



Vintage Racing News

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CVAR Revives The *River City Road Races* February 11-13, 2022, Circuit of the Americas



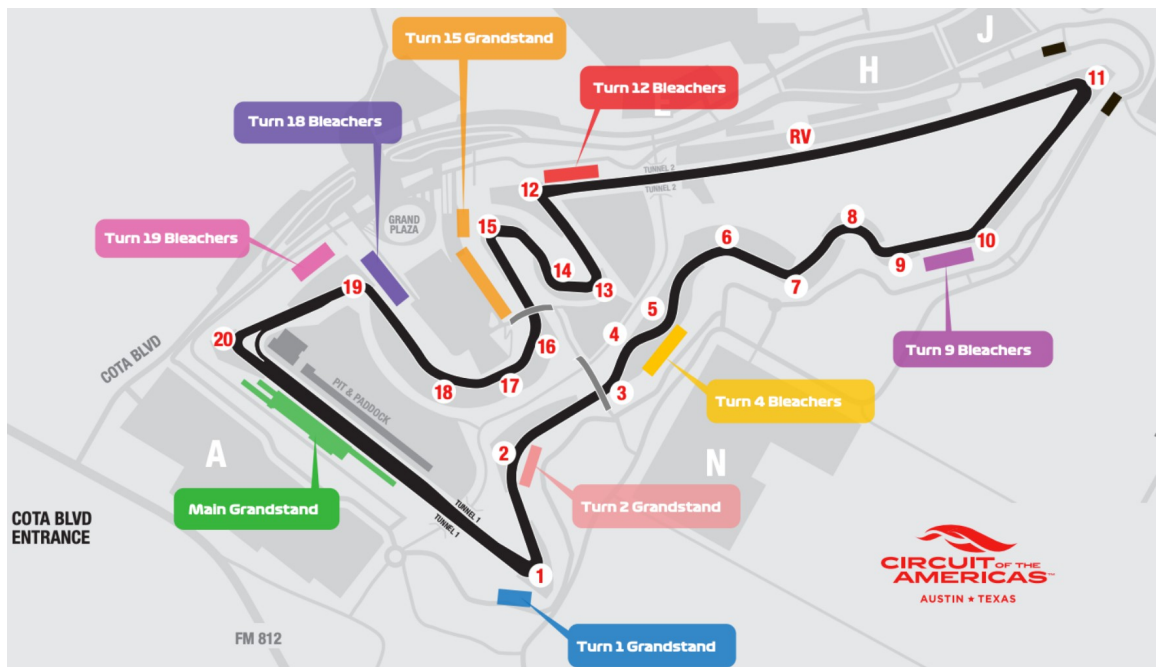
Some history from VintageMotorsport.com: The original **River City Road Races** (aka “Carrera de la Capital Races”) were sanctioned by SCCA and run on a street circuit incorporating sections of Riverside Drive along the Colorado River, directly opposite from downtown Austin. The race was one of the signature events of Austin’s Annual Aqua Festival.

The first race in August 1963 included a “Who’s Who” of U.S. sports car racing, with cars entered by John Mecom and drivers including Augie Pabst, Delmo Johnson and Roger Penske. Well-known Texas drivers (and future CVAR members) included Charlie Barnes, Bob McLaughlin and Willis Murphy.

Pabst won the Saturday qualifying race in Mecom’s Lotus 19 while Enus Wilson, a native American from Oklahoma, won the feature race on Sunday in an ex-Roger Penske Buick V8-powered Birdcage Maserati.

In 1969, sanctioning for the event was taken over by the Green Valley Racing Association and Texas Spokes who ran it through 1980 when the curtain fell on an amateur sports car racing event that was, during its run, the preeminent “road race” in Texas.

Several of the cars that ran in period on Riverside Drive, and even some of the drivers, will be competing in CVAR’s River City Road Races next February.



A Message From Our President



Bill Wolff

PREZ SAYS -

CVAR completed its racing schedule for 2021 and by almost any measure, it was a big success. In early May, we had a great event at Eagles Canyon Raceway and had over 160 entries with our different race groups fully subscribed. Weather was a challenge during Test and Tune Friday and then on Saturday morning we lost some track time due to lack of visibility. Things cleared up for the afternoon and we had a wonderful day of racing, with the highlight being the “Texas Small Bore Invitational” inviting all 4-cylinder production-based cars to have “Fun Run” race on Saturday afternoon. It was a huge turnout and trophy winners were determined by Corner and Grid Workers for the participant that “best represented the spirit and values of CVAR.” Don Couch won the “Zip Tie Award” for his return to the paddock for needed repairs and coming back to finish the race while new CVAR member Paul Martin won the “Golden Cowboy Hat” Award. Prior to the feature race, CVAR honored the family of Bob Green Sr. and Bob Green Jr. who had recently passed away. The Green family was present and over 80 race cars accompanied the family on a memorial pace lap with flags flying. It was a fitting tribute to both men who had served as Chief Steward for CVAR for many years. That evening we had the first party held since the COVID pandemic and Sam LeComte and Livio Galante along with their friends and family knocked it out of the park with great food, drinks, and music. The final touch on the evening was when it was announced that CVAR would be implementing a new annual award for the “Worker of the Year” which would honor the Green family.

