



Vintage Racing *News*

The Premier Vintage Racing Organization of the South Central United States

Volume 15 Number 1

www.CorinthianVintageAutoRacing.com

Summer 2022

Our Next Event!

*Brad Balles Races and Drivers School
September 9-11
Eagles Canyon Raceway*



Photograph by Brandall Binion



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A Message From Our President

Bill Wolff

CVAR President

PREZ SAYS -



Due to COVID restrictions the CVAR Annual Board meeting was held as a virtual meeting on a conference call on Saturday January 22nd. The club welcomed a new board member, Steve Coleman and thanked the retiring Danny Piott for his long, valuable (and continuing) service to the club. The club Treasurer, John Strnad, reported that CVAR is in a strong financial position, with solid results in calendar 2021. Total registrations for 2021 were over 700 entries, including 139 at MSR Houston, 125 and 105 at two Hallett events, 165 and 176 at two Eagles Canyon events.

During the meeting there was a lot of time devoted to discussing the new CVAR 2022 Safety Program. Cathy Barnard, CVAR's Chief Steward, and George Curl, Safety Chairman, reported on it for the participants. Changes were needed regarding not allowing drivers back on track after a metal-to-metal incident until the incident has been reviewed. In cases where a driver appears clearly not at fault, they will be able to go back on track pending further review. Drivers are required to self-report to the pit lane for black flag violations, even if not called in by display of a black flag. In cases after the Safety Committee has determined that a driver is responsible for an avoidable contact event, the first occurrence will put them on the trailer for the rest of the weekend, plus a 3-race probation. If during a 3-race probation, a second incident occurs, and if the Safety Committee finds the driver is responsible for the second avoidable contact event, the penalties are increased, including trailer for the rest of the weekend, loss of logbook signoffs for the weekend, and 3-month suspension of license (reported to VMC as well). As in the past, a third incident at the driver's fault during probation will result in a VMC 13/13 suspension. The Board of Directors believes that making sure the club has clear and enforceable rules for the safety of its participants is our most important mission. We appreciate the hard work by George and Cathy to help make that work.

Our first event of 2022 was our inaugural stand-alone event at Circuit of the Americas ("COTA") in Austin, TX, River City Road Races that was held on Super Bowl Sunday, February 11th – 13th. To offset some of the expenses related, we decided to share the facility with a high-performance driving experience operating named Edge Addicts. The basic structure was that Edge Addicts would have access to the track in the morning and CVAR would operate in the afternoon. This split seemed to work well for both parties and many CVAR participants enjoyed "sleeping in" and have a more relaxed morning. We had approximately 160 entries and most of the participants enjoyed the run groups, track time and split starts. The weather was generally favorable but many who were on track early on Saturday afternoon won't forget the "sleet races"

for a long time! There are almost too many people to thank for their hard work in organizing this event but here it goes.... Cathy Barnard, George Curl, Steve Smargiasso, Bruce Revennaugh, Doug Mains, Greg Matlack, Kelly Cupstid, Jamey Osborne, John Strnad, Karl Jackson, Dave and Bettina Foreman and host of others. I'd like to give out a special thanks for Steve Coleman who helped put together the paddock parking plan and much of the event information. This first event at COTA was very much a "learning experience" for all of us and we hope to build on it in the future. We do think that having an event at this great facility with a focus solely on "vintage racing" could be a big plus for CVAR going forward.



Photograph by David Gillen

CVAR COTA ~ Feb 2022 ~ David T. Gillen



The next event on our calendar was the 15th Annual Mike Stephens Classic on March 18th – 20th at Hallett Motor Racing Circuit. The track owners, the Stephen's family, are great hosts and continue to improve what for many is the most fun club track in the country. While it was chilly in the mornings the weather warmed up during the days and was beautiful for the balance of the weekend. There were approximately 95 entries for the event which featured Formula Vee which had a solid entry of 19 cars. The top three drivers had the good fortune to receive one of the unique trophies from Formula Vee Challenge founder, Art Summerville. The Race Chairman for the event

was Ann Hughes and she did an absolutely wonderful job of organizing things with great food, drinks and most importantly lovely weather on Saturday evening. One of the best things she did was to recruit non-other than road racing legend and Hallett's designer/founder Anatoly "Toly" Arutunoff to attend our race party providing autographed copies of his two classic books.

