



# Vintage Racing News

The Premier Vintage Racing Organization of the South Central United States

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[www.CorinthianVintageAutoRacing.com](http://www.CorinthianVintageAutoRacing.com)

December 2020

## CVAR Racing Schedule for 2021

Date	Event	Track
Feb 26-28	Brian Goldman Memorial Race and Drivers School	MSR-Houston
Mar 19-21	Hallett Motor Racing Circuit	Hallett
Apr 30 – May 2	Eagles Canyon Raceway	Eagles Canyon
Sept 10-12	Brad Balles Race and Drivers School	Eagles Canyon
Oct 8-10	Hallett Motor Racing Circuit	Hallett
Nov 4-7	US Vintage National Championship	COTA

## 2021 Board of Directors Election

It's that time of year again: time to vote for the 2021 Board of Directors!

Voting opens December 1, 2020 and closes January 9, 2021. Results will be revealed at the Annual Board of Directors Meeting on January 16, 2021.

Visit the CVAR website 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 - Thomas Schluter



Photograph by Brandall Binion

## *A Message From Our President*



*Bill Wolff*

### **PREZ SAYS - HALLETT AND COTA FOLLOW UP**

The hits just kept on coming in 2020 but all in all, we had a very good year. After our event at Eagles Canyon Raceway we had another successful event at Hallett Motor Racing Circuit on October 9<sup>th</sup> – 11<sup>th</sup>. At Hallett we were again blessed with terrific weather for the entire weekend for “Thunder on the Cimarron.” We had a solid turn-out of approximately 73 entries including 16 entries for Formula Ford Feature Race. The Formula Ford Feature on Saturday afternoon was hotly contested and all the participants appreciated the unique trophies provided by Art Summerville. Ann Hughes was the Race Chairman and all things went smoothly. Many of the participants appreciated the effort made to put on the event and felt it was safe and fun. The only downside was that again, due to COVID protocols, the social aspects of the weekend had to be minimized.

The next event on our calendar was our joint event with SVRA at Circuit of the Americas in Austin on November 6<sup>th</sup> – 8<sup>th</sup> and once again the weather was just great for the entire weekend. There were 81 CVAR entries for the event which made up 24% of the total vintage car entry. At SVRA’s request several of our Grid and Tech folks, such as Karl Jackson and Liz Nunes, were also on the job for the weekend. Since COTA was a part of our 2020 championship, many CVAR competitors showed up for a last shot at 2020 championship points. The total vintage entry for the weekend approached 380 cars and the event seemed to be a big success. Along with the Trans-Am



*Photograph by Brandall Binion*

and other support events, it was a busy weekend for all the participants. It was very different from our typical race weekend in that there were many spectators on site and the SVRA provided coverage of the event on their web-based television platform.

Given the challenges that we all faced in 2020, I believe we had a great year. When COVID first hit, we, along with the rest of the world, had to make some difficult decisions about postponing and even cancelling events. With the benefit of hindsight, I believe we made the correct decisions. Both of our 2020 Driver Schools had strong support and we continue to add new competitors to the club. I think one of the coolest aspects of CVAR is how many family members see what is going on and then want to get more involved in the club. To me, the highlight of the season had to be our race at the “new and improved” Eagles Canyon Raceway. We had an exceptionally high-quality turn-out both in the number of entries and the high quality of the field and the track got nothing but rave reviews from the participants.

The goal of the CVAR Board of Directors is to have “period correct” vintage racing in a financially stable and member centric club. During 2020 we made a couple of major upgrades for our membership. The new rules for Group 1 helped support those members and at Eagles Canyon Raceway we were rewarded with one of the largest entries for

that group in many years. Our new website, championed and developed by Joanne Lemons and Brandall Binion, was very well received and compares favorably with the on-line presence any other racing organization in the world. We also onboarded a new platform for race registration with Motorsport Reg which has improved financial security and ease of operation for our members.



*Photograph by David Gillen*

Going into 2021, we have several things that our members are going to have to address. Many competitors have helmets with a “Snell 2010” sticker and those helmets are going to be obsolete in 2021. Those standards are universally accepted in the racing world and CVAR is going to require that all Snell 2010 helmets be retired in 2021 going forward.

