



# Vintage Racing News

The Premier Vintage Racing Organization of the South Central United States

Volume 10 Number 3

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

Summer 2017

## *MSR Cresson – June 2 – 4* *Rain & Sunshine, Great Music, Food & Fun!*



Steve Smargiasso – Datsun Roadster – Group 2 on Sunny Sunday



Mike Bond, Racing in the Saturday Rain, Group 6

## *Thunder on the Cimarron XVI* *Formula Vee Feature* *August 25-27, 2017*

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



# A Message From Our President



## Herb Says...

Motorsport Ranch Cresson is in the record books and was a success in spite of Mother Nature's reluctance to cooperate. We had a good turnout of over 120. We had good weather for part of Friday and great weather Sunday, but it rained almost all day Saturday. I spent most of Saturday spinning in circles. The parade to Granbury was canceled due to rain. The British Small Bore Festival feature race was well attended and a lot of fun to watch.

I want to recognize and Thank our special guests from the Morgan Adams Foundation. This is the first time CVAR has held a race in conjunction with a fund raiser and it was a financial success. We had a dinner party Saturday evening catered by Babes followed by lite rock music of the band MAXX along with door prizes and a 50/50 drawing that was won by Jamie Stiehr who donated the proceeds back to the foundation. On Friday and Sunday, we held a Ticket to Ride opportunity for those willing to donate to the MAF.

On Sunday we were treated to photo ops taken with some Hot Grid Girls.

Thanks to Larry Reyburn our race chairman along with additional Thanks to Danny Piott, Chris Judd, Merl Hansen, Doug Mains, Greg Matlack, David Hopkins, Gary McFarlane, Jean Womble and all the others who contributed so much to make it a successful race.

Apparently we were a little short on volunteers so if you have the time and are willing to help out please let us know.

The sale of ECR has finally closed with renovations and improvements underway. Look for a race date as early as 2018. I was told by TWS management that our race in October will probably be our final "last race ever".

I want to remind everyone that starting in 2018 HANS or equal devises will be mandatory. Also starting in 2018 look for a price increase in Test-N-Tune probably equal to Saturday or Sunday.

Our next race will be at Hallett August 25 through 27. Please register early.

It looks as though we will have a race date at Texas Motor Speedway in October 2018.

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

Photographs by Kim Hill



# Race Chairman's Report

## June 2017 Race MSR Cresson

By Larry Reyburn

**Race Objectives:** Create a Different Fun Race Week end step outside the “Nine Dot Square”. Invite the surrounding communities to experience Vintage Sports Car Auto Racing Introduce The Morgan Adams Foundation as CVAR’s dedicated Charity with this inaugural Race...”Race Against Kid’s Cancer”.

It turned into a wet FUN RACE WEEKEND! Thursday load-in was orchestrated by the experienced help of George Curl, who spent several hours prior to the event marking out paddock alignment. Thank you to all for your patience, and compliance as we struggled to pack 123 entries into very limited space.



Some things that were different and outside the old 9 Dot Square, were advertising our event to the local community, manning the main gate and soliciting donations for our new Charity, Hagerty Goodie Bags at Registration loaded with local area tourist info and samples, i.e.. “Trinkets & Trash”; Door Prizes from area merchants. Also, a terrific chicken dinner catered from Babes Fried Chicken followed up with the entertaining music from the band MAXX! Yes, we sold tickets to this fun evening for \$25, which allowed us to make it happen.

*The winner of the CVAR raffle for \$1150: Jamie and Carol Stiehr! They just donated 100% of the proceeds to finding a cure for children's cancer!!*

“Tickets to Ride” to take a spirited ride in a Vintage Race Car &/or an Exotic Car, “Grid/Umbrella Girls”, 50-50 Tickets, Pace Car Rides plus, Exotic Car Driving Experience offered by MotorSport Ranch with all the of the net proceeds being donated to The Morgan Adams Foundation.

Each of the CVAR Drivers were challenged to ask their sphere of family, friends, business associates, etc., for “Sponsor” donations in this “Race Against Kid’s Cancer”. Our initial results left significant room for improvement. Next year’s results will certainly illustrate the Texas size of our hearts and compassion. A huge “Thank You” to some of our Members and Friends who enabled the first event to deliver well over \$30,000.00 to the research and treatment of pediatric brain cancer.

Things you may not have known. We actually advertised with a quarter page ad in the Hood County News, and received a lead in and follow-up articles in the 10,000 circulation. The Granbury Chamber of Commerce, lead by



President, Mike Scott, helped with the orchestration of the event and the Parade Of Race Cars to the Granbury Square, unfortunately canceled due to the weather Friday evening. I believe that if we could have invaded Granbury Square Friday night with the roar of race cars, escorted to and back by the Hood County Sheriff, we would have been overwhelmed with race fans Saturday and Sunday.

A special "Thank You" to Joan Slaughter & Sarah Slaughter, Liz Vehlow, (MAF), Jammie & Carole Stiehr, Ryan Groves (RMVR), plus, Jeff Miller & Brian Crumley, (Vortus) along with Steve Mercer, Sean Walker (Hagerty Ins.), Mark Ammerman (Ferrari Challenge Car) and Jack Farr (MSR), his staff J.C. Price, Josh and Dennis.

