



Vintage Racing News

The Premier Vintage Racing Organization of the South Central United States

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 **River City Road Races**

**COTA
BABY!**

JAN 21/22/23

- ▷ \$600 ENTRY FEE INCLUDING TRACK DAMAGE INSURANCE
- ▷ MORE TRACK TIME – FOUR SEPARATE RACES FOR EACH RUN GROUP
- ▷ ON-TRACK AFTERNOON – NO EARLY MORNING (COLD) RUNNING
- ▷ TRUE PERIOD CLASS RACING WITH PERFORMANCE BASED GRIDS
- ▷ ACCESS TO ALL FACILITIES AT NORTH AMERICA'S ONLY PURPOSE-BUILT F1 TRACK

Corinthian Vintage Auto Racing would like to invite you to join us at the Circuit Of The Americas
in Austin Texas on January 21, 22, 23 2023 for an incredible weekend of vintage road racing!

Please visit www.corinthianvintageautoracing.com for more info.

A Message From Our President



PREZ SAYS -

Bill Wolff

CVAR completed its racing schedule for 2022 and we ended up having a very good year. After our summer break, CVAR began the second half of our 2022 schedule with another race on September 9th – 11th at Eagles Canyon Raceway, the Brad Balles Races and Drivers School. As with the earlier event, we had over 140 entries including 10 students. One of the students was CVAR's Flag 1, Kelly Cupstid who could be seen with a big grin for the entire weekend! The race chairman for the Fall ECR event was John Taphorn who did a wonderful job of coordinating and following up on the details and even included acting as the Parking Czar

for the Thursday afternoon/evening load-in. Our hosts at ECR, Livio and Paula Galanti and Sam and Serena LeCompte put on another stellar party on Saturday evening which was enjoyed by all. The highlight of the evening was the drawing to determine the winners of the second annual "CVAR Worker Scholarship" in which two workers were going to be able to attend a CVAR driver school in a Group 3 Formula Vee with the costs fully paid for by the club. The CVAR Worker Scholarship was very popular this year and its purpose is to help the club give back to workers. If anyone works at least two events during the year, they become eligible for participating. The winners, picked out of the hat by CVAR's first ever President, Brad Balles, were two longtime CVAR workers, Andy Franklin, and Lynn Barnes. Lynn decided that her husband, JD also a longtime CVAR corner worker, might enjoy the school more than she would so she passed on her good fortune on to him.

Greg Blake, Jeff Hall, Bob Kramer and Don Couch were all Triumphant at Hallett over the weekend



Photograph by Brandall Binion

Riccardo Price in his Jaguar XK120 leads a pair of Corvairs driven by Jon Whitely and Jeffrey Moore at Hallett



Photograph by Brandall Binion

having Haaksman Media on site recording the event for posterity. The purpose was for them to put together a "teaser video" to pitch the idea of a television series based on CVAR racing. We wish him the best and have distributed a copy of the teaser video to several CVAR participants with the caveat that Mr. Haaksman has asked us not to have it posted on Facebook.

The next event on our calendar was "Thunder on the Cimmaron XXI" at Hallett Motor Racing Circuit. The weather was absolutely perfect for the entire weekend and there were over 100 entries for the event. As with ECR, we had several guests joining us including 16 from RMVR with CVAR agreed to pay \$100 per entry to RMVR's favorite charity, the Morgan Adams Foundation. A highlight of the weekend was the Formula Ford Feature race on Saturday afternoon which had trophies provided by CVAR legend, Art Summerville. The Race Chairman for the event was Ann Hughes and the Saturday evening party was a big success. The food was great, and it was a lot of fun for all of those who attended. One of the interesting things about the weekend was

We did notice that our entries for most of our 2022 events (of course not including the new one at COTA) were down from the numbers in late 2020 and 2021. The factors were varied such as family concerns for members, the impact of issues in the overall economy and possibly to the opening of other venues that may have been closed or made more difficult due to the pandemic. Mid-year, the Board after analyzing the data, decided to make some cutbacks and ensure that the club would keep operating in a financially responsible manner, and we ended the year on a positive financial footing.

