



# 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)

April 2021

*Our Next Event... Yeehaww!*

## *Marvelous May Races* *April 30 - May 2*



2.75 Miles / 15 Turns – both directions on all configurations  
Double Apexes, Switchbacks, Carousels, Sses, Sweepers  
Over 200 Feet of Elevation Change  
2000+ Foot Back Straight  
One Trillion Feet of Driving Joy.

## *A Message From Our President*



*By Bill Wolf*

Due to COVID restrictions the CVAR Annual Board meeting was held as a virtual meeting on a conference call on Saturday January 23 rd . The club welcomed two new board members, Thomas Schluter and Alain Vinson as a new Secretary. The current Secretary, Don Gwynne, will remain with the club as its historian. The club Treasurer, John Strnad reported that despite COVID related issues, the club had a good year financially in 2020 with the highlight being our September race at Eagles Canyon Raceway for which we had 167 entries. The club also welcomed a new Chief Steward, Cathy Barnard and she provided some background information on her experience and discussed some key things she believes are important such as stable rules, promoting a culture of safety within the organization. George Curl, who retired from driving in 2020 will stay on with the club to be the Safety Chairman in 2021.

Following the Board of Directors Meeting and again primarily due to COVID, we made a couple of small changes to our protocols for the new year. Since some of our members were still having issues getting to see their usual doctors, we agreed to extend our medical requirements in 2021 through June 30 th provided that the member provide a “good faith” declaration that, to the best of their knowledge, their medical condition had not fundamentally changed since their last physical exam. Also, we agreed to extend the lifespan for 2010 Snell approved helmets through the middle of 2021.

Our first event of 2021 was at MSR-Houston on February 26th – 28th . We were again blessed with good weather for most of the weekend. We had a solid turn-out of approximately 125 entries including a total of 23 students, 12 running Formula Vees and the balance, primarily, in production cars. This was a considerable increase over the student entry from last year. Due to the size of that entry we decided to break up the students in two separate run groups and had CVAR Life-Time



Achievement Award winner Mike Callahan assist Dr. Berkeley Merrill in running the CVAR Driver’s School. Erica Robau was the Race Chairman and all things went smoothly. Erica did a wonderful job in procuring and managing food trucks on site and everyone was very pleased with the result. 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.

*Photographs by David Gillen DgillenPhoto.com*



The next event on our calendar was the 14th Annual Mike Stephens Classic at Hallett Motor Racing Circuit. 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 100 entries for the event which was a solid increase over our Hallett entries in 2020. The Race

Chairman for the event was Ann Hughes and she did a great job of coordinating things. One of the best things she did was to recruit nonother than road racing legend and Hallett's designer/founder Anatoly "Toly" Arutunoff as the pace car driver for Saturday. The Feature Race was for Formula Vees and had a solid entry of 21 cars with the top three drivers having the good fortune to receive one of the unique trophies from Formula Vee Challenge founder, Art Summerville. One of the great things about the weekend was the solid turnout of 26 entries in Group 2 where Steve Coleman and Gary Reed, the Group Representatives, have been doing a terrific job of promoting things. Unfortunately, due to COVID restrictions we were still not able to have any CVAR sponsored social events, but many members enjoyed smaller gatherings with their friends over the course of the



weekend. The racing was spirited in all the classes and there were a lot of smiling faces to be seen around the paddock.

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 school 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. It is important for us to provide a genuine welcome and a safe, fun racing environment for all of us. We are committed to do that.

We have another event coming up on April 30th – May 2nd at Eagles Canyon Raceway and expect to have a great turnout. I am looking forward to seeing all of you at the races!



Photographs by David Gillen DGillenPhoto.com

# Yeehaww!



## Eagles Canyon G2 Feature Race *The Texas Small Bore Festival* *“Yeehaww” Invitational Race*

When:	Saturday May 1st – right after lunch.
Who’s Invited:	Group 2 proudly invites All 4 cylinder Production based cars in the following CVAR classes to this “FUN RUN” Race. Group 2: EP, FP, HP, CS Group 4: SFP, G4T, VC, VB Group 7: BS (Non-BS Challenge cars)
Race Length:	10 Laps
Gridding order:	Based on Friday or known historical lap times. (Chief Steward has final say).
Trophy:	Trophy decided by the Corner/Grid Workers based on Race Participant that best represents the spirit and values of CVAR during the race (Presented at Saturday Party).
Participant Gift:	All race participants will receive a special commemorative sponsored gift and Sticker.