Our Corner Workers, Race Staff and Chief Steward Danny Piott are all to be acknowledged for their tireless effort making this CVAR event most memorable!

Let's all start the Donation Process over again now for next years "Race Against Kid's Cancer"!



Photographs by Kim Hill

# Safety Report



By Gary McFarlane,  
Safety Chairman

What DOES it feel like to carry an extra 45 pounds in your race car? Just ask the hearty souls who raced in THE RAIN at Cresson and climbed out of their cars carrying lots of water in their driving suits! Hearty or crazy, they managed two days of racing (actually one of practice and one of racing) on a very slippery, treacherous, and largely unfamiliar, track without any contact incidents. The same can't be said for Sunday. We had three completely avoidable and unnecessary incidents that more than soured the weekend for several folks. Maybe two days of being super careful and mindful of conditions was all that some drivers could accomplish. Regardless, all three incidents were avoidable.

There are some folks who seem to think that coming to a complete stop in Fast Pit for something that required them to "come in" makes it OK to LAUNCH when they are given the go-ahead. The Fast Pit crew came to Danny and me with more than one complaint about drivers smoking tires and "reaching the rev limit" as they left Fast Pit to return to the track. We will be looking closely at everyone's behavior in and out of Fast Pit and will be

developing some guidelines and decorum requirements in the future. Don't display anger, angst or aggression in the Fast Pit lane.

We're going back to Hallett soon. HOORAY! Oh, but wait- it's Hallett in August! Hot for sure- bring gallons of water. Dry, absolutely, and lots of dry grass around. If you go off track, please, please be mindful that you're driving over a matchbox. And be especially mindful of smoke, smells, etc. if you come to a stop out in that dry grass. Don't get out of your car unless you absolutely have to, but, at the same time, be aware that you could easily catch the grass on fire under your car.

Speaking of getting out of your car, when was the last time you actually went through an emergency egress drill? Arm restraints can hinder your ability to unlatch (belts and window net), unlock (steering wheel) and unload (yourself). A touchy latch on your window net can take seconds to overcome. Rusty, dry or jammed steering wheel hubs can trap your legs and add precious seconds to your escape. Think about having more than one sequence in mind and practice them. A 30 second escape is a goal but 30 seconds can be a lifetime when things are going wrong.

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



Photograph by Russ Rosenberg

## *Marshal's Fire School at COTA*

*Sponsor joint-venture makes it possible  
Story by Jim Johnstone & Dave Foreman  
Photographs by Don Couch ©2017*

Austin, Texas -- Flaggers. Corner workers. Marshals. Whatever you call them, these, often unpaid volunteers, along with EV (emergency vehicle) workers, make both professional and amateur racing as well as DE's and track events possible. Some are trained professionals, currently working as (or perhaps retired) fire fighters or paramedics, for example. These are often the folks manning the EVs. Greater in ranks at race events are lay-persons. Those with a true passion for the sport, enough so that often beyond donating their time and training, they actually end up spending their own money to work our races. Often, they come in from out of town, buying their own gas, paying for their own, away-from-track meals, and paying for their own lodging (or roughing it, camping in the weather). Be they retirees or still work-a-day types, without them, we would not be racing.

Organizations that operate professional, club and vintage races, driver education (DE's), track days and other on-track events rely on these people to make their events possible. And, they share a common pool of these workers. It is not uncommon to see one of these workers on a corner at a pro event at COTA, then, the following weekend working start/finish at a DE event at MSR Houston or working race control at a vintage event at Hallett. So, whether F1, IMSA, World Challenge, Trans Am, SVRA or CVAR, SCCA, NASA, or PCA, all of the DE operators and even the tracks themselves, they all pull from this limited pool of dedicated individuals.



*Photograph by Bryan Gregory*

While anyone can volunteer to perform the many practical functions of the corner workers and safety marshals, the fact is, each volunteer must be trained to receive the certification required to do so. While there are many specialties (Flagging & Communications, Grid & Paddock, Pit Marshal, etc.), it makes sense that each possess the skills needed to effectively respond to emergency situations that can arise without warning. The better and more wide-spread the training, the safer for drivers, workers and spectators at the track. This training is often 'on-the-job' under the supervision of a senior worker. And this works fine for the operational aspects of the particular job. But how does a worker get real world training for something like fire response? Unless there is an actual emergency to which a given worker must respond, the answer is Fire School.

SCCA and Circuit of The Americas held a fire school several years ago, and various other sanctioning bodies had, as well. But fire schools don't happen by themselves. Nor are they without costs and effort. And since all the various track event operators need skilled workers, and since they all rely on the same pool, it made perfect sense for these operators to come together to support a fire school.



*Photographs by Don Couch ©2017*

So, COTA employee and long-time SCCA member Jim Johnstone and Dave Foreman, member/driver in SCCA, NASA, PCA, BMWCCA, SVRA and CVAR (and sometimes worker) approached COTA about putting on a fire school. Roy Spielmann, Senior Manager of Motorsports Operations at COTA thought it a great idea, and quickly agreed to co-produce the event, and

committed COTA's resources and facilities to make it happen. After months of planning and preparation, on June 17, 2017, the Race Marshal Fire School at Circuit of The Americas was held.

