



# VINTAGE RACING NEWS

Volume 26 Number 1

The Premier Racing Organization of South Central United States

March 2026



*Photo by Brandall Binion*

***Re-cap of Our Last Race!  
Brian Goldman School and Races***

***MSR- Houston- Angleton, TX  
February 27-March 1, 2026***

*By John Strnad*

CVAR Members,

What a weekend at MSR Houston!

Our return continues to gain momentum, and this event was a tremendous success

## WHAT'S INSIDE

---

President's / Race Report

---

Chief Steward's Report

---

Green Family Award

---

CVAR Meteorologist

---

Around the Garage – Spec Sprites

---

2026 Schedule

---

Volunteer Opportunities

---

Race Credits! – New Radios

---

Cars are the Stars

---

*...And so much more!*

for the club.

Outstanding Participation - We recorded 110+ race entries, a significant increase over previous MSR-H events. That number alone speaks volumes about the strength and energy within CVAR right now.

Even more exciting — we had 12 School students participate.

That growth is exactly what ensures the long-term health of our club. To build on this momentum, I strongly recommend that each Group Representative help assign a mentor to our students for the next few race events. A dedicated mentor provides guidance, reinforces safety awareness, helps refine driving techniques, and most importantly — increases retention. Supporting our students today builds our racers of tomorrow.

### Recognizing the Team Behind Our Success

Events like this do not happen by accident. CVAR is fortunate to have an outstanding group of volunteers and leaders who make it all happen. In no particular order:

#### Race Chairs – Jay Zittler & Don Campo

From coordinating the food and coffee trucks to organizing Saturday evening catering, the covered tent, and the outstanding live music — the atmosphere was fantastic. Thank you both for your strong leadership and effort.

Race Tech - Mike Jones & Gerald Black with one last assistance from Karl Jackson. Karl was onsite Friday and Saturday providing final support as he handed the reins to Mike and Gerald. Mike and Gerald are primed and ready to continue moving CVAR's Tech Department forward.

Karl, thank you for your dedication. Mike and Gerald, thank you for stepping up and keeping this critical function strong.

#### Flag Chief – Mason Ledbetter

Ensuring proper Corner Marshal staffing is absolutely vital to putting cars on track safely. Mason also ensures all required CVAR equipment is onsite and ready.

Thank you, Mason, for everything you do to support CVAR racing.

Race Control – Kelly Cupstid, Doug Mains, Riffon, and Monica

An absolute A+ performance. From grid calls to timing & scoring, call logging, and countless behind-the-scenes details, this team kept the weekend running smoothly and professionally. Outstanding work.

Sam & Rachel Heumann – Radio Project

As previously communicated, CVAR invested in new radios for the 2026 season. Sam was instrumental throughout the entire process — vendor selection, programming, assisting with a new FCC license, and traveling to each track to ensure proper testing. He also played a key role in the sale and transition of our previous radios to MSR-H.

The result? MSR-H is thrilled with the purchase and how it supports their operations moving forward. Sam, we could not have executed this first event so successfully without your hard work. Thank you.

Chief Steward – David Hopkins

David continues to lead race operations with consistency, professionalism, and a clear focus on safety — while never losing sight of the fact that we are here to have FUN. Thank you, David.

Greg Matlack

Greg works tirelessly behind the scenes preparing for each event and keeping planning efforts on track. If you see someone on a golf cart handling issues throughout the weekend — that's likely Greg. We are blessed to have his steady commitment to excellence.

Dr. Berkeley Merrill

When on-track incidents occur, Berkeley gathers the necessary information and assembles the Safety Committee to ensure fair and professional review. His steady leadership in this critical area is greatly appreciated.

Chief Instructor – E.O. Barron

Since stepping into the Chief Instructor role, E.O. has transformed the overall

delivery of our Drivers School program. His ability to break complex concepts down into simple, relatable explanations allows students to understand and apply techniques more quickly and confidently.

E.O. brings a welcoming demeanor to the classroom and paddock, encouraging two-way dialogue and fostering a collaborative learning environment. His skill in reviewing and breaking down video footage is exceptional — helping students clearly see what’s happening in real time and how to improve both performance and safety.

E.O., thank you for your passion for CVAR’s racing school and for the energy you consistently invest in building a strong, successful program for our future racers.

David Lee

David has been instrumental in rebuilding and strengthening our partnership with MSR Houston over the past year. 2025 marked our return after several seasons away, and the feedback from MSR-H management has been overwhelmingly positive. They are genuinely glad CVAR is back and look forward to continued success together. Thank you, David, for your ongoing effort.

Steven Schultze – “Mr. Track Rabbit”

Steven continues to lead the charge with Track Rabbit and has spent countless hours working within the system to refine and streamline the registration process for CVAR members. His dedication behind the scenes helps ensure a smoother, more user-friendly experience for everyone signing up to race. Steven consistently brings forward new ideas and enhancements to further improve efficiency and functionality. Steven, thank you for your continued commitment to improving the tools that keep our club moving forward.

Looking Ahead – Eagles Canyon

Now we turn our focus to Eagles Canyon Raceway in late March.

- Remember to buy your Saturday meal ticket on Track Rabbit. If you forgot, you can still go in and edit your entry.
- We will be presenting the 2025 Awards, along with several special recognitions.

- It promises to be an exciting and celebratory weekend.

More information will be coming soon — keep an eye on your inbox.  
I look forward to seeing many of you at ECR.

Thank you to everyone who attended MSR-H. Each of you played a part in making the weekend a success.

My best,  
John Strnad



*Photo by Brandall Binion*

### **Our Next Event!**

## ***Eagles Canyon Raceway– Decatur, TX - Race***

March 27--March 29, 2026

[Eagles Canyon Raceway](#)

*So smooth, fast .....and fun!*

# CORPORATE SPONSORS

*Thank You to Our 2026 Sponsors*



## Chief Stewards Report

*By David Hopkins*

We had a really good start to 2026 with our MSR-Houston event. I expect that the rest of the year will be in good shape as we continue to fine tune our procedures. A big shout-out to our workers who put in a huge effort from start to finish.

We were also served some of the best fajitas that I have had in a long time, so kudos to the event chairs. The other food trucks were top quality as well, which makes it nice for those of us that never leave the site.

We logged 31 spins/off track excursions on Friday. This includes a 3-car situation in G3.

We can do better.

We logged 28 spins/off track excursions on Saturday and 17 on Sunday. Every time that we enter the track we all need to open up our situational awareness and look several cars ahead. Be sure and note where every corner station is and check on them as soon as you have them in sight.

I have a number of Novice permits and Probation Logs that were not picked up at the end of the weekend. Be sure and check-in with me at ECR because some of you have completed your requirements.

Brad Balles Races @ Eagle's Canyon is on the horizon. 132 registered as of this writing. We are planning to have some fun on Sunday afternoon, so I hope to see you all there.

David Hopkins

## 2025 Green Family Award Recipient

*By David Lee*

For those CVAR members who did not attend our February 27 Saturday night party at MSR-Angleton, TX, you missed out on the presentation of the Green Family Worker Award for 2025. This year we had an unprecedented TWO recipients. One was awarded at the event and the second (as of yet unannounced.....) will be awarded at our March ECR Saturday night party.

### ***Green Family Worker Award***

*The recipient of the Green Family Worker Award is an individual who exhibits integrity and a love of vintage auto racing while working in a variety of positions during their support of CVAR events. The winner would be someone well respected by workers, drivers, mentors, and fellow corner workers*

*Any CVAR member can nominate a person by submitting a written nomination outlining the nominee's qualifications. The nominee for this award should be an individual who is acknowledged as a longtime CVAR worker, has worked in a variety of positions including flagging, race control, tech, or other worker positions within CVAR.*

*Nominations must come in writing from CVAR members and will be voted on by the CVAR Board of Directors.*

*Past winners include Doug Mains, Sam Heumann and Greg Matlack.*

The first recipient is Merl Hansen, who was a rock for many years, holding together our operations team with an emphasis on timing and scoring. We heard anecdotes from Doug, Sam and Greg regarding their previous experiences with Merl. Many of our workers were initially trained by him and still hold his memory close.

When the voting was completed by your current CVAR Board of Directors, it took some time to track down Merl as he was not responding to emails and calls. Ultimately, I was

able to connect with his son Scott E. Hansen and daughter-in-law Bindu Nair Hansen, but the news was bittersweet. Merl died earlier this year just shy of his 90th birthday. His award will be sent to Scott and Bindu and they will share with Scott's mother who is living her senior years with them in their Richmond home.

Godspeed Merl. Your firm line and attention to detail was key to keeping our CVAR racers on track and the weekends running smoothly. Your legacy lives on in the Spirit of Vintage Racing.

David Lee



*By Joanne Lemmons*

## Forecasting the Race: Weather Insights at the CVAR Houston Event

In racing, the smallest details matter. Tire pressures change with temperature, humidity can influence engine performance, and wind can subtly affect braking and corner entry.

At the recent CVAR Houston race weekend, drivers had a new resource to help understand those conditions — a dedicated race weekend weather forecast.

Amariss, a senior meteorology student from **Texas A&M University** volunteered to provide race-specific forecasting as part of her senior capstone project. Her forecasts included temperature trends, humidity levels, wind conditions, fog potential, and graphics showing how conditions were expected to change throughout the weekend.

“I’m currently a senior meteorology major at Texas A&M University and plan to graduate in May,” she said. “Forecasting for a race near home sounded both fun and challenging.”

---

### **Weather That Matters to Racers**

While a race forecast includes many of the same elements as a standard weather report, some factors take on greater importance for drivers.

“The importance of humidity really surprised me,” she explained. “How the efficiency of an engine is impacted through the combustion process as more water vapor is in the air. In addition, with the track being paved, the humidity can affect the traction.”

She noted that race forecasts emphasize certain details differently than a typical public



forecast.

“Temperature, humidity, and winds matter to anybody outside,” she said. “However, the emphasis on humidity and the fact that there was fog in the forecast was super important to communicate to the racers because this could affect visibility, but also the efficiency of the engine.”

