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# 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.”*

VINTAGE AUTO RACING



Hallett Foto Shoppe

Spring Sunrise Over Hallett

## **YESTERYEAR – ECR**

British Small Bore Feature  
152 Cars entered —  
49 Small Bore in the Feature



## **HALLETT**

**Yet ANOTHER Record 99 entries**

**Victory Lane Magazine Vintage**

**Formula Vee Festival Races**

**Group 3 sets a record — 26 Formula Vees**

## **THIS YEAR – ECR**

The British Small Bore Festival  
The Kastner Cup all Triumph Race

May 16-18

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Photos courtesy of Hallett Foto Shoppe, Don Gwynne, Jennifer Morgan and Café Photo

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# Contact Information and the "Fine Print"

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

## Officers & Board Members:

President	Herb Hilton	936-448-6879	hhilton@pssd.com
Vice President	George Curl	817-228-2140	ggcurl@yahoo.com
Treasurer	Larry Reyburn		lgr_143@yahoo.com
Secretary	Don Gwynne	817-925-3904.	dgwynne3@tx.rr.com
Authenticity	Bill Gardner		wmgardner@sbcglobal.net,
A/L Board Member thru 2014	Bill Johnson		bjohnson@nathansommers.com
A/L Board Member thru 2015	Scott Barrett		sbarrettster@gmail.com
A/L Board Member thru 2016	Jeff Garrett		jeff@jeff-garrett.com,

## Committees

Chief Steward	Bob Green		CVARChiefSteward@gmail.com
Safety Steward	David Hopkins		
Safety Chairman	Allen Johnson		ajohnson5555@comcast.net
Membership & Licensing	Margaret Walker		Marcollison50@aol.com
Technical Inspection	Hal Williams		c4racer@aol.com
Regulations & Car Classification; Preparation Rules; Eligibility; Group Classification			
Chief	Bill Gardner*		wmgardner@sbcglobal.net,
Chief Instructor	Berkeley Merrill		bsmerrill@aol.com
Corner Workers/Flag Chief	Bill Schmidt		flag1cvar@gmail.com
Race Registration	Merl Hansen		flagger95@clear.net
Timing and Scoring	Merl Hansen		flagger95@clear.net
Car Numbers	Merl Hansen		flagger95@clear.net
Newsletter Ed & Publisher	Jim Yule	817-798-9853	jimyule@compuserve.com
Asst Ed & Photos	Don Gwynne*		dgwynne3@tx.rr.com
Photos	Café' Photo (TWS)		cafephoto@ymail.com
Photos	Tim Turner, Hallett		tim@hallettracing.net
Distribution	Art Summerville		arthur.summerville@sbcglobal.net
Championship Points	Gary McFarlane		m1911bldr@cox.net

## Race Group Representatives

Group 1	Mark McIlyar		mmcilyar@austin.rr.com
Group 2	Jay McClanahan		Jaym@Gaumer.Com,
Group 3	Mike Callahan		callahan@consolidated.net
Group 4	Jim Yule		jimyule@compuserve.com
	Gary McFarlane		m1911bldr@cox.net
Group 5	Berkeley Merrill		bsmerrill@aol.com
Group 6	Edward Copley		ecopley@hotmail.com
	Larry Reyburn*		lgr_143@yahoo.com
Group 7	Steve Cole		stevecole44@gmail.com
	Don Gwynne*	817-925-3904	dgwynne3@tx.rr.com

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

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

writers and not necessarily those of the CVAR organization. Technical information is for general information only. Any repairs or mechanical advice must be verified and confirmed by a professional that is qualified to work on that particular car. The CVAR, Board Members, or Newsletter staff will not be responsible for any misinterpreted or incorrect technical information. Any information in this newsletter may be reprinted by other automobile related organizations provided that proper credit is given to the author and CVAR.

# Winner's Circle



**2014 Victory Lane Magazine Vintage Formula Vee Festival Races**  
**CVAR's opens VL 6 Race National Series with a Hallett record 26 Vintage Vees**  
See page 6 for the "Rest of the Story"





# Herb Says

by Herb Hilton

**W**e raced Hallett last weekend and had a great turn out especially from the Formula Vees. They had 26 entries and put on a very spirited feature race. Let's all give a big thanks to Connie and her gang for their hospitality and to Art Summer-ville for being the Race Chair.

We now have an inventory of hats, pins, decals and patches. Please see the request, below, to buy log book/license holders. We need to pre-sell about 100.

