formula Juniors (Charles Bamford, 1961 Cooper T56 FJr; John Breidenbach, 1960 Lotus 18 FJr; Dan Chapman, 1961 Cooper T56 FJr; Robert Hoemke, 1962 Cooper T59 FJr; Tom O’Grady, 1962 Cooper T59 FJr, Jim Sharp, 1961 Cooper T56 FJr; Jim Yule, 1961 Cooper T56 FJr): One Formula 1 (Bruce Revennaugh, 1960 Lotus



18 - Formula 1): Two Mini Coopers (exceptionally historic Texas based racing history, both owned and one driven by Robert Hoemke and the other driven by his good friend and competitor, Trevor Bond): John Furlow's wonderful 1962 Dolphin America: Piers Gormly's unre-stored fantastic Morgan Plus 4: Gary McFarlane's 1960, west coast built "Thundermug:" John Fudge's 1968 Bizzarrini Strada GT plus his 1956 Lister Maserati: David Duthu's unbelievable perfect 1949 Talbot Largo T26 Gran Prix car plus his 1955 Jomar Mk. IV: and then to top everything off, Steve Cole brought his 1963 Corvette, the weekends featured mark. His adventuresome

speed during the weekend. Famous and not so famous people enjoying the day and the cars.

We held our own, both on the track and off. Robert Hoemke's two purple Minis were recognized on the podium of the Carmel Concours, where Robert was asked to talk about the history of the cars. David Duthu received the Rolex Award for Excellence for his immaculate 1949 Talbot Lago T26. Best of all for the off track experience was when Janet Revennaugh



The Formula Junior Grid—37 cars

took a walk along the Formula Junior grid with a sign that said, "Margaritas - Texas Tent - 3:30." Yes they all knew where our "Texas Tent" was — the flags were a dead give-a-way — as her promotion was very successful with most of the California drivers coming by to enjoy CVAR style hospitality.

On track our cars showed very well, the weather played havoc with the Webers but all the cars made it through all the races during weekend with the lone exception of Jim Sharp who broke a half shaft Sunday morning. We had one



Tom O'Grady, Bruce Revennaugh and Charles Bamford and the Cork Screw

"lead up" is on the previous page.

That is quite a line up, but not uncommon for this weekend. The weekend is very hard to describe. Literally hundreds of historic race cars, 550 was I believe the final car tally, from the early 1900's to the more modern times including million dollar cars being raced, spiritedly and at



CVAR drivers John Breidenbach leads a group with #96 Jim Sharp tackle the Cork Screw



Bruce Revennaugh, Jim Yule, John Breidenbach, Charles Bamford line up though turn 3

contact; Robert received a tire donut on his Cooper T-59 when a driver misjudged his entry and slid into him but damage was minor. John Breidenbach decided to make a spectacular cool down lap. When exiting the famous "cork screw" his Lotus shed a rear wheel assembly spinning him into the dirt throwing up a huge cloud of dust. No one was hurt, the damage minor.

The same can not be said for some other classes whose drivers were almost expelled from the weekend and won't be invited back.

Visiting with old friends, making new ones and racing in the Monterey morning fog made for a very memorable adventure and an enjoyable vacation.



**CAFÉ Photo**  
*Fresh Hot CVAR Photos  
 From Texas World Speedway  
 Made to Order!*  
 Visit our website at:  
**[www.Cafe-Pics.com](http://www.Cafe-Pics.com)**

**Doug Pawlak, owner of CAFÉ Photo , has given CVAR photos for our Newsletter since its inception six years ago. He has a wonderful eye and captures the cars at speed.  
 If you have not gone by his trailer and looked at his pictures of your car, I suggest you email him (cafephoto@ymail.com).  
 You just might be surprised how great you look on track.**



**8th Year**

**Art & Mary Jo's**  
**8th Annual Reunion**  
**10:00 AM to @#\$%^**  
**Saturday - November 23, 2013**  
**@ Summerville's Family Ranch**  
**1267 Day Lane, Denison, TX 75050**  
**903-465-2652**

**10am - ??**



# North American Morgans meet at Put-in-Bay, Ohio

By Duncan Charlton

**Y**ou try to bring all the spares you might need, but... don't you hate it when that one part you meant to pack (but mislaid) is the very one you need?