With north of 50 marshals in attendance, the fire school consisted of two classroom sessions and hands-on fire-fighting using both cold fire and dry chemical extinguish methods on an actual burning car, a Triumph Spitfire, of course. Registration and classroom sessions were held in the COTA media center, with breakfast and lunch provided for all. Roy Spielmann developed and presented a lively multi-media presentation covering a wide range of do's and don'ts related to track safety. Roy developed the safety protocols currently in use at Road America when he headed up the Safety teams there and is currently a member of the Holmotro IndyCar safety team. He shared from a deep well of his own experiences, which were both instructive and entertaining. A Lively and extensive Q & A followed.

Jim Johnstone provided instruction on proper clothing to keep from becoming a fire victim while fighting fires, along with the perils of being clad in the wrong clothing. "There are three basic rules to avoid serious injury:

1. Stay as far away from the fire as you can and still accomplish your mission;
2. Always work from up wind to avoid toxic and poisonous fumes;
3. Cover your skin with one or two layers of the best fire-retardant material you can afford, either Flame retardant cotton or Nomex. Wear leather or Nomex gloves, and non-melting eye protection. Stay away from other synthetics like Rayon, polyester and Nylon."

Then, the marshals were shuttled by COTA up the hill past Turn 1 to the Travis



County Fire & Rescue station in Elroy for hands-on fire suppression training. The instructors were professional fire fighters and COTA employees Steve Ward and Walt Munsel. Walt instructed the students how to hold the fire bottle, how to approach the fire, where to aim and how to discharge the bottle, and proper exit from the fire area (never, ever

turn ones back to the fire area). Then, wearing long-sleeved cotton shirts and long pants, many in Nomex, our students donned goggles and heavy gloves then lined up for fire-bottle training under a scorching June sun.

The first exercise was with Cold Fire®. Cold fire is an environmentally friendly fire extinguishing agent that puts out fire faster than plain water or Dry chemical fire extinguishers. Nontoxic, it presents less risk with less damage to property. Cold Fire cools 21 times faster than water, and works to remove heat preventing reignition. It is eco-friendly and non-toxic so it is safe to spray on drivers trapped in a burning car. Cold Fire puts out any Class A or B fire, hydrocarbons or polar solvents, as well as metals, tires, and asphalt. It suppresses vapors and helps to remediate spills by beginning the breakdown of oil and fuel immediately. It is an amazing mixture that quickly and effectively extinguishes most types of fires that our marshals may encounter. And it has the unique capability of reducing the temperature of the fire and of what was burning. Dry-chem, which has been used for



Photographs by Don Couch ©2017

years, was taught next. While better than H2O, dry chem, the students experienced, was not as effective at fully (nor as quickly) extinguishing fire as the now-preferred Cold Fire. Either way, our marshals now had real-life, hands-on fire-fighting training that will help keep us all safer at track events.

After a final de-brief back at the COTA media center, our marshals were rewarded with T-shirts and a raffle drawing for auto racing photographs, memorabilia, and racewear.

This joint event was a complete success, and plans are underway for another joint training event, to include more sanctioning bodies, event organizers and tracks as sponsors, as all are beneficiaries.

The COTA fire school was made possible by many individuals and organizations, and special thanks is in order to all:

- The safety marshals
- Roy Spielmann, Circuit of the Americas, Sr. Manager of Motorsports Operations, producer & instructor
- Alyssa Vasquez, Circuit of the Americas Operations
- Ken Bailey, Chief, Travis County Fire Rescue
- Jim Johnstone, director, producer & instructor
- Dave Foreman, producer & training facilitator
- Betina Foreman, registrar & hospitality
- Chelsea Gahran, assistant registrar & hospitality
- Steve Ward, fire fighter instructor
- Walter Munsel, fire fighter instructor
- Bryan Gregory SCCA SoWDIV, Flagging and Communications Director
- Robert MacKenzie, Donation of Triumph Spitfire
- Don Couch, DC Photos, professional photography of the fire-fighting training
- Circuit of The Americas for overall support, facilities, transportation and personnel
- Travis County Fire Rescue (TCESD 11), Elroy, TX for facilities and support

**SPONSORS:**

- SCCA SoWDIV, Bryan Gregory, F&C Chief (SoWDIV also supplied the Dry Chem from MSR Houston)
- CVAR (Corinthian Vintage Auto Racing), Herb Hilton, President
- NASA Texas, Will Faules, Director



*Photographs by Don Couch ©2017*





What a weekend!!! On behalf of everyone at The Morgan Adams Foundation and the kids we serve, we wanted to send you all a HUGE THANK YOU for everything that you did to make the \*first annual\* CVAR Race Against Kids' Cancer such a wonderful success. So much gratitude to Herb Hilton for putting this race on the schedule and to all of you for joining us! In spite of the sometimes "iffy" weather, it was a great time for getting to know each other, for hearing your stories and for letting us tell you a little bit about what we're doing for kids with cancer. We thoroughly enjoyed it, but more importantly we are profoundly grateful for all the money you raised and contributed to help us fund better, more effective treatments for these kids.



We also want to thank the generous sponsors who made gifts to the Foundation to kick off our fundraising efforts, including Vortus Investments, NP Resources, LLC and RacerXMedia.com. Not only did you all help us raise nearly \$35,000, but many doors were opened for us to the community across Texas which will help us build out collaboration between researchers and hospitals who are working to make the lives of these very sick kids better. All because y'all took a chance on our little group - THANK YOU FOR THAT!