With the eventual demise of TWS we are looking at alternative tracks for 2015. We are looking at co-opping with SVRA at NOLA and at COTA. The way it looks now we will probably have our school and race at TWS in February, 2 events at Hallett and 2 events at Eagles Canyon along with the NOLA event. If you want to participate in the support race for the Houston Gran Prix please contact me.(Ed - see page 2). This will be a Thursday, Friday, Saturday and Sunday race along with a display area for our cars in the "Fan Zone". This should be lots of fun and a

great opportunity to highlight and show off CVAR.

I received an email from VMC alerting us that Sawan Sports are selling race suits and accessories with counterfeit SFI labels. The easiest way to determine whether your gear is counterfeit is if it does not have a manufacturer's label.

Our next race is The Marvelous May Race featuring The British Small Bore Festival and The Kastner Cup all Triumph race. Bob Kramer just sent an email saying that the Triumph group had some empty garage spaces available.

Membership renewals are lagging behind last year a little so if you are not current please renew your CVAR membership as soon as possible. Please address membership and license issues, questions or problems to Margaret Walker at; [marcollison50@aol.com](mailto:marcollison50@aol.com) 40002 Pipestone Rd - Magnolia, TX 77354

I would like to conclude by thanking Bobby Whitehead for going above and beyond by loaning me some equipment that made it possible to finish the weekend.

Bobby you are a true Corinthian!

**Herb**

## CVAR Logbook & License Holder

Beautiful blue and black CVAR logoed holder.

Cost is \$10.

We need to preorder in order to get the quantity (100) needed to make an order.

Pay when you pick up your License Holder



Contact

Herb

[hhilton@pssd.com](mailto:hhilton@pssd.com)

## Racing License & Membership

All Licenses are handled by

Margaret Walker, 40002 Pipestone Road Magnolia Tx 77354

### Items needed for renewal:

- 1) YOU MUST BE A CURRENT CVAR MEMBER
- 2) VMC Application for National Competition License (form on CVAR website)
- 3) Applicant's Medical History (form on CVAR website)
- 4) Physical Examination for VMC Racing License (form on CVAR website) and associated medical reports
- 5) Pass port size photo (two are preferred, one maintained in your CVAR file, used when YOU lose license & another license must be issued or forget to send

photo...and you will!.....i.d. photos are under \$8 at Walgreens while you wait!  
6) \$25.00 check made payable to VMC

### Items needed for "New Issue" license;

- 1) All the items needed for renewal (above)
  - 2) Completed CVAR Novice Permit
- For info go to [www.corinthianvintagerace.com](http://www.corinthianvintagerace.com) and click on "Information" and then "Driver Licensing". For VMC forms click on "Forms", then "VMC Driver License" and "VMC Medical".

**Margaret Walker, 40002 Pipestone Road  
Magnolia Tx 77354**

# Chief Steward's Report

By Bob Green

Once again time to submit a race report for The Mike Stephens Classic held at Hallett Motor Racing Circuit. We had a good number of entrants even with some last minute cancellations. Attendance momentum is great for 2014, let's keep it up.

There were 3 incidents requiring Safety Committee review. Thanks to those who were volunteered to help with the assessments. The CVAR Safety Committee is an ideal system for reviewing the incident information and dispensing over watch for those deemed responsible. Unfortunately Allen Johnson the Safety committee Chairman couldn't make the event but our safety Steward David Hopkins filled in the gaps. Thanks David!

I was approached by multiple drivers from several race groups regarding competition and over aggressive driving. This subject usually comes up every year although typically about a particular group, we discuss it with the group, and the level of aggressiveness settles down, for a while. I haven't had such a broad representation of competitors each reflecting the same concerns. Re-

member, "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." Some say if you come to an event to win, you are there for the wrong reason. I will stick to my own statement about vintage racing. "Let things happen to gain advantage, don't make them happen". The real objective for any race weekend is to finish intact.

Last words before preparing for Eagles Canyon Raceway, **CHECK YOUR FIRE SUPPRESSION SYSTEM TWICE!** I won't go into details, but we had a failed system at Hallett when the driver needed it most. Tremendous damage to the FF which could have been avoided.

See you at the track!

*Bob*

## CVAR SAFETY REPORT

By Allen Johnson

**I learned about racing safety from that!**

Early in the week before Hallett I was not feeling well. I had some minor symptoms like we read about with heart problems. I went to my cardiologist for a checkup. He thought I could be having some heart problems and scheduled tests the next day. After the tests on Wednesday he concluded there could in fact be some problems and he wanted to do more tests.

I was ready to leave the next morning for Hallett. My cardiologist said I could go racing, but he was not certain I was okay and there could be risks.

I really wanted to go racing! I started rationalizing, thinking that I was probably just fine and would not have any problems. But then I thought about the risk of causing an accident, getting hurt and maybe hurting others. Also, when I signed my annual

CVAR medical form I agreed "... to notify (CVAR) of any changes which occur... which might affect my ability to safely race a car at speed...."

