



Vintage Racing News

The Premier Vintage Racing Organization of the South Central United States

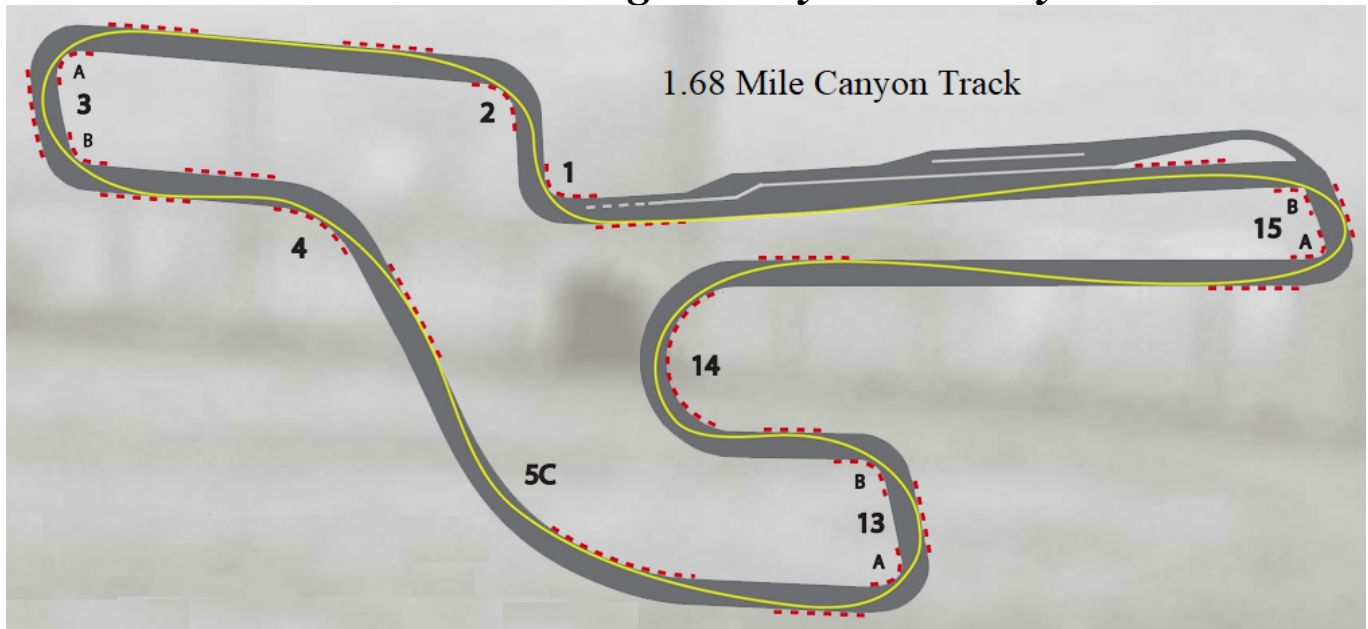
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Our Next Event!

Brad Balles Fall Drivers' School and Races Nov 1 – 3 at Eagles Canyon Raceway



The NEW Configuration looks AWESOME!



Brad Balles Fall Drivers' School and Races Information

Race Course: EVERYBODY is asking about running the full course. EVERYBODY *WANTS* to run the full course but the track still needs more time to 'cure' before cars can run at speed. Bobby Whitehead ran Saturday on a member day at ECR and ASSURES you, "The Canyon" (short track), as it's called, is fast and technical." He has been assured that we are going to have Livio Galanti give us a fast tour of the complete track with our cars...something like GP1&7 follow around at a fastish pace on Friday lunch, GP3-4 on Saturday lunch and GP2/5 on a Sunday lunch session. YOU.WILL.BE.AMAZED. The FULL course WILL be worth the wait. We talked about the pace car on the short course running two laps and showing us all the 'line' to be on...some very good drivers have already been 'awakened' when they exceeded their skill set so it will be important for all drivers to get a good line in their heads before we go out.

