



Vintage Racing News

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Welcome New Drivers!

Brad Balles Race and School, September 11-13



Berkeley Merrill, Chief Instructor



September 11-13 marked the first C.V.A.R. School held at the expanded Eagles Canyon Raceway in Slidell, Tx. Probably because of the restrictions from the Covid pandemic, seven students were in attendance, and successfully completed the school. Despite the small number, the makeup of the class was remarkable in that every student except one was a relative of a present CVAR racer. There were two sons, a grandson, two nephews, a brother and a previous CVAR racer returning after an absence from the track. Such individuals are more likely to continue to participate in our events.

Please welcome Diego Iturbe, son of Jose Iturbe, in his new Porsche 914, and Sam Hilton, grandson of past president Herb Hilton and son of Doug Hilton in a Formula V, and Jace Mulacek, nephew of international CVAR star Phil Mulacek in a Mustang, and Earl Zwickey, a previous CVAR license holder now returning to vintage racing in a Formula Vee, and Jeremy Coleman, kinsman of the Coleman brothers Steve and Mike, John Little, brother of CVAR driver Tim Little, and Scott Davis in an Austin America as a new CVAR face, but whose son plans to return for the next school.

The ranks are growing, and with young drivers that grew up with us.



Photos by David Gillen

A Message From Our President

PREZ SAYS - HALLETT AND EAGLES CANYON FOLLOW UP

Bill Wolff



What a year! A lot has happened since our last newsletter. Of course, our March race at Hallett was rescheduled for August and the April race at Eagles Canyon Raceway (“ECR”) was cancelled all together due to the pandemic. Most motor sport events (and almost everything else in the world) were cancelled or postponed beginning in March through the middle of the summer.

As the summer went on it became clear that it should be possible to put on our events and have a sensible approach towards the health and safety of our members and guests. The Board of Directors implemented a list of COVID-19 protocols which were well received and implemented. Based on that perspective we pursued the rescheduled Mike Stephens Classic at Hallett Motor Racing Circuit on August 21 st – 23 rd along with the Brad Balles School and Race at Eagles Canyon Raceway on September 11th – 13th.

At Hallett we were blessed with terrific weather for the entire weekend. We had a good turn-out of approximately 75 entries including 21 entries in Group 3 for the Formula Vee Challenge feature race.

The Formula Vee Feature Race on Saturday afternoon was hotly contested and all the participants appreciated the unique trophies provided by Executive Race Chairman Art Summerville. John Strnad 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.

Moving on to ECR for the Brad Balles Driver School brought up a different set of challenges. Race Chairman Bobby Whitehead helped address key questions and coordinated our efforts with ECR management. We were racing on the new longer course for the first time which was also was of great interest. As with Hallett we kept our COVID-19 protocols in place. As the weeks before the event unfolded it started to become clear that we were going to “knock it out of the park” for the event entries.

It also became clear that with all the development on work that had been done to ECR since our last race, we

would have to carefully manage paddock parking to make things work. In conjunction with ECR, I’d like to thank CVAR member Donnie Cluck for all his help on designing the paddock parking plan.

Donnie walked the paddock with ECR General Manager Brad Flack early in the week and drew up a plan that was a giant help. On Thursday CVAR Board members Chris Kellner, Steve Smargiasso and Tom O’Grady put in a lot of hard work in implementing the plan and getting all the 167 entries comfortably situated in the paddock. Kudos to all!

In addition to many of our usual entrants we had several new/old entries from Duntov Racing (a brace of Corvettes) and Mulacek/Prestige Racing bringing a squadron of Shelby Mustangs, two Cobras and the “piece de resistance”, an authentic Ford GT 40 Mark I. We were also graced with many entrants who hadn’t run with us lately, CVAR founder Brad Balles himself and former Chief Steward Bob Green Sr. Chief Instructor Berkeley Merrill had seven students for the weekend and was very complementary on how well the groups ran and was also pleased with how well the different instructors were helping the students.

The racing was spirited and all groups were fully represented. Most felt that Group 1 with 38 high quality entries was a highlight for the weekend. ECR was kind enough to pitch a large tent on the top of the hill above Turn 1 and many participants and guests enjoyed watching the races from that location.

While there were a few incidents, generally of the participants were well behaved.

Our next event is October 9th – 11th, 2020 at Hallett Motor Racing Circuit and we’re looking forward to another successful event.