After our summer break, CVAR began the second half of our 2021 schedule with another race on September 10th – 12th at Eagles Canyon Raceway, the Brad Balles Races and Drivers School. As with the earlier event, we had over 160 entries including 16 students. The weather was great as was the racing with one of the highlights being a Group 1 entry of over 30 cars. The Saturday night party exceeded the already high expectations created by the earlier event and included a terrific live band. In both ECR events our race chairman was Bobby



Photo by Scott Barrett

Whitehead who did a wonderful job of coordinating and following up on the details. The highlight of the evening was the drawing to determine the winners of the “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 a new program this year and its purpose is to 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 Greg Matlack, who transferred his good fortune to his son Andrew, also a CVAR worker and Don Campo, who plans to use the scholarship for himself. We had a number of guests from RMVR and Heritage Vintage Racing join us a ECR and the track is quickly developing a reputation as a “go to” place with many new competitors eager to check it out. For both ECR weekends we had a great team of guys to help on the parking plan for the paddock. In the Spring event it was Steve Smargiasso heading the charge and for the Fall race, it was Tim Blakeney. I think all the participants appreciated their efforts.

The next event on our calendar was “Thunder on the Cimmaron XX” at Hallett Motor Racing Circuit. The weather was cool in the mornings and evenings but windy and warm during the day. There were over 130 entries for the event which was one of the best turnouts for Hallett in many years. As with ECR, we had several guests joining us (one Formula Vee entry from California!) including 18 from RMVR with CVAR agreed to pay \$150 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 1970's themed party on Saturday evening, including disco balls, was a big success. The food was great, the weather cooperative and it was a lot of fun for all of those who attended. One of the great things about the weekend was the solid turnout in our classes although due to attrition and impending bad weather several race groups were combined on Sunday afternoon. The racing was spirited and there were a lot of smiling faces to be seen around the paddock.

The final event of the year was at Circuit of the Americas where CVAR members participated in SVRA's U.S. Vintage National Championship on November 5th – 7th . The highlight of the weekend for many was the separate run group of

Formula Vees which was dominated by CVAR Group 3 entries. Kudos to Elliott Barron of Barron Racing for his efforts putting that together.

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 close to 50 students turn out at our two most recent driver schools is a strong indicator that our approach is resonating with many new people. What's also gratifying is to see so many former members coming back to the club, clearly enjoying themselves and rekindling their friendships. It is important for us to provide a genuine welcome and a safe, fun racing environment for all of us. We are committed to do that.



2022 will provide some new opportunities and challenges for our club. We're looking forward to our first ever “stand alone” event at Circuit of the Americas, “River City Road Races”, on February 11 th – 13 th along with our first “stand alone” Driver School in conjunction with Eagles Canyon Raceway on January 14 th – 16 th . Regarding the Eagles

Canyon Driver School, we are working with the track and our internal team to coordinate how this new venture is going to work. Please watch for e-blast updates and information coming out on Facebook over the next few weeks for more details. For “River City Road Races” we will be setting up onsite meeting with COTA over the next weeks and hope to get a lot of participation from CVAR members to help deliver a great event for our members and guests. 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.

In summary, I think we had an exceptionally good year, and we are looking forward to an even better 2022.



Photographs by David Gillen - DgillenPhoto.com

Chief Steward's Report

Cathy Barnard, CVAR Chief Steward

Greetings,

Many of you are familiar and may have raced with another racing organization that has a rule book that resembles a large brick in both weight and volume. Many have expressed thanks that the CVAR rules are much less extensive, but no less effective.

Both rule systems have merit for their respective racing programs, but I, along with most of you, prefer that CVAR's rules not evolve into a massive brick, filled with details and devoid of flexibility and common sense in the quest to cover every single issue that could ever arise on and off the track.