And lastly, a very special THANK YOU...! Our umbrellas are up for Larry Reyburn and all his incredibly hard work in bringing this weekend together; i wouldn't have happened without him! So much work – above and beyond – to make this fun for everyone and successful for The Morgan Adams Foundation! Thank you Larry!

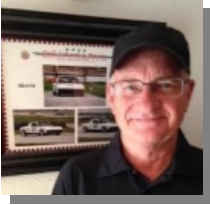
On behalf of all the kids in Texas, Colorado and across the country who are battling hard against cancer, thank you for choosing to join the CVAR Race Against Kids' Cancer and for all you have done to increase their odds of survival.

Our Warmest Regards,

Joan Slaughter  
Founder and Executive Director  
The Morgan Adams Foundation

Jamie Stiehr  
Chair, RMVR Race Against Kids' Cancer  
FF #6

# Chief Steward's Report



By Danny Piott

The weekend at Cresson was something new to all of us. Track operation and timing & scoring was put together by our experienced staff and went off without a problem. And then there was the Rain. The track was as slick as it could be with water as deep as six inches in spots. There were those who raced even in a downpour and seem to enjoy a wet track. You might ask why in such conditions the sessions were not delayed. As in most sports car racing, race groups must run in the allotted period. The schedule has to be followed to get in all groups. The exception is when lightning is in the neighborhood and the corner workers are called in. This brings me to the point of safety. If you feel uneasy about track conditions, please come in.

Saturday, there were numerous spins and black flags. Don't risk it, retreat to the paddock with caution. Parking was tight and I thank you for your tolerance. The mud, water and fire ants tested everyone's patience. At the end of the weekend, many were stuck or blocked in. But with the co-operation among the drivers, everyone got out. We will be back at MSR-C next year and there will be improvements. If you have suggestions, please email me. Looking forward to Hallett, it always seems to be fun for all. At the summer event last year, a few cars overheated while on the grid. Prepare for high temps and extended waits on grid because of tow-ins. Registration and Tech will be separated, if you do not require an annual, go directly to registration. Location TBA on website schedule. Will help the flow on peak times.

*See you at the next one!*



*Representing CVAR at the National Healey Conclave with our friend Clive Baker. Photo by Steve Coleman.*

# Texas Weather for CVAR Round 3 at MSR Cresson

By Brandall Binion

You know the old Texas weather adage? If you don't, just ask someone who has been around long enough that they need reading glasses, usually "lost" on the top of their head. Or maybe, someone who is able to argue the merits of



Ambien over Lunesta. You know, someone old... as my kids like to remind me almost daily. It is the "If you don't like the weather in Texas, hang around 15 minutes and it will change" adage.

So at Hallet we had some drying conditions... but here at MSR Cresson we had some real Texas weather. The track was wet, then it was drying, no wet again... now totally dry. It was the old Texas Weather adage played out right before our eyes all weekend. I have to say, our ever impressive Group 3 Formula Vee pilots were amazing in thier ability to keep from bumping into each other. It was an amazing couple of days on just that note alone.

Drew Fisher leads Bill Wolff in the wet conditions - Photo by Brandall Binion

So at Hallet we had some drying conditions... but here at MSR Cresson we had some real Texas weather. The track was wet, then it was drying, no wet again... now totally dry. It was the old Texas Weather adage played out right before our eyes all weekend. I have to say, our ever impressive Group 3 Formula Vee pilots were amazing in thier ability to keep from bumping into each other. It was an amazing couple of days on just that note alone.



Racing under the big Texas sky at MSR Cresson. Photo by Brandall Binion

The racing was a lot of fun as well... and equally impressive. It was all the usual suspects this season with Elliot Barron, Greg Byrne, EO Barron, Mac Wolff, Hunter Barron and a whole other group of fast guys like Bill Wolff, Dwight Calkins, David Phillips, Jason White and many others dicing for places in every session.



Barb's "Rooster" along with other cars leaving rooster tails while on track - Photo by Brandall Binion

The Bigger Hammer crew were there supporting 10 Formula Vee cars in a field of about 25 total race cars. This was an impressive turnout and I sincerely hope the vintage Formula Vee field continues to grow for CVAR as well as other racing clubs around the nation.

The racing was a lot of fun as well... and equally impressive. It was all the usual suspects this season with Elliot Barron, Greg Byrne, EO Barron, Mac Wolff, Hunter Barron and a whole other group of fast guys like Bill Wolff, Dwight Calkins, David Phillips, Jason White and many others dicing for places in every session.

The Bigger Hammer crew were there supporting 10 Formula Vee cars in a field of about 25 total race cars. This was an impressive turnout and I sincerely hope the vintage Formula Vee field continues to grow for CVAR as well as other racing clubs around the nation.

The wet dry track saw lots of spins with the first wet session leaving drivers feeling like ice dancers, rather than racing drivers. As I watched, it seemed like that 80's band Dead or Alive's song kept playing in my head... "You spin me right round baby right round...". Some spun more than others... and you likely know who you are (insert picture of James Lynch here). Ok, enough of that because it still looked like a good time.