What did I learn about racing safety from that?

We all get caught up in the excitement and desire to go racing. I learned that it is not worth taking a risk that my health problems could cause an accident, and certainly it is not worth putting my fellow drivers at risk, just so I could have some fun.

So I cancelled out on Hallett. They did a heart catheter and found I'm okay. I'm going to slow down a bit now though, but not on the track.

*Allen*

### JOB OPENING — Newsletter Editor /Publisher

Compile and organize information and pictures for the membership  
 minimum writing involved; six editions per year  
 mechanics of publishing and limited mailing already established  
 Interesting work and insight — on the job training available  
 Contact Herb Hilton [hhilton@pssd.com](mailto:hhilton@pssd.com) or Jim Yule, [jimyule@compuserve.com](mailto:jimyule@compuserve.com) for details

## HMRC Race Chairman Report

by Art Summerville

The 7th Annual Mike Stephens Vintage Classic and Formula Vee Feature brought out 96 competitors to enjoy a great weekend of fun under the sun with a "little wind". Group 1&7 were combined for a total 26 cars. Group 2 posted 20 competitors. Group 3 was the largest grid of Formula Vees that we ever had at 26 with 25 answering the call for the feature event. There were a few "bad moments" but it all played out for some really great racing in all groups. I hope that all of the novices had a boat load of fun and will be very pleased with their choice of a new game

to play and to play it with CVAR.

I want to thank all the competitors for making the trip to HMRC along with the workers and crews to make the event a success.

Big thanks to Pam and Dan at Victory Lane Magazine for their support providing the shirts and great coverage in the magazine. I look forward to seeing all of you and a few more at "Thunder On The Cimarron XIII" October 10 - 12 and lots of Formula Fords for the "4th Annual Formula Ford Festival". I promise to have some nice trophies for the feature. Let us shoot for 110 cars this fall.

Thanks to all!

## Victory Lane Magazine Vintage Formula Vee Festival Races



L to R Hardship Award Dwight Calkins; 1st Place FV2, Greg Byrne, Art Summerville, 1st Place, FV1, Nick Palgrave; 2nd Place FV1, Jeff Mortimer; 2nd Place FV2, Bill Griffith; 3rd Place FV2, Mike Callahan.

The Vees were buzzing at Hallett. Twenty six cars entered which produced some very close and fun racing.

Vee racing is all about driving around corners really fast and not about straight line speed. Hallett is a wonderful track to hone your cornering skills. You cannot cover up your driving errors with power – 'cause you don't have much.' The cars produce roughly 50 horses and weigh 825 lbs, stomping on the gas does



one thing, the engine growls, saying "I'm trying, really I am." However, screw up a corner, even slightly and most likely you will be passed. It is really some of the most fun, inexpensive racing you can do.

The weekend started off with Group Rep Mike Callahan and the Geezers throwing a casual "get-together" as many of the drivers are new to the group. If you recall at the school in February we had to split the students



(Continued on page 7)



# Calling all Triumphs — it's Our Turn to Shine

By Bobby Whitehead, ECR Race Chair

**G**reetings fellow racers! Are you geared up for the last race this spring before summer sets in? I hope so.. Somebody real smart choose me to be the race chairman for our event at Eagles Canyon Raceway in Decatur Texas the week of May 16-18. I've never done this before so I'm trying to follow some very big footsteps to make this as close to an epic event for the club as possible.

Being a hard headed British car guy AND a Triumph car guy boy do we have something very special planned. First and foremost will be two feature race events, the first on Saturday will feature the all British Small Bore Fest. We've done this in the past and it's been so much fun, we may make it an annual event. The second special event will be the national invitational for the Kas Kastner Cup. which will be an all Triumph event run on Sunday.



Kas Kastner was the competition director for Triumph in the day and wrote what all us Triumph guys and gals know as the Competition and Prepara-

tion manuals for Triumphs. Kas has continued with his love of the cars and recently produced a comprehensive CD with tons of information and dozens of cars (including my GT-6+) in his latest release of Triumph tuning guides. When Kas left Triumph he moved to Datsun in a similar role.

This will be the 12th annual running of the Kastner Cup and we are expecting a few cars and drivers who love this event to make the trek to North Texas. Kas and his darling wife Peggy would love to meet you so please make your appreciation and presence known...if you're lucky, Kas will do an inspection and sign your car "Ready to Race". A real honor. We will also have Joe Alexander present who is co-founder of Friends of Triumph forum which is dedicated to the



preservation and tuning of these cars today in our modern world. There will be a few special cars there and hopefully we will have the honor to see the 1 of 1 TR250K which was a Kas Kastner and Peter Brock concept car, Triumph powered, and well prepared, preserved, and quick quick...yes I said quick twice.

