



# Vintage Racing News

The Premier Vintage Racing Organization of the South Central United States

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## Racing at MSR-Houston! Welcome Group 8 Drivers



Photograph by Russ Rosenberg

Congrats to **Matt Blehm** 1st place in the inaugural Group 8 race. He had a decisive win with Mike Briggs coming in second in his new to him 911.



Photographs by David Gillen DgillenPhoto.com

## Our Next Event!

It is time to register for the 3rd annual Race Against Kids Cancer @ TMS! I know that it is early but here's what's new for this year so far with more to come. We will have a car show being anchored by the Ferrari Club and the Lamborghini club, with more coming. We are putting together swag bags that will include a T-Shirt being designed by the famous artist **Brandall Binion**. Each driver will receive one in their swag bag PROVIDED that they are registered by August 15th! Plus the Chris Watson Band will make a return for the Saturday Morgan Adams Foundation Dinner. Information on the dinner will be published at a later date. If you want to register for a garage or RV spot contact Danny Piott. We have 100 garages this year instead of the 50 last year. They will likely sell out so don't delay, sign up today. If you didn't go last year, you probably heard what a great event it was. Don't miss out this year!



**Race Against Kids' Cancer, Sept 20-22**

# A Message From Our President



## Herb Says...

Thanks for the great turn out at MSR-H with over 105 entries including 10 Group 8 racers. The inaugural Group 8 has to be considered a success.

Besides 2 very generous donations from Cragg Eubanks and Peter Glawe we also got donations from Scott Robinson, Seth Higgins and Jim Sandberg. Thanks to Scott Robinson for donating the Fuzzy's Vodka and Elliott Barron for conducting the 50 / 50 raffle that generated \$784.00. Mother nature cooperated and other than a damp track Saturday morning we had perfect weather all weekend.

Special thanks to Bill Wolff Race Coordinator, Dan Hilton Race Chair, Erica Robau Food Coordinator and of course our Core Staff and all the Corner Workers. We enjoyed a special treat with the ice cream truck both Saturday and Sunday along with the Chick-O-Sticks.

Saturday evening, we were treated to Frito Pies, lots of assorted beers and plenty of garage racing. The Food Truck served table grade breakfast and lunch all 3 days.

It's going to be a long summer with our next race in September at TMS. This is the annual Race Against Kids Cancer and we need a really big turnout so please register early and often.

For those with kids in college be aware of the Rich Vogler Memorial Scholarship Foundation. If you are involved in motorsports your kids are pre-qualified for the scholarship.

RIP

R David Jones, 50 year SCCA racer and CVAR member racing group 3 Formula Vee #, passed away April 11 after a long illness.

Bill Haga, group 2 green MGB #6 and group 6 silver FF #41, long time CVAR member, Chief Instructor and all around good guy, passed away May 6 after a long illness.

*See you at the races!  
Herb*



Photographs by David Gillen

# Safety Report

## Safety Chairman thoughts after MSR H May 3 – 5 Race Weekend

By Will Wolff

A couple of thoughts now that the Spring '19 CVAR races are over. We've had good conformance with CVAR rules and most of the driving has been of exceptionally high quality with very few incidents and no serious accidents.

In many of the incidents the overtaking driver clearly had the "should I or should I not" decision matrix at work in their brain prior to the incident. I believe if a Vintage Racing Driver is asking themselves that question in the middle of an overtaking maneuver then the answer should be an emphatic "NO!" To the extent that the penalties in our events are as severe and they are (such as being finished for the weekend, multi-race weekend probation, car repairs, etc.) the upside of pulling a "rabbit out of your hat" and making the pass is clearly not worth the downside of the potential error.

Another factor to weigh into thinking is that repairs for many of these vintage cars (whether yours or your fellow competitors) may not be as easy as going down to O'Reilly Auto Parts with your credit card. Finding a rear upright for a Lola T-240 Formula Ford is no small task. In many cases our cars are so rare that finding actual spare parts may not even be possible; replacement parts may need to be fabricated. Not easy, fast or cheap.

Whenever our committee reviews an incident there are several information sources we use.

1. Driver Incident Reports
2. Corner Worker Incident Reports
3. Video

I'd like to evaluate each of them.