2023 will provide some new opportunities and challenges for our club. We're looking forward to repeating our "stand alone" event at Circuit of the Americas, "River City Road Races", on January 20th – 22nd. Due to the early date for our COTA event, driven by our sharing of the facility with HPDE club, Edge Addicts, we will be moving our first 2023 driver school to ECR on February 23rd to 25th. We're sure that new issues will come up from those events but we're happy to explore ways to make CVAR membership more valuable to our club members along with their families and friends.

We will also be adding some new features for the club in 2023:

1. We plan on having our annual meeting on site at Circuit of the Americas during the River City Road Races race weekend. The plan is to have the event as a two-day affair with a session on Friday morning (8AM to 10AM) and a follow up session beginning at 8AM on Saturday morning. The Board of Directors believes that this will allow more participation by more members than a standalone meeting would allow and we're looking forward to having a more involved meeting as a result.
2. The Board has approved a study the capacity of our registration partner, MS Reg, and investigate ways to make our registration more efficient. Watch for more updates on this in the next few weeks and months.
3. The Board of Directors approved hiring a full time individual to handle race results for the club in 2023. As many of you know, we struggled with this for the entire year and we are hopeful that this new person, will be a great asset to the club.

The goal of the CVAR Board of Directors is to have "period correct" vintage racing in a financially stable and member-centric club. The fact that we had over 20 students turn out at our recent driver schools is a strong indicator that our approach is resonating with many new people. While several vintage clubs have experienced a higher level of car-to-car incidents in 2022, CVAR has seen a downward trend with which we are very pleased. The safety program is always a challenge but along with our Safety Chairman and the committee, we're always working on improving our process. We continue to build on our relationship with Eagles Canyon Raceway and Hallett Motor Racing Circuit. Both tracks' level of commitment and their ongoing efforts to improve their facilities make each event even more enjoyable. Anecdotally, I also thought there was a lot of terrific racing throughout the Race Groups, and I believe that it validates our approach and dedication to make our races classes competitive.

In summary, I think we had an exceptionally good year, and we are looking forward to an even better 2023.

On a down note, we were all shocked and saddened by the sudden passing of our



friend and fellow racer Leonard "Len" Root along with several others in the terrible air crash in Dallas over the Veteran's Day weekend. I remember a quote from Bruce McLaren after the death of his young teammate Timmy Mayer that "To do something well is so worthwhile that to die trying to do it better cannot be foolhardy. It would be a waste of life to do nothing with one's ability, for I feel life is measured in achievement, not in years alone." We are sad for all his many friends and family. He will be missed.

Robert Pinkston, Scott Pinkston and Thaddeus Hasse show that the VW Beetle can be quite patriotic when needed



Photograph by Brandall Binion



Chief Steward's Report

Cathy Barnard, CVAR Chief Steward

As I reflect on the past season, a few things stand out.

Event Scheduling

At each event, the same questions are asked regarding the event schedule. Can we make the races shorter? Can we make the races longer? Why are certain groups combined? Can we end early on Sunday? Can we end later Sunday? As you can imagine, everyone has their own opinions!

What do I consider when setting schedules?

At each event I try to set up a schedule that will provide the best racing experience for each of our members. Obviously more cars in a group can increase the chances of racing incidents. But our racers want to race, and it's not much fun if the race groups are too small. The decision to combine groups is based on the number of entries in each group, and the relative speeds and sizes of the cars in each group. I will more likely combine groups at Hallett to send everyone on their way home at an early hour, than at Eagles Canyon where more of the participants live near the track. I will also combine groups on school or special festival weekends so we can finish up on Saturday in time for our Saturday evening party.

Joseph Westervelt in his Elva Mk7S being chased by Tom O'Grady in his Ginetta G4



Photograph by Brandall Binion

Groups 1 and 7 usually have low entries, and the lap times overlap, so combining these two groups generally is the best option. However, we also understand that some Group 7 drivers are just not comfortable on the track with Group 1. We will try to accommodate specific Groups 7 drivers upon request by moving them into Group 2 or 4, as appropriate. If you have a concern with a particular group or with the length and order of race groups, please come talk to me and we will do our best to accommodate your concerns.