We completed the first half of its 2022 season at Eagles Canyon Raceway ("ECR") located outside of Decatur, TX on the last weekend of April and May 1st. As has become customary, the turn-out in virtually all the CVAR run groups was terrific and the overall entry list was more than 160 entries across all six of CVAR race groups. In addition, the Spring Driver's School was moved over to this event and eight new students were entered for the weekend.

The continued upgrading of the facility at ECR is truly amazing. Since last season they have built additional garages, a hotel/condominium project for renting out over race weekends and have completed a new bar and restaurant on the site of Concierge Motorsport. The efforts of Livio Galante, his wife Paula, and Sam LeComte, the proprietor of Concierge, are appreciated by all the CVAR participants and their guests. We also appreciate the efforts of track manager, Brad Flack, who's always onsite and on point helping us over the weekend.



Photograph by Brandall Binion

On a beautiful and clear Saturday evening CVAR sponsored a memorable evening with a live band, great food, and beverages for all. Among the highlights of the evening was awarding the 2022 Lifetime Achievement Award to CVAR's longtime head of Tech to J. Karl Jackson along with awarding the first annual Green Family Worker of the Year Award to CVAR legend Doug Mains. The award was made even more meaningful by having members of the Green family on site. Fond memories of Bob and his son Bobby are held by many in our club, and it meant a lot to hear Judy Green's lovely and heart felt speech.

Another highlight of the weekend was the Texas Small Bore Invitational which was a bonus race for cars running a variety of CVAR race groups such as Groups 2, 4 and 7. It was a mighty field of around 30 small bore racers that lined up to take the Green Flag Saturday afternoon, however, the winner of the top prize, the Golden Cowboy Hat Award, voted on by all the corner workers was Joanne Lemmons in her Austin Mini Cooper.

This was a Drivers School weekend which is a busy one for students as they divide time between classroom discussions, and then on track coaching by Dr. Berkeley Merrill along with leading drivers from their respective run groups. A new feature of the weekend was a Friday evening "chalk talk" along with video about the "Vortex of Danger" as articulated by Group 3 veterans Hunter Barron and Mac Wolff. Many new and experienced racers appreciated the perspective which emphasizes thinking about what your fellow competitors while on track and CVAR may expand on the program in the future. Many of the students moved on into race groups later in the weekend and nobody was enjoying themselves more that experienced corner worker and new racing driver, Andrew Matlack. Both his grandfather and father have been

involved with CVAR for many years and Andrew won one of the 2021 CVAR Corner Worker Scholarship Awards and was participating in his first event as a driver in a Bigger Hammer Racing Formula Vee. But what had to be the most amazing and best thing about the ECR weekend that there were absolutely ZERO car-to-car incidents for all the groups for all three days! No one at the track could remember the last time that happened, and this lack of drama didn't take away from the fun and spirited racing over the weekend.



Photograph by David Gillen

The goal of the CVAR Board of Directors is to have “period correct” vintage racing in a financially stable and member centric club. I think that the turnout at our most recent driver’s schools is a strong indicator that our approach is resonating with many new people. It is a great thing to have so many new members, many of whom are related to current CVAR members, wanting to join the club and go racing. There are many vintage racing organizations and other racing clubs in which our members could participate. We hope to continue justifying your confidence in us to provide a fun, safe and truly competitive auto racing environment. We are committed to do that.

The 2nd half of our 2022 season begins with another event coming up on April 30th – May 2nd with the Brad Balles Races and Driver’s School Eagles Canyon Raceway and expect to have a great turnout.

I am looking forward to seeing all of you at the races.



Photograph by David Gillen



Photograph by David Gillen

Chief Steward's Report

Cathy Barnard
CVAR Chief Steward

Greetings.

Today's message is short and sweet. WE NEED MORE WORKERS. Without sufficient workers, we can't continue to conduct events. Flaggers are needed to ensure the safety of our drivers on track. A race can't start without a starter and a green flag. Our races can't be scored, and points and trophies can't be awarded without Timing and Scoring workers. Grid workers are needed to make sure that the drivers are lined up in order and are using their safety equipment. Tech workers assure that the cars meet our prep rules. Registration works behind the scenes to collect entry fees and transfer car and driver info to the timing database.

Back when many of our vintage cars were still competitive in SCCA and other current era road racing organizations, workers were generally plentiful. Anyone with an interest in racing could show up at an event and the event organizers would find a place for them to work. No experience was necessary, and "on the job" training was provided.