---

### **Planning Around the Forecast**

How far in advance can teams realistically plan around a race forecast?

“It really depends on the weather expected for that week,” she said. “Usually temperatures can be predicted a few days in advance, but they could fluctuate a few degrees if a cold front comes through stronger or weaker than expected.”

Fog, however, is much harder to predict.

“Fog was the major player in the forecast during the Houston weekend,” she said. “Fog is super tricky to forecast for because it depends on humidity and winds. I could really only forecast fog up to about two days before.”

---

### **Weather and Performance**

Changes in weather conditions can influence several aspects of car performance.

“Temperature change definitely impacts tire pressure,” she explained. “As the temperature increases, tire pressure increases. When temperature decreases, tire pressure decreases.”

Humidity also plays a role.

“As humidity increases, there are more water molecules present in the air and fewer air molecules,” she said. “The combustion process within an engine relies on air molecules, so the more water vapor present, the less efficient that process will be.”

Wind can also affect the car depending on its weight.

“The lighter the vehicle, the more likely wind speed will affect performance,” she said. “I would say once wind speeds get above about 12 miles per hour, drivers should start paying attention.”

---

### **Looking Ahead**

With the next CVAR event coming later this month, weather patterns may become more active.

“We are transitioning into a more active meteorological time of the year,” she said. “That means the chances of rain and even severe weather are more likely.”

---

## One Simple Tip

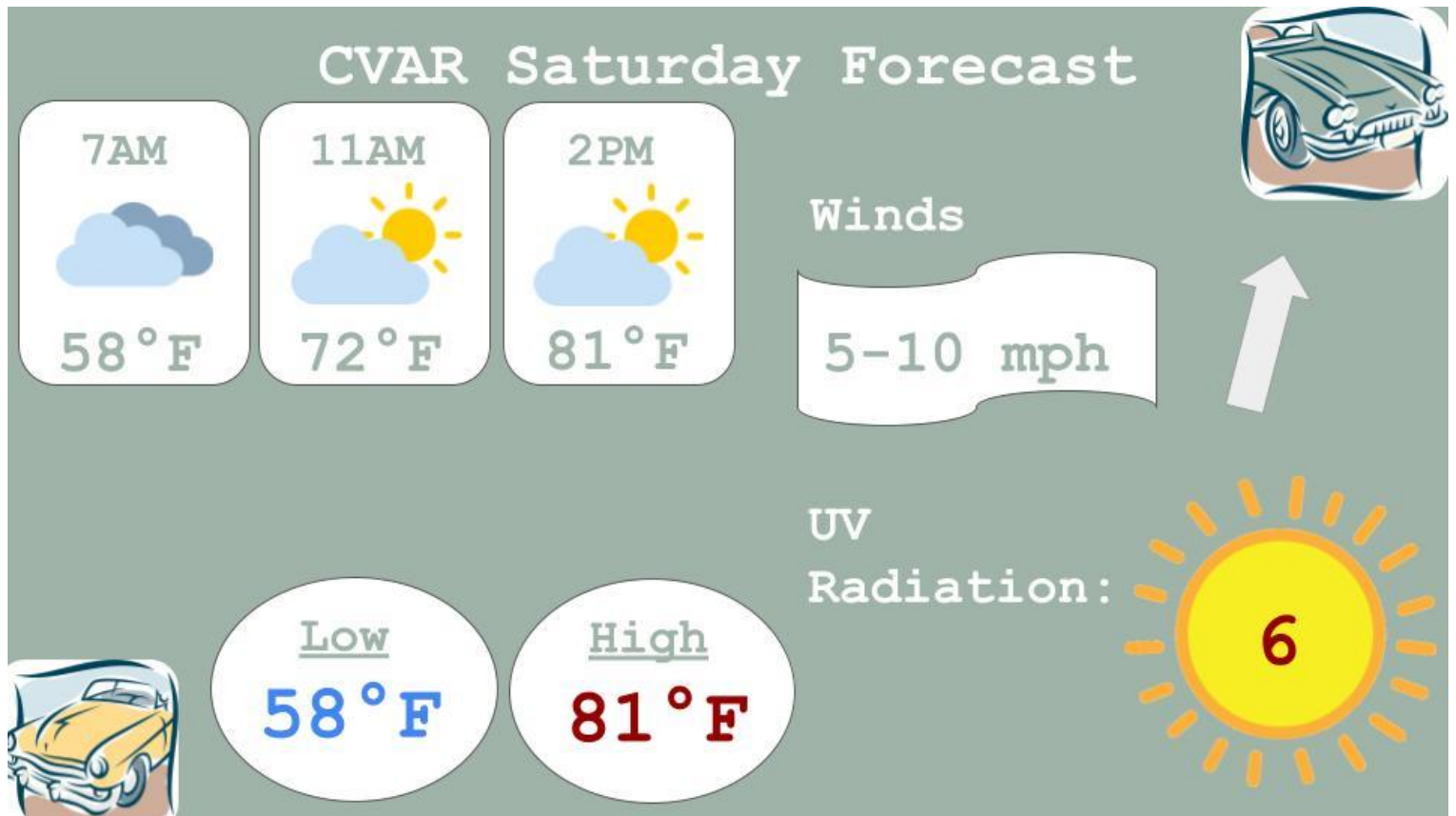
When asked for one weather-related tip for drivers, her answer was simple: “Look out the window first thing in the morning,” she said. “Weather can be unpredictable. I could develop a great forecast, but things can change. Looking outside can give you an idea of how accurate the forecast will be for the day and whether adjustments might be needed.”

For drivers chasing tenths on track, understanding the weather can be just another tool in the preparation process.

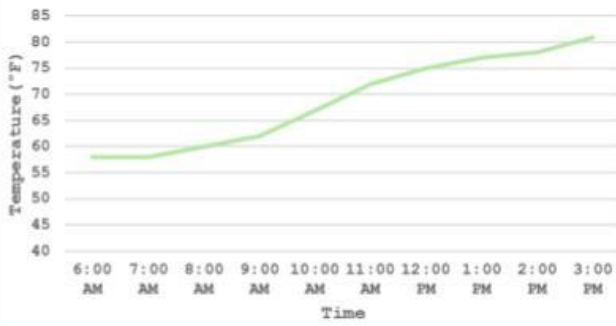
---

## Race Weekend Weather Graphics

For the Houston event, the race forecast included several easy-to-read graphics designed to help drivers quickly understand how conditions might change throughout the weekend.



### Saturday's Temperature Forecast



### Saturday's Hourly Temperature Forecast

6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM
58	58	60	62	67	72	75	77	78	81
°F	°F	°F	°F	°F	°F	°F	°F	°F	°F

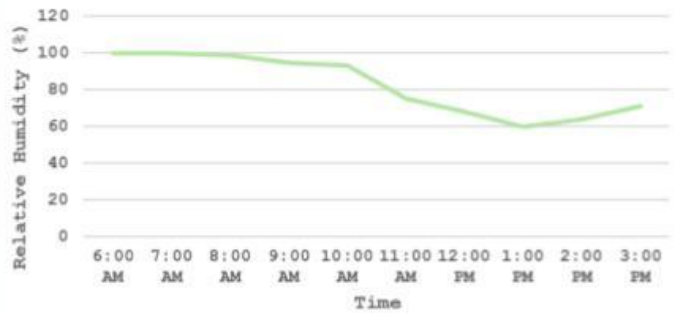


### Saturday's Hourly Relative Humidity Forecast

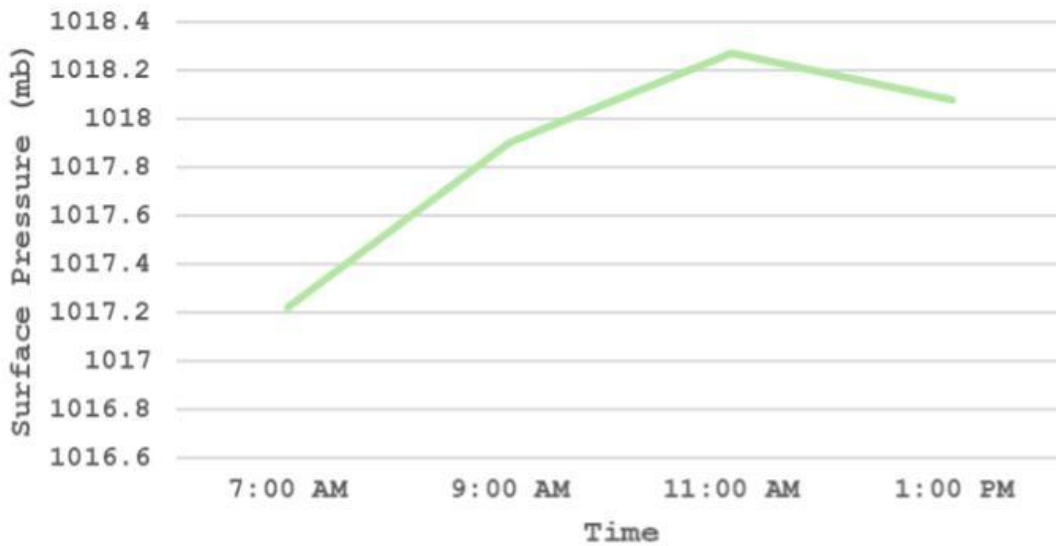
6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM
100	100	99	95	93	75	68	60	64	71
%	%	%	%	%	%	%	%	%	%



### Saturday's Relative Humidity Forecast



### Saturday's Surface Pressure



*As the surface pressure increases, tires pressure will appear lower than it actually is.*



# FROM AUTHENTICITY...

*By Ricardo Price, CVAR Authenticity Chief*

## Rules Stability Returns!

We published Revision C of our rules on the website at the end of January. The new document includes all the rule changes adopted by the board related to 2024 and 2025 rule change proposals. Highlights include:

- 1985 Eligibility for Groups 1, 2 and 7 with corresponding “+” and GT classes;
- Allowing dogboxes, multi-disc clutches and additional wheel width in Group 1 “+” classes;
- Allowing dogboxes and rear disc brakes in Group 2 “+” and Group 7 “GT” classes;
- Allowing 15” diameter wheels instead of 14” diameter wheels to alleviate tire availability issues;
- Clean up and simplification of tire rules for all groups;
- Standardized point and weight penalties for Authenticity Scoring.