At Hallett I was approached by several competitors who questioned whether our rules require them to voluntarily report for a black flag penalty if no one other than a fellow competitor "sees" the infraction. If they choose not to report, is the fellow competitor obligated to "tell" on them, regardless of how it might affect the race results or championship? As the size of our fields increase and the number of experienced workers decrease, these questions are bound to come up again.

CVAR requires that a competitor report for a 15 second "stop and go" if they experience a spin, significant loss of control, or "four off". If that loss of control involves contact with another competitor, both competitors will be directed to the paddock to complete an incident report and appear before the safety committee at lunch or at the end of the day. A competitor may not return to the track until the committee has ruled on the incident. If the contact is deemed avoidable, the competitor will be put on the trailer for the remainder of the weekend and placed on a three-race probation. A second contact incident during the probation period will result in additional probation time. A third incident will result in the suspension of the driver from all CVAR events for 13 months followed by a 13-month probation (13/13).

These are serious penalties, and some may be tempted to avoid reporting to the black flag station, especially during a race when that "red mist" takes over and they think "no one saw" the infraction. It's a valid question. Our rules provide for additional penalties if a competitor ignores a black flag and imply but do not explicitly state that a black flag must be shown to the competitor before he/she is required to report to the pit lane.

If a rule does not cover a situation exactly, we must all look to the philosophy of CVAR to guide our actions. Our website states: "CVAR's objective is to allow our members to have FUN while driving authentic Vintage race cars at speed and in a spirited manner on a closed circuit. Aggressive driving that results in damaging these authentic Vintage race cars eliminates the fun." As further stated in our Safety Program rules, CVAR members "support the spirit of vintage auto racing; they are dedicated to high standards of safety, conduct and ethics and compete for the satisfaction of racing vintage cars, NOT for the glory." Additionally, "CVAR will not tolerate deliberate contact or a "win at any cost" attitude." Therefore, my answer to the competitor was yes, you must report to the black flag station, regardless of whether a flag is displayed. The only exception is on the last lap, where instead of a stop and go, you will receive a time penalty. It is my belief that in CVAR no one should purposely ignore a rule, especially if the motivation is the glory of the win. In



addition, if a competitor sees an infraction, he/she should not be afraid to come forward, to preserve the spirit of CVAR completion, the love of the Vintage cars, and the safety of all our competitors.

George and I plan to tweak our safety rules over the winter to clarify intent and minimize these questions. We don't plan to cover every single incident that may occur in the future because the more we try, the more our rules will begin to look like those of other organizations. We simply ask you to remember the spirit of CVAR the next time your competitiveness releases that "red mist" and always act within the spirit of CVAR.

Good luck at COTA, and I'll see you all in 2022.

CVAR Racing Schedule for 2022

Date	Event	Track
Jan 14 – 16	CVAR Driver's School	Eagles Canyon Raceway
Feb 11 – 13	River City Road Races	Circuit of the Americas
Mar 18 – 20	15th Mike Stephens Classic	Hallett Motor Racing Circuit
Apr 29 – May 1	Marvelous May Races	Eagles Canyon Raceway
Sept 9 – 11	Brad Balles Races and Drivers School	Eagles Canyon Raceway
Oct 7 – 9	Thunder on the Cimarron XXI	Hallett Motor Racing Circuit
Nov 3 – 6	U.S. Vintage National Championship	Circuit of the Americas



Can you name all of these people?

Photographs by David Gillen - DgillenPhoto.com

From the Tech Shed...

by Karl Jackson, CVAR Chief of Tech

COTA. Our 2022 season will begin with a bang! Our first race will be at COTA in February. Annual safety inspections are always numerous in February and the entry is large, so be prepared for a longer-than-average wait. We will be in Garage # 1, just as with SVRA.

Helmets. Snell 2020 certified helmets (or Snell 2015) are required for all of CVAR events for the 2022 season and beyond. Make sure the HANS posts fit your neck device as there are several different styles. The driver's medical information is required on the back of the helmet. Ask at Tech for special info pouch for your medical information.

Stickers. At Tech, we have a limited number of the required electrical cut-off, extinguisher and tow hook stickers. If you have a new paint job, these stickers are required. Don't depend on Tech to have the exact size or color you want, but we're here in a pinch. Minimum cost per sticker is expected.

ATTENTION. Retiring CVAR drivers please consider donating your transponder to the club. As entry numbers and visiting drivers increase, it threatens to overwhelm CVARs 10 rental units. We've rented up to 8 units at one event in the past season. At Tech, we can check your transponder for signal strength, so don't wonder - check it out!



Thanks to David Gillen for the photographs in this newsletter.