Our trip to Put-in-Bay required a drive of nearly 1400 miles each way but we were determined not to miss this opportunity. This would be the last ride in our 1936 Morgan Super Sports three-wheeler because, en route for home, we would drop it off at the home of its new caretaker in Kansas City. We arrived on the island via the ferry, found our hotel, and took the Morgan for a ride to scout the area. We soon gathered with the early arrivals for dinner, and forgot all about the intermittent short in the ignition switch. I went to start the car the next



A small sampling of the field of racers, with Duncan Charlton's Super Sports to the left of the 1950 Lester MG Special.

morning for the fast parade laps around the old road course and found that there was no spark and the coil was very hot to the touch. Installing a good coil borrowed from Peter Ballard's (Savannah, Georgia) 1933 Sports three-wheeler demonstrated that my coil was the problem, but my spare coil, I realized, was on my bench at home in Texas. The car was scheduled to race the next day, and here we were on an 3-square mile island with no motorcycle shop!

Bob "Kermit" Wilson of Lisle, IL had called me last September with the suggestion that we call a gathering of Morgan 3-wheeler owners concurrent with the vintage road races at Put-in-Bay, where, four years running, organizers had put together a low-key race week for under-2 liter sports cars built before 1963, recreating the 1950s sports car racing



Lining up for the start of the 5th Peter Morgan Memorial Race

series that had taken place on the island's streets (the course included a main straight nearly a mile long -- those 1950s races must have been exciting, indeed), but, given modern realities, would race on a course temporarily set up on the airport's runway and taxiway instead. Recognizing that the new 5-speed Morgan three wheeler had not had a proper coming-out party on this continent, we contacted the Morgan factory and the Morgan dealers in hopes that they would support the event. None were able to send a new Morgan but many of them donated generously so that we were able to provide proper awards and a swag bag for each attendee. We would celebrate the event with the Fifth Peter Morgan Memorial Race.

The distances separating us are daunting but I hoped we could provide a rare opportunity for Morgan owners to meet each other with vintage motorsports as a background. Never has every known Morgan own-

er in three countries been contacted individually and been asked to attend a gathering. About 185 private owners throughout the USA, Canada, and Mexico were contacted for this event.

Back to that bad coil -- Peter Ballard suggested I call "Goby" Gobalian of Cape May, New Jersey, the first person to come to his mind when I said, "I wonder who here might have a spare coil with them?" We tracked Goby down, and he handed us a used, but working coil, so he saved me from ruin. Many thanks, Goby and Peter! I picked up my wife as passenger on the parade route and inserted ourselves into the line of cars for the second and final lap (thankfully, cars not registered for the street receive a waiver at Put-in-Bay throughout the event so they can drive their unregistered race cars on the public roads).

The All-Morgan race was my first-ever chance to race a three wheeler. While I race a 1952 Morgan Plus 4 (red #6), never had I pushed our Super Sports three wheeler this hard (hard enough to join the two-wheeler club for about 30 yards), particularly since it was about to be handed over to a new owner and the Morgan had to survive racing without a scratch. We started off the race with an agreement among the drivers to give the fans a good show, staying bunched together. I blew that plan immediately when I jumped into the lead in our torquey non-race-prepared Morgan, but swung wide in the first hairpin with my arm pointing the other three Morgans by. I provided V-twin soundtrack while the Ford sidevalve F-types ran off into the distance for the remainder of the race (I was given the opportunity to drive Kermit Wilson's 1935



The Morgan paddock, with cars of Fred Sisson (foreground), Rick Frazee and Bob "Kermit" Wilson.

F2, which has a Willment inlet-over-exhaust head on its 1172 cc Ford 100E and was surprised at the acceleration of his rig). One or more drivers were obviously seeing red mist as the lead was contested in the run to the finish line. I realized afterward that I drove like this more often, I might finally learn to consistently downshift quietly into second gear...

The race organizers provided a full schedule of films, lectures, tours, concours, the valve cover race and a rally which sent participants out to explore the island. Everyone I spoke to had a good time. The awards dinner was a highlight for many attendees. We had a view from the wharf as tall sailing ships gracefully maneuvered about in the tiny bay (including a 4-masted ship that sailed away from its mooring as we watched) as they began gathering for the bicentennial of the Battle of Lake Erie (a.k.a. the Battle of Put-in-Bay) where Admiral Perry defeated the British fleet.

I hope the other participants got as much out of it as I did. I counted 12 vintage Morgans and one new 5-speeder, with three F-types and one V-twin racing.