Garage Space: There are NO garages for the ECR weekend...members at the track have leased them all...there's even a waiting list. Be prepared to park in the upper level if you're early or the lower paddock where you will have the driveway and then grass. It's in the works for future multiple buildings and further build out. IF YOU WOULD LIKE TO RENT A GOLF CART---the local rental www.golfcartsforfun.com 972-346-2064. Load in Thursday, October 31st.

Saturday Night Dinner: \$15 dinner tickets will be available (to new registrants only) on the DLB web site. If you are already registered, tickets will be available in cash at tech at ECR. We'd like to see 100 drivers there. Sam will be providing the Saturday night dinner and is going to have a great LIVE MUSIC setup...if you've been to one of the other prior events in the last few years up there, you know it's going to be first class.

Food Truck: Sam will have his new food truck there Friday, Saturday, and Sunday. Eat up!



A Message From Our President



Herb Says...

Another great race weekend at **Hallett Motor Racing Circuit**. The weather was cold and windy, but warm in the afternoon and fortunately no rain. There were a few on track incidents but no injuries. I want to thank our corner workers and core staff for making sure we were safe and to Connie and her crew for making us feel welcome.

Thanks to Art Summerville, Bill Wolff and John Strnad for organizing the race and making sure everything ran smoothly. Special thanks to John for getting the pace car and setting up the Saturday Happy Hour. I want to especially thank the Formula Fords, RMVR and Group 8 racers for helping make it a successful weekend.

Your Board of Directors has voted to not return to TMS and to continue to support The Morgan Adams Foundation through the Race Against Kids Cancer.

I just made a site visit to Eagles Canyon Raceway and the improvements are phenomenal. It looks like we will be running the short track since the long one has not had time to be cured enough for racing. We will be able to do lead and follow on the long track during the lunch hour at 5/10 speeds. For \$15.00 plan on spending Saturday evening at the track. There will be a happy hour, dinner, live music for your enjoyment and plenty of bench racing.

2020 elections will open December 1 so be sure and vote. The Lifetime Achievement Award nominations will open at the same time. Please send your nominations to me at herb@herbhilton.com

Just a reminder that your membership expires on December 31, 2019. Be sure to renew your membership for 2020.

As you consider the recipient of the **Lifetime Achievement Award**, the intent of the award is to recognize a CVAR member who has been significant not only to CVAR, but to sports car racing in general. The winner should be the individual who has made the greatest contributions to the sport overall throughout his lifetime. This award is to be voted on by the membership and awarded annually at the CVAR awards dinner and party.

Another great weekend of racing at **Texas Motor Speedway**. The weather was great in spite of Tropical Storm Imelda.

We had a high registration of 120 but only 100 rolled rubber on the road. We really needed more racers to make it a financial success. There were a few accidents, but fortunately no serious injuries. Special Thanks to Chris Kellner, Bill Wolff, Danny Piott and Larry Reyburn who planned the weekend and made sure everything ran smoothly. As usual our staff and crack crew of workers did an outstanding job of keeping us safe. I want to recognize Peter Glawe for volunteering for just about every position possible including driving the pace car. Also a big Thanks to the other pace car drivers Tom Atlas, Stefan Schluter and John Furlow Sr.

The parade into Roanoke was a lot of fun and thanks to the escort service no overheating problems and only 1 tow. It was particularly fun returning to the track with lots of spectators waving and giving us hi-fives.

The car show was well attended with about 25 cars I had hoped for many more. The lunch drive arounds had several cars on track raising money for the Foundation. We raised almost \$50,000.00 in gross revenue for The Morgan Adams Foundation thanks to the generous donations made by club members and friends of our sport. The dinner was outstanding and a special thanks goes out to Elliott Barron for making the auction a success.

We raised \$12,750.00 through both the live and silent auction. Steve and Yancey Seitz hosted a BBQ lunch for Group 1 on Saturday asking only for donations to The Morgan Adams Foundation. The food was outstanding BBQ quality and contest winning. Sam LeComte provided t-shirts designed by Brandall Binion that were given to all drivers and corner workers with the remaining shirts being sold by the Foundation.