Also, due to COVID, we extended all the medical requirements for licensing to the end of 2020. Because of that there are going to be a lot of members needing to get their medical information, along with their membership and competition licenses renewed prior to our next race at MSR-Houston in February. Please make note and get that handled sooner than later.

We’re happy that 2020 is in the books and look forward to better things for all of us in 2021.

## *From the Tech Shed...*

*by Karl Jackson, CVAR Chief of Tech*

Snell 2010 certified helmets are now past date and no longer legal for CVAR’s 2021 season. The mandated life span of helmets is 10 years from the Snell certification date. Snell 2020 helmets are just coming to market but 2015 helmets are available, now discounted, and still legal for 5 more years. Rumours about Snell 2020 helmets being larger in outside diameter are NOT true.

New Chief of Tech and inspectors needed. Wouldn’t you like to be Inspector General of CVAR Tech? After 5 seasons as Chief (and 6 seasons before as inspector) it’s time for me to retire and concentrate on racing. Candidates must attend all events and be able to open Tech, sign-in and transponder rental Thursday afternoon. Work continues Friday and Saturday but Sunday duties are light and could be eliminated. Payment by CVAR is the same as corner workers. I will train and assist as needed. Contact me, any board member or come by the Tech Shed.



*Photograph by Brandall Binion*



# *Around the Paddock*

*By Merl Hansen*

CVAR has run 3 race events using MotorsportsReg.com (MSR). Omissions in member data have been noted; i.e., less than half of the members have entered their medical info. After logging into MSR, the procedure is:

1. Select "My Account". (upper left).
2. Select "'Your' Profile".
3. On screen left, select "Medical" and then select "Edit my medical info".
4. Complete the ensuing screen.
5. "Save".
6. Return to "My Account".

Look for other blanks that could be completed. Examples are "Date of Birth", "Emergency Contact", and "Emergency Contact Phone". MSR requires only a car no and a valid credit card for a successful registration; event staff needs to be prepared for all contingencies.

Please review your Permanent Number (PN) assignments and email the registrar with the PN's no longer needed. New members frequently inquire if a particular PN could be assigned. When CVAR was using DLB, Sharing a car was available option, not so in MSR. The holder of the PN should email the registrar providing the "Sharee's email"; your Permanent Number will be added to the "Sharee's" account.

## **Registration Information:**

- The fee for the race weekend is \$500. The fee includes Test-and-Tune Friday and the Saturday and Sunday races.
- At 7 days (Wednesday) prior to online registration closure, a late fee of \$50 begins.
- Online registration closes at 10:30pm Central time the Wednesday prior to race weekend.
- At Track Registration incurs a \$100 late fee.

Barron Racing sweeps the top 4 positions at SVRAs Vintage National Championship and pays tribute to the late Jim Barron. congratulations to Hunter Phelps- Barron for the win, Elliott O Barron 2nd, Devin Boucher 3rd and me finishing 4th in Dads car. Devin and Hunter made sure I had the best car on track but I just didn't have enough for these boys. There are so many people to thank that I need to make several posts to get them all. Awesome weekend and yes that's three years in a row we've won the Gold Helmet.



## 2021 Corner Worker Racing Scholarship Program

Corner Workers are a critical part of providing the safety and support that is required for CVAR to have on a successful racing program. Over the past few years, we have increased the daily payment to workers to \$125 and, post COVID, would like to continue to improve the social experience for all our members.

In the interest of giving more back to the workers, the CVAR Board of Directors would like to announce the CVAR Corner Worker Racing Scholarship Program to begin in 2021. The purpose of the program is to give our loyal corner workers the opportunity to participate as racers in a CVAR Drivers School/Race Weekend.

The key components are:



- Once a year on a CVAR Drivers School/Race Weekend, CVAR will pay for two corner workers to participate in the Drivers School in a CVAR Group 3 Formula Vee that will be prepared and supported by one of our Group 3 Racing Teams (e.g. Bigger Hammer Racing and Barron Racing). CVAR will be responsible for the payment of the rental cost to the race teams. CVAR will also pay also pay for the cost of the entry for the Drivers School/Race Weekend. All included, this is an approximate value of \$2,000.