These were true volunteer positions. Most organizations provided a cooler of water at the corners, lunch for all specialties,



and a keg of beer and snacks on Saturday night, but otherwise workers were on their own for transportation, lodging, and other expenses. F&C, grid, and tech workers volunteered at local events to be close to the action and to meet drivers and crews. Timing and Scoring workers volunteered to practice lap charting skills and their kids were recruited to operate stop watches. Additionally, workers volunteered at local events to gain experience needed to volunteer at a professional race in the future.

Photograph by Brandall Binion

Fast forward to today. While most of our workers love racing, they seldom volunteer for the sheer love of the sport. Most expect to have their expenses reimbursed. Some expect actual pay over and above expenses for those long hours in the hot sun or for those hours spent on race organization before and after the event. CVAR pays workers on a scale comparable to other organizations in Texas. The money to pay the workers comes from driver entry fees. We don't buy lunches, but we always make sure that lunches are available for purchase at each of our events and we always invite all our workers to the Saturday night parties.

However, we still face a worker shortage at every event.

I don't have to remind you of the Timing and Scoring issues we experienced at Eagles Canyon in at our May race. I'm sure you are all wondering what the heck happened. Bottom line, software and hardware issues on Friday morning caused some significant database errors and there were insufficient resources in timing to resolve those issues. Corrections in driver and car data made during the event did not save to the database properly due to the software issues. As a result, driver and car data were scrambled within Orbits, the timing software program and the grids and race results did not generate properly. The final race results were ultimately generated from the raw timing data with help from each of the

group leaders to correct the car and driver errors. Our lone timing worker had no chance of correcting the system while cars were on the track.

Should worker pay be increased to better cover expenses?

Ideally, workers should be paid enough to assure that they never have to “pay” to attend a race. Most workers travel 50 – 100 miles or more one way to attend a race and stay in a budget hotel for around \$100/night or less. They also must provide their own breakfast, lunch, and dinner on Friday and Sunday. Is our current pay adequate to cover those expenses? How much more is needed, and how much would entry fees have to be increased to cover any worker pay increases.

How do we train new workers?

Our current pay system allows us to only pay for a limited number of experienced workers at each event. Trainees are needed, but not at the exclusion of experienced workers. Should we implement a lower pay for trainees? How many trainees could we afford at each event? Additionally, we would like for all the CVAR F&C workers to attend a worker training event. Should we implement a “scholarship” program to allow new workers to attend?



Who should take responsibility for recruiting new workers?

A typical worker was historically brought into the club by another worker. However, our workers tend to work many events and don’t have time for recruiting new workers. Perhaps we should look to our drivers to bring in new workers. Our drivers are dependent on a well-trained and fully staffed event. If every driver brought in one new worker, we would have plenty of workers for our events. Perhaps we could provide a discount on entry fees for each new worker brought in during the season. What else can we do to assist drivers in recruiting new workers?

How can we improve the worker experience to attract younger workers?

Younger people are driven more by “experience” rather than “outcomes”. How do we improve the experience? We already have a worker drawing for a free driver’s school. What else can we do?

So how do we get more workers?

If you have any ideas on how to recruit and train new workers, please let us know. We all need to start focusing on bringing in those new workers, or we might just not be able to race.



Photo by Nathan Down – Behind the wheel at COTA

From the Tech Shed...

*Karl Jackson
CVAR Chief of Tech*

Alert! Tech/sign-in has moved at Hallett. We are back at the remodeled shed at the East end of the paddock, right at the end of the grid. We were here for many years and thanks to improvements by the track, we're back!

Several members have experienced problems with their on-board fire extinguisher systems. Stroud Mfg. has issued a recent recall due to manufacturing issues with their trigger head. Contact Stroud if you have their system. Other makers have experienced the same issues, so disassemble your system and check your trigger head for proper function. Other members have found rusted cables that prevent operation, so take this summer break to service your on-board fire system and make sure it works when you need it.

We had an incident at the last CVAR event when a driver lost his primary brake system when a flexible brake line burst. Please take this lesson to heart and inspect your rubber brake lines and, in the future, plan on their regular replacement. Some after-market brake hoses are of low quality, so periodic replacement, even of the braided steel variety, is highly recommended.



Photograph by Brandall Binion



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Safety Report

George Curl
CVAR Safety Chairman

Summer Safety Briefing

Boy did you end the first half of the season well! Good decisions, Great situational awareness, and near perfect weather set a high mark at ECR. I want to congratulate all of you for the first incident free weekend in a long time.