We were chasing tire pressures it seems like all weekend as people tried to find all available traction. I was told that this circuit in particular likes to push up oil when it rains so I am sure that contributed to some of the balletic maneuvers seen during Saturday's sessions. I am still struggling with the direction of pressures on these vintage racing tires. One side of my brain says to increase because it creates more of a wedge to cut through standing water, while the other side says to lower pressure to increase contact patch surface area. One day I will figure it out. For now, I defer to my superiors who have been doing this for a lot longer than myself.

This race constituted what started as almost two weeks of somewhat controlled insanity for me and a couple of the Bigger Hammer crew as we were about to undertake back to back race weekends. The first of which was here at CVAR Round 3 MSR Cresson. The second weekend, which was actually a full week, culminated in heading to the SVRA Vintage Open Wheel Challenge at Indianapolis Motor Speedway in Indiana. It was shaping up to be a crazy couple of weeks for some of us. More on that next time. Stay tuned, same bat time, same bat channel. See, old.

Talk to you soon with an update about our trip to Indy. Then it's back to our regularly scheduled program with Round 4 at the end of August in Hallet.



*There is something beautiful about an elegant timeless engine design - Photo by Brandall Binion*

# Editor's Paddock



By Scott Barrett

MSR Cresson had it all: Opportunities to hone your skills in the rain on Saturday; Sunshine with a dry track on Sunday; Good fried chicken on Saturday night; And for those who left early on Saturday, you missed a really good band called MAXX. And boy could she sing! When they finished, another band picked up under the

protection of the grid. A good time was had by all that lingered at the track Saturday night.

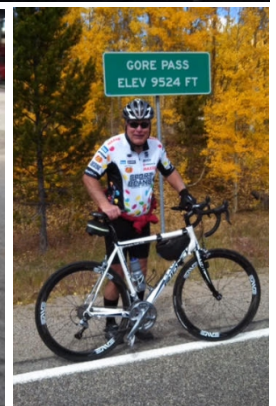
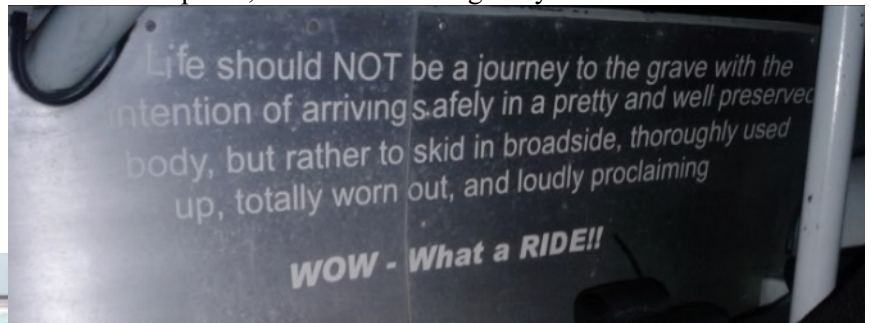
I enjoyed racing Cresson. It was a little tight finding a place to park the motorhome and trailer on dry land. Some of you might have noticed that tiny trailer by start finish. That is where Merl took up residence for timing and scoring. It was tight!

I will miss Hallett as I am hauling my Koch Chevy Special out to the Monterey Historics. I am glad that I had the opportunity to go through 2 days of racing school at Laguna Seca Mazda Raceway a few years ago.

*See you at the races!*



I was greatly saddened to learn of P.D. Sohn's passing from a mountain bike accident in Colorado this past week. I enjoyed being around P.D. with his brilliant wit and words of wisdom. He lived his life to the fullest as depicted by the phrases adorning his various race cars. A memorial service is scheduled for 2:00pm, Sunday, August 6, at Lakeshore Sports, 15225 Walden Road, Montgomery, TX 77356. Rest in peace, P.D. You will be greatly missed.



# It's All About INDY...

*By Brandall Binion*

So... where to begin? Wow, it has been a wild ride. I guess the beginning is as good a place as any. Get some popcorn, kick off your shoes.. long post, lots of pictures, you know the drill.

Let me just rewind things to a couple of weeks ago... I find myself heading into mid-week just before Cresson and it dawned on me that I still didn't have media credentials yet for Indy. I had already sent story ideas/photos to Texas Monthly, and to D magazine knowing it was a longshot. I was hoping they might bite on me (total freelancer) doing a story on some area residents that participate in something a little different on the weekend, namely vintage car racing.

I am not sure I gave them enough time to respond, and I am definitely not sure that I sounded convincing or even interesting enough for them to get back to me. That didn't help my situation though... so I made a call. I called Victory



Lane magazine because I knew they had a soft spot for Formula Vee stuff and they always seem to cover various Vee events when they happen. After a phone quiz, which I am calling an interview to anyone who will listen, I ended up talking to who I think are the two editors. I sent them links to photos and stories hoping for the best. I think they liked me. Ultimately, they were able to get me an assignment letter and handled all correspondence with IMS's media office... and end result, a bright orange vest was waiting for me once I got to Indy. THE bright orange vest... that thing was like a "go anywhere" pass. Loved that thing but more on that later.