Yours truly is trying as I said to make this a very special weekend and so I have planned to have my special friends at Rio Mambo for fresh grilled fajitas track side and my friends and very special guests the South Side Blues Kings for Saturday night entertainment. Some of you who know me know I play music so I may set in for a couple of songs with the band...just remember it's \$3.00 for me to play, \$4.00 for me to stop, and \$5.00 for me to never ever pick up a guitar and sing or play again, ever... there will be a tip jar for the band so show the love!



Lastly I ran Hallett in April and had the OKC Triumph club approach me. They plan to make the trip down from OKC and I also understand the Red River Triumph Club plans to come out from DFW, the San Antonio Triumph Club, and the Hill Country Triumph club. So, we are expecting quite a few spectators as well. Be ready for lots of fans and spectators. Let's play safe, have fun, and tell all your friends and family to come out and see what we are always bragging about. Should be an excellent weekend of club racing.

If you have an idea or suggestion on what would make this event even more special, please contact me.

Kindest regards and Happy Racing!

Bobby Whitehead,  
[igofaster@att.net](mailto:igofaster@att.net)  
 Race Chairman CVAR ECR  
 May 2014

(Continued from page 6)



because there were 11 FV novices. Many came to Hallett, continuing their quest for their vintage license.

For the last several years, Victory Lane Magazine has sponsored a "Vintage Formula Vee Festival Races" series consisting of six nationwide venues: April at CVARs

Hallett; May 15-19 at VRGs Summit Point Va; July 4-6 at SOVRENs Pacific Raceway, Wa; September 6-7, VARA at Buttonwillow, Ca; September 12-14, VSCDAs at Road America, Wi and the final race December 12-14 VDCAs Roebing Road, Ga. It is a great series and the Vee groups sincerely appreciate Victory Lane's sponsorship.

The Saturday afternoon Feature Race got off to a rough start when the dreaded "red mist" showed up. After things settled down it was the usual tight race with drivers planning their next move and cars trading positions. When the checkered flew it was CVAR's own Gregory Bryne edging out RMVRs Nick Palgrave by just a few car lengths.



Art presided over the Awards with his usual witty humor and presented his personally inscribed pistons that in themselves must have an interesting history.

Next up— ECR and the Triumph Show.

All photos by Hallett Foto Shoppe



Photos this page by Hallett Foto Shoppe





# Thunder, Passion, a Race Well Run

By Jennifer Morgan  
<http://jenniferwmorgan.wordpress.com>

A brisk wind blows across the rolling plains of the northern Oklahoma countryside. White mists settle in the low landscapes while tall grasses undulate in great sweeping waves. The sunrise has been beautiful this morning. I once read a quote that stated *'the sunrise is God's greeting and the sunset, his signature.'* Today's greeting, colored in orange, red and pink, is blissfully quiet. As I step out of our trailer with a steaming cup of coffee a few minutes before 8 a.m., I know that the quiet is about to be shattered by earth shaking rumbles ... it is race weekend at Hallett Motor Racing Circuit.

My whippet, Cody, joins me and stands with his eyes trained on the cold race track. The checkered-flag bandana tied around his neck



ruffles in the wind. Suddenly his ears perk up...he hears it before I do. *Thunder...growing in intensity...coming around the bend...engines roaring toward us...the first qualifying race of the weekend is about to begin.* My husband Guy is driving in this group, and we

watch as his car flies by us and disappears around the corner. In a few minutes we hear the distant thunder return, followed by an ear-splitting roar...the green flag has dropped and the race has begun. Multiple cars dive into a corner, tires screaming, filling the air with white smoke and the smell of melting rubber. I hold my breath, thinking *surely* they are all going run into one another...but they don't and continue speeding down the track and out of sight. This is vintage car racing at its finest.

Several years ago, I did not know the difference between a Pinto and a Pantera. But then my husband joined Corinthian Vintage Auto Racing (CVAR) with a 1972 Porsche 911. Suddenly I was introduced to a whole new world of great people, beautiful race cars, and learning how to pack a car trailer, haul race fuel, and help change tires (yes, I now know how to use a torque wrench). CVAR includes cars that are mid 1970's or older: Mustang, Corvette Porsche, Austin Healy, MG Midget, Morgan, Lotus, Formula Vee, Formula Ford, Datsun, Sunbeam Tiger...just to name a few.

This particular weekend, a film crew is present to film a pilot for a TV series about vintage racing. This project is the dream of one of CVAR's own racers, Skip, who has a true passion for the sport. He describes vintage racing as not just about cool old cars and exciting

racing, but a magical blend of late nights working on cars, anxiety over parts not arriving on time, long drives to Texas and Oklahoma racetracks, re-connecting with friends, reliving details of a race just completed, anticipating the next race and finally passing up that elusive racing buddy.