# Chief Steward's Report

by Cathy Barnard

As I sit in the Tulsa airport, waiting on a flight back to Houston and Corpus Christi, I've had some time to reflect on the event at Hallett this past weekend.

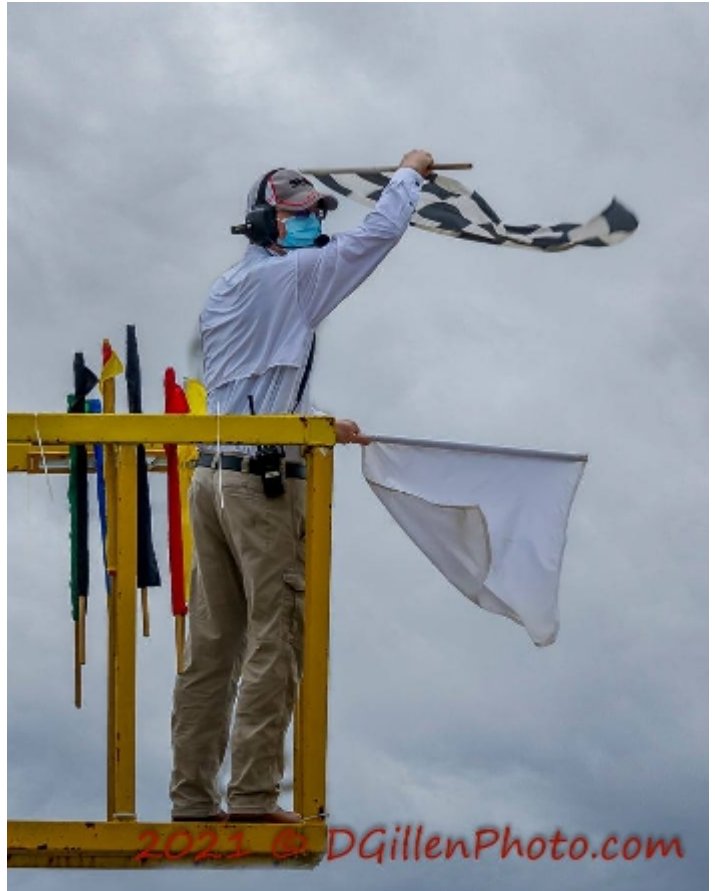
First, I want to say that I think that the event was a rousing success!!! The weather was good if a bit chilly in the morning (all right, it was darn COLD!). But it was sunny and actually warmed up a bit in the afternoon. It was perfect racing weather, as far as I'm concerned. There were very few contact incidents. Our novice drivers had a great time and are one race closer to being granted a full CVAR license. And because many of us have had the opportunity to get fully vaccinated from COVID, it was so great to be able to interact with others outdoors without using a mask. I may actually learn everyone's name!

Two major issues came up this past weekend. One was the schedule, or more accurately the ever-changing schedule. Some of you prefer long races, some prefer short races, some prefer to end early, and some prefer to race until the very end of the day. Although we try to give everyone as much track time as we can, not everyone will always be happy with the schedule. Also, I learned that after the time changes in early spring, we are not quite so concerned about finishing up before dark, but 8:00 am is a bit early to start unless we don't mind meeting in the dark and putting cars out on a really cold track. While the changes made to the schedule made sense, communication of those changes left a whole lot to be desired.

I won't rule out changes in the schedule that make sense, such as combining small groups or changing the length of specific races in response to final entry numbers or specific group requests. But any last-minute changes must be communicated clearly to everyone, especially Race Control! I'll try to do a better job of communicating from now on.

The second issue that caught my attention was passing under yellow. There were several passes under yellow, especially in the points races on Sunday afternoon.

A yellow flag is used when there is an incident either on the track surface or off the surface in an area that could pose a hazard to the traffic on the track. Generally, a waving yellow is used when the incident is on the pavement or poses a significant hazard to race traffic, or when workers are responding to the incident. A solid yellow is generally used when the incident is off the pavement but there is still a need to slow traffic down and use caution in the vicinity of the incident. Additionally, a solid yellow flag may change to waving yellow during cleanup of the incident, or when workers are dispatched to an off-track incident. When you see a yellow flag, you should slow down and proceed cautiously. There is no passing from the FLAG STATION to past the incident and in sight of the next manned flag station without a yellow flag. That means you are allowed to pass until you reach the yellow flag, and you can resume racing after you pass the incident and can see the next manned station without a flag displayed.



Sometimes the incident is just before or right at the flag station. In that case, the workers will ask for a backup Yellow Flag at the station before the incident. Passing must stop at the first flag and cannot resume until after you have passed the incident at the second flag and can see the next manned flag station that is not displaying a yellow flag.