Photos, and links to yet more photos, can be found on the Put-in-Bay Road Races Facebook page: <http://tinyurl.com/og6vo4f>

My pictures can be found at: <http://www.flickr.com/photos/charl10/> and more information about the Put-in-Bay races can be found here: [pibroadraces.com](http://pibroadraces.com)

## CVAR Board of Directors Meeting Minutes Texas World Speedway, College Station, TX September 6, 2013

**1. Call to Order** - The meeting was called to order by the President, George Curl, at 5:00 pm.

Board Members present were Roy Allen, George Curl, Jeff Garrett, David Griffith, Don Gwynne, Merl Hansen, Herb Hilton, Bruce Revenaugh. Visitors present were Mac Anderson, Rick Cardenas, Steve Cole, Ed Cullen, Mike Floyd, John Furlow, Jr., Bill Gardner, Bob Green, Gene Hassell, Michael Jenniges, Ralf Kuehnhoefer, Christel Kuehnhoefer, Mark McIllyar, Tony Nigro, Danny Piott and Tom Yemington.

**2. Consent Agenda** – The Consent Agenda included the minutes of the previous meeting, purchase of a new printer, payment of outstanding bills and the payment of a \$520.00 IRS penalty for a 26 day late filing. Bruce Revenaugh moved the Consent Agenda be approved; Herb Hilton seconded, approved unanimously.

**3. Membership Report** – Herb Hilton handed out a one-sheet membership report, which stated the following as of 09/07/2013: 326 current members; 188 non-current members. 76 new members. 185 current competition licenses, 34 of which will expire before the October races at Hallett. There are 56 active members in the Novice program. Herb noted that Championship point standings were now available on the CVAR website. Herb also discussed some professional marketing advice he received from a friend in the marketing business. He presented a single page full of specific recommendations regarding the CVAR website, Facebook, print ads and television coverage. The website recommendations will be discussed with Scott Barrett, CVAR's new webmaster.

**4. Treasurer's Report** – Bruce Revenaugh discussed financial considerations associated with low turnouts in the fall of 2013, and alternatives for dealing with them.

**5. By-Laws Committee Update** – George Curl discussed some of the major changes and improvements in the proposed by-laws update which Bill Johnson has worked so hard to prepare for us. One is an opening up of the nomination and balloting process. If approved, any member will be able to be placed on the ballot upon securing signatures of 10 percent of the membership.

**6. Registration / Timing & Scoring** – Merl Hansen discussed an issue involving Novice medical physicals expiring before completing license requirements. David Griffith moved that CVAR Novice drivers adhere to the same medical exam requirements that VMC requires. Herb Hilton seconded the motion, which passed unanimously. Merl also discussed a registration problem with drivers entering leading zero(s) inappropriately. Example is a car with the number "5" actually painted on it, but registering it on DLB as "05". Merl agreed to write an article for the CVAR Newsletter explaining the problems this creates, and Group Representatives are to discuss this with the drivers they represent.

**7. Tech Report** – David Griffith noted that he would no longer be serving as Tech after the first of next year, but that he was developing several replacements, including Gary McFarlane, Greg Matlack and Chuck Warren. The current focus is on the integrity of roll bar and roll cage installations. David reminded everyone that Tech inspection serves as second set of eyes, but that each driver is primarily responsible for his own safety.

**8. Member Inputs** – Members are encouraged to give their input during this time. Board members will not be able to vote on member's request but they will be investigated and reported, as action items, at the next BOD meeting. **Mac Anderson** discussed promotions and corporate sponsors of a weekend. Mac agreed to get with Jeff Garrett to develop the concept further, in conjunction with Chalmer McWilliams' committee. **Mark McIllyar** discussed ramifications of the fact that COTA and SVRA have a 5 year agreement, and CVAR's need to adjust its race schedules accordingly. One idea he floated was to make SVRA's COTA event serve also as CVAR's fall race instead of Hallett. Mark also discussed the high temperatures often experienced at TWS in September. He said that historical weather records show that September 9 at TWS has the same high temperature as is typically experienced on June

9 and July 9. Hallett in August is generally 6 degrees cooler than TWS. He recommended we consider future schedule changes, such as Hallett in May, Eagles Canyon in March, etc. We need to synchronize with RMVR as regards Hallett. He also said we should consider cancelling the October race at Hallett in the future as a result of the conflict with SVRA at COTA. Mark urged consideration of "something different" to avoid CVAR events getting boring. Examples included New Orleans, a combined (but not mixed) event with NASA, etc. He noted that 14 CVAR members went to Monterey recently and 4 were at Watkins Glen at this time, so people are willing to travel if the event is sufficiently interesting. **Ed Cullen** said that he just doesn't see it as likely that very many CVAR members would go to races in Colorado or Louisiana, when they won't even go to Hallett because of it being a long tow for them. He also said that he regarded COTA as a very expensive place to race, and not an appropriate venue for our club to sanction events at. **Roy Allen** noted that several Group 1 drivers regularly make the long tow to RMVR High Plains. He said that several regard the trip out and back as part of the fun, with the open wheel and closed wheel enduros on Sunday the icing on the cake.