*Prepping for Action -Photo BY: Brandall Binion*

I first had to get there. We wrapped Cresson on Sunday loading cars and stuff just as a storm blew through. Damn storms. Our awning supply now needs a complete rework because of the wind damage. That meant that we loaded quickly, which meant more cleanup later. We got loaded, headed across the southern edge of the Metroplex and dropped trailers from Cresson Sunday evening. Love local races, which means a normal bedtime. Again, old.

Monday morning and we were back at the shop shuffling cars around, and reloading for a weeklong trip to one of the greatest motor racing circuits in the world, INDY! We were back on the road Monday by noon or so, thanks to my hard working Bigger Hammer crewmates Chris and Barrett.

We were headed to Indianapolis Motor Speedway to the SVRA Open Wheel Challenge and we would be joining up with the Barron Racing folks once we arrived. Suffice it to say, the trip had its exciting moments but we made it without any major incidents.

Once there, it was amazing. Barron Racing had nailed down prime pits for us on pit row. We were in the F1 garages! It was pretty amazing; I have to admit. Well done Barron's... very cool start to the week.

It was a crazy shuffle getting cars and tool boxes from the infield parking over to the garages, but it all went fairly smoothly. You could feel the excitement in the air... it is like an electricity... and it is likely felt by all who visit these hallowed grounds. I, for one, was very glad to be there.

Once we got cars into garages, and dove into fixes that needed to be made, we all started to relax a bit. The Barron's took exceptional care of us all week and it was a fun atmosphere hanging out with them. I went to the media center and spoke for a minute with Tim of the Indianapolis Motor Speedway (IMS) media department to pick up my



*Ominous Conditions -Photo Credit: Brandall Binion*

photo credentials. I was issued my IMS photo vest. Very cool. I was also given my media tag which I added to my press pass I often wear when shooting. Those two things allowed me to go anywhere and shoot anything.

The on track action was pretty exciting in our group. For SVRA we were in group 1 which was a mixture of our Vintage Vees, modern SCCA Formula Vees, and then Formula First cars. If it sounds like a bad cocktail, believe me it was. It all went pretty well until it didn't. I like to think that the sensible racing being displayed by our Vintage drivers were what kept the whole thing from coming apart early on, but you could just tell that it wouldn't last. The dissimilar speeds were always going to be a problem. Why SVRA felt compelled to invite the modern cars to a clearly labeled "vintage" event will always escape me. I am guessing they just wanted the numbers.



*Barron Crew, some famous brickwork and a couple of goofballs in back -Photo by: Brandall Binion*

Our guys did well all weekend. Greg Byrne was there racing in two classes, and ended up winning both. He ran his Formula Mazda pretty much uncontested, and came through on the last two laps to win in Formula Vee. It was actually looking like Elliot Barron had the whole thing wrapped up but the SVRA folks decided at the next to last lap to call him out for a little smoke.

His car had been doing this all week, and after looking at my pictures, it was smoking a bit from Cresson the week before as well... but it never looked like much, just a little. Anyway, the SVRA folks decided to call him on it and waited until it really hurt. The Barron boys, EO and Hunter, were right there all week and gave Greg something to think about as they ended up on the next couple of steps to round out the podium. Elliot seemed to take it pretty well claiming he was just a proud papa seeing his two boys on the INDY podium. Couldn't agree more. I am sure that was a big moment.

I shot a lot and I focused on our group... so I have lots of images. If you attended, you should have gotten an email or several from me with some shots I took over the course of the weekend. If not, drop me a line and I will get them out.

I have tons of other shots but those went to Victory Lane... and I am still not sure if they will use anything I sent. We will have to see.

Being at INDY was amazing! I will forever remember it. I have to say it was a lot of fun being literally on the SAFER barriers shooting photos as vintage cars came hurtling their way just a few feet away. I have never been that close shooting fast cars before. That said, it was difficult trying to get an "iconic" shot of the cars I wanted, and an Indy landmark in the same frame. I would struggle with this sort of shot all week. In the end, I don't know if I was successful or not. You will have to tell me. No matter what, it was fun and very inspiring to be a part of that place. I want to thank the Barron's for all the hospitality. It was a great time.



*Chris Willis and R David dicing with the modern cars -Photo by Brandall Binion*

# 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	Smargiasso		smarg10@aol.com
A/L Board Member thru 2017	Steve Seitz		sseitz@swbell.net
A/L Board Member thru 2018	Russ Rosenberg		russ@assetcontrol.net
A/L Board Member thru 2019	Dave Foreman		Dave@TLBmotorsports.com

## Information

Chief Steward	Danny Piott	dannypiott@gmail.com
Safety Steward	David Hopkins	hopkins1996@gmail.com
Safety Chairman	Gary McFarlane	m1911bldr@cox.net
Membership & Licensing	Barbara Hilton	bah10@me.com
Technical Inspection	Karl Jackson	jj@uber.cc
Regulations & Car Classification; Chief	Preparation Rules; Eligibility; Group Classification Bill Gardner*	wmgardner@sbcglobal.net
Chief Instructor	Berkeley Merrill	bsmerrill@aol.com
Corner Workers/Flag Chief	Christopher Judd	flag1@cvarflaggers.com
Race Registration	Merl Hansen	flagger1995d@gmail.com
Timing and Scoring	Merl Hansen	flagger1995d@gmail.com
Car Numbers	Merl Hansen	flagger1995d@gmail.com
Newsletter Ed & Publisher	Scott Barrett*	sbarrettster@gmail.com
Photos	Doug Pawlak, Café Photo (TWS)	cafephoto@ymail.com
Photos	Tim Turner, Hallett Foto Shoppe	tim@hallettracing.net
Championship Points	Bill Gardner*	wmgardner@sbcglobal.net