The document has been rewritten substantially so that all preparation rules for any given group are contained within a single section for clarity. The sections are short. Even the most complex rule set (Group 1) is only 11 pages. I encourage everyone to download the new rules and give them a read.

## Other Rule Page Enhancements:

We’ve posted additional historical links on the website “Rules” page to help you with authentic preparation. Links include:

- OCR’d versions of the 1954 and 1959 SCCA GCRs;
- OCR’d and bookmarked versions of the 1962, 1967, 1972 and 1985 SCCA GCRs;
- “Monoposto Racing Class Specification – Formula Vee”;
- FIA’s Historical Homologation/Recognition Form Database.

Check it out. Thanks to Joanne Lemmons for all her hard work on our website.

## Authenticity Declaration Instructions:

With our expanded classes, it is now more important than ever to file a declaration form. Many of our cars can fit into multiple classes, and the only way to get classed correctly is

to declare what you have. If we don't have a declaration for your car, you'll see your class as ND ("No Declaration") on timing and scoring results.

Fortunately, we've made it easy to submit a declaration using an online submission. For Group 3 use this link or QR code:

<https://www.cognitofrms.com/CVAR1/CVARGroup3AnnualTechnicalDeclaration>



All other groups use this link or QR code:

<https://www.cognitofrms.com/CVAR1/CVARAnnualDeclarationForm>



Once submitted, your declaration becomes a permanent part of our database and can be updated at any time. You will receive an E-mail link to your declaration. Keep it handy for future car modifications. If you have lost your link, contact Authenticity and we'll gladly help.

#### Temporary Fuel Cell Policy Change:

As we moved eligibility forward to 1985, we entered an era where manufacturers had to comply with additional safety and environmental regulations. In particular, in the late 70s and 80s fuel systems became much better protected and SCCA began allowing certain cars to race without fuel cells. Retrofitting a fuel cell into one of these cars can be quite expensive and potentially less safe. As a result, CVAR has temporarily adopted the current SCCA fuel cell rule (Section 9.3.26 of the 2026 SCCA GCR). This rule reads:

*All cars must be equipped with a safety fuel cell complying with these specifications, except for Touring, B-Spec, C-Spec, Spec Miata, Spec MX-5, Improved Touring, American Sedan restricted prep, production-based Vintage cars, and cars where the stock fuel tank is located between the axle center lines and within the main chassis structure (i.e., frame rails, etc.). Stock fuel tank must remain in its stock location, or as otherwise specified in the GCR.*

CVAR's Chief Steward (David Hopkins) and Chief of Tech (Mike Jones) will evaluate cars on a case-by-case basis. So far, they have made the following determinations:

**Porsche 924 and 944:** The factory fuel system, with its centrally mounted and protected fuel tank, is acceptable for racing without a fuel cell, provided the system remains substantially as manufactured. Automatic fuel pump shut off and fuel spillage protection features must be operational.

**Porsche 911:** The location of the fuel tank ahead of the front axle, combined with the battery mounted directly above the tank, disqualifies the 911 from racing without a fuel cell.

### 2025 Championship:

In February, the Board revised the criteria for Championship Awards as follows:

- A class must have at least 4 participants to get an award.
- If there are 4 participants, 1<sup>st</sup> place is awarded.
- If there are 5 participants, 1<sup>st</sup> and 2<sup>nd</sup> places are awarded.
- If there are 6 or more participants, 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> places are awarded.

The intent was to make Championship Awards more meaningful and get away from "Everybody Gets a Trophy." This is another reason to timely submit declarations as cars without declarations are unclassified and not counted as a participant.

## The Cars Are the Stars

*By David Lee*

Air clutch basics or “Why does that Spridget have a Nitrous button on the shifter?”

Due to nerve damage in my left leg resulting from aggressive radiation to combat cancer in my lymphatic system, I progressively lost feeling and then control of my lower left leg. Due to this result, I stopped racing cold turkey. The cars went in storage or were sold off. During this progressive deterioration of feeling in my leg, I managed to develop a left hand actuated clutch for my Porsche Boxster S and 996 Carrera 4 with LS3 conversion. While this worked for basic street driving, more hands were needed and much quicker response was needed to drive a race car.

I first developed the prototype of my air clutch on a 1964 MG Midget with 1380cc (“big bore”) engine and 5 speed Datsun gearbox. I still have this car.





My next step was to start vintage racing. Although I had bought a roller 1959 Austin Healey Sprite “Bugeye” to prep for racing with CVAR – Corinthians Vintage Auto Racing, I got impatient and wanted to go to novice school quickly. I bought an old 1969 SCCA FP car from another racer and got to work converting it. I attended the school and on the last day managed to come in contact with a spinning car and knock the front right fender and suspension off the car. How embarrassing, but the first “race weekend” with the new air clutch was a success!





For the rest of my novice season, I raced with CVAR group 7 (mid bore) as my car was too heavily prepared (coilovers, four wheel disks and flares) to run with the standard FP cars in group 2. The club were aware that my goal was to have the group 2 legal “Bugeye” ready to race the following year.

I have now been racing with CVAR for 6 years. With the exception of two electric pressure switches corroding in our Gulf Coast humidity and easily changed at the track in about 2 minutes, I’ve had no issues with my design. I do keep spares for EVERYTHING used in this system in my race trailer, just as I keep spares for all the mechanical parts in my car. I would not travel to an out of town race without a spare transmission and engine. This is how I roll.



SVRA COTA ~ Nov 2021 ~ David T. Gillen



2021 © DGillenPhoto.com

My shifts are fractionally slower than standard cars with straight cut gears and standard synchros, but I still managed to win the VSCDA Sprite Midget challenge for my class this year (2023), the CVAR FP class, and also podiumed all races with the SVRA at COTA in November 2025. My best year yet! If CVAR would allow it, I would use a dog box and only use the clutch for taking off from a standstill, but we must use a synchronized gearset. (Update..FP+ now allows it!) The dogbox would be much faster shifting.....I know because I have one in the yellow car now and use it for fun track days at MSR-Houston. The Bugeye still has a straight cut synchro box to maintain legality in CVAR events.....but has been known to sport the dogbox for “away” events.



The air driven clutch in my cars is very basic. It supplements the standard hydraulic clutch system with no alteration to the hydraulic master, slave, disc, pressure plate,

throughout bearing, plumbing or pedal assembly. If an able-bodied person wanted to drive my car, they could do so by only turning off the air compressor and removing the two air lines from the air cylinder attached to the clutch pedal.

The system consists of:

-100% duty cycle air compressor (12 volt)



-1 to 2 gallon reserve tank with manual pressure relief valve



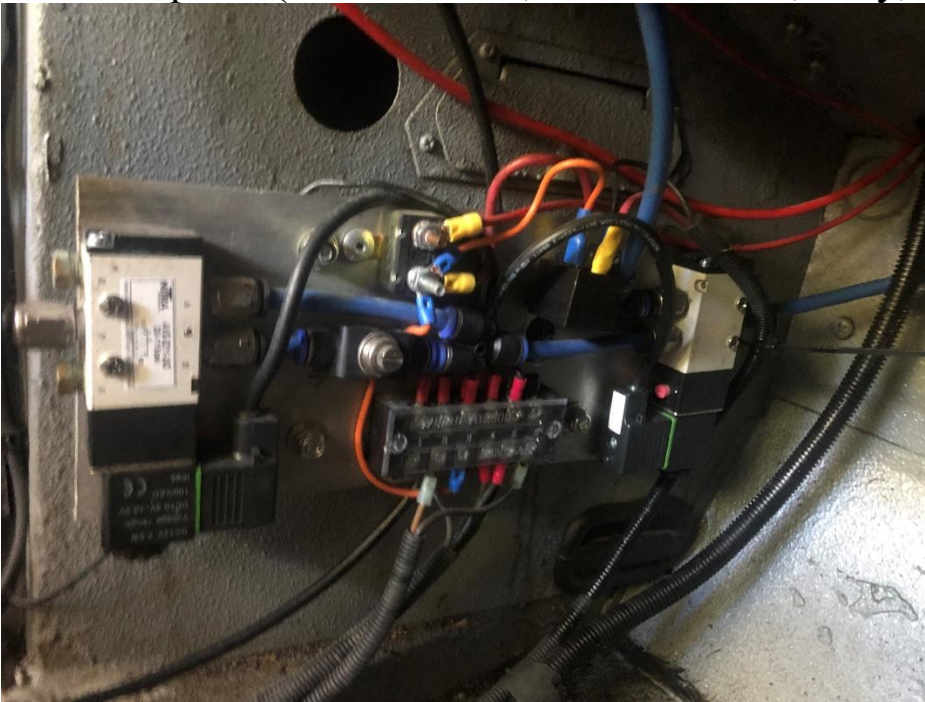
-pressure switch (on/off for compressor)



-pressure gauge (in line of site for driver)



-solenoid panel (two solenoids, circuit breaker, relay, bleed valves, etc)



-driver actuated stage switch (grid/race)



-stage indicator led light (Blue)



-“Nitrous” shift knob with momentary push button (Twisted Shifterz sourced)



-air cylinder for pedal (race Bugeye shown)



-dead pedal with hook to prevent “bad” legs foot from moving under clutch pedal in race situations. Not needed if the driver is missing his/her leg.....



The pneumatic automation parts are sourced from Automation USA. They are awesome and ship very quickly. The compressor, tank and pressure switches are from Viair. These are the same units used by the airbag suspension builders or guys running train horns in their jacked-up trucks. The interface brackets for the air cylinder to the body must be fabricated and must be stout.

The air ram for the pedal needed calculation/estimation in terms of diameter based on the position of the mounting fulcrum on the body and the position on the pedal. Diameter must be matched to force needed. The length is easier. I use double acting cylinders for speed, so it is forced out for clutch actuation and forced in when the button is released. Speed is important in a racing situation.