- In order to be eligible, participants must be CVAR members and must have worked a corner for a minimum of two days at a minimum of two CVAR race weekends at either MSR – Houston or Eagles Canyon Raceway during the 2021 season. Once those criteria have been achieved the worker can drop his or her name “into the hat”.
- From the CVAR By-Laws – “Because CVAR the Corporation issues national competition driver’s licenses through the Vintage Motorsports Council (VMC), it will be required that anyone applying for a competition permit or license must be:
  - 16 years of age or older
  - Have a current state issued driver’s license
  - Have a physical examination
  - The examining doctor must complete and sign the VMC prescribed medical form, which states that in his/her opinion the applying Member is physically and mentally capable of driving at high speed in a competition environment”





- The winners will be able to participate in the CVAR 2022 February Drivers School.

- All workers who meet the above criteria will be . In the event the winner does not want to participate in the Drivers School, the award can be transferred to another CVAR worker (who has also achieved the minimum participation requirement) or the winner receive a check from CVAR for \$750.00.



- The participants must sign a rental agreement with the racing team and accept full liability for any damages the race cars arising from their actions. If the car were to fail absent any actions of the renter, then the renter would not have any financial obligation to pay for repairs. CVAR and the Group 3 teams will use reasonable efforts to provide each scholarship winner with the necessary racing gear (drivers suit, helmet, gloves, etc.) required to participate.



In addition to reaching out to our current corner workers, CVAR is also planning to promote the scholarship program beyond current club members. CVAR will showcase the program on social media, the CVAR website and other outlets. CVAR will also promote the program to colleges in the Texas and Louisiana by contacting schools that have the Formula SAE program in place. A link to Formula SAE (<https://www.fsaeonline.com/>) is attached.

Kelly Cupstid, CVAR's "Flag One", will be responsible for the program which also has the full support of CVAR's Board of Directors and officers.



*Photograph by Brandall Binion*

It is great seeing this GT40 on the track! I had to watch Ford vs. Ferrari again! Here is an interesting video on the making of Ford vs. Ferrari <https://www.youtube.com/watch?v=IGOEfTZtHzU>

# President's 2020 End of the Year Message

## Corinthian Vintage Auto Racing

by Bill Wolff

Holiday Greetings! We're only a couple of weeks until the end of the year (and what a year!) and I am coming to an end of my first year as CVAR President. Needless to say...it's been a lot different from what I was expecting. For those of our membership who show up on the weekend to go racing, it would be shocking to know how much work goes on behind the scenes and how many people contribute so much time and energy to make the events happen. I'd like to summarize some of the important developments of the year.



We started the year at our Annual Meeting in Fairfield, TX and we had a strong turnout of members and addressed a broad array of issues. I found out that CVAR conducted its meetings based on "Roberts Rules of Order" and bought a "cheat sheet" outline on them from Barnes and Noble ahead of the meeting! We thanked outgoing President Herb Hilton for all his efforts over the previous five years and welcomed two new board members, Bobby Whitehead and Tom O'Grady. We were able to report that the club had done well financially in 2019 which was well received by all of those attending the meeting. Our 2020 calendar had some major changes from earlier ones in that we focused on having three events early in the year, followed by a four-month summer break and then restarting things in September with three events in the Fall. We planned on co-sponsoring the last event of the year with SVRA for their race

at Circuit of the Americas. One of the benefits was to separate our two drivers school weekends by almost seven months to balance opportunities for new students to participate. Another plus was the anticipation of being able to schedule two events at the new, upgraded Eagles Canyon Raceway with September event being a driver's school. Speaking of new drivers, we agreed to make some changes to CVAR licensing with the result being that more licenses from other sanctioning bodies (such as NASA, Porsche Club of America, IMSA, etc.) would be welcomed into CVAR. The only caveat would be that the new attendees would be strongly encouraged to attend the first day of the CVAR Driving School and be mentored into CVAR by the respective Group Representatives. This new program was also well received.

We presented and approved a new rules package for CVAR Group 1 which was designed to improve the availability of parts and make the cars more reliable. We also introduced a new "Heritage Class" to reward entrants who prepare their cars to a higher level of original authenticity. The new rules were passed unanimously. We all left the meeting feeling as if we were going to have a very





good year of racing. I remember leaving the meeting believing that things had gone well and thinking that “as long as the world stayed on its axis”, things would be fine.