Regarding race length, some of our classes want as much track time as possible and have asked for longer races. Others

want shorter races to make sure that their cars can take the checker flag without developing oil leaks or worse! While I try to give everyone the same track time, some groups, like Group 2 or Group 4, have asked for shorter races to accommodate their somewhat fragile drive trains. What do you think? Is it fair to shorten the races for those groups that request the change, but not for all the groups?

CVAR races are for the members' enjoyment. Please provide your feedback on scheduling options and any changes that might make the races more enjoyable for you.

Worker Shortage

We need more workers in all specialties. We can't run successful and safe races without adequate workers.

Chip Fudge in his 1961 Aston Martin DB4 chased by Skip Duplissey and his 1973 Porsche RSR



Photograph by Brandall Binion

We are always scrambling the weeks before an event to find enough workers. That means at least two but preferably three F&C workers per corner, 2-3 starters, 3-4 workers on grid, and at least 2 experienced workers in timing and scoring. Additional workers are needed for pit lane, tech, and miscellaneous positions like runners for grid sheets and results, drivers for flat tows on track and in the pit land and paddock, and paddock marshals to park rigs on Thursday afternoon. In addition to these “full time” workers, drivers are needed to serve on the safety committee to investigate contact on the track and determine fault. Each race needs a race chair to plan the event and Saturday night party. Prior to the event, people are needed to verify licenses, monitor the registration files, and download the registration files to the timing computers. After the event, a worker is needed to audit and publish the results and tabulate the championship points.

Group 7 gets the Green Flat at Hallett on Sunday



Photograph by Brandall Binion

Sleek and then Sensible with Tom OGrady in his Ginetta G4 and Michael Mott in his Lotus Cortina



Photograph by Brandall Binion



Photograph by David Gillen, DGillenPhoto.com

CVAR provides a daily stipend to all workers at the track to offset expenses. The amount of the stipend is comparable to that paid by other organizations and by the tracks themselves. What else can we do to attract new and experienced workers. What kind of training should we provide?

Please, all of you, talk to your family members and friends and see if anyone is interested in working at the track or taking on some of the behind-the-scenes responsibilities.

Remember, if we don't have workers, we cannot put on safe and successful races.



Life and Times with Group 44

By Mike Downs

In my mid-teens I was working as a mechanic at a foreign car garage. I met Bob Tullius and began to do some work for him. I helped at his races as a mechanic and traveled around the country on weekends as a crew member. After the fun and excitement of a race weekend I would travel back to Falls Church, Virginia for high school and work during the week. Coming from a modest background, traveling around America was a grand, and new adventure. Working on race cars for Group 44 was like a dream come true.

Traveling to the races brought me some first-time adventures. First plane trip, first train trip, first truck ride, and first time I caught my hair on fire. I remember going to Green Valley, Texas to help with the Dodge Trans Am car. Bob was the best of the independents as usual. When he came into the pits with no oil pressure, I found the problem to be a broken oil pump drive. I pulled the distributor out to replace the driveshaft and, in my haste, messed up the ignition timing. Leaning over the carburetor as Bob tried to start the engine, a big backfire caught my hair on fire. I danced around like a demented monkey, slapping me on the head to put the fire out.

I helped at the Group 44 race shop when I could and learned what I could from Brian Fuerstenau. Brian was a brilliant man who could do anything he set his mind to. He was the man that made Group 44 cars fast. I wanted to learn more from him but the quick pace of the shop was not conducive to lessons. After I joined the Group full time, we worked hard from early morning to late evenings seven days a week. I much admired Brian, a very nice man that died too early in a plane crash. I did learn how to polish the mag wheel rims with Brasso; sixteen at a time.

I also learned to drive the truck carrying the four cars to the races. Brian and I usually drove the tractor trailer truck together. I have vivid memories about motoring East Coast to West Coast, and everywhere in between.