The tank mounted air compressor is activated as soon as the race car's kill switch is powered on. I let it pressure up prior to starting the car. There is very little leak down in the system and only the initial fire up of the day takes a couple of minutes. The compressor is generally mounted in the tail section of the car to keep the noise down, but it does need some air space to keep cool on enduros.

To leave from a dead start, the driver will make sure the stage switch is in the grid position (blue light off) and only needs to hold down the momentary button on the shift knob prior to selecting first (or reverse). To set off, the driver will need to release the switch and accelerate. This takes a little practice as you are relying on the slow bleed of the cylinder on the pedal to "feather" the clutch on the way out. If you need to stop while in first, just push the button and hold it. This allows the pedal to move down quickly when the momentary switch on the shift knob is pressed and back up slowly when it is released. The speed down is really a product of the line pressure, but the slow speed back up (feather) is a product of the inline bleed valves (needle valves).

When the driver is up to speed in first gear leaving grid and ready to shift to second gear, the stage switch must be thrown to the race mode (blue dash light illuminated). This allows the pedal to move down quickly when the momentary switch on the shift knob is pressed and back up quickly when it is released. The speed down and up is really a product of the line pressure.

I am always happy to share the particulars of my medical disability with others and my solutions. Just ask.

See you all at the track. If you see me trying to climb to the top step of the podium, please give me a hand....Hah!

David Lee

[Dlee1967@att.net](mailto:Dlee1967@att.net)

---

## The Cars Are the Stars!

Calling for submissions. We are going to dedicate a portion of our website to featuring the cars of CVAR. We've got some interesting cars with stories to tell. Period race history? A replica of a significant race car? A basket case that you lovingly restored to racing glory? Everybody loves a good story.

Guidelines:

- Pictures please!
- This content will be published on our website, so keep privacy concerns in mind.
- Please contribute!

The intent is to provide an online repository for these cars' stories and to attract browsers to our website, events and perhaps even participation. We'll also use the submissions to select a featured car for each newsletter. Submit here: [hornetball@aol.com](mailto:hornetball@aol.com)



*Photo by Brandall Binion*

# AROUND THE GARAGE

*By Jackson Williams*

Spec Sprites- You'll Love it, it's a Way of Life.

Have you ever pondered how many of the things get started as some scribbling on the back of a napkin over some beers? In the mid-1990s, Brian Goldman, and my father, Roger Williams sat at a place called The Point Bar and Grill, in Morgans Point, TX, and drew up a new class of CVAR race cars. After a few beers, they settled on a class of entry level race cars that would be cheap to build, cheap to own, fun to race, and more importantly, help you learn the basics of racing a slow car fast. The class known as "Spec Sprites" started out with a few cars built by the Alief Elsik High School auto tech program and quickly grew to be a popular series.



One of the first classes of Spec Sprites, at

Most of the first group of cars were built by high school auto shop students, this was the first Spec-Sprite:



These students built 5-6 of the early Spec Sprites, gained valuable experience, and helped form the nucleus of a class that has survived the test of time.



Early Spec Sprites dive into t1 at TWS



### Early Spec Sprites heading into Turn 3 At TWS

This author can remember a time when there was a large gaggle of Spec Sprites, barreling down into Turn 1 at Texas World Speedway sounding like a wreck happening from those squealing Firestone F-570s being right on the edge. Spec Sprites even spread across the nation, with Victory Lane's own Dan Davis joining in the fun!

Over the years, the class was stewarded by many other hands and helped launch the driving careers of many vintage racers. Along the way, the rules have changed, tire supplies have come and gone, but one thing remains the same- fun, cheap, reliable racing. At points in time there were 8-10 cars in the class, and many drivers moved up into faster classes. A few years in the 2000s, the class fell to just a few members. But in recent years, an influx of drivers have given new life to the class.



## Jeff Walker being chased by Roger Williams

In 2024, I was asked to take over as the ringleader of the Spec Sprites, as my father, former Spec Sprite czar was taking a step back from the position. As the class grew, it became time for a rules refresh, as they have not been touched since 2015. After some deliberations with the class members, a new set of rules was launched in 2026, locking in some formerly open areas of the class, Centralizing on a single tire and overall bringing the “Spec” back to the “Spec Sprites”. The result is a package that once again puts the driver ability front and center- a very basic street tire that you cannot lean on, a slight bit of a power bump that leaves you with a smile on your face as you exit a turn, a singular rear gear, some handling improvements, and the added reliability of electronic ignition. This class is such a great way to learn how to drive, and to enjoy the on-track fun with a cheaper barrier of entry. Spec Sprites are also a fantastic way to go through drivers school, if you prefer having some fenders around you. The relatively low power, and skinny tires force you to learn how to drive a slow car fast, allowing you to really work on your driving chops. Even after driver’s school it’s a fantastic class to race in: The

engines (properly built) will last many years, tires will last all season (if you don't anger them too often). Most important is you get to race around a fantastic group of people, Spec Sprite "lifers" who embrace the true Corinthian spirit and help guide the next group of vintage racers into the fold. Our latest Spec Sprite driver, Wes Cates was kind enough to provide some insight into his CVAR School Weekend experience: "I love the CVAR attitude, it's not overly competitive, but you're not encouraged to drive slowly, I enjoy the idea of doing some racing at the beginning of the race and then pushing after, we had some great side by side action on my first day of racing the car, and it was awesome." Said Cates. "I'm a naturally competitive person", I've been in competitive E-Sports since I even participated professionally in E-Sports. Before coming to CVAR, I started out participating in iRacing first. I now compete in big iRacing (endurance events) with some former pro drivers, coming to CVAR was nice. It was great to come out and not have to drive at 10/10ths and have a great time I don't know what I was expecting going in, I've heard it's a great group of guys, but I had a really a great experience, someone was always there to help you"

When asked what his experience with going through school Wes had this to say- "With my school, it was super nice, EO (Barron) was awesome. Coming from sim to real world, it was great to learn from him how to apply the race craft in the real world, learning how to go from purely focused on race craft, and more thought into safety, awareness, and how to drive a real car on a real track" Regarding the integrated race on Sunday- "I was excited about getting the car out on the track, in the corners, it doesn't matter that the tires are the finest Turkish tires money can buy, and it's got plenty of cornering speed, and you can really feel the limitation of the cornering speed in the tires. Everything is so direct, as opposed to auto crossing my modern car daily driver, and in iRacing. I felt very connected with what all 4 tires were doing"



Wes Cates (Left) and David Hopkins (right) duking it out on Sunday at MSRH (Photo by B. Brinion)

Not only is it a good spot to learn, it's also a great spot for returning drivers. You don't have to build a brand-new car to join in the fun. If you have FP car sitting not moving- it does not take much to get it into the Spec Sprite trim and join in the fun! Several of our newer cars are former Group 2 Spridgets that have found new life amongst the Group 4 crew.



## Spec Sprite Corner at MSHR

So if you're wanting to try vintage racing or have the urge to race with a little bit less of a pace for maximum fun, pop on over to the CVAR website where you can find updated rules for the class are posted. You can also get there by clicking [this link](#).

If you have any questions regarding the class, fill out the contact form on the CVAR website for more information!

For more pictures of the fun you could be having (and some real CVAR history, including a copy of the very first Spec Sprite recipe), visit this link – [Pics and History](#)

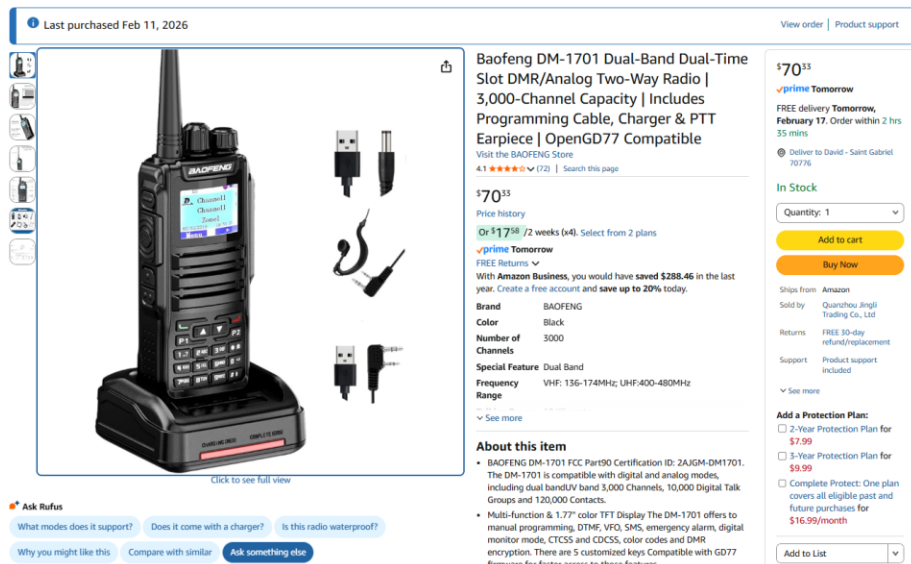
## New Digital Radios and Scanner Upgrades

By David Lee

OK, so CVAR has finally upgraded their radios from analog VHF to digital UHF, but what does that mean to our racers? Well, the upside is that the coverage and clarity at our host tracks should be better for our corner stations, Chiefs and grid workers, without a repeater. It should also mean that our racers can have more clarity listening to what is happening on track and also with grid calls. (Remember that we are also using text grid calls now as well.)

The downside is that our current analog UHF handheld radios are not compatible with the new systems. What to do?