## Race Group Representatives

Group 1	Mark McIlyar	mmcilyar@austin.rr.com
	Charlie Jones	charles.jones59@icloud.com
Group 2	Mike Briggs	puppies@my4paws.com
	Mike Floyd	mfloyd@wabroyalties.com
Group 3	Mike Rogers	day150x@gt.rr.com
	Bill Wolff	williamwolff98@icloud.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](mailto:sbarrettster@gmail.com)

	<p align="center"><b>1959 Kellison J-5, Chassis Number 59-00014</b></p> <p>Likely the only Kellison existing with original factory Kellison seats, frame tag, and Chuck Manning factory frame. Full hand-formed aluminum interior. \$120,000. Partial trade for street car considered. Contact: Les Neidell, 918-430-5968; <a href="mailto:gtvalfa@sbcglobal.net">gtvalfa@sbcglobal.net</a></p>
	<p align="center"><b>63 Austin Healey Spridget #45</b></p> <p>Recent race history includes, 1st place COTA 2014 (Famed Driver Bill Gardner), 3rd place Indy 2015, 2nd place COTA 2015. This is a very fast, great handling, reliable, race ready car which is 100% CVAR LEGAL. Price 16K Randy 281-743-2411</p>
	<p align="center"><b>1963 MERLYN MK6A</b></p> <p>Sports racer. Two owners in the last 30 years; very correct. Ten weekends on Schlossnagel 1600cc Lotus Twin Cam w/Hewland 5-speed and spare gears, transponder, 2 fuel cells. Professionally maintained. \$84,500. Don Blenderman: 713-941-1025 <a href="mailto:speedstarinc@sbcglobal.net">speedstarinc@sbcglobal.net</a></p>
	<p align="center"><b>1965 Zink C4 Formula Vee</b></p> <p>Built by Bob Shedd, Grand Rapids, MI in 2005. · Professionally maintained by Bigger Hammer Racing since mid – 2013. Can easily accommodate drivers over 6 ft. and 200 lbs. Fastest Lap @ TWS – 2:07.010 2/23/14 @ Hallett – 1:34.207 4/18/15 Please contact Bill Griffith at (972) 291-5460 or email at <a href="mailto:biggerhammer@sbcglobal.net">biggerhammer@sbcglobal.net</a></p>
	<p align="center"><b>'72 MG Midget SFP</b></p> <p>Currently the car is running in Spec F-Production class. This class rules are 1972 SCCA General Competition Regulation specs. Built to 1972 SCCA GCR. Class: GP or Spec. FP (CVAR) Contact Wes Wigginton 512-944-4520 or <a href="mailto:wes@foursquarebuilders.com">wes@foursquarebuilders.com</a></p>
	<p align="center"><b>1972 Hawke DL9 Formula Ford (CVAR GP6 FF1).</b></p> <p>18 events since frame up restoration.6 events on chassis freshen up and fresh uprated engine, Hewland with 12 total gear sets, new Fuel Safe, new aluminum radiators, Koni steel body 8211 shocks with Eibach springs, 2019 “Hans” belts, transponder, spare nose. 2 weekends on Hoosiers. \$21,500 or offer.Don Blenderman, 713 941-1025, <a href="mailto:speedstarinc@sbcglobal.net">speedstarinc@sbcglobal.net</a></p>
	<p align="center"><b>1969 MG Midget \$8000</b></p> <p>Race engine, Coil-overs and disc brakes all around. You won't drive a better handling Spridget than this one. It is a blast to drive. Fully rebuilt. Log books back to 1980. MARRS Champion 1998 and 1999. Lots of spares. <a href="mailto:sbarrettster@gmail.com">sbarrettster@gmail.com</a></p>
	<p align="center"><b>1969 Zink C-4 Vintage Formula Vee</b></p> <p>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: <a href="mailto:teds300@sbcglobal.net">teds300@sbcglobal.net</a> Phone: (972) 691-7848</p>