**9. Authenticity** – Roy Allen yielded the floor to Bill Gardner, Group 2 Rep, who discussed the results of a rather large survey of Group 2 drivers. One of the high points was broad support for allowing current SCCA/NASA/etc. drivers to race with CVAR without going through the Novice school program, but after making sure they understood the proper "vintage attitude". For group 2 only, there was support, especially folks with BMC engines, for allowing roller rockers and 0.060 inch overbore to save some blocks, with specific authenticity deductions. Bill also suggested changes to allow fiberglass flares and body panels with specific authenticity points deductions. Lastly, Bill proposed new group 2 classes to allow pre-1972 cars prepared to later GCR years to compete in new classes such as FP2, EP2, etc. Bill has formally submitted the changes to Roy Allen. There followed an open discussion of the wisdom of various rules change proposals floating around.

**10. Chief Steward** – Bob Green discussed lunch drive-around, in street cars only, behind a pace car, to let visitors get a good look at the entire race course. It is not meant to be a thrill ride; the pace will be about 40 to 45 mph. Dropping back and charging forward will not be allowed. There will also be a sweep car at the rear. This weekend we have as guests the MG Club of Houston. The idea of giving rides in race cars in the future has not been ruled out, but details have not yet been ironed out. There followed a discussion of how best to provide current and accurate medical information to EMT personnel. The SCCA uses a form filled out by each driver voluntarily. The form is kept in a small pouch attached to the driver's helmet. Rick Cardenas volunteered to get examples of SCCA's forms and pouches for the Board's review.

**11. President's Report** – George Curl discussed Skip Duplissey's filming project at Hallett. Skip and his film crew are hoping for as many Group 1 and Group 7 entrants as possible at this next event. George also discussed the race scheduling process. CVAR used to have tentative schedules for 5 years out. The uncertainty surrounding the SVRA event at COTA resulted in several problems setting future schedules, which are still being studied. George noted that one of the big things from the recent surveys is that people report CVAR is not friendly to new people (!). He urged everyone to meet and greet anyone they didn't recognize as they went around the paddock. It is critical to CVAR's future that visitors and Novice drivers feel welcome and valued.

**12. Next Meeting** will be via teleconference sometime in late September or early October, TBD.

**13. Meeting Adjourned** at 6:22 pm.

Respectfully submitted,  
Don Gwynne, CVAR Secretary

Previous Board minutes may be found on the CVAR website





## Classified Ads

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Please see the FINE PRINT on pg 2 for details

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10/13

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05/13

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01/12

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12/12

### 1964 Genie/Alfa Mk-7 SportsRacer

New Robert Rogers 1600cc Alfa, with twin 45-DCOE Weber carbs. 8 qt. Giulietta racing sump with doors and baffles, plus accusump. Panasport wheels with Dunlop racing tires, Carrara shocks, fresh belts, new paint and reupholstered seats. Many times Monterey Historics. Was \$59,500, now asking \$43,800. (retirement sale)

Jeff Kraemer 469-4812383 [cjeffkraemer@gmail.com](mailto:cjeffkraemer@gmail.com)

2/13

### '64 MERLYN M6A Sports Racer.

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Ernest Hemingway**

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## *CVAR 2013 Schedule*

Date	Event	Track
Oct 11-13	Thunder on the Cimarron XI Formula Ford Feature	Hallett Motor Racing Circuit, Hallett Ok.
Dec 13-15	22st Annual Fall Vintage Festival John Gaudette Memorial Race Annual Awards Presentations	Texas World Speedway College Station, Texas

## *CVAR 2014 Schedule*

Date	Event	Track
Feb 21-23	Spring Drivers School & Races Cooper/Lotus Pablo Gonzalez Memorial Challenge	Texas World Speedway College Station, Texas
April 11-13	Hallett 7th Annual Mike Stephens Classic Formula Vee Feature Ron Shade and Bill Hill Memorial Races	Hallett Motor Racing Circuit, Hallett Ok.
May 17-18	23d Annual Marvelous May Races British Small Bore Festival	Eagle Canyon Raceway Decatur Texas
Sept 12-14	Fall Drivers School & Races	Texas World Speedway College Station, Texas
Oct 10-12	Thunder on the Cimarron XIII Formula Ford Feature	Hallett Motor Racing Circuit, Hallett Ok.
Nov 7-9	23nd Annual Fall Vintage Festival John Gaudette Memorial Race Annual Awards Presentations	Texas World Speedway College Station, Texas