A Double Yellow is a bit different. Double Yellow flags mean there is no passing on the entire track. Once you see a Double Yellow Flag, you must immediately slow down and stop racing, even if you don't see the incident. A double yellow is used when there is significant track blockage or the incident is in a very unsafe position, the incident must be cleaned up immediately, and the safety crews are not able to clean the incident up under a local yellow flag due to the location or severity of the incident. Often, once the field is slowed down, a black flag all will be thrown to bring the field into the pit lane. Depending on how much time remains, the race may be restarted after the incident is cleaned up, or the checker flag will be thrown when the field is in the pit lane.

At no time will the race be restarted for a one lap shoot out. Whether the restart occurs from the pit lane, or from a double yellow on the track, you will always be given a "green/white/checker" with at least two racing laps after a restart.

Why do we do all this? Because we want to assure a safe track for workers and for racers. Makes perfect sense, right?

So what happens when we receive a call for a pass under yellow? Well, first we make sure that a pass really happened. We will ask the workers to give us the numbers of the passer and passee and describe the pass. We will ask the workers what the conditions were as the pass occurred (i.e., were safety vehicles present, were workers responding to the incident when the pass occurred or was the pass inadvertent in that it occurred as the flag was thrown when the passer was already committed to the pass), and whether the passer gave the pass back as soon as it was safe to do so.

If the pass was judged to be highly unsafe, we may black flag you for a stop and go. But, more likely, the chief steward will investigate the pass after the race has ended and will penalize accordingly. The penalty may include starting at the back of the grid for the next race and/or a time or position penalty in the race where the pass occurred.

Beginning at the next race, I intend to penalize a pass under yellow as follows:

- Inadvertent pass under yellow – pass given back as soon as safe – no penalty
- Pass under yellow - Qualifying session – loss of qualifying times, start at back of grid
- Pass under yellow – Race 1, 2, or 3 – Start at end of grid for the next race
- Pass under yellow – Final points race – Two position in class penalty
- Highly unsafe pass under yellow – any session - black flag, up to 30 second stop and go, start at end of grid for next race, and/or loss of points

See you all at Eagle's Canyon!





## From the Tech Shed...

by Karl Jackson, CVAR Chief of Tech

New Diggs at Hallett. Thanks to the efforts of Danny Piott, we have now permanently moved Tech and Sign-In to the fully enclosed garage directly across from the main building at Hallett. We are now better protected from the weather and noise and will now be able to set up the scales at every event. Thank you Danny!

The CVAR Board has voted to extend the expiration date of helmets for 6 month's until June 2021. Until our Fall schedule, Snell 2010 helmets will still be legal. That leaves only the next event at ECR where Snell 2010 will be legal. Have your new 2015 or 2020 helmets ready for the fall.

If you are retiring from the sport, consider donating your non-subscription AMB transponder to the club. We have a technician who can rebuild the rechargeable units and repair the hard-wired ones. Talk to Chief of Tech Karl Jackson for more information.



Photograph by Tim Turner

We are still looking for volunteer Tech inspectors and a new Chief of Tech. After 6 years as Chief, It is time for me to retire. You need to be available on Thursday, Friday and Saturday. Duties are light on Sunday. Talk to us at Tech if you can help out.



Photograph by Tim Turner

# Safety Report



*By George Curl*

pa·tience  
/'pāSHəns/  
noun

- 1. the capacity to accept or tolerate delay, trouble, or suffering without getting angry or upset: “You can find bargains if you have the patience to sift through the dross.”

Gee it's good to be back at the track. Being locked down all last season has given all of us a case of impatience. No not the flower that pops up early spring, but the impatience to tolerate being held up or delayed.

We've had a few incidents this season and all can be attributed to a bad case of impatience. When coming up on a car to pass, something triggers in our “old bean” to charge to the front of the line. While that is a good thing if you're faster, it can spell disaster if you have no patience. Take for example an incident at MSR-H. Car 1 comes flying up on car 2 and 3. Cars 2 and 3 are having a lot of fun but are not as fast as car 1. Hot shoe, a well known driver, can't wait to get past the two cars ahead of him, his lack of patience shows as his eyebrows grow together, his heart rate increases as his foot slams the loud pedal.