	<p style="text-align: center;"><b>Lotus Type 61 Formula Ford</b></p> <p>It has one test afternoon and three race weekends after a total restoration. It has a Curtis Farley engine build. There are the usual safety mods like fuel cell and fire system, plus a few convenience mods. All things like rod ends and bolts are new with some things upgraded. Custom aluminum radiator and cooling tubes external to the chassis.  <a href="mailto:mbracewell@kc.rr.com">mbracewell@kc.rr.com</a> or 816-806-2920 Mark Bracewell</p>
	<p style="text-align: center;"><b>1966 Datsun 1600 Roadster</b></p> <p>former SCCA F Prod car. Cage, fuel cell, adjustable pedal mounting. 3 spare engines, spare transmission &amp; differential. \$4,750 OBO Forrest Tindall 417-827-7526</p>
	<p style="text-align: center;"><b>1968 McLaren M6B Can Am car</b></p> <p>CVAR Gp1 ASR. Known history back to 1977. Lucas injected Chevy, Hewland LG600. Call or email for details. Ask \$250K or offer.  Don Blenderman, <a href="tel:7139411025">713 941-1025</a> <a href="mailto:speedstarinc@sbcglobal.net">speedstarinc@sbcglobal.net</a></p>
	<p style="text-align: center;"><b>1981 Tiga SC81 Sports 2000</b></p> <p>We ran it at SVRA COTA last year. Since COTA, we freshened up the motor and installed a fresh IVEY head assembly. One weekend on Avon slicks, 2nd set of rims, long and short track gears. Fits the new CVAR Gp6 Vintage S2 class. Ask \$22,500 or offer.  Don Blenderman, <a href="tel:7139411025">713 941-1025</a> <a href="mailto:speedstarinc@sbcglobal.net">speedstarinc@sbcglobal.net</a></p>
	<p style="text-align: center;"><b>1972 Royale RP16A FF</b></p> <p style="text-align: center;">fuel cell reconditioned, transaxle refurbished prepped by Bigger Hammer Racing  \$19,000, contact Bill Griffith, Bigger Hammer Racing. 601 Jealousy Way, Bay 1, Cedar Hill, TX 75104 Shop:972-291-5460, Cell: 214-649-1986</p>
	<p style="text-align: center;"><b>1969 Alexis Mk-15 Formula Ford</b></p> <p>Ground up restoration 2001, only 10 races since Chrome wheels, Ivey carb, New belts. contact Bill: <a href="mailto:billmgb6@yahoo.com">billmgb6@yahoo.com</a> 214-537-2502 \$17,850</p>
	<p style="text-align: center;"><b>Fabricator and Race Mechanic</b></p> <p>I'm looking for a full or part time fabricator and race mechanic for 20 year Houston vintage racing business. Ownership/management opportunity a possibility for the right individual. Please send resume or questions to <a href="mailto:speedstarinc@sbcglobal.net">speedstarinc@sbcglobal.net</a></p>
	<p style="text-align: center;"><b>MG Midget – Race Ready</b></p> <p style="text-align: center;">One race on the freshened motor and rebuilt transmission.  Ready to race and has new seat harness. 2014 FP points champ car.  Call for more details. 11000.00 or trade for???  Steve Knight CRT RCP 936-648-1369</p>
	<p style="text-align: center;"><b>1967 Zink C-4 Formula Vee with Open Trailer</b></p> <p>All the Best Equipment: Dave Carr Autowerks engine, Roxanne SS exhaust, Carbo-Tech brakes, One set of fresh Hoosier tires, Two sets of chrome wheels, Belts expire 2018. Halon fire system, Wired transponder, \$10,000 ono. Safety apparel available at extra cost, Contact: Fred Brock 281-455-8105 <a href="mailto:aiminspection@comcast.net">aiminspection@comcast.net</a></p>

# Support our Sponsors

## Individual Sponsors

Willis H. Murphey, Jr., D.D.S., M.S.

**BEANITOS**<sup>®</sup>  
THE *Original* BEAN CHIP™

## COATPRO

High Temp and Standard Coatings  
Oklahoma's premier powder coater  
CVAR Member Discounts  
[WWW.COATPRO.BIZ](http://WWW.COATPRO.BIZ)  
405-672-0705



**CKMC Enterprises**  
McDonald's Restaurants  
Fort Worth, Texas

**i'm lovin' it**<sup>®</sup> Chalmer McWilliams  
817.428.7808

Proud Sponsor of Corinthian Vintage Auto Racing

## Gold-N-Pawn

1415 S. Main St. Weatherford Texas 76086  
817-599-PAWN 817-596-0403  
<http://www.gold-n-pawn.net>  
"The Pawn Star of CVAR"



**The Power Connection, Inc**  
Phone: 972.243.8965, Fax 972.247.4036  
Chris and Judy Kellner  
Manufactures, Distributors and  
electronic industries  
Please visit [www.pconn.com](http://www.pconn.com) for details

## British Motor Cars Ltd.

Restoration and Race Preparation  
11111 Ables Ln. Dallas, TX 75229  
David Taylor 972-243-83666

## Your Sponsorship Here

Contact Barbara Hilton for Information



**Alex Smargiasso**  
4168 Saint Leger Dr  
Cleburn, TX 76033

## Shade Tree Enginetrics

Alfa Romeo, Fiat, Ferrari, Maserati specialists  
1101 W. Cook, Nevada, Texas 75173  
**Robert & Cindy Rodgers**  
(972) 843-8134 FAX (972) 694-2175 e-mail: [fiatdr@earthlink.net](mailto:fiatdr@earthlink.net)  
<http://home.earthlink.net/~fiatdr/shadetree.html>



Race preparation, restoration, transport, rentals  
Houston, Tx. Don Blenderman (713) 941-1025  
[speedstarinc@sbcglobal.net](mailto:speedstarinc@sbcglobal.net)

## Bigger Hammer Racing

Formula Vee Preparation & Rentals  
601 Jealousy Way, Bay 1, Cedar Hill, TX 75104  
Bill Griffith Shop 972-291-5460 Cell 214-649-1986  
[gibberhammer-fv66@sbcglobal.net](mailto:gibberhammer-fv66@sbcglobal.net)



## ***CVAR 2017 Schedule***

<b>Date</b>	<b>Event</b>	<b>Track</b>
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