Skip is right. There is something magical that happens each race weekend. We only race six weekends a year, but the minute we arrive at the track we pick up right where we left off. The cares of the world melt away as we visit with old friends and new, and sit late into the night planning out strategies for the next day's races. Race days are busy, filled with changing tires and making car adjustments, keeping my husband on schedule when his car is called to grid, helping him get suited and buckled up, and following his progress on the track. (Honestly, I undergo my own private cardiac stress test each time he is out on the track) Finally, after the track goes cold at the end of the day, pockets of racers gather for a tradition called "bench-racing" ... sharing stories from the day over ice cold drinks and snacks: reliving every corner, every missed pass attempt, and offering advice on what gear to use or which line to take.

I am always moved when listening to these conversations, soaking in the camaraderie and the passion these ladies and gentlemen have for the sport of racing. This is

about living each day with joy, friendship and respect for others. This is about living life with passion. A dear friend of ours, Ron, died on this very track two years ago when he suffered a heart attack during a race. Ron lived his life with passion. He was an active member of his church, gave selflessly back to the community, he raced passionately and mentored other drivers in the sport. It is my prayer that we all find passions

that stir our souls, so that when our time comes we, like Ron, can say, *"I have fought the good fight, I have finished the race, I have kept the faith."* ~ 2 Timothy 4:7



Ed Note: Jennifer is married to Guy Morgan who races a Porsche 911 with us in Group 7. You can visit her web site <http://jenniferwmorgan.wordpress.com> and read more of her writings.

## REMEMBER PATRICK PHILLIPS IN YOUR PRAYERS

Patrick Phillips, former Flag One, is in the Denton Regional Hospital.

Patrick was Flag One for many years and a key factor in the success of numerous CVAR race weekends.

Please put him in your thoughts and prayers.

If you would like to send him a card or give him a call his contact information is:

C/O Denton Regional Hospital, 3535 S Interstate 35 E, Denton, TX 76210 The hospital phone number is 940-384-3535.

# TWS Days Numbered?

By Jim Yule

Recently an announcement by the owners of TWS brought news we knew was coming someday: There are active plans to shut down TWS and turn it into a master planned community. (<http://wtaw.com/2014/03/13/plans-to-turn-texas-world-speedway-into-a-master-planned-community/>)

“The College Station City Council will be asked March 27 to approve a \$513 million dollar development that will eventually replace the Texas World Speedway. While outside the south city limits, the proposed “Speedway District” is within the extra-territorial jurisdiction. (NOTE: On March 28th the College Station City Council unanimously gave conditional consent to create a new municipal utility district that will replace the Texas World Speedway just outside of College Station. Update [http://www.theeagle.com/news/local/article\\_f3d71416-b637-11e3-96a7-001a4bcf887a.html](http://www.theeagle.com/news/local/article_f3d71416-b637-11e3-96a7-001a4bcf887a.html))

The developer is asking for the creation of a Municipal Utility District (MUD). That would allow the developer to issue bonds to finance the construction of streets, water and sewer lines, and other infrastructure. Those bonds would be paid off by an additional property tax.

The development, along the east side of Highway 6 from the racetrack to Peach Creek Cutoff Road, calls for the following:

- Approximately 1,380 single-family lots,
- Approximately 27 acres of general commercial,
- Approximately 16 acres of business/technology business park,
- Approximately 14 acres to build a CSISD elementary school,
- Approximately 73 acres of detention/greenways,
- Approximately nine acres for three parks and open space,
- Approximately six acres to build two recreation centers, and
- Over five miles of walking trails

If approved, this would be the first MUD, a policy recently created by the city council.

City council approval would allow the developer to forward the application to the Texas Commission on Environmental Quality (TCEQ) for final consideration. Interim Planning and Development Director Lance Simms says the developer wants to start construction in 2015 or 2016.

According to the Texas World Speedway website, the two mile super oval was originally constructed in 1968. Since then, it has

evolved into multiple road course configurations ranging from one mile to 3.1 miles.

Simms says once the council and TCEQ approves, the developer and city formulate a series of agreements that covers land use and utility agreements and the timing of annexation among other things.”

George Curl sent this to the membership as all the flurry over the announcement was running rampant.

“Ladies and gentlemen of CVAR,

I just spoke to Bill at TWS. The newsflash that has everyone’s attention is part of the master plan for redevelopment of TWS being posted on a media website. In order to redevelop, the owners of TWS desire to form Municipal Utility District (“MUD”) and in order to form a MUD the owners need permission from the City of College Station. Forming a MUD is a common part of the high-level planning for a large scale redevelopment and does not necessarily mean actual redevelopment is imminent. Because the market in that area is tightening so quickly, Bill has got to make these moves to be able to secure the needed permissions to redevelop in the future.