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Photo by David Gillen

Chief Steward's Report

by Jack Marr

Howdy,

After a too long break it was good to get back to the race track.

The August event at Hallett was hot but fun, but the party and bench racing that are so much a part of what we do was greatly missed. As expected, the FV feature race was a good show. Next up was the debut of the Eagles Canyon long course. A great facility and a challenging layout led to some great racing with about 150 cars actually taking the track including seven students. A special shout out to Bobby Whitehead, Bill Wolff and the rest of the gang that got everyone situated in the paddock. It was tight but they found a place for everyone. Thanks to all!!

Also a tip of the hat to the Race Operations crew who shared their work area with grasshoppers while making a challenging schedule work. Doug, Chris, Kelly, Monica and Jessie are the best!

It was not all lollipops and rainbows, however. There were many missed flags both yellow and black. With the elevation changes there are a number of blind spots on the track so knowing what's ahead of you is important. The flag stations at ECR are not the easiest to see so please make an extra effort to look at the flaggers every time by.

Do you remember being told in drivers school "If you spin, both feet in"? We had a near miss when a driver came up on a spun car, picked his path to go around but had to go into the weeds when the stopped car started to roll into his path. They missed each other but it was close. Please don't be a moving target, once you have stopped, stay where you are and let the moving cars find their way by.

I need some input....at Hallett we skipped lunch on Sunday and were done by about two. At ECR we trimmed lunch to about 15 minutes so the workers could get a little break and still get out at a decent hour. My question is do you favor a shorter lunch on Sunday or would you prefer to take the traditional hour? Let me know your preference, you can drop me an email, send a carrier pigeon or talk to me at Hallett.

Next up is a return to Hallett for the season wrap up. A Formula Ford feature race is on tap for Saturday which is always entertaining.

See you there.



From the Tech Shed...

by Karl Jackson, CVAR Chief of Tech

New helmets needed. If you are wearing a helmet with Snell SA 2010 date sticker, the October race at Hallett is your swan song. These 2010 helmets will no longer be legal for the CVAR 2021 season. New Snell 2020 certified helmets usually become available in October but are reportedly delayed this year due to the pandemic.

It is also reported that the 2020 Snell helmets are larger in diameter due to increased head protection. This is VERY IMPORTANT as the helmet-to-roll bar height will be affected. CVAR will be enforcing the 2" clearance of the roll bar above the top of the helmet (from a line drawn parallel to the ground.) If you don't have the necessary 2" clearance, you can lower your seat or raise the roll bar height by adding a high quality "halo" hoop.

Help needed! Your Tech squad (myself and Danny Piott) need additional inspectors. We were really over-matched with 164 entries at ECR. We would both like to race our cars too, so more help is needed, especially Thursday afternoon and Friday morning. Contact me if interested.



Around the Paddock

By George Curl

Wasn't it great to be back on track and see friends again. ECR was a great event and KUDDOS to the hard working Board.

Anytime we, as drivers, are away from the track, for any amount of time, rust tends to develop across our skill levels. That was apparent during Friday practice and weekend races. Because of that, our situational awareness (SA) needs to be acute. It also doesn't hurt to review expectations prior to meeting again at Hallet. We've heard these before but it doesn't hurt to hear them again.

When you spin- both feet in: Get on the brakes so those following you will know how to get around. Two off- Ride it out! If you drop a wheel or two off the track, don't jerk the wheel to re-enter. You've already screwed up and lost your place, Let traffic dictate your re-entry and safely rejoin the fun. We had significant damage to two cars Saturday caused by a driver trying to save his position after dropping two off. Both drivers were out for the weekend and most likely out for the season.