I still think of long nights driving with the truck's window down, slapping my face to stay awake. The first truck was an old gas-engined thing that wouldn't go over fifty in a headwind. Bob later bought a new Diesel

tractor, I don't remember what year, but it was much better to drive. Seeing the country, going to the races with a top team, I would do it all again in a heartbeat.

Later, one of Tullius' drivers left Group 44 and Bob asked me to come to work and drive the G production Spitfire. I quit the foreign car shop, packed up my toolbox and was there in a flash. I'll never forget walking into the Group 44 shop on Gordon Road and seeing my name on the Spitfire's doors. That first year was a dream, I won the region and the next year Bob let me drive the new GT6 Plus. Our races were pretty short in those days, about thirty minutes. I chose to fit the car with Formula B tires that Goodyear offered. I wanted a wider tire than the Spitfire ran and a softer compound.

The soft tires coupled with a somewhat narrow track and high C of G made the car a bit unwieldy. Basically, the car would bicycle on two wheels if it was not pitched into a corner hard enough. On the end of Summit Point's main straight was an off-camber corner where the car would bicycle lustfully. High enough for the corner



1969 ARRC Daytona



1969 ARRC Daytona

workers to later tell me we should put Quaker State stickers on the bottom of the car. With her proclivity for wanting to turn turtle, I named the car Easy Esmeralda.

Easy sounded great, Brian made the exhaust headers for the car, and it made magnificent music. The little two-liter 6-cylinder engine barked like a V-12. Later that season Brian took the car out on a practice session to see what it was like. When he walked back to the paddock, he was not a happy man. The car was totaled, and he didn't want to talk about it. Bob got a new car from Triumph and a week later we had Easy Esmeralda Two ready to race.



Marlboro Win

SCCA techs they were considered brake ducts. Brian and I got busy finding enough aluminum sheet and rivets to make "brake ducts" for our cars.

After one practice, I decided to put a shorter rear axle ratio in my car. Kas' GT6+ was using a lot more revs than I had ever run. But after another practice his GT6 was having engine trouble. He went to a taller diff and told me to do the same. I knew Brian's engines were maybe not quite as powerful but were solid as a rock.

All of the previous race starts that year had been standing starts; at Daytona they would be rolling starts. My plan, as I was on pole, was to start in second gear and catch the other guys with taller ratios between their first and second gears. At the green flag I blasted away, buzzing the engine hard. Just as I had hoped, the rest of the field was caught flat-footed. I just motored away. The last few laps I watched the oil pressure fade a bit and eased off.




Lotus 23 Marlboro



Watkins Glen 6 hour

I had enough of a lead to win the E Production championship. Brian's engine made it happen. After the race, Kas asked me what ratio I ran. When I told him, he said he didn't believe me. Kas was a great friend of mine for the rest of his life. He and his wife, Peggy, were very sharp beta readers for all my early novels. My wife, Kathy, and I had good times when Kas and Peggy often visited. We would tell stories back and forth for hours. Both Kas and Peggy led very interesting lives. I believe, Triumph owed him a great deal for the work he did. His competition manuals are good information to this day. Tullius called me last summer to say he bought Easy Esmeralda and has it in his collection. The car was not restored to the Daytona spec as it has a full roll cage and lots

of later mods. The nose has a green stripe, (that bothers me for some reason) instead of the black one the Group's cars had in 1969. But the old girl lives on. A great team, good car, and lots of memories. I was lucky, and grateful to be there.



Mike Downs makes it 44 for Group 44 with Quaker State.

At the Daytona ARRC, the Group 44's win record for the year became a mirror image of the group's insignia.


Mike Downs, of Falls Church, Va., came home with the 44th victory. His car, Triumph GT-6+ Class: E Production. Speed: 93.86 mph for the 30-minute championship run.

Quaker State is proud to be a factor in the winningest team in racing. Group 44 relies exclusively on Quaker State Racing Oil, because it has the stamina to resist competition heat. Quaker State resists foaming, won't lose film strength, and even increases oil pressure when the going gets hot.