**Driver Incident Reports** – have the strength of direct knowledge of the incident and potentially great insight into what may have happened. They also have inherent bias and in many cases incomplete information.

**Corner Worker Incident Reports** – the corner workers are trained to observe and often can provide background to help understand what may have occurred.

The biggest flaw of Corner Worker Reports is that the incident is one of hundreds or maybe thousands of situations that occurred over many hours and days. It is only in retrospect that this one circumstance is now critical. For example, five seconds before an accident nobody is expecting it or looking for it. Many times these reports are incomplete or in some cases the incident has been totally missed.

**Video** – based on my experience in analyzing these situations the best, most accurate and fair way to address responsibility is video. This is great information for all of us. The only problem is that many competitors still don't have cameras on their cars and some that do forget to turn them on or charge them regularly. I've checked recently and you can buy the absolute "state-of-the-art" GoPro 7 for \$399.95. A GoPro 3 (which would be perfectly OK for our use) can be gotten for \$89.95. So....please get a camera!

Lastly and most importantly, I recently saw a quote from Steve Earle, largely credited for founding vintage racing in America as we know it and the original chairman of the Monterey Historic Automobile Races addressing a very good approach to our style of racing and I'd like to share it.

"Before we had vintage races, we'd drive our cars out to Willow Springs and would sneak on the track and roar around. I see it now as a passion. Today, you're not going to become a great driver or be recognized for your terrific driving. You are going to be recognized by your peers who are going to say 'You're a good guy.' You have their respect, that's all you're going to get out of this. If you're asking for more than that then you need to go and find some other program, or go do something else."

Well said...



# Chief Steward's Report

By Danny Piott (Thanks for filling in for the weekend!)

I enjoyed being part of the weekend and hope each of you did also. I am grateful to those that came forward to support the event. It would have been a shame to miss such a perfect weekend. It gave several the opportunity to complete their novice tenure and are now full pledged racers.

Racing was great in all groups, especially in G1. G2/7 was a full house and not one incident all weekend. G3 has had a reputation at MSR-H of being a little rowdy, but this weekend they were all saints. Our distinguished members of Group 4 played well together including David Hopkins who was multi tasking as driver and Chief Steward. As always G6 racing was clean and professional. And now for the predict on G8. Considering it was the first showing, I think it when well. They were open to our requirements and willing to accept our manor of racing. Berkeley Merrill provided their orientation. The goal now is to fill a run group, we can all help.



Photograph by Matt Blehm – Family Fun With Rides in Cool Cars at MSR-Houston!

Congrats out to our Safety crew, although not too busy, they did a great job when needed. Dan Hilton was on duty as Race chairman and Safety steward. He excelled at both, especially with the Frito pies. And as always, our race staff, kept it together. Merl is back and well. Karl had the scales up, but did not see that many cars. Remember this is a yearly requirement.

The harmony of all involved amazes me. There maybe some differences of opinions and some want things done their way, but this club has got something special and let's not let it go away. See you at TMS. Contact me or Cindy for garage or RV space.

Thanks

*See you there!*



## Race Chairman's Report

by Dan Hilton

I would like to say, being usually on the racing side of the event, there is a tremendous amount of work and coordination involved in putting a quality product together for all the participants. As per usual I received plenty of praise for our efforts and contribution to the weekend as well as the occasional grumble. That said, I now have a new found appreciation for all the heavy lifting needed to put on a race. From getting everything in order with the track, tech, timing and scoring, corners/staging, emergency personnel, payroll, etc not to mention the minutest of details that are often taken for granted, assuming they're all there.....toilets, fuel, food, etc.

I would like to give a big shout out TO EVERYONE that helps put our races together and ensures they run smoothly. Your time and effort, my dads, Dannys, Karls, Garys, Merles, etc, etc, etc are often times taken for granted. I sure I've wrongly believed, on occasion, the race is about and for me. If you ever hear me banging on someone about an event feel free to remind me of this conversation.

Thank you and please thank everyone that makes it happen.