Unfortunately this move starts as all three cars enter a gentle left hand turn. Result? Car 1 clips car 2. Wheels touch and tow cars are now sitting beside the track. The entire field has to slow down as the disabled cars are recovered. I know hindsight is 20/20, but think for a moment. If car 1 had waited until all three exited the corner, our hero could have passed both car 2 and 3 as they exited the corner. All but one of our incidents this year can be attributed to a lack of patience, My mother used to tell me (almost daily) that patience is a virtue. On the track, it really is.

One last note: If you have a Student or Probationary log book, it's your responsibility to keep up with it. Cathy takes them up at Driver's Meeting, but you have to retrieve it at the end of the weekend. So check your paperwork and see if you have your logbook. I know one of you is missing yours. We can't sign off on your weekend if you don't submit it at Driver's Meeting.

Until next time, “Watch out for the car, behind the car directly in front of you.”





# Around the Paddock

## CVAR LIFETIME ACHIEVEMENT AWARD NOMINATION

Nominated by Chris Kellner (Please email your vote to Herb Hilton herb@herbhilton.com)

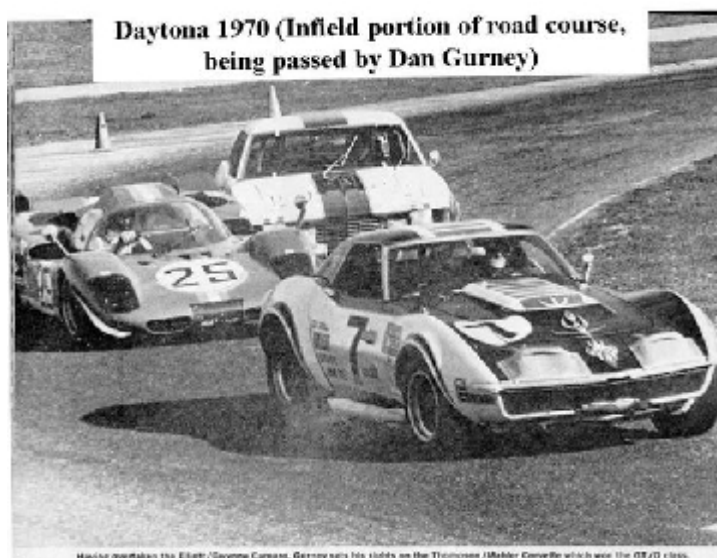


I would like to nominate Don Gwynne for the CVAR Lifetime Achievement award for 2021. While I didn't know a lot about Don's early racing career until I did some research on him, I was quite surprised as to what I found.

He began racing in 1966 with a Ford Anglia in SCCA D sedan class, then in 1968 acquired the ex-Charlie Barns Lotus Cortina for SCCA B sedan class. In 1969 he competed in the first ever IMSA sedan race at Talladega International Speedway and finished 4th out of a field of 22. This achievement was even more remarkable due to his brake pedal going flat to the floor for the last 30 minutes of the race!

In 1970 and 1971 he competed in the Daytona 24 Hours and the Sebring

12 Hour race in a Z-28 Camaro. In the 1970 Daytona race he had the memorable experience of "punting" the great Dan Gurney in his Ferrari 512S (pictured below) Daytona 1970 resulted in a DNF after 18 hours, but at Sebring 12 Hours he had a 5th and 6th in class results. One of Don's fondest memories of his Daytona experience was being passed on the Daytona high banks by Pedro Rodriguez' (Porsche 917) and Mario Andretti's (Ferrari 512S) both of which were going about 70MPH faster than he was! He also says that "technically" he finished ahead of Mario Andretti at Sebring in 1971 since his car finished and Mario's didn't. Daytona 1971 was a bust, after blowing the engine in practice, DNS.



He is an accomplished driver and up until very recently he has continued to compete in CVAR racing with his Ford Escort. When I joined CVAR on 2004 Don was active in promoting CVAR through his well-written articles with the occasional humorous quip in Victory Lane Magazine. He still provides articles to them today. He has also served CVAR as its secretary on the board and de facto club historian for many, many years. My personal experiences with Don have been top shelf. Whenever I've needed help as Race Chairman, I've always been able to call on Don knowing he would help in any way he could. He has the true Corinthian spirit.

I sincerely hope that my nomination will be supported for Don to be awarded the "CVAR Lifetime Achievement Award".

## ***CVAR Racing Schedule for 2021***

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

The fee for the race weekend is \$500. This includes Test-and-Tune Friday, and the Saturday and Sunday races. Please note the new Online Registration Fee Schedule:

- At 7 days (Wednesday, September 30) prior to online registration closure, a late fee of \$50 begins.
- Online Registration closes at 10:30pm Central the Wednesday prior to race weekend (October 7).