That's no coincidence. Quaker State is refined only from the world's choicest lubricating oil, 100% Pure Pennsylvania Grade Crude Oil. And fortified to make the running easy for the hottest engines going.

Ask for Quaker State Racing Oil wherever they care about cars.

Quaker State your car to keep it running young.



My wife and I moved our businesses to New Braunfels Texas two years ago. My business for the last fifty-five years is building, maintaining, and restoring Vintage cars. I also build small bore racing engines. My wife Kathy, does embroidery, promotional products, and heat transfers. I just finished building a shop for her above my office. Our address is Downs Engineering, 228 Trade Center Drive, New Braunfels, TX 78130, phone 830-312-7440.



Memphis Group 44

From the Tech Shed...

by Karl Jackson, CVAR Chief of Tech

We've wrapped up an extremely successful 2022 season and look forward to an expanded and exciting 2023. At CVAR Tech we will continue to spot check your safety related items and issues as we have before. Our CVAR members have an excellent record of safety compliance, and we didn't have to send anyone home in 2022.

Our biggest Tech issue remains staffing. As many already know, both Danny and I are looking to retire and become race drivers again. We can't do this until we can recruit and train more help. Please volunteer to become a safety inspector or help with sign-in. We especially need help on Thursday afternoon and Friday morning.

Burt Williams shows its All Porsche All the Time with Bassam Al Haddad and Skip Duplissey at Hallett



Photograph by Brandall Binion

We will continue to set up the scales when possible, but Hallett remains a problem. The recent upgrades to the Hallett tech shed, while greatly appreciated, have created issues of their own. We will continue to work on these but rest assured, the scales will be up at COTA and ECR starting Saturday morning until noon on Sunday. Make sure to bring your logbook!



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Safety Report

Safety Wrap-up 2022 *By George Curl – Safety Chairman*

All you CVAR members showed what you could do in 2022. Metal to metal incidents were down. The probation list got much shorter and best of all we had an entire weekend (May ECR) with NO CONTACT. It's a lot more fun to take people off probation than put them on.

Props go to G3 drivers: John Strnad, E.O. and Hunter Barron, Mac Wolff, and Jason White for putting together the G 3, Friday night driver's get together Track Talk sessions. They run each School Friday evening and address one or two points to make everyone a better driver. It's open to everyone in the club, not just G3 drivers. It's a good session to just socialize and get to know your fellow members from other groups. Who knows you just may learn something!

If you have questions about the details of the Safety Program, it's available on the website and we handed out 200 copies at the February and March race weekends. I won't waste your time reading it to you, but as an old English teacher you are responsible of its contents. If your dog ate your homework, I'll gladly give you another copy.

Here are the results of 2022 Safety Incidents:

There was a total of 17 drivers placed on probation which was down from 21 in 2021. By groups:

- G1 1
- G2 3 - 90-day probation un-sportsman like driving.
- G3 11 (1 G3 license suspended for 90 days (counts as 2 in G3; Contact while on probation).
- G6 2 Contact.
- G7 1 Contact
- G7 1 monitored by CVAR for RMVR

Currently there are 10 CVAR members on probation.

Have a Merry Safe Christmas season and I look forward to seeing you in January at COTA.



C.V.A.R. School Report 2022

By Berkeley Merrill - Chief Instructor

In 2022, the CVAR School added 21 novice drivers. This was accomplished with our two regularly scheduled week-end schools, plus a shared school with Eagles Canyon Raceway in January 2022.

In January, ECR held a school for advanced drivers with track experience. Although most of CVAR's school students are not licensed, nor even experienced, there are a few who have substantial track time with other venues. Those such drivers were qualified for the ECR School and attended in an effort to achieve CVAR Vintage licensing.

In addition to the mostly on-track experience of the ECR school, the vintage students were attended by CVAR instructors George Curl and Berkeley Merrill, who gave presentations on the CVAR attitudes, protocols, rules and expectations that are unique to CVAR and vintage racing. Four such experienced drivers completed the combined curricula and were granted Novice Permits for their previous experience and their instructions at the ECR School.