Photographs by David Gillen - DGillenPhoto.com

Safety Report

In the Mirror

By George Curl

We started the 2021 season with a revamped Safety Program and more consistency in rulings. Guess what? It worked! We had fewer incidents than in the previous year, still too many, but we are headed in the right direction. Cathy Barnard and I are working on a few tweaks in wording on rules in order to clarify several points. Those will be published before the first of next year.

Safety starts with all of us. For your competitor to be safe, you must be safe. We flog cars that are older than many of us and mechanical parts wear out, welds break and wheels crack. It's important to spend the off season checking over the entire car. Make a check list and spend some time (lots of time) making sure you and your car are ready for the 2022 season. Don't skimp on working on improving the performance of the driver. If you are in better physical condition, you're driving will improve. There's plenty of time between now and February to get you and your car ready.

Attitude is also important to the vintage driver. A good attitude reflects the Corinthian Spirit. Treat each other with respect, don't let the "Red Mist cloud" your actions. In vintage racing all you can win or lose is the respect of your fellow drivers. Nothing else matters.

See all of you in February- GC

What is Corinthian Spirit?

To understand Corinthian Spirit, we first must define a Corinthian.

A Corinthian is a member of a larger, caring brotherhood of Vintage Racers. He is helpful to his fellow drivers and celebrates their success. He doesn't get caught up in personal success but qualifies and races for the enjoyment of racing an authentically prepared vintage automobile; not for the glory of winning or beating a fellow driver. He works to enhance the CVAR and the vintage experience to those new to the sport. But more than anything else he respects his fellow drivers and workers. That, ladies and gentlemen, is Corinthian Spirit.



Around the Track

Steve Smargiasso

Things have never been better at CVAR in terms of participation, tracks, finances and over 50 student drivers this year! With all the new people getting involved I've been asked to remind all of us about what we actually do at CVAR.

First, "vintage" racing has become wildly popular over the last several years and there are many different clubs across the country and the world with different approaches to our sport. It's great because there are so many options for us all. However, the word "vintage" as it relates to motor sport means different things to different people. There are clubs that run cars no newer than the 1960's or some clubs define a car that won the "Daytona 24 Hours" five years ago a vintage racing car. Also, the size of the club or whether they are 'for profit' may define what is eligible. There is no right or wrong way but there are some things that are obvious. First, the more run groups you have will result in less track time.



Second, you can also find yourself in a run group that makes no sense in that the performance envelopes of the cars are wildly different. Finally, when you have too wide a mix of technology there is no frame of reference for the participants, and it easily could become just running laps rather than meaningful racing. Fundamentally, all our CVAR cars were made obsolete by something newer and better at some point. CVAR uses a stable formula that is balanced, fair, based in history and it has worked well for a long time. I would challenge you to find a club with a better balance of track time and cost.

What has served CVAR very well is our love of a certain era of racing. I was "talked" into taking my job at CVAR because of my love of my car and our racing period – that and I was too dumb to know better! I love what we do, and I believe it's the best system for our club. Let's remind ourselves what it is.

In the ever-changing world of "vintage" I think CVAR is better defined as a "Period Class" racing club. The period we celebrate is from prewar to the early 1970's. It's a time when the legends of automotive history kickstarted road racing in this country. It then rolls into the classic battles of the production cars of the day and the start of great classes such as Formula Vee and Formula Ford, both of which were the most popular amateur racing classes in the 1960's through the 1970's. The founders of CVAR were visionary to pick a period that was doable and sustainable for just about anyone.

Most of our race classes are born from the history of SCCA classification from this period. There is a class for just about any type of race car and nearly all our cars, as we like to say, are THE Stars! As a result, CVAR enjoys a strong national image as an authentic vintage racing club.

If you ask some of our CVAR elder statesman they can tell you fabulous stories about heading to the Runoffs in Atlanta, driving all night in a station wagon and open trailer in time to race the next day! Maybe they were paddocked next to the likes of Peter Brock's BRE team, Shelby American or Penske Racing. This was maybe the last time when an amateur could build a car in his garage and still compete at the highest level before manufacturer's factory money and sponsorship made it all but impossible to keep up. This history will not be repeated, and it represented what many call the "Golden Era" of road racing in the United States.

In short, we are reenacting and paying homage to this time. We are just keepers of our cars history until they're passed on to the next owner. Using a system that stays in "period" ensures this time will never be lost and can be enjoyed by the generations to come. Most of us are too young to have been able to experience this excitement when it was happening. We probably had a relative who was participating or built models dreaming of these cars. Now is our time to enjoy and carry on this special time. I, myself, like many families in CVAR, have been successful passing this obsession on to the next generation. I believe the cars from our period have never been more popular! Cobras, Vettes, Mustangs, 911s, Sprites, Minis, FJ's, FF's, FV's, and more fill CVAR grids.