As of this writing your Board of Directors has voted unanimously to discontinue racing at Texas Motor Speedway and to continue support for The Morgan Adams Foundation. The reasons for not returning to Texas Motor Speedway were poor attendance and high expenses.

Please take a minute to write up your nominee for the Lifetime Achievement Award.

See you at the races!
Herb

Race Against Kids' Cancer - TMS



Photographs by David Gillen



Dear CVAR Friends!!!

THANK YOU again for choosing to partner with all of us at The Morgan Adams Foundation again this year for the 3rd Annual CVAR Race Against Kids' Cancer at Texas Motor Speedway! We had such a great weekend and we are thrilled to report that through our combined resources and efforts, we were able to gross almost \$50,000 for pediatric cancer research this year! THANK YOU ALL so very much for your generous support and continued investment in moving forward better treatments for kids and teens fighting cancer.



Not ONLY did we have a great time, I am also very happy that we were able to bring a number of kids currently in treatment out to the track to meet some of you and to have a little fun! Eric, Libby, and Grayson got out on track and joined us for the dinner, where many of you got to bid on some really great items all of which helped hit our final numbers!

I can't begin to express how much your support means to an organization like ours. The cancers that impact our kids and young adults are different than those that affect adults and they need their own treatments. Your support helps us fund the research that can help get those new treatments developed and to the clinic as quickly as possible. We work hard to help move forward critical new ideas that might otherwise go unfunded by providing seed and bridge grants to jump-start that important work.

Your generosity gives pediatric cancer patients and their families the gift of hope. On behalf of all the patients we work to serve, thank you, CVAR, for your fantastic continued partnership and support!

Warm Regards,

Joan Slaughter
Executive Director

Meet Rachael Sirianni, PhD

University of Texas Health Science Center, Houston



Dr. Rachael Sirianni earned her PhD from Yale University in the field of Biomedical Engineering in 2008, after which she completed a postdoctoral fellowship at the Yale School of Medicine in Diagnostic Radiology. She took her first faculty position at the Barrow Neurological Institute in Phoenix in 2011.

She moved her laboratory to the University of Texas Health Science Center, Houston in 2018 to focus her research program exclusively on development of new treatments for kids and teen-agers fighting pediatric brain tumors.

Dr. Sirianni's research -- currently funded through the resources made available, in part, by the CVAR Race Against Kids' Cancer -- focuses on how tumors metastasize and spread. Her team is working on building a better understanding of this problem by manipulating and studying the behavior of cells in laboratory microenvironments.

Thunder on The Cimarron XVIII - Hallett



Photographs by Doug Mains

CVAR Formula Ford 50th Anniversary Feature Race

By Angus Lemon

20 entrants from four states descended upon Hallett Motor Racing Circuit (a formula car track if there ever was one) to help CVAR host its ninth Formula Ford feature race, celebrating 50 years of Formula Ford racing in the USA!

Formula Ford was started in 1967 in England as a more reliable, cost effective formula car for motor racing schools in the UK. The first standalone Formula Ford race was held at Brands Hatch on July 2, 1967. The first official Formula Ford race in the United State was held on March 23, 1969, Formula Ford was also included in the SCCA Runoffs that year. Today Formula Ford championship series are held in over twenty countries around the world.

In 1970 Emerson Fittipaldi became the first of many Formula Ford drivers to win a Formula One Grand Prix and two years later became the first to win a Formula One world championship. The Formula Ford Fittipaldi raced, a Merlyn Mk11A, now known as “The Magic Merlyn” went on to dominate Formula Ford in 1970 at the hands of Colin Vandervell (son of wealthy industrialist Tony Vandervell, the man behind the Vanwall racing cars). The very same car was also driven by Jodi Scheckter, another Formula One driver, and now resides in Scheckter’s collection.

In CVAR all Formula Ford cars use a 1,600 cc crossflow Ford “Kent” engine. Recent developments (steel crank shafts and forged pistons) have helped resolve the few weak points of these engines and it is not uncommon to get 50 hours between rebuilds. All engine parts are readily available, Ford even makes new engine blocks.