In April and September, CVAR held its usual 3 day weekend schools for novice students. In that group of students were two previous CVAR drivers who had been absent from vintage racing long enough to require a refresher course through the school to renew their CVAR license. In April the class included eight students. Three of these were children and grandchildren and sweethearts of current CVAR drivers and workers. Of those, five have returned as entrants in subsequent CVAR events. In September, there were nine students, all of whom passed and earned their Novice Permits. Of those, five returned to represent CVAR in the SVRA National Championship in November at Circuit of the Americas.

CVAR is regenerating its membership, with younger drivers either interested in historical car racing or related to present CVAR participants.

Many thanks to those CVAR drivers who gave generously and selflessly of their time, expertise, and fuel to serve as instructors in 2022: Bill Griffith, E.O. Barron, Dwight Calkins, Jason White, Mike Rogers, Glen Valdez, George Curl, Angus Lemon, Lou Marchant, and Chief Instructor Berkeley Merrill.

Paul Haggart through the landscape at Hallett



Photograph by Brandall Binion



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2022 © DGillenPhoto.com

Photograph by David Gillen, DGillenPhoto.com

Around the Track

Notes from the Authenticity Chairman

Steve Smargiasso

First, I'd like to remind of everyone how good we have at CVAR! Across all of our run groups there is the opportunity for some great racing! Most of us were not racing when our cars originally ran "in period" but we can still experience history in a way that few other sports can offer. If you'd like to test yourself and your car there is no better method than the "period class racing" that we have at CVAR. No matter where you fall in the finishing order this formula is the best. If you want to run up front it takes the total package- driver talent, a well-prepared car, and preparation. If you are a little further back in the field there is still great racing and the same excitement and fun. Either way, if your car is period correct you have an accurate measure of where you stand and get the real feel of how the cars were designed and raced.

CVAR does not represent a "win at all cost" mentality but there is great driving and some fantastic racing going on throughout the grids at our weekends! Our point system is the great equalizer. I encourage everyone to get your declaration forms filled out and have your car scored so you can get involved in the class point championships. Find some cars in your group – front, back or middle and see how good you can get at racing each other! Challenge each other to make every session- even the last race on Sunday.

The more we put into our classes and groups the healthier and the more fun we can all have. Remember that it is not the wiz-bang parts that make the biggest difference. Working on the guy in the driver's seat is always your best gain. Let's go racing!

Mike Ries leads Alex Goch into Turn 2 with Gerry Tussing coming in



Photograph by Brandall Binion



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Around the Paddock

Group 2 – CVAR Fall/Winter 2022 Update

By Steve Coleman & David Lee – Group 2 Reps



Wow! What a great year! Group 2 had one of our best Grid Attendance years in a while.

Here are our Group 2 Grid numbers for 2022.

Feb – COTA 22

Mar – Hallett 15

May – ECR 21

Sept – ECR 17

Oct – Hallett 20

Thanks to all who attended and for all the great safe competition and camaraderie throughout the year. Also, a big thanks for all the support you gave David and me throughout the year as we implemented the new Group 2 Rulebook and Authenticity Points scoring stickers. It was a lot of work, but it's been worth it to have our Group lead the way to be more competitive, and in keeping with our "Corinthian Spirit", to protect our important historic Period Class Racing identity as a Club. Thank you again.

Greg Blake, Jeff Hall, Bob Kramer and Don Couch were all Triumphant at Hallett over the weekend



Photograph by Brandall Binion

2023 should be an even better year for CVAR and Group 2. We are hearing rumbles about some new/old cars coming back and a few more “Minis” joining the group. Weeeee!!!!

John Victoria in his Fiat 124 Spider leads David Long and David Lee through Turn 1 at Hallett



Photograph by Brandall Binion

We can't wait for racing to begin and are looking forward to a full schedule starting in January with our second CVAR visit to COTA for the River City Road Race. Even if it's cold...we will be there....because you know...we are racers and it's freaking COTA Baby!