The 2020 racing season began with the Brian Goldman Memorial Race and School at Motor Sports Ranch – Houston on February 21<sup>st</sup> – 23<sup>rd</sup>. We had 105 total entries including nine students. Giving the CVAR pledge to the students was probably my personal highlight of the year! The weather was bright and sunny, although chilly. On Friday Group 3 had its usual awards party and on Saturday we had the CVAR 2019 Awards Party along with a terrific barbeque dinner for all the participants. The race chairman was Joe Robau who did a great job coordinating things along with preparing two cars for the weekend and even winning the B Production points race on Sunday. Erica Robau was able to coordinate food trucks for the weekend and I think everyone left thinking things went very well. The only dark spot of the weekend was that Jim Barron, a long-time racer and patron of Barron Racing, passed away of the Thursday evening before the race. Elliott, Jim’s son, was sure that his father would have wanted his team to go racing and they did. At the end of the Group 3 race on Sunday, the flag stations and corner workers gave Elliott a Le Mans style flag salute for Jim on the cool down lap; all in all, a great weekend.

A few weeks later I attended my first meeting of the Vintage Motorsport Council which was held in Phoenix, AZ. I met many people in the motorsport industry from the executive team at Road America, the publishing world and insurance providers along with the officers from a variety of racing clubs. It was very informative and helped me understand how and where CVAR fits into the world of vintage racing. I also spent some time with Tony Parella, the head and founder of SVRA, and was able to discuss plans to cooperate with SVRA for their event at Circuit of the Americas later in the year. The meeting was early in March, but it was clear at the time that the COVID-19 problem was not a small thing.

Our second race of the year, the Mike Stephens Classic, was scheduled for March 20<sup>th</sup> – 22<sup>nd</sup> and Hallett Motor Racing Circuit in Oklahoma and as the event got closer, several participants including drivers, crew, officials and workers were expressing concerns about their safety given the growing COVID pandemic. We were working with Hallett management to focus on making sure our event was safe which included limiting group meetings to be outdoor only, restricting access to the Hallett Café, etc. Things seemed to be manageable and then came the Sunday morning news shows on March 15<sup>th</sup>. Only Julius Caesar had to worry more about the “Ides of March” than we did. After listening to the health experts, it became clear that COVID-19 wasn’t a problem to be managed; it was a catastrophe that was in the process of blowing up the world. It was important for us to be realistic knowing that we couldn’t justify promoting an event that might result in a health crisis for any of our members. We reached out to





Hallett management on the next day and said that we just had to cancel the race and that we really had no choice. They were very disappointed but understood and suggested that we not “cancel” but just “postpone” which seemed reasonable.

As the next few weeks progressed, it next became clear that our race at Eagles Canyon Raceway that was scheduled for April 24<sup>th</sup> – 26<sup>th</sup> was also “in the crosshairs”. By this time, the entire world was on a lockdown so there was absolutely no way we were going to be able to pull this one off. Eagles Canyon had a couple of other weekends, but they were only a couple of weeks beyond our original date, and given the breadth of the pandemic, that didn’t make a lot of sense to me or the Board. For this one, we just agreed to cancel and ECR was kind enough not to confiscate our deposit and agreed to apply it to another race in 2021. The pandemic also changed a couple of initiatives that we had in the works for CVAR and ECR in helping to promote their new Driver’s School and stopping a program to introduce their members to vintage racing at a weekend event early in May. Throughout these very trying weeks, we had great support and insight from the CVAR Board and key players such as Jack Marr, Kelly Cupstid, Greg Matlack and others. So...that was it for the first half our “can’t fail as long as the world stays on its axis” 2020 racing program pretty much fell apart.



Since we now had an enforced break, it seemed to be a good idea to address some housekeeping issues. The CVAR website had been pretty much unchanged for several years and in the modern world, I believe, an organization’s window to the world is its online presence. With the help of two very talented individuals, Joanne Lemmons and Brandall Binion, CVAR had a new world-class website within a couple of weeks and the finished product looks great and is workable via on either a computer or on mobile devices.