First, buy a relatively inexpensive digital UHF radio. We've found a cost-effective solution sourced through Amazon. The Baofeng DM-1701 radio fits the bill at only \$70 dollars at the time of this write up. This includes the battery pack, interface cables, charging cable and docking station. Sweet! This is currently the only radio where we have a How-To tutorial on programming. This is also the only budget radio we've found that works well with our corner station Motorola radios. Solutions must be compatible with MotoRbo. **WARNING....Buy a different radio and you may be on your own with regard to setup.**



Last purchased Feb 11, 2026

View order | Product support

**Baofeng DM-1701 Dual-Band Dual-Time Slot DMR/Analog Two-Way Radio | 3,000-Channel Capacity | Includes Programming Cable, Charger & PTT Earpiece | OpenGD77 Compatible**

Visit the BAOFENG Store

4.1 ★★★★★ (72) | Search this page

**\$70.33**

Price history

Or **\$17.98** / 2 weeks (x4). Select from 2 plans

prime Tomorrow

FREE Returns

With Amazon Business, you would have saved \$288.46 in the last year. Create a free account and save up to 20% today.

Brand BAOFENG

Color Black

Number of Channels 3000

Special Feature Dual Band

Frequency Range VHF: 136-174MHz; UHF:400-480MHz

See more

**About this item**

- BAOFENG DM-1701 FCC Part90 Certification ID: 2AUGM-DM1701. The DM-1701 is compatible with digital and analog modes, including dual bandUV band 3,000 Channels, 10,000 Digital Talk Groups and 120,000 Contacts.
- Multi-function & 1.77" color TFT Display The DM-1701 offers to manual programming, DTMF, VFO, SMS, emergency alarm, digital monitor mode, CTCSS and DCS, color codes and DMR encryption. There are 5 customized keys Compatible with GD77 firmware for faster access to those features.

**\$70.33**

prime Tomorrow

FREE delivery Tomorrow, February 17. Order within 2 hrs 35 mins

Deliver to David - Saint Gabriel 707%

In Stock

Quantity: 1

Add to cart

Buy Now

Ships from Amazon

Sold by Quanzhou Jingli Trading Co., Ltd

Returns FREE 30-day refund/replacement

Support Product support included

See more

**Add a Protection Plan:**

- 2-Year Protection Plan for \$7.99
- 3-Year Protection Plan for \$9.99
- Complete Protect: One plan covers all eligible past and future purchases for \$16.99/month

Add to List

Click to see full view

Ask Rufus

What modes does it support? Does it come with a charger? Is this radio waterproof?

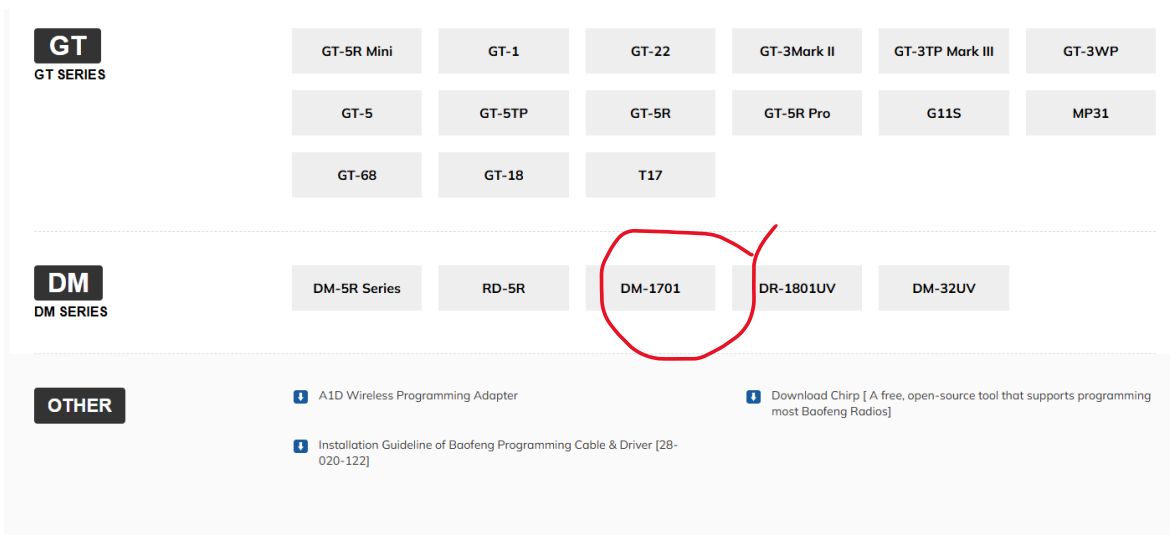
Why you might like this Compare with similar Ask something else

Bought your Baoefeng DM-1701? Now you have a decision to make:

- 1) Bring your radio to the next event and when the track is cold, seek out David Lee ( Bugeye driver in the “Eagle” trailer) or Sam Sam Heumann (our CVAR radio Czar) to properly program your radio for the CVAR frequency and monitor only mode. There is no charge for this service, just make sure David or Sam have a few minutes or leave it with them and pick it back up when they are completed.
- 2) Program the radio yourself if you are technically minded.
- 3) If you are programming yourself, please send an email to [dlee1967@att.net](mailto:dlee1967@att.net) requesting the rdt file needed for programming. We will also post the file and the tutorial on the CVAR website. **Save this to a Folder on your PC called Radios New Digital before you carry on with the process.**

### Steps to program yourself:

- 1) Fully charge the radio with the provided charge cable and docking station.
- 2) Download the required software from the Baofeng site.
  - a. [Baofeng Download Area](#)
  - b. Select DM-1701 from the DM series choices.



- c. Download the DM-1701 Programming Software, DM-701 User Manual (EN), and DM-1701 Programming Guide.

---



**X**

## Manuals & Software

Here you will find user manuals, device drivers and softwares for a wide range of our products.



---



### SOFTWARE



 [DM-1701 Programming Software](#) 

---

### MANUAL

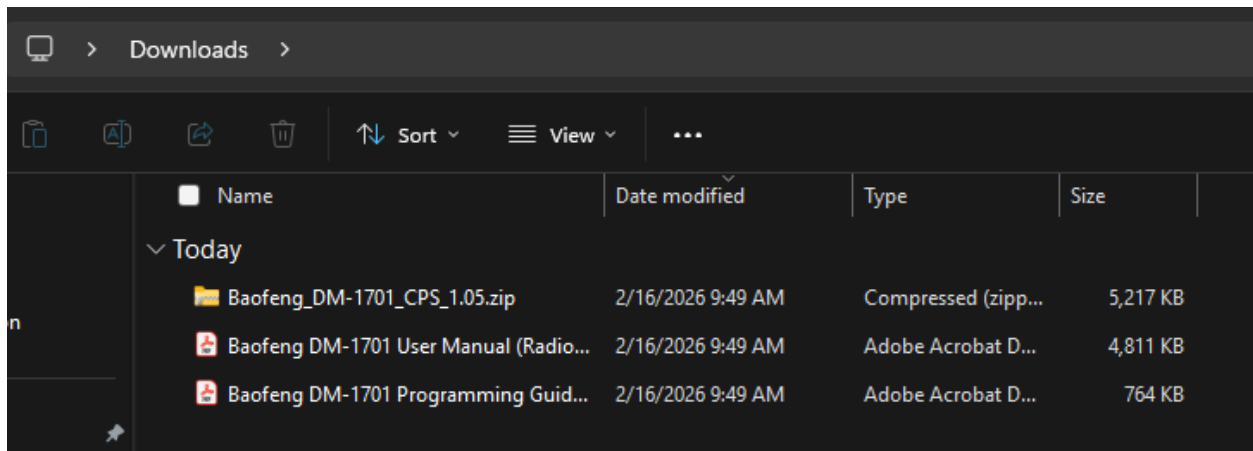
 [DM-1701 User Manual \[EN\]](#) 

 [DM-1701 Programming Guide](#) 

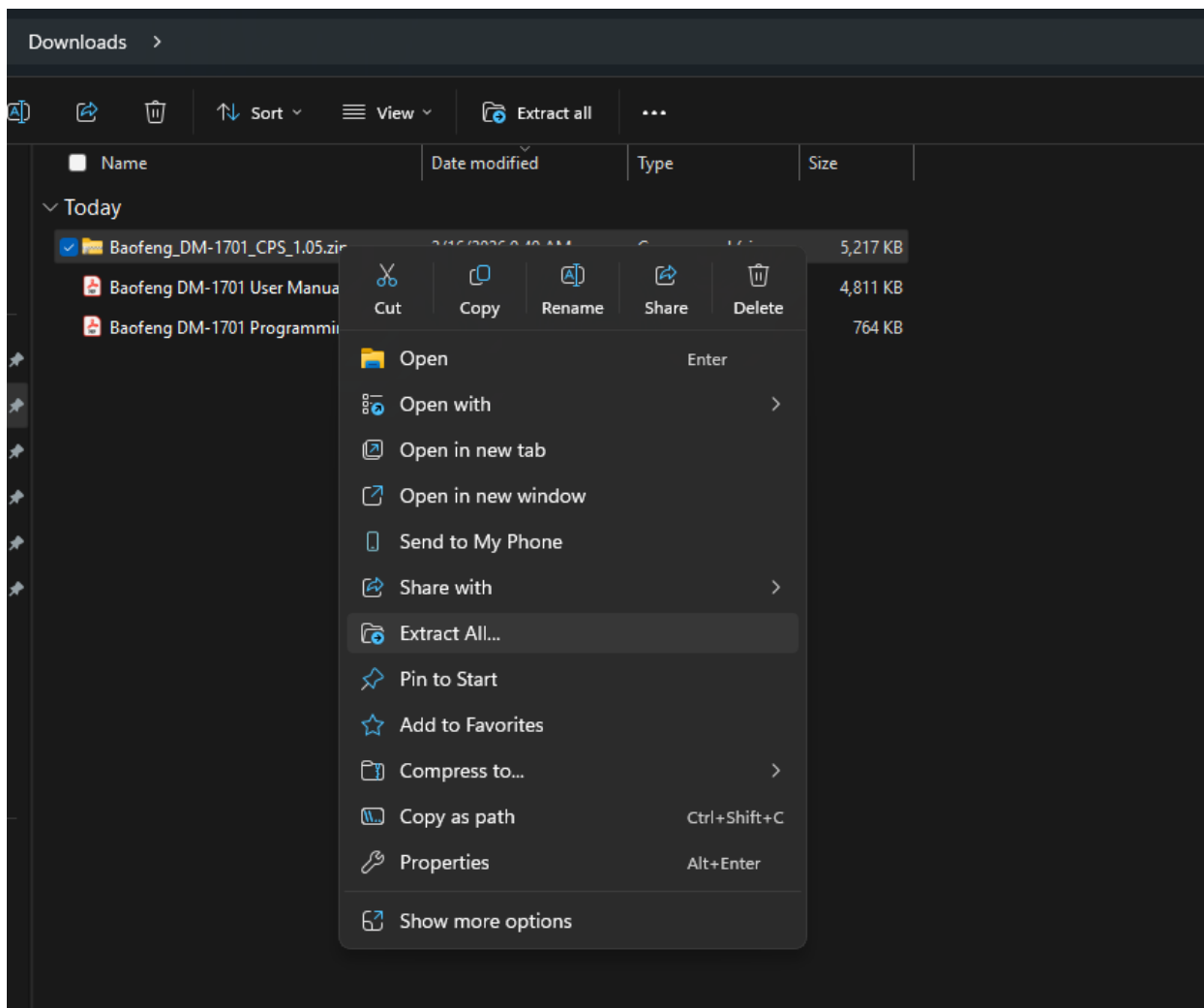
 [DM-1X0X User Manual \[DE\]](#) 