Bill has assured me that our dates for 2014 are secure and that he desires to keep TWS operating until such time that it is not feasible. Additionally, Bill has said he would keep me informed as needed; which he has done previously.

This should not come as a surprise to anyone, we have known this was coming for the last ten years. Let’s make the most of the time we have at this historic track.

George.”

The Board is well aware of the situation and as “Herb Says” on page 2, “With the eventual demise of TWS we are looking at alternative tracks for 2015. We are looking at co-opping with SVRA at NOLA and at COTA. The way it looks now we will probably have our school and race at TWS in February, 2 events at Hallett and 2 events at Eagles Canyon along with the NOLA event.”

Soon we will start talking with the various tracks about 2015 and we will have a better idea what will happen. Meanwhile let’s enjoy racing at TWS and when the final race is held, celebrate the history and fun we all have had at TWS.



Café Photo



Café Photo



# 2014 CHAMPIONSHIP POINTS STANDINGS

Championship Points standing may be viewed on line in more detail.

If you have raced this year but your name isn't on the Newsletter results list, check the full spreadsheet on the Website. If your "Championship Points Multiplier" is "0," you have an authenticity or weight issue!

Get with your Group Rep to resolve the issue and you will be awarded Championship Points.

Compiled by Gary McFarlane m1911bldr@cox.net

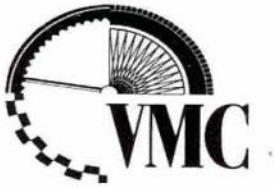
<b>Grp 1 AP</b>		
#33	McIlyar, Mark	20
#137	Pfuehler, Scott	15
<b>Grp 1 BP</b>		
#10	Seitz, Steve	38
#6	Schultz, Doug	17
#20	Kuers, Bill	11
<b>Grp 1 A Sedan</b>		
#17	Hilton, Herb	48
#83	Hassel, Gene	40
#16	Hassell, Tom	39
#389	Garrett, Jeff	38
#9	Jones, Charles	24
#6	Cobb, Robert	21
#02	Seligman, Jay	19
#00	Shores, Tony	15
#47	Fershtand, John	9
<b>Grp 1 ASR</b>		
#29	Anderson, Jeff	11
<b>Grp 1 FIA</b>		
#97	Kopecky, George	68
#77	Upton, Tom	35
<b>Grp 2 FP</b>		
# 45	Gardner, William	40.3
#22	Barnes, Bryant	40
#02	Hilton, Herb	36.3
#8	Collins, Bill	23
#20	Hovey, Joseph	23
#115	Knight, Steve	22.8
#66	Glawe, Peter	22.4
#108	Duroy, Chris	22
#15	Reed, Gary	19.1
#36	Noble, Hank	18.8
#27	Walker, Jeffrey	18.1
#14	Glass, Mike	15
#25	Coleman, Steve	14.1
#47	Fisher, Richard	13
#72	Williams, Roger	13
#62	Mackenzie, Robert	11
#73	Sohn, P.D.	7
<b>Grp 2 C Sedan</b>		
#44	Partin, Samuel	48.8
#35	Patton, David	15
#7	Pinkston, Bob	15
<b>Grp 2 EP</b>		
#614	Floyd, Mike	65.5
#08	Morris, Ken	61.9
#41	Blake, Greg	41.2
#40	Curl, George, III	36.8

#80	Hamilton, John	14
#14	Brady, Scott	13
#5	Welsh, Tony	11
<b>Grp 2 GP/GP2</b>		
#62	Mackenzie, Robert	13
<b>Grp 7 DP</b>		
#16	Foster, Joe	25
#14	Blake, Robert	21
#29	Kramer, Bob	21
#30	Stephens, Michael	18
#72	Grantham, Rodger	13
#67	Frymark, John	11
<b>Grp 3 FV</b>		
#11	Byrne, Gregory	71
#33	Griffith, Bill	71
#78	Calkins, Dwight	70
#68	Callahan, Mike	67
#67	Rolison, Dale	66
#57	Ziegler, Edward	60
#56	Harrison, Doane	45
#00	Revennaugh, Janet	42
#27	Thacker, Larry	35
#98	Wolff, Bill	28
#2	Singletary, Chuck	23
#19	Liming, Brenton	22
#57	Ridings, John	21
#16	Summerville, Art jr	21
#77	Yule, Jim	21
#7	Peterson, Dave	20
#6	Jones, R David	14
#18	Acemyan, Alexandre	13
#23	Barron, Elliot	13
#119	Iqbal, Farooq	13
#17	Schutts, Alan	13
#8	Smith, Sammie	13
#62	Waldrop, Duke	12
#36	Brink, Curtis	11
#66	Bures, John	9
#87	Bailey, Roger	5
<b>Grp 4 FF Jr</b>		
#59	Yule, Jim	10