CVAR runs three classes of Formula Fords:

- FF1 up to 1972 Formula Fords – the classic cigar shaped 1960s formula car, runs on treaded vintage racing tires.
- FF2 1973-1981 Formula Fords, many cars have inboard rear brakes and some have inboard front suspension. May run slicks.
- FF3 1982-1994 Formula Fords, much more streamlined cars typically with inboard suspension on both ends of the car. May run slicks.

The pre-race deal making started early Saturday morning with a short debate over the length of the race, some wanted to shorten the 30 min race due to the limited fuel capacity in some cars....one selfless driver declared his car held six gallons and proposed a one hour feature. A 25 minute race was agreed upon and most cars arrived to the grid with fuel cells filled right to the top.

After a photo on the start finish straight, the field of low slung cars took the green....and immediately one car went off the outside of turn 1. The race progressed smoothly with almost everyone having someone to race with.

It is interesting to note that the two fastest drivers, Jamie Stiehr (1:24.873) and Trevor Bond (1:24.257) were both running treaded tires but have very different driving styles. Jamie "Smooth Operator" Stiehr is one of the most consistent drivers on the track, the car never looks out of shape and is driven so smoothly it almost looks slow, but clearly isn't! Trevor "Captain Sideways" Bond, is obviously not afraid of large slide angles and will use any part of the track available to him, very exciting to watch and very fast.

At the checker the trophies went to:

FF1 1st Jamie Stiehr in a 1969 Winkelmann Wdf1

2nd Steve Lafferty in a 1971 Merlyn Mk20

3rd Pete Christensen in a 1970 Winkelmann Wdf2

FF2 1st Trevor Bond in his luminous GREEN 1975 LeGrand Mk21 (You always know when Trevor is behind you....your mirrors all light up bright green!

FF3 1st Greg Smith driving the newest car in the field, a beautiful red 1986 Swift DB-1

Hard Luck Award: Unfortunately there were several drivers competing for Art Summerville's Hard Luck trophy.

- Tim Blakeney lost his clutch master cylinder on the grid.
- Angus Lemon snapped the throttle cable at the end of lap one. Speculation is that he was pushing on the accelerator pedal too hard in an effort to catch Steve Lafferty...it didn't work.
- Jeff Langham came in after noticing a vibration to find a failing rear half-shaft. Nice save Jeff.
- Greg Hibbs ran in second position for 14 laps in his newly repainted red (I hear it is an Alfa Romeo color) 1972 Merlyn 20A, before noticing a slight loss of power, dropping oil pressure and climbing temperature....he lost a bearing in the engine and dropped out, thus clinching the hard luck award. Perhaps it was his British car protesting the Italian paint color.

Many thanks to all the Formula Ford drivers who came from far and wide....well Texas, Colorado, Nebraska and Wyoming.

The entire Formula Ford group appreciates the hard work the race officials and corner workers put into an event like this....Thank You!

A special thanks to Art Summerville for his continuing dedication to the Formula Ford feature race and for all the wonderful trophies he continues to make us! If you want to see a grown man be truly thankful and excited for a pile of worn, dirty engine parts, give you post engine rebuild (or post engine failure) parts to Art, you may get one back as a trophy someday.

Chief Steward's Report

After our summer break it was good to be back at the track. Our first outing was the "Race Against Kid's Cancer" at Texas Motor Speedway. We had some good racing, a GREAT party and we raised serious money for the Morgan Adams Foundation. I don't know how much but it was a bunch. Thanks to all that came to play.

Next stop was Hallett. Being the weekend after SVRA at Austin turnout was on the light side, but those who came had a great time. The 14 cars that took the green for the FF feature race put on a great show. In the big bangers (group 1) the Porsche and Camaro made their speed in different places and it was most interesting to see how the different cars attacked the course.

The bad news...we had a car break an axle at Hallett; the second one in two years. No injuries or major damage but the car was done for the weekend. The one last year resulted in a car that rolled 7 times and was totaled. I can think of at least one other in the past few years that resulted in a roll over and injury. Please, during your winter maintenance examine the critical suspension bits; magnaflux or dye penetrant kits are cheap insurance.