It's also important to remember that we are racing- this is not a parade or an exhibition. In CVAR, if you can operate under the umbrella of "gentleman racing", you can race as hard as your ability allows! "Period Class" racing is the perfect way to get this done.



In the Disney movie "CARS" it seems that cars talk to each other all the time. If our CVAR race cars could talk to each other, imagine all the old friendships, rivalries and trash talk that would be going on. There is nothing better than being authentic!

Please join in the CVAR celebration of this "Golden Era" and keep it going strong!



September's Brad Balles Driving School Draws Students from Far and Near.

Berkeley Merrill

C.V.A.R. held its fall driving school at Eagles Canyon Raceway, TX, in September 2021. Fifteen (15) students completed the weekend's educational agenda successfully.

The class included drivers brand new to our sport, as well some notable returns of "old hands". Returning were the venerable Skip Duplissey, driving the late Ron Shade's revitalized Porsche 911. Also returning was Dustin Nicholson, who finished the school several years ago and then experienced a hiatus of activity, and returned with a newly prepped TR3.

Students arrived from Arkansas, Alabama, and Louisiana. Two family groups of father/son entrants participated, as well as the wife of a current CVAR driver.

Two students from New Orleans, Amelia Philips and Nico Lupin, and Harlon Henderson from Baton Rouge barely escaped the ravages of Hurricane Ida, the week before, and were in attendance. Patrick Stapler brought his pristine Mustang through that carnage from Huntsville, AL. to join us.

Driver ages ranged from mid 60's to one 17 year old.

Formula V's were represented by nine of the students, supported by both Bigger Hammer Racing and the Barron Racing family. Rick Price from Grandbury brought a historically significant ex Charlie Barnes Corvette, and Chris Stephens from Little Rock arranged his ride in George Curl's prior MGB #40.

The Formula V class displayed, once again, the CVAR family attitude. Several students in Formula V's were having difficulty mastering car control, maneuvering at speed, and/or passing techniques. Seasoned FV drivers voluntarily accompanied the students on track during Sunday's student sessions, and coached them through their areas of difficulty with remarkably improved results. That unsolicited intervention assured their fellows of safe competitors on the track for us all, but left the students with a profound concept of the Vintage Spirit.

Zack Reavis of Fort Worth, in a Lola T-342, was the only Group 6 student. He suffered from mechanical demons all week-end, missing half of his track sessions. But when he did make it on track showed remarkable skill and insight, enough so that his Group 6 mentors offered to continue his student observation into the next event. Consequently, he performed flawlessly, or nearly so, at Hallett 3 weeks later and was awarded his Novice permit then.



Please welcome these new and resurrected Vintage Racers when you see their X's next event:

Skip Duplissey, Harlon Henderson, Steven Hild, David McMasters, Chase and Gary Nufer, Amelia Phillips, Zack Reavis, Patrick Stapler, Chris Stephens, Ricardo Price, Dustin Nicholson, Nico Lupin, Peggy Schwarzlose, and David Canitz.



Thanks to all that make these events run smoothly.

Photographs by David Gillen - DGillenPhoto.com

Around the Paddock

Condolences to the Larry Reyburn family

Larry Reyburn, longtime CVAR member and racer passed away last Saturday after a long illness. He was a devoted father and husband as well as an enthusiastic supporter of vintage auto racing. He served CVAR as a member of the board, treasurer and as a race chairman. In business, he had a successful career in marketing for the Coca Cola Company. As a racer, he began with Go-Karts and then moved into Formula cars, racing a Formula Vee and then moving into Formula Ford. His late wife, Jackie, also came to many of the races and her chocolate chip cookies were highly sought after at each event.



He was a friend to all, and he will be missed. Information on any memorial service is still pending.

2022 Board of Directors Election

It's that time of year again: time to vote for the 2021 Board of Directors! Voting opens December 1, 2021 and closes January 9, 2022. Results will be revealed at the January Annual Board of Directors Meeting.

Visit the CVAR website (starting in December) to access the link to vote. You must be a current CVAR member to vote. Write-in candidate procedure: Check the "No" box for that BoD position, then name your candidate in the "Write-In" box.

Candidates

President - William Wolff

Vice President - Chris Kellner

Treasurer - John Strnad

Secretary - Alain Vinson

Authenticity - Steve Smargiasso

3-year At Large Board Member – Steve Coleman



The Tribute.

Photographs by David Gillen - DGillenPhoto.com