---

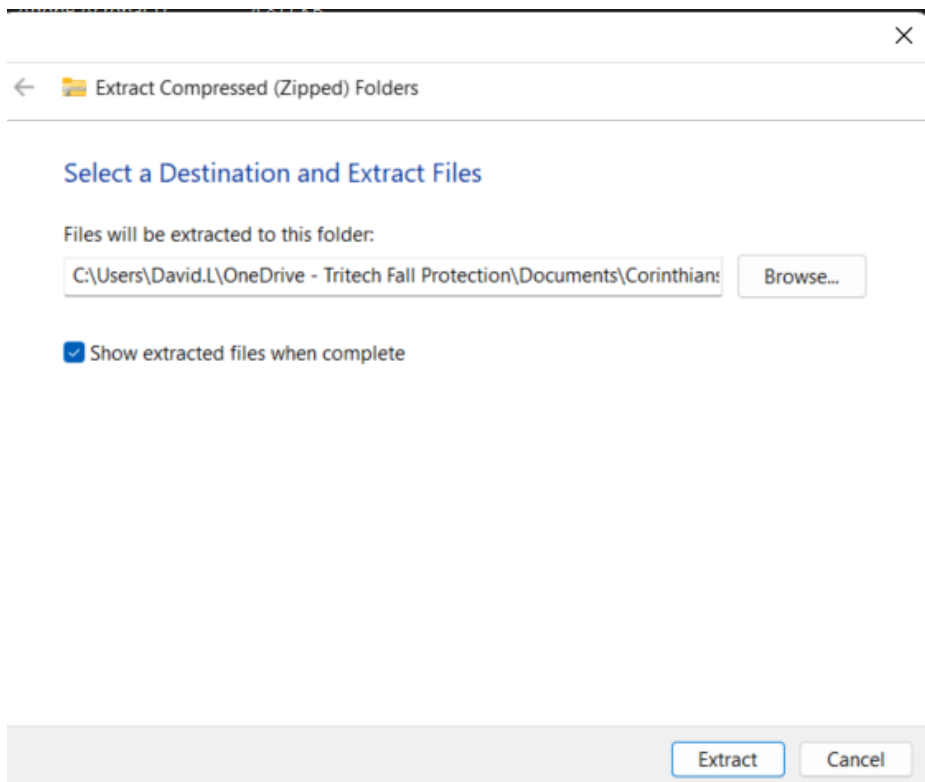
The Programming software will download as a Zip file. The User Manual and the Programming guide may be saved as PDFs. This is what they should look like in your Downloads folder.



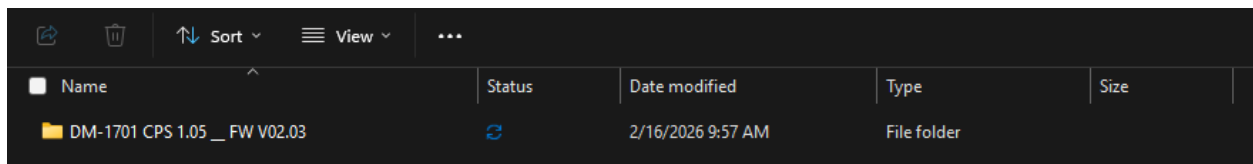
Now, right click your mouse on the Zip file and select Extract All.



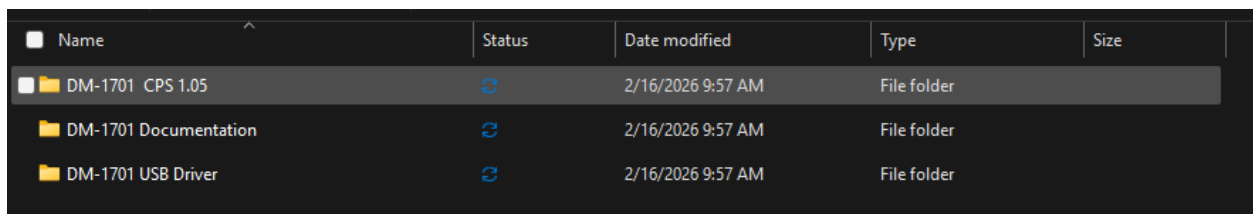
Your PC will then request you enter where you would like to save the files. Please select a folder for them. If you don't enter a few folder, they will just extract to your downloads folder. **Remember the folder you set up earlier labeled Radios New Digital?.**



Here is what it looks like when the program is extracted.

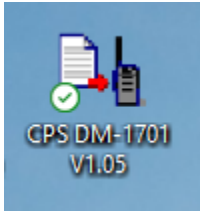


And what it looks like when you click on the folder.



Now it is time to load the software. Click on the DM-1701 CPS 1.05 folder, then then the Programming Software folder, and finally the CPS DM-1701 Setup (English) v1.05.exe file. This will load the program.

There are a number of screens that will pop up, accept each and you will see that the software is now on your desktop.



Now we need to load the driver on your PC. Go back to your main radio folder (**Radios New Digital**) and find the subfolder named DM-1701 USB Driver and select it.

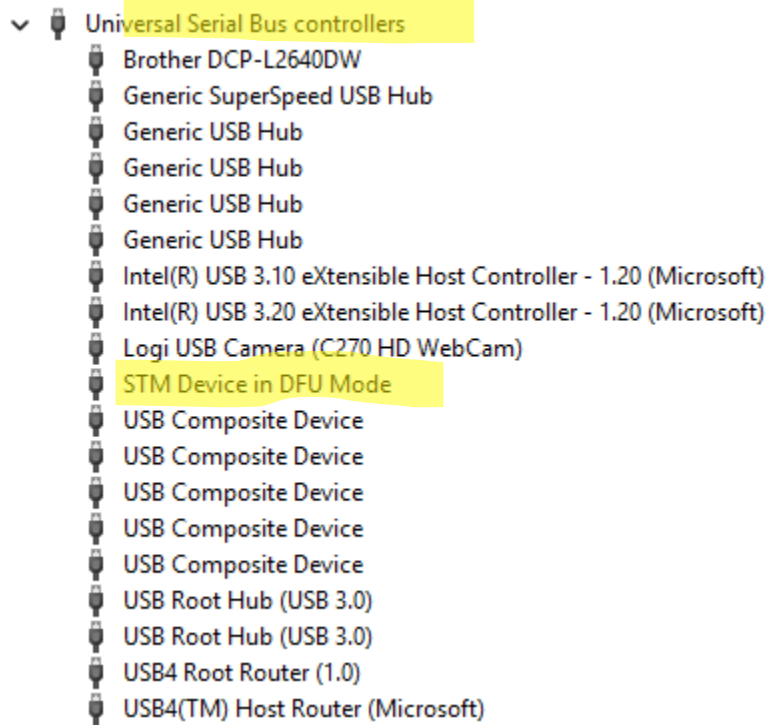
Name	Status	Date modified	Type
DM-1701 CPS 1.05	✓	2/16/2026 9:57 AM	File folder
DM-1701 Documentation	✓	2/16/2026 9:57 AM	File folder
DM-1701 USB Driver	✓	2/16/2026 9:57 AM	File folder

Select dpinst\_x86.exe and run it. This will load the driver on your PC.

Name	Status	Date modified	Type	Size
x64	✓	2/16/2026 9:58 AM	File folder	
x86	✓	2/16/2026 9:58 AM	File folder	
dpinst.xml	✓	2/16/2026 9:57 AM	Microsoft Edge HTML D...	1 KB
dpinst_amd64.exe	✓	2/16/2026 9:57 AM	Application	1,026 KB
dpinst_i64.exe	✓	2/16/2026 9:57 AM	Application	1,452 KB
dpinst_x86.exe	✓	2/16/2026 9:57 AM	Application	901 KB
LogoVerificationReport.pdf	✓	2/16/2026 9:57 AM	Adobe Acrobat Docum...	42 KB
sttube.cat	✓	2/16/2026 9:57 AM	Security Catalog	9 KB
STtube.inf	✓	2/16/2026 9:57 AM	Setup Information	5 KB
version.txt	✓	2/16/2026 9:57 AM	Text Document	3 KB

Now sign off your PC and reboot for the driver to take effect.

How do you know that it worked? Check your Device Manager on your Control Panel. Do you see a listing under Universal Serial Bus controllers that shows STM Device in DFU Mode? Yes, proceed. No, did you reboot before looking?



Now you are ready to connect your radio to your PC using the USB to double audio cable. Connect the double audio end to the right side of your radio under the flap and make sure it is fully pressed home. Connect the USB of the other end to your PC.