Another project over the lockdown was helping support Victory Lane Magazine. I met Dan Davis, the magazine’s editor at the VMC meeting in Phoenix and I am a firm supporter of the magazine. I believe that it’s important for it to survive until the world returns to normal. Due to the lockdown and most of the vintage races getting cancelled, the staple of Victory Lane’s content was wiped out. We helped that out through writing a couple of articles and continuing to support the magazine with CVAR advertising. The aforementioned Joanne Lemmons and Brandall Binion put together a couple of very sharp looking ads for CVAR to go into the recent online issues.



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In June we got a notice from DLB Racing, our registration and membership platform that they were going to be shutting down at the end of this year. CVAR had been with DLB for many years and having to migrate to a new operations platform wasn’t going to be fun. With a lot of help from the great Merl Hansen, John Strnad,

Herb Hilton and others we were able to get our information migrated over the Motorsport Registration.

As we rolled into summer, things began to settle down a little and the world along with the world of motor racing began to slowly come out of hiding. One thing that became clear to me was that while COVID-19 is clearly very contagious, it didn't appear to be contagious in outdoor settings. There were a number of motor sport events that came back on the calendar but the key to running them in a responsible manner was to cancel social events, have only outdoor meeting, insist on "social distancing" throughout and take safety precautions with masks, disinfectants and temperature testing as much as reasonably possible.

By early summer, we started having conversations with Hallett Motor Racing Circuit and came up with August 21<sup>st</sup> – 23<sup>rd</sup> as the new date for the Mike Stephens Classic. Hallett provided us with up to date health statistics on Pawnee County (where the track is located) which showed that it was one of the least impacted locations in the State of Oklahoma, which was very encouraging. This was CVAR's first event after coming out of the bunker and we wanted to make sure we had done everything we could to make the event safe for our members and participants and we set an extensive list of "CVAR COVID-19 Guidelines" on our website and copies were also given to all participants as they entered the track. We had only outdoor meetings, no CVAR sponsored social events, strong support of "social distancing", taking temperatures of all participants on Thursday, Friday and Saturday, masks and sanitizers galore! CVAR treasurer, John Strnad was the race chairman and he did his usual high caliber job of coordination and promotion. The weather was great for Oklahoma at that time of the year and we had a total of 73 entries for the weekend. The highlight of the weekend was the Formula Vee Feature which has 21 entries. Once the weekend was over, we all "breathed a sigh of relief" and thought things had gone very well and we were confident that we could put on a safe and sane event in the far from safe and sane world.



For our next event we had our first ever race at the "new and improved" Eagles Canyon Raceway (ECR). Paula and Livio Galante acquired the facility a few years ago and have spent a lot of "blood, sweat, toil and tears" (along with a lot of money!) transforming it into one of the premiere new road racing establishments in the United States. We also reached out to Wayne County, where ECR is located, and thankfully the COVID infection rate was very low. For most of our drivers it was our first time to challenge the new 2.7 mile configuration of the circuit and the interest in the event was extensive. Due to ECR's proximity to the Dallas/Ft. Worth Metroplex, many competitors could participate without staying in hotels or going to restaurants which created a higher level of comfort during the pandemic. At the same time, several other racing organizations were cancelling events around the county so our September 11<sup>th</sup> – 13<sup>th</sup> weekend

began garnering a lot of attention. The race chairman for the event was another CVAR Board member, long-time racer and ECR member, Bobby Whitehead. Bobby did a lot of coordinating with ECR management to help support and coordinate the event though again, due to COVID-19 protocols, we were unable to have many of the social functions that we would have preferred. There have been many changes to ECR over the past year and one of the changes was an expansion of new garages built in the middle paddock area, reducing its capacity for race cars and support vehicles.



ECR has a large lower paddock area but it has space limitations. Within a couple weeks of the race, we had an entry list of over 125 cars, more than we had the year before at ECR and things weren't going to stop there. After discussions with the track it became clear that CVAR needed to come up with a paddock parking plan or things were going to be difficult.

It turned out that CVAR racer Donnie Cluck had extensive experience with paddock parking due to his promoting massive Go-Kart races several years ago. Along with Brad Flack, the ECR track manager, Donnie came up with a Paddock Parking Plan that was imposed on to a Google Earth map of ECR. The plan was sent to all CVAR entries and along with Bobby Whitehead, Steve Smargiasso, Tom O'Grady and Chris Kellner implementing it as paddock marshals, it worked perfectly. The race finally ended up with 167 entries, and no major problems at all with competitors having a place to park. The quality in addition to the quantity of the entries was also outstanding. In particular, the "Ground Pounders" in Group 1 totaled 38 entries with many interesting and exciting cars included. One of the highlights of the weekend was watching Phil Mulacek navigate the track in his fabulous 1965 Ford GT40 Mark 1. The weather was great, the racing was great, the track was great; the only thing not great was that we didn't have a party celebrate a terrific race weekend!