Group 3 inaugurated a Friday evening safety talk open to all. Current thinking is to have it on school weekends. Bring your own adult beverage. This is an informative gathering run by members of G3. The social aspect isn't bad either. Don't laugh, if you can drive an under-powered car well, you can drive anything. Thanks to John Strnad for putting this program together, Mac Wolff and Hunter Barron for being the lead instructors and to all who supported and helped pull this off. Remember, you have only the respect of your fellow drivers to win or lose.

Now that summer is here and many of you are traveling to other tracks, let me remind you of a couple of points. We have a reciprocal agreement with other VMC clubs concerning probations. If you are on probation through CVAR, VMC race weekends count towards your 3-race probation. Take your logbook and ask the Chief Steward to sign at the end of the weekend. If you forget, bring me a copy of results and I'll sign it off. If you are involved in an incident, many of the Stewards will contact me. I'll issue a logbook and oversee your probation. In short, EVENTS AWAY FROM CVAR COUNT.



Photograph by David Gillen

Summer is a great time to go over your car, and check everything. Even if something has never failed, check it anyway. Develop a checklist you can use before each race weekend, to do a nut and bolt on your car. As different components fail, add them to your list. Prior planning will result in more fun on race weekends and fewer DNFs. As you work on your car, work on your own health. Stay hydrated, walk, run, or whatever you do to maintain your physical conditioning. These seemingly unrelated things will add to your success, fun and longevity in vintage racing.

To steal a line from Hunter Barron, "Make good decisions."

See you in September.



Photograph by David Gillen

Drivers' School

Berkeley Merrill

Chief Instructor

April CVAR School a Last-Minute Success

Registration for our spring school started as a lot of expectations and plans bandied about, but until the last week only Stan Bell in his Fiat Spider and Steven Moore/Collin Underhill in Bigger Hammer F.V.'s had made a formal commitment. Then, as usual, the Formula Vees saved us. Bryan Walker from Marble Falls, and Andrew Matlack, son of our own Flagman Greg Matlack, jumped aboard. Patrick Flynn added his Merlyn Formula Ford to the mix. Kara Doney came from New Orleans, and our own Summerville sweetheart LaRae Summerville returned for a refresher course after being away a while.

The classes were punctuated by using some new techniques such as sending out a pre-school quiz, and then checking the answers at the summation. They all had learned what we wanted them to, and knew it was important.

The weather cooperated, and the students were unique in that they all got to the grid on time...well, mostly. They stayed on the track most of the time, and they handled the practice starts as well as any student group ever has...maybe better. Stan Bell had a brake failure at exactly the right time coming off the back straight and pulled off safely. He patched it up between sessions and missed not a moment.

None of them hit each other or anything else. At the end they were all sworn in, and really meant the oath about respect rather than glory.



Photograph by David Gillen

My thanks to Lou Marchant and Jeff Langham, who stepped in as instructors at the last minute, and coached Bell and Flynn into our way of thinking and performing.

Bill Griffith organized the FV seniors as instructors including the venerable Mike Rogers and Dwight Calkins, but also some newer instructors like Jason White and E.O. Barron, Hunter Barron, and John Strnad. These gentlemen orchestrated a presentation on Friday evening, totally aside from the school, on safe driving techniques using videos of their own mistakes. They plan on expanding it on future School Weekends.

I expect to see a sizable number of these folks coming back to compete with us. Welcome them and respect their X's.

Around the Track

Steve Smargiasso

Authenticity Chairman

Authenticity Update

Great things are happening with CVAR! I have been flooded with inquiries about how to build cars that are period correct. Many are in the works and you will soon see some really cool additions to our ranks in several groups.

Some folks have suggested that our “Period Class Racing” is dying out. I’m happy to report that is not the case. We have had strong participation and the formula is working well. CVAR has something special and I’ve had several people tell me they didn’t understand it before. Many have come back from racing with other groups and although any day on the race track is great, they realized how good we have it. Trust me... in the world of vintage auto racing, our cars are that great! I have been posting different pictures on social media to remind us all how fantastic the racing was in our era. If you period photos please post them.



Photograph by David Gillen

We will be trying to expand on our “Heritage” concept. I could use some help so if you have a passion for period correct cars, please contact me or catch me at the track.

I’m just here to help folks to make good decisions, most importantly before they buy a car. If there is anything I can do just reach out. I love helping other people spend their money!



Photograph by David Gillen



Facebook post from Greg Matlack

Around the Paddock



Photograph by David Gillen

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