Next up is the new and improved Eagles Canyon in a couple of weeks. It looks like we will be using the short course as the paving on the long circuit needs a little more time to cure. I am looking forward to using the longer layout for our spring race which should be fun.

See you at the races.

Jack Marr

CVAR Chief Steward

Jag by a nose... [Scott Young](#) in his 1962 Jaguar XkE alongside [Tracey Robinson](#) in his 1966 Dodge Dart. Great mix of cars in this group.



Photographs by Brandall Binion

VMC Medical Safety Director Report, October 2019

The November issue of Victory Lane Magazine has our article on updates in safety equipment. There are two areas of discussion: The new FIA 8858-2016 helmet; and, expiration dates of safety belts/harnesses, SFI 16.1 (junior), 16.5 (2-year) and FIA 8853-2016 (5-year).

Helmets:

The new FIA standard helmet (FIA 8858-2016) is a very big safety improvement with 40 % more energy adsorption, more impact protection, decreased crush and penetration and visor ABP (antiballistic protection, think flying objects). Today, there is no Snell equivalent, and their standard remains Snell 2015. FIA 8858-2010 and Snell are the current club uses and the FIA 8858-2010 is “double certified” meeting more stringent FIA standards and Snell standards. The problem, the new FIA standard helmet costs \$5,000-7,500. This helmet is being tested this year in F 1 and will be the F 1 standard in 2020, F 2 and WEC in 2021 and F 3 in 2022. The new helmet is just now becoming available to buy; Bell, Stilo and Schroth.

Recommendation: Not all drivers need this new helmet, it depends on car, speed, driver style, open versus closed wheel, track maximum speeds, etc. I suggest that all clubs let their drivers know about the two helmet standards, accept either standard, and let the driver make his/her own choice. However, if any of your drivers want to race in Europe, FIA 8858-2016 is the standard.

Seat Belts/Safety Harness:

The updated article on this topic will be in the December issue of Victory Lane (Part 2 includes safety Harness and HANS type devices).

The seat belt issue is interesting. SFI 16.1 (junior) and SFI 16.5 belts (\$150-250) have an expiration 2-years from the date of manufacture. The FIA belt 8853-2016 (\$450-\$700) has an expiration 5-years from the date of manufacture. One can argue that replacing SFI belts every two years plus the cost/time of installation highly suggests that the FIA belt is “a better buy”. However, in the 2019 SCCA GCR, the SFI 16.1 and 16.5 belts are accepted as 5-year belts. I think there potentially is some legal liability in years 3-5 with that position, but I am not a lawyer nor represent their insurance company.

Recommendation: The FIA belt is manufactured to a higher standard and the testing exceeds SFI standards. It is up to each club, but I recommend the FIA belts. The alternative would be to accept both belts and let the driver make his/her own choice.

Both of these issues have resulted in a lot of discussion between Dan Davis and me and there will probably be a future article in Victory Lane Magazine on the issue “Are We Making Vintage Racing Too Safe, and Certainly More Expensive”.

IMPACT Study: -- An update on this study will be presented.

If anyone would like further information, please feel free to call or e-mail.

Jim Malone

602-509-7644

jim@raptormotorsports.com

The Latest Classifieds



1971 Datsun 240Z. Raced in CVAR Group 7 CP since 2015. 2.4 liter engine, 10:1 C.R. (runs on 93 octane), triple 40DCOE, Webb 155 cam, oversize valves, competition oil pan 5 speed 280zx transmission, 3.90 limited slip differential Two sets 7"x15" wheels and tires (incl. 1 set brand new R888R's) SPA Novec 1230 (gas) Fire System Asking \$18,000. Contact John Rogers Smith 225-772-0037 (cell), or smithjohnrogers@gmail.com



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
\$35,000



1977 FF Van Diemen
Mike Winn at 501-580-8623 or microgrinding@att.net
\$10,500.00



1969 Spridget
Scott Barrett 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
\$47,000



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