## Editor's Paddock



By Scott Barrett

### *Beware of the Kink!*

It was a great weekend of racing! Beautiful weather. Car ran great. Frito Pies were delicious...and then there is the "Kink"...not the Road America Kink. Actually, there are 2 *Kinks* at MSR-Houston. Both are right-hand kinks. The first kink is turn 3 just before the corner going in to the back straight. The second is turn 14, the "Gut Check" before the turn in to the Start/Finish straight. Well into the first race on Saturday I found myself approaching the kink (turn 14) on the inside and the car to the left started to squeeze the kink. My aggressive backout avoided any potential incident. Then on the first lap of the second race on Saturday we came to the kink (turn 3). I was on the inside and the car to the left started to squeeze the kink. We were tightly bunched so there was no backing out of this one. The only option was to exit track right... The rumble strip launched me into the grass but I kept going and got back on the track and into the Hot Pits for the mandatory check. Back on the track – on the last lap – this time, I was the one on the outside and getting ready to squeeze the kink (turn 3). I noticed the car coming on my right in my mirrors so I backed off my squeeze. I am fortunate to have seen the car in my mirrors or I could have been the one forcing that car off the track or causing an incident. Beware of the kink...and be aware. Be sure to use your mirrors.

*See you at the Races!*

A few years ago I got to spend a couple days with Burt "B.S." Levy at the Monterey Historics. He was able to get us in numerous venues closed to the general public...he is an interesting guy and certainly earned the "B.S." name! 25 years ago he released the 1950s motorsports novel THE LAST OPEN ROAD, the first in the series. It is now available in a rather unique version in the style of a 1950s radio play, with professional voice actors, sound effects, period music, AUTHENTIC car sounds and--wait for it!--Mystery Celebrity Guest Voices in many of the supporting roles. Including David Hobbs, Brian Redman, Tommy Kendall, Patrick Long, Ray Evernham, Skip Barber, Bill Warner and many more. An interesting and fun read! [www.lastopenroad.com](http://www.lastopenroad.com).



### **AN ELECTRICAL CIRCUIT THEORY**

The car's electrical system depends on proper circuit functioning, which is the transmission of positive ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing.

For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component, such as a Lucas voltage regulator, it will also be observed that the component no longer functions. The function of the wiring harness is to conduct the smoke from one device to another. When the wiring harness springs a leak and lets all the smoke out of the system, nothing works afterward. The logic is elementary and inescapable!

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese, or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, and British tires leak air.

Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable. In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components especially British units manufactured by Lucas.

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### *Performance Stop is your premier safety gear and race car parts source*

Performance Stop specializes in all the required safety gear you need to stay safe on track from Autocross and HPDE's, Endurance Racing, and Club and Professional level racing. We also want to keep your racecar running great and offer a wide range of performance parts including brakes, suspension, maintenance fluids, and much more. All our products are hand-picked by someone who understands racing and races regularly.

When I first got involved in track racing, I had a difficult time finding a local safety gear and performance parts retailer. My only option was to browse through pages and pages of online retailers that offered no help or recommendations for my track needs. My goal was to satisfy this need for the Houston track community.

We started small servicing local track events in Texas, Louisiana, and Oklahoma including some exciting like Circuit of the Americas, Texas World Speedway, MSR Houston, MSR Cresson, NOLA Motorsports Park, Hallet Racing Circuit and many more. We attend many events including SCCA, NASA, PCA, BMW CCA, The Drivers Edge, 24 Hours of LeMons, ChampCar, and many more. As we grow we continue to add great many great new brands such as Stilo, HANS, Pyroprotect, Simpson, Sparco, G-LOC Brakes, Coolshirt Systems, and many others.

Dean Tran, SCCA Club Racer and 24 LeMons Racer is one of many drivers who have made Performance Stop part of their race team. "From autocross to all out wheel to wheel club racing, I've depended on Performance Stop to not only have pretty much everything I needed to be safe and competitive during a race, but also to be informative, educating me on products as they become available and helping me through each step as I progress as a driver. It's hard to imagine doing all this without having Performance Stop having my back."

Our retail trailer is usually open at one local tracks on the weekend providing support to the event participants. See our latest event schedule in our blog. Our mobile store isn't just for event participants, come down to the track to watch some great racing and visit our store.

We are also open by appointment in the Houston area and open 24/7 online. Near or far, Performance Stop's personal service is just a phone call away. Buy what you need and get it on time. We want to keep you safe so you can set your new fastest lap time at your next track event. Make Performance Stop your first stop for all your safety gear and performance parts retailer.