We are actively working to organize another “Small Bore Feature” at the May ECR race. Also, NEW for 2023, we are working to organize something to commemorate the 100-year anniversary of the MG Octagon Badge as well as the 65 th anniversary of the Austin Healey Sprite...which will both happen next year! Another

Fall Hallett Fish Fry is on the agenda (can you say, “Hush Puppy”!) So, stay tuned....and sign up and show up! CVAR is the only club in the US where you can experience true vintage racing at its best and we are honored and committed as your Group 2 reps to help our Group be “the place to be”. We are also humbly thankful and grateful for your friendships and friendly on-track competition. It keeps us wanting more.

Have a great holiday break and see you at COTA!

Steve & David

Group 3 CVAR Fall/Winter Update

By Mike Rogers – Group 3 Rep

Here we are at the end of another successful year of FV racing in Group 3. How do we define this as a success? First off, we set another new record in 2022 of sixty-eight drivers participating in at least one CVAR Group 3 race, eclipsing our previous record of sixty-two from the last pre-covid year. After two down years that almost any other vintage group would call great, we are back on the track in force. Monoposto racing is formula cars prepared to an international rule set. For FV, that includes years 1963 thru 1976 prepared to 1969 specs. CVAR is recognized by many as the world leader for Monoposto Formula Vee racing.

A sizable Group 3 field gets the Green Flag at Hallett



Photograph by Brandall Binion

Second, we had a season-long battle for the points championship that came down to two tie-breakers after the final race. John Strnad and Bill Wolff were equal in points and equal in points race wins, but a second place in the points race at the fall ECR event won John the championship. The rest of the top ten was just as competitive.

Third, I would like to define success as a return to the Friday evening gathering on CVAR race weekends for Group 3 drivers, friends, and families. This year John Strnad ran with the idea of encouraging safety and the Group 3 “Safety Rodeo” was born. ECR has provided a good place to have the meetings prior to our usual informal Friday evening gathering. And the same young drivers who have helped develop and lead the Safety Rodeos are stepping in to help the

students and improve our drivers school results. I will call that number Four because bringing the younger folks into leadership positions is a measure of success in any organization.

Checkered Flag for Group 3 at Hallet Motor Racing Circuit



Photograph by Brandall Binion

Group 3 drivers have penciled in, one at Road America and the other at Pittsburgh. Here's to another successful year of racing FV with CVAR.



Now all we need to do is continue to do these things right and encourage participation. The 2023 race schedule has been released. We have a lot of planning underway for our FV feature event at Hallett in March, which will be our FV 60th event. We hope to be pushing the track limit of forty-six cars for that weekend.

Group 3 travels well. We put twenty cars on the track at Barber Motorsports Park with HSR and twenty with SVRA at COTA. We also put a good group on the grids at Indy, Chattanooga and with RMVR at High Plains in 2022. The coming year has two other FV 60th events that several

John Strnad, Jason White, John Riddings, and Bill Wolff lead Group 3 on turns 2 to 3 at Hallett



Photograph by Brandall Binion



CVAR Racing Schedule for 2023

Date	Event	Track
Jan 20 - 22	River City Road Races	Circuit of the Americas
Feb 24 - 26	CVAR Races and Drivers School	Eagles Canyon Raceway
Mar 24 - 26	16th Mike Stephens Classic	Hallett Motor Racing Circuit
Apr 21 - 23	Marvelous May Races	Eagles Canyon Raceway
Sept 8 - 10	CVAR Races and Drivers School	Eagles Canyon Raceway
Oct 6 - 8	Thunder on the Cimarron XXII	Hallett Motor Racing Circuit



Photograph by Greg Reynolds

Six D-Production Triumphs raced with CVAR at Hallett this past October 11th weekend and the organization allowed us to all run in Group 2, due to the combined Groups 1 and 7 (ground pounders and C Prod/B-Sedan). We are a better fit with the smaller bore guys! We even had a split start on Saturday afternoon and a Winners Circle celebration thanks to the Group 2 folks. Thank you to the "Steve's" and all of Group 2 for letting us run with you.