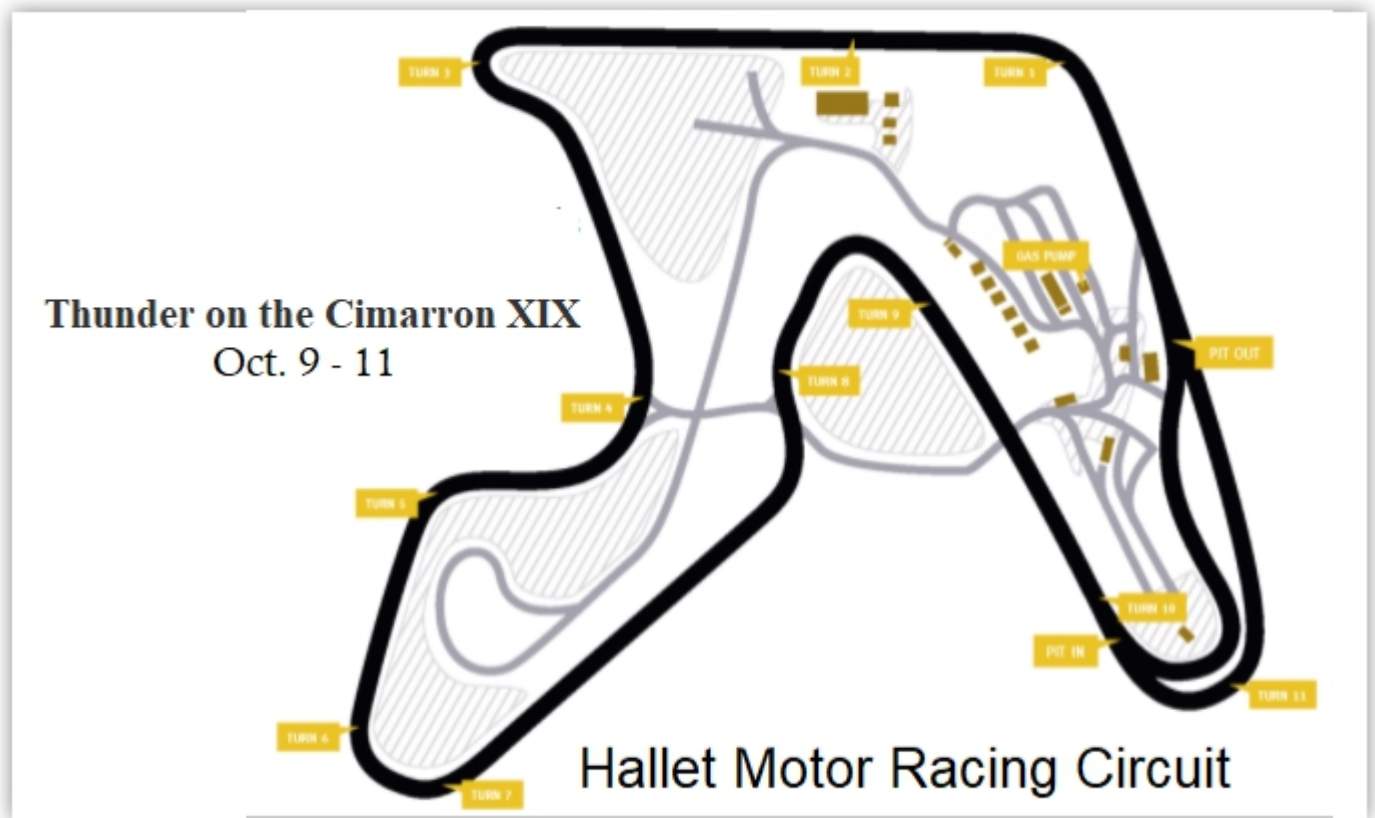
Self Report: As ladies and gentlemen drivers, we must own up to our actions. CVAR has a long standing rule that drivers self report to black flag for the following infractions: four wheels off (don't argue that you only had three, you know if you were off or not); spins or significant loss of control; wheel to wheel or metal to metal contact.. Don't take it upon yourself to decide if there is damage, that's why Black Flag is there.

These rules are in place to protect you and your car. There are not punitive, they are safety precautions.

Until Hallet, remember the most important rule, 'Watch out for the car, directly behind the car, that's right in front of you.'



Our Next Event!



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).

Remaining CVAR Racing Schedule for 2020

| Date | Event | Track |
|------------|-----------------------------------------------------------------------|------------------------|
| Oct 9 – 11 | Thunder on the Cimarron XIX | Hallett Racing Circuit |
| Nov 5 – 8 | U.S. Vintage National Championship (Separate time sheets for CVAR) | Circuit of Americas |



Photos by David Gillen

Thank you Track Support Workers

Editor's Paddock



By Scott Barrett

The Challenge Continues!

After the Brad Balles Drivers School and Races at Eagles Canyon, **David Gillen (DgillenPhoto.com)** posted many great shots from around the Pits. I selected some and posted them below. How many of these people do you know? The first to identify all wins an award not greater than \$100!