## *The Latest Classifieds*

**Shared Trailer Space available:** One car to Road America Weather Tech International Challenge July 17-21, 2019, for Vintage cars. Contact Willis Murphey 817-454-1820 for information.



Porsche 911 CVAR Race car. 1973 MFI 2.4L that is very competitive.  
.Richard Reeves at 817-932-5492  
Price is firm at \$26,000



1972 Datsun 240 Z 2018 Group 7 Winner!  
Stefan Schluter [stefanschluter@live.com](mailto:stefanschluter@live.com)  
\$35,000



1977 FF Van Diemen  
Mike Winn at 501-580-8623 or [microgrinding@att.net](mailto:microgrinding@att.net)  
\$10,500.00



1969 Spridget  
Scott Barrett [sbarrettster@gmail.com](mailto:sbarrettster@gmail.com)  
\$10,000



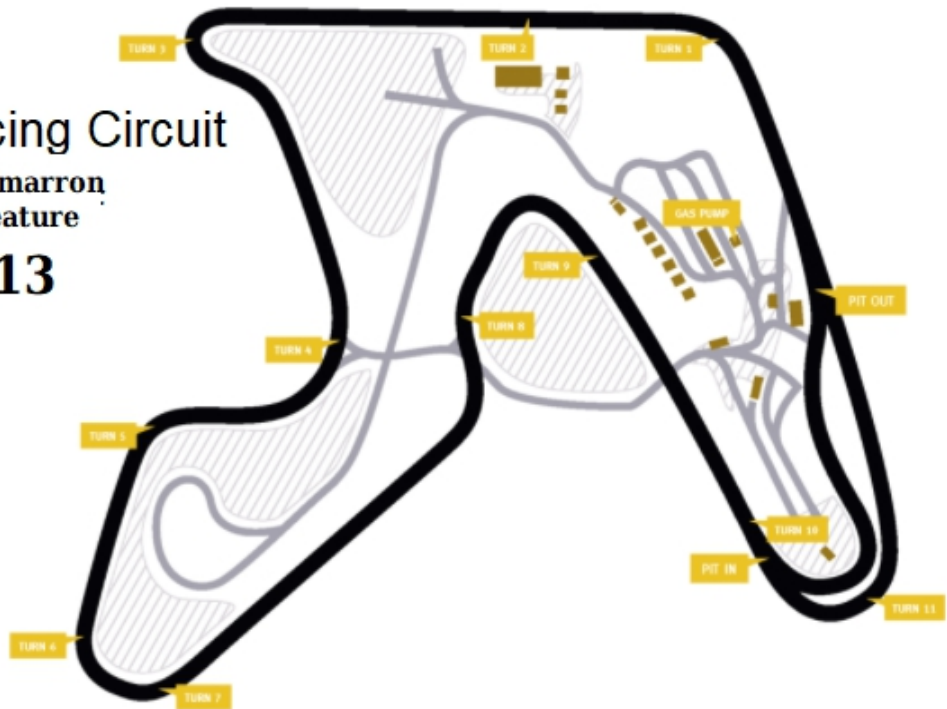
1965 Koch Chevy Special  
Winner D-Mod, 1967 American Road Race of Champions at Daytona  
Scott Barrett [sbarrettster@gmail.com](mailto:sbarrettster@gmail.com)  
\$47,000



MGB #5 "buttercup" wants to stay in CVAR  
Located at David Taylor's shop in Dallas.  
Email George Curl [ggcurl@gmail.com](mailto:ggcurl@gmail.com) to set up viewing.  
\$14,000



Hallet Motor Racing Circuit  
 Thunder on The Cimarron  
 Formula Ford Feature  
**Oct 11-13**



*Remaining 2019 CVAR Racing Schedule*

Date	Event	Track
Sept 20-22	Race Against Kids' Cancer	Texas Motor Speedway
Oct 3 – 6	U.S. Vintage National Championships	COTA w/ SVRA
Oct 11 – 13	Thunder on The Cimarron XVIII Formula Ford Feature	Hallett
Nov 1 – 3	Brad Balles Fall Drivers' School and Races	Eagles Canyon Raceway

All races are points races with 2019 championship determined by the best 7 of 8.