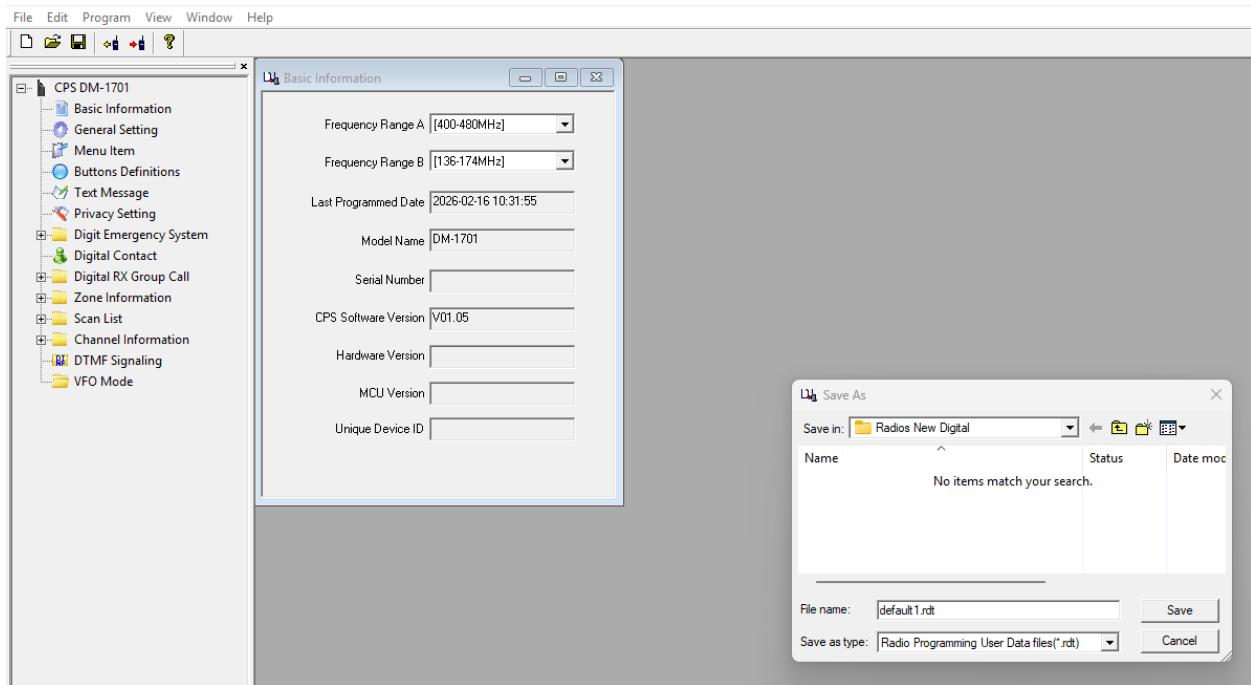


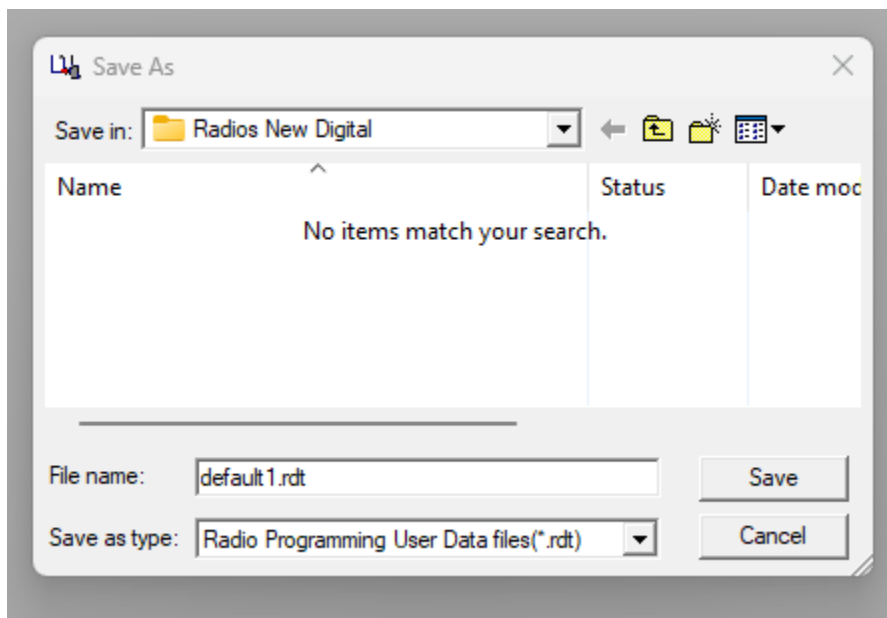
**Now turn the radio on.**

Click on the software program Icon on your desktop.



Once the program comes up, you need to click on File, then Save As. You should get the following prompt to confirm where you want your files from the radio to be stored. Make sure this address is the main folder that you setup for the radios (**Radios New Digital**). If not, change it.



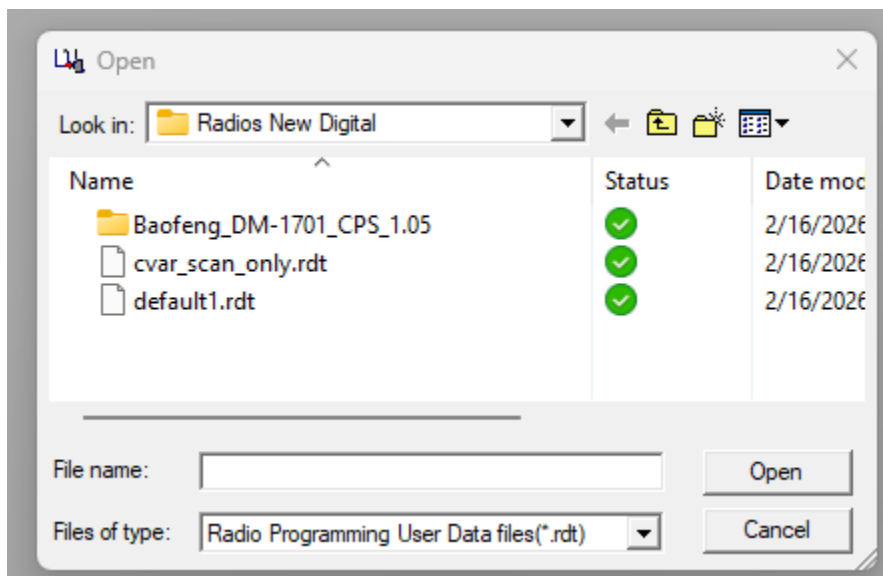


Now go ahead and Save the default1.rdt file to you Radio folder.

The next step is to upload the cvar\_scan\_only.rdt file that you received when you sent an email to [dlee1967@att.net](mailto:dlee1967@att.net) before you got this process started. You should have saved this in your **Radios New Digital** folder prior to starting this process.

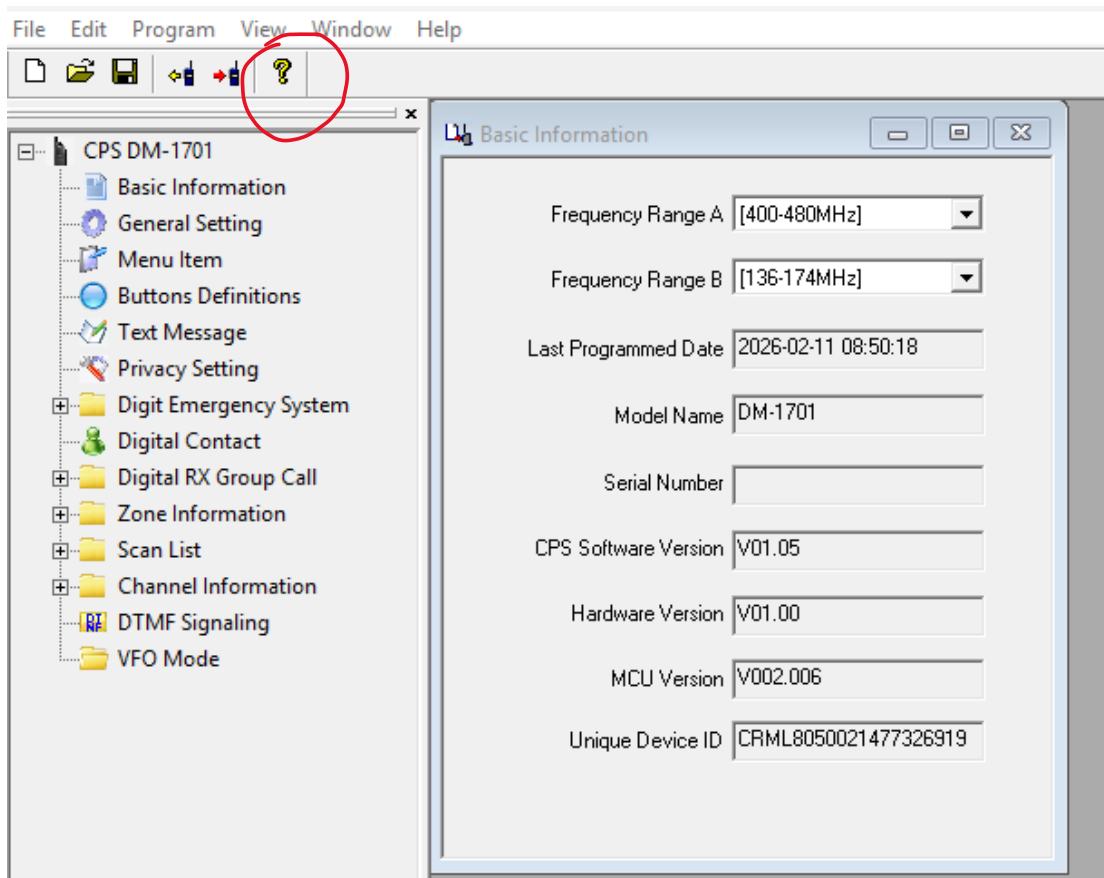
Name	Status	Date modified	Type	Size
Baofeng_DM-1701_CPS_1.05	✓	2/16/2026 10:51 AM	File folder	
Baofeng DM-1701 Programming Guid...	✓	2/16/2026 9:49 AM	Adobe Acrobat D...	764 KB
Baofeng DM-1701 User Manual (Radio...	✓	2/16/2026 9:49 AM	Adobe Acrobat D...	4,811 KB
Baofeng_DM-1701_CPS_1.05.zip	✓	2/16/2026 9:49 AM	Compressed (zipp...	5,217 KB
<input checked="" type="checkbox"/> cvar_scan_only.rdt	✓	2/16/2026 10:51 AM	RDT File	833 KB
default1.rdt	✓	2/16/2026 10:45 AM	RDT File	833 KB
New radio setup procedure.docx	↻	2/16/2026 10:53 AM	Microsoft Word D...	1,013 KB

In the Radio program, select File and Open. You should get this popup.

