



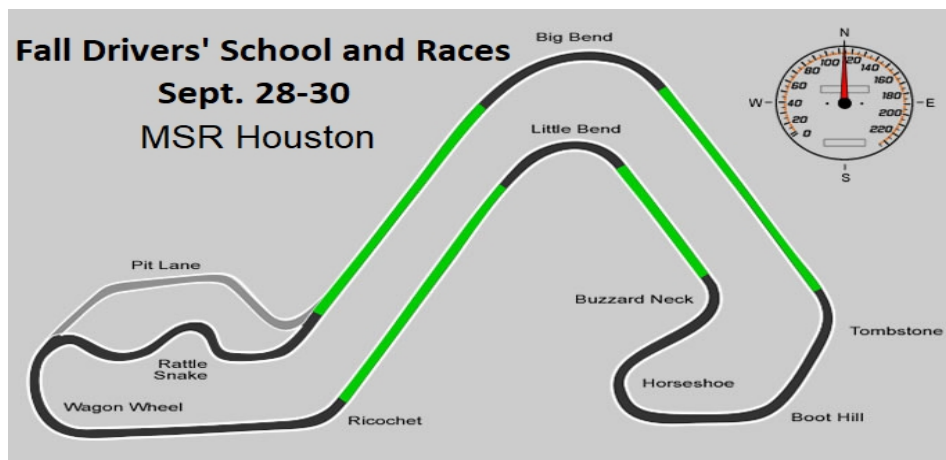
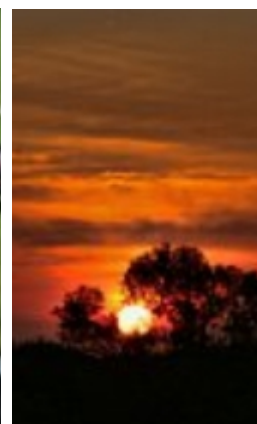
Vintage Racing News

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Photographs by Tim Turner – Hallett Foto Shoppe

A Message From Our President



Herb Says...

For the first time since 2002 I missed a race and it was last weekend at Hallett. Race registration was a little light but all who came had a ball even with temperatures close to 100.

Special recognition goes out to John Kish for racing through the G7 pack to the Winner's Circle. A big THANKS to The Barron Racing Women's Auxiliary for hosting the Saturday evening Happy Hour.

This was the first time at Hallett using our own corner workers and it seems to have paid off with good clean racing. Thanks, for the first time in a long time we had ZERO incidents.

On a very sad note some of us who were unable to make Hallett attended the funeral for Allen Johnson G4 contender who was killed on his way to the Conroe Airport.

Our next race is September 28, 29 & 30 at MSR-Houston in Angleton. Register early and avoid the late fee. Remember we have rentals available for the Fall School being held that same weekend. A big selection of rental race cars, including FV, FF, 240Z, Corvette and Camaro.

See you at the races, HH

BREAKING:

DRIVER IN FRIDAY "FATAL CRASH" WAS SHOT UPDATE FROM CONROE POLICE:

August 18 2018, 12:39 am

"After an autopsy, the cause of death was determined to be a gunshot wound. The Conroe Police Department is actively working this case and we do not have any further information to release at this time."

ORIGINAL STORY:

A crash just before 6 a.m. Friday has claimed the life of a Woodlands resident. At 5:53 am Conroe Police received a call of a car striking a concrete pillar across from the Conroe Regional Airport. The caller told dispatchers that they thought the driver was deceased. Conroe Fire and MCHD responded and determined that the driver was deceased. Conroe Police spent most of the investigating. Conroe Police believe that possible foul play was involved and continues to investigate. The driver of the 1956 Corvette was identified as Allen Tod Johnson, 73, of The Woodlands. The victim was transported to the Montgomery County Forensic Center for an autopsy.

Johnson was well liked and well known in the aviation community and in Montgomery County.



The October 12-14 Eagles Canyon Races have been cancelled.

A major track upgrade is being performed at Eagles Canyon Raceway. Unfortunately, the has caused delays and the hoped for mid-October completion date will not be met.

Chief Steward's Report

By Jack Marr

Our first race back from summer break was Hallett, hot but dry. Turnout was on the light side but those who came had a great time. The FF feature race had 16 cars take the green and they put on a great show. Everyone played nicely and there were no on track incidents so George and Art were happy. It was the first time the track has allowed us to bring our own workers and the drivers liked seeing some familiar faces on the corners. A giant "Thank you" to all who made the trek to Oklahoma!

Looking ahead...

Next up is the school and race at MSR-Houston. Should be starting to cool off a bit by then which will be a nice break from the heat wave of earlier in the year.

Eagles Canyon is in the process of a total rebuild and repaving of the track. If all goes as planned we should be among the first to use the new and much smoother ECR!

The first weekend in December will see us at Texas Motor Speedway for the "Race Against Kid's Cancer" benefiting the Morgan Adams Foundation. In addition to our race there will be various activities including a car show...and spectators! This is a great opportunity to show off your car as well as raise money for a very worthy cause. The Saturday evening blast will feature live