<b>Grp 4 F Jr</b>		
#34	Bamford, Charles	67
#60	Revennaugh, Bruce	41
#78	Breidenbach, John	25
#9	Yule, Jim	20
#15	Hoemke, Robert	19
#3	O'Grady, Tom	15
<b>Grp 4 VA</b>		
#23	Kellner, Chris	59
<b>Grp 4 VB</b>		
#61	Kuehnhoefer, Christel	46
#104	McClanahan, Jack	25
#94	Gormly, Piers	24
#12	Vecellio, Mike	15
#92	Heuer, Barry	9
<b>Grp 4 VC</b>		
#91	McFarlane, Gary	68
#11	Yates, Reed	48
<b>Grp 4 CM</b>		
#39	Johnson, Allen	44
#153	Emery, Gary	42
#53	Barrett, Scott	15
#58	Gladfelter, Louis	15
#44	Norris, Jeff	5
<b>Grp 4 SFP</b>		
#77	Wiggington, Wes	67
#54	Dick, Eddie	42
<b>Grp 6 FA/FSV</b>		
#14	Barron, Jim	15
#77	Haynie, Fred	9
#44	Rodgers, R	67
#80	Kelleher, Jim	25
#180	Murphy, Thomas	11
<b>Grp 6 FB</b>		
#16	Anderson, Jeffrey	17
<b>Grp 6 FF1</b>		
#58	Edenfield, James	7
#5	Hibbs, Mitchell	69
#86	Lemon, Angus	46
#03	Hibbs, Greg	26
#36	Westervelt, Joseph	23

#76	Mock, David	14
#75	Hardesteen, Peter	11
<b>Grp 6 FF2</b>		
#9	Anderson, Mac	22
#98	Bond, Trevor	15
#24	Brownlee, Porter	15
#73	Jones, H.H.	11
#44	Norris, Jeff	9
<b>Grp 6 BSR</b>		
#33	Gewinner, Jim	24
#22	Lydick, Lee	22
#3	Romine, Lee	6
<b>Grp 7 CSR</b>		
#46	O'Grady, Tom	9
<b>Grp 7 CP</b>		
#4	Merrill, Berkley	67
#71	Duplissey, Skip	66
#24	Taff, Tom	50
#58	Kuehnhoefer, Ralf	45
#193	Iturbe, Jose	44
#97	Williams, R Burt	41
#66	Collier, Jim	22
#12	Cullen, Ned	21
#75	Hanna, Mark	20
#33	Cullen, Edward	18
#77	Hightower, Dan	18
#90	Piott, Danny	18
#88	Tomita, Alfonso	14
#5	Hanna, Monda	13
#901	Johnson, Justin	9
#37	Anderson, Joel	7
<b>Grp 7 BS</b>		
#89	Gwynne, Don	67
#55	Trifilio, Cynthia	48
#74	Woodruff, Tim H.D.	46
#19	Gladfelter, Louis	26
#071	Primo, Maor	24
#175	Espinosa, Mario	6

Gary McFarlane  
m1911bldr@cox.net  
For point totals go to:  
http://  
www.corinthianvintagerace.com/



# Vintage Motorsports Council Race Flags

## GREEN FLAG



—Signals a clear course and indicates the immediate start or restart of a race.

## YELLOW FLAG



—Slow Down, No Passing. An unsafe track condition exists.

- SINGLE STATIONARY YELLOW — Slow Down, No Passing.
- SINGLE WAVING YELLOW — Slow Down, No Passing. Immediate danger.
- DOUBLE YELLOWS — Slow Down, No Passing. The entire course is under Yellow conditions. Prepare for a Safety Car to enter the course.

## BLUE with YELLOW STRIPE



— Check Your Mirrors. Hold The Line, another competitor is following closely or is trying to overtake.

## CHECKERED FLAG



— The Current Competitive Session Has Ended, Continue Courteously To The Pits.

## WHITE FLAG



— Caution. A slow moving vehicle: ambulance, service or another race car, is immediately ahead.

- A standing White flag may be displayed during the first lap of a practice or qualifying session to pinpoint the location of the flagging stations.
- A standing White flag may be displayed at Start/Finish to announce the final lap of a race.

## BLACK with ORANGE BALL



— Do Not Take Another Lap. Something mechanically is wrong with a participant's car. This flag will be displayed along with a board indicating the offending car's number. That participant should proceed, at a reduced pace, directly to the pits.