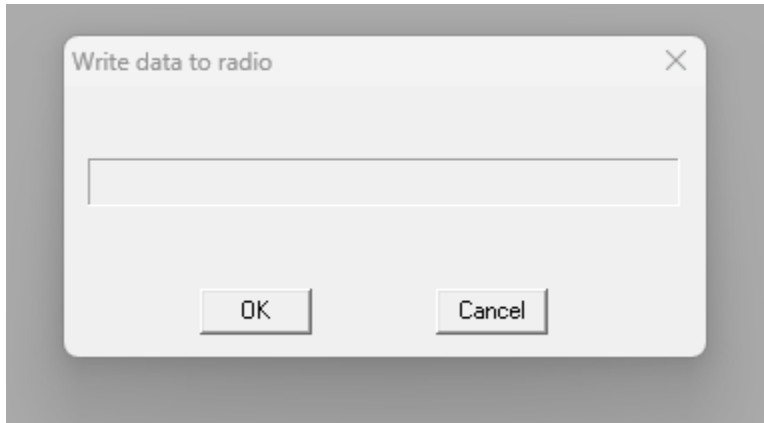


Now click on the `cvar_scan_only.rdt` file and click Open.

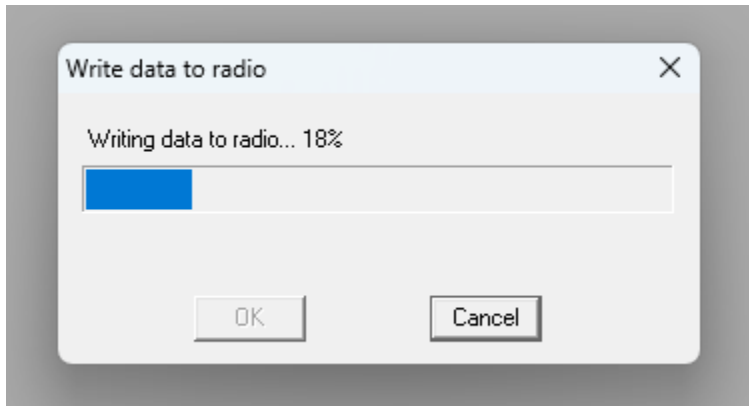
Not finished yet.....In the radio program, click the icon at the top with the radio and the red arrow.



This will then give you another popup box.



Click OK and watch the progress. It is quick.



Once the Write Data has ended successfully; you should see the screen below on your radio.



Your radio is now a scanner only and will only have one “saved” channel of 464.500 mHz, which is our CVAR assigned frequency. Good job. You can now turn off the radio, unplug the cable and pack it in the race trailer for use at the next event.

Thank you. David Lee  
[Dlee1967@att.net](mailto:Dlee1967@att.net)

# New Race Chair Credit Opportunity

---

## Introducing CVAR's New Event Chair Race Credit

CVAR events don't happen because of one person. They happen because dedicated volunteers step up to lead, plan, organize, and guide each race weekend. Our Race Chairs are the backbone of every event. They are the reason CVAR continues to grow, welcome new racers, and deliver weekends that are both competitive and rooted in genuine camaraderie.

To recognize the time and commitment required to chair an event, the Board has approved a **new Event Chair Race Credit** beginning with the 2026 season.

### How the Event Chair Race Credit Works

- Each event will include **one race-entry credit** issued by the club.
- The credit may be used **by a single Race Chair**, or **shared between two Co-Chairs** if the event is jointly led.
- The credit may be applied to any CVAR race entry during the season.

This is a small way to acknowledge the hours our Race Chairs invest to make each weekend safe, organized, and enjoyable for everyone.

---

### Thank You to Our 2026 Race Chair Volunteers (So Far)

We deeply appreciate those who have already raised their hand to lead events next year:

- **MSR Houston:** Don Campo & Jay Zittler
- **ECR Spring:** Mike Bond & John Little
- **NOLA:** David Lee & Karl Keiger
- **ECR Driver's School:** *Chair needed*
- **ECR Fall:** Mark Mcilyar *and open?*
- **Hallett:** John Strnad

- **Now looking forward to 2027 Chairpersons.....**

We still have 2026 gaps to fill, and we hope more members will consider supporting the club by stepping into a chair role. Whether you've chaired before or want to learn, we will guide you through the process.

---

### **Interested in Volunteering?**

If you would like to chair an event or serve as co-chair, please reach out to:

**David Lee or John Strnad**

CVAR grows because of members who lift together. Thank you for being part of a community where racers compete hard and support each other even harder.

### **VOLUNTEERS NEEDED: Urgent Roles to Fill**

- **Radio Equipment Manager** – Involves few hours of prep before and after each event, plus setup at the track. If you can't attend a race, you'll coordinate setup and handoff.



# RACE WITH CVAR

## FEBRUARY

MSR Houston - Angleton, TX  
February 27 - March 1, 2026  
Race and School Weekend

*Houston is always exciting!*

## MARCH

Eagles Canyon Raceway - Decatur, TX  
March 27 - 29, 2026

*Spring time in Texas...  
Lots of great racing!*

## MAY

NOLA Motorsports Park - Avondale, LA  
May 15 - 17, 2026  
Small/Mid Bore Feature Race

*It's NEW ORLEANS!  
Fast cars, yummy food*

## AUGUST

Eagles Canyon Raceway, Decatur, TX  
Mid August, 2026  
Dedicated Driver's School

*Oh, I need to tell my friends  
about this one... this will get  
them on track.*

## SEPTEMBER

Eagles Canyon Raceway, Decatur, TX  
September 11 - 13, 2026  
Large Bore Feature Race

*Let's see who makes it  
through the large bore rumble!*

## OCTOBER

Hallett Motor Racing Circuit, Jennings, OK  
October 9 - 11, 2026  
National Formula Vee and Formula Ford Feature Races

*What a fantastic track for  
these racers!*

For more information, visit [www.corinthianvintageautoracing.com](http://www.corinthianvintageautoracing.com)

*Can't wait... counting the days until the next race weekend...*



**BRAD BALLEES  
RACES**

**EAGLES CANYON RACEWAY  
MARCH 27-29, 2026**



# VINTAGE SPORTS CAR RACES APRIL 10-12, 2026

INAUGURAL 50<sup>TH</sup> VINTAGE RACE AT HALLETT MOTOR RACING CIRCUIT. LOCATED IN JENNINGS, OKLAHOMA, BETWEEN TULSA AND STILLWATER ON THE CIMARRON TURNPIKE. GATES OPEN AT 7:00 A.M., FRIDAY PRACTICE STARTS AT 9:00, VINTAGE CAR SHOW SATURDAY, RACES SATURDAY AND SUNDAY. TICKETS \$10.00 PER DAY OR \$25.00 FOR WEEKEND (3-DAY) PASS.

Sanctioned by the Competition Motorsports Association (COMMA) and organized by Hallett Motor Racing Circuit



SCAN FOR MORE  
INFO &  
REGISTRATION!



[WWW.HALLETTRACING.NET](http://WWW.HALLETTRACING.NET)

FEATURING CLOSED WHEEL PRODUCTION CARS 2.3L AND UNDER

# THE MARVELOUS MAY RACES



WITH THE  
**RUSTY YATES BAND**

MAY 15-17, 2026 | NOLA MOTORSPORTS PARK

## CONTACT INFORMATION

### 2026 Board of Directors

<b>President</b>	<a href="#">John Strnad</a> through 2026
<b>Vice President</b>	<a href="#">David Lee</a> through 2028
<b>Treasurer</b>	<a href="#">Rob Pink</a> through 2026
<b>Secretary</b>	<a href="#">Steven Schultze</a> through 2028
<b>Authenticity</b>	<a href="#">Ricardo Price</a> through 2028
<b>Board Members at Large</b>	<a href="#">Stephen Heitzke</a> through 2028 <a href="#">Mark Mcilyar</a> through 2028 <a href="#">Andrea Samudio</a> through 2028 <a href="#">Simon Hughes</a> through 2026 <a href="#">Jackson Williams</a> through 2027

### Contacts

<b>CVAR Membership and VMC Licensing</b>	<a href="#">Linda J. Cardenas</a> 9326 Alta Mira Drive Dallas, TX 75218 <a href="mailto:cvarregistrar@gmail.com">cvarregistrar@gmail.com</a>
<b>Car Numbers</b>	<a href="#">Colby Lemmons</a> colbylemmons@gmail.com
<b>Registrar</b>	<a href="#">Linda Cardenas</a> txccaregistrar@gmail.com
<b>Regulations Chief/ Car Classifications/ Authenticity</b>	<a href="#">Ricardo Price</a> hornetball@aol.com Assistant: <a href="#">Jeff Garrett</a>
<b>Chief Steward</b>	David Hopkins

<b>Safety Steward</b>	<a href="mailto:bsmerrill@aol.com">Berkeley Merrill</a> bsmerrill@aol.com
<b>Tech Inspection</b>	<a href="#">Mike Jones</a>
<b>Chief Instructor</b>	<a href="mailto:scuderia.barron@gmail.com">EO Barron</a> scuderia.barron@gmail.com
<b>Corner Workers</b>	<a href="mailto:cvarflagone@gmail.com">Mason Ledbetter</a> cvarflagone@gmail.com
<b>Timing and Scoring</b>	Riffon Hoque
<b>Championship Points Standings</b>	<a href="mailto:IXLivesRacing@outlook.com">Simon Hughes</a> IXLivesRacing@outlook.com