The final CVAR – only event of the year was "Thunder on the Cimarron" at Hallett Motor Racing Circuit on October 9<sup>th</sup> – 11<sup>th</sup>. By this time, we felt as if we had the program under control. We again checked in with Pawnee County health authorities and COVID infections in the county continued to be very low compared to other areas in Oklahoma. Ann Hughes was the race chairman and helped coordinate things throughout the weekend. Again, we limited the social contacts, took temperatures on all participants, kept all meetings outdoors, etc. We had 84 entries and had a strong entry of Formula Fords from Rocky Mountain Vintage Racing in pursuit of one of Art Summerville's fabulous trophies in the Formula Ford Feature Race. Again, a common theme in 2020, the weather was very great, as was the racing.



The last race of the year was our joint race with SVRA at Circuit of the Americas in Austin. CVAR helped SVRA by providing some additional staffing for the event and there were over 80 entries from CVAR members. The race entry was over 380 vehicles but most of the entries came in within the last few days. As a result, SVRA struggled with accommodating the entrants with the schedule and track time. On one hand it was fun running at COTA, a true world-class facility, and being a part of a spectator event. On the other hand, CVAR members had to appreciate the tremendous amount of track time available at a typical CVAR event!

During the year it wouldn't be fair to characterize things as all being "sweetness and light". Since any organization is made up with people, there are always going to be issues and differences of opinion. I believe that in vintage racing there are three

consistent points of controversy and CVAR is no different:

- Just exactly what is a "vintage racing car"? Are they only vehicles as they rolled off the grid for the first Watkins Glen Grand Prix in 1948 or can they be ex-factory Le Mans racers from 2019? In the world of vintage racing, there are viable clubs that endorse both viewpoints. During this year, I believe we helped CVAR refine its brand as "period correct" racing cars with rules adjusted to reflect legitimate and sensible levels of preparation. The success of our 2020 events would seem to validate that our approach has been well received.

- How do we strike a balance between competitors interested in “racing” vs. those more interested in participating and showcasing their cars? In CVAR, there are many who want to “have a go” when they get strapped in, as the late, great Stirling Moss may have said. There are also those who’d would prefer to have a little more laid-back approach. It is a challenge for any vintage racing club to accommodate both and to do so in an evenhanded, consistent and logical way. That is something we will continue to work on and, hopefully, improve.

- How can we improve safety while keeping true to the principles of authentic, vintage racing cars? In most cases we are racing vehicles that are over 50 years old and don’t (and really can’t) be designed to take incorporate the latest in 21<sup>st</sup> Century safety technology. Making sure that we, as a club, are as on top of safety is a key component of managing the club successfully.

In dealing with these and other issues this year, I would like to thank all the support, insight, hard work and humor that came from the 2020 CVAR Board of Directors. Everyone on the board was supportive, engaged and thoughtful as we navigated what we could all agree was a very difficult year. I hope club members could reach out and thank them when they get a chance.

Thinking back on the year, a few key points come to mind:

- We were completely correct with the postponement and cancellation of events at the beginning of the year.
- We were also correct to restart things when we did and implement the safety protocols that resulted in our events being safe and fun
- We are so lucky to have the dedicated volunteers and workers to help make our events happen
- The coordination with track personnel ahead of each event including the race chairman, Kelly Cupstid, Merl Hansen, George Curl, Greg Matlack, Doug Mains, Jack Marr, Berkeley Merrill, Danny Piott, Karl Jackson, Scott Barrett, Mac Wolff and others helps make sure that when we showed up all the lights were on for our members.
- The time, focus and dedication of these people, makes our racing possible.

I’ve enjoyed being President this year and stepping up to its challenges. I hope that many of you were able to extract some joy from your CVAR membership and participation during such a difficult year. I hope everyone has a very happy holiday season.



*Photographs by David Gillen*