## BLACK FLAG



- CLOSED BLACK FLAG (Furled) — Warning!... when pointed or shaken at a participant from the starters stand. If the action continues, the participant will be given an open black flag.
- OPEN BLACK FLAG displayed with your car number below. Do Not Take Another Lap, Proceed Directly To The Black Flag Station In The Pits.
- BLACK FLAG ALL, Displayed At All Stations — Stop Racing. The session has been halted. Proceed Directly To The Pits. Do Not Take Another Lap.

## RED FLAG



— Extreme danger. The race session has been stopped.

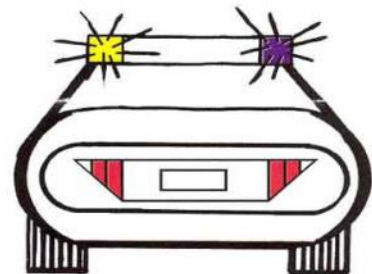
- Stop Racing Check Your Mirrors. Come to a controlled stop, as quickly as practical to edge of track, within the drivers line of sight of a flag station: Only upon indication from a corner worker, proceed cautiously to the pits.

## YELLOW with RED STRIPES



— Debris, oil, water, or some other circumstance has changed the condition of the racing surface.

## SAFETY CAR



— To Slow The Field For Safety And Provide Expeditious Restarts.  
 • NO CAR SHALL PASS THE SAFETY CAR unless directed, from Safety Car, to do so. A Safety Car will enter the course with lights flashing. All competitors shall slow and keep pace with the Safety Car. After a Safety Car leaves the course, the established pace shall be maintained and no competitor shall improve track position or begin racing prior to a restart.

*Note: Each club or track may have specific local requirements.*

*The above information has been provided for the betterment of vintage auto racing by:  
 The Vintage Motorsports Council. Prepared by Victory Lane Magazine  
 Funded in part by Bill Parish Memorial Safety First Fund*



## Formula B's to Converge in Colorado with RMVR Aug 1-3

David Irwin [Irwin\\_eng@hotmail.com](mailto:Irwin_eng@hotmail.com) 303-653-5550 <http://rmvr.com/>

Again this year I am planning on a large gathering of Formula B cars at RMVR's Charity Race to be held August 1-3 at High Plains Raceway. We are looking to top our 2011 event. We have many returning as we had so much fun the first time. The racing was very close throughout the grid and everyone had someone to race with. As of right now I have 12 cars committed to being there and another 6 that say they would like to attend but can't commit as of yet. After all the race isn't till August. We have cars coming from Washington State, Virginia, Florida and possibly Texas. Some of the maybes are out of New England. We are hoping to get more



than 20 cars this year. Will you be one? So now that's where you come in. Take a look at your 2014 racing schedule and see if you can join one of the largest gatherings of Formula B cars in the world. Please contact me if you are considering coming out to Colorado. The sooner I can get a head count the sooner I can get together with the race chairman to figure out how are cars can best fit into the schedule.

David Irwin [Irwin\\_eng@hotmail.com](mailto:Irwin_eng@hotmail.com)  
303-653-5550 <http://rmvr.com/>



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## Classified Ads

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Go to <http://www.corinthianvintagerace.com/classifieds/> for placing a web Classified  
Please see the FINE PRINT on pg 2 for details

### 1972 MG Midget,

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10/13

### '63 JAGUAR XKE Roadster.

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05/13

### '69 HAWKE DL-2A Formula Ford.

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11/13

**1966 Brabham BT-18, F2/FB**  
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years. Freshly painted bodywork (dark green). Spare set of  
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E-mail: [coterield@aol.com](mailto:coterield@aol.com)

12/12

### 1964 Genie/Alfa Mk-7 SportsRacer

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

2/13

### 1972 Royale RP16A FF

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Ernest Hemingway**

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# ***CVAR 2014 Schedule***

<b>Date</b>	<b>Event</b>	<b>Track</b>
<b>May 17-18</b>	<b>23rd Annual Marvelous May Races British Small Bore Festival Friends of Triumph Special</b>	<b>Eagles Canyon Raceway Decatur, Texas</b>
<b>Sept 12-14</b>	<b>Fall Drivers School &amp; Races</b>	<b>Texas World Speedway College Station, Texas</b>
<b>Oct 10-12</b>	<b>Thunder on the Cimarron XIII Formula Ford Feature</b>	<b>Hallett Motor Racing Circuit, Hallett, Oklahoma</b>
<b>Nov 14-16</b>	<b>23rd Annual Fall Vintage Festival Annual Awards Presentations</b>	<b>Texas World Speedway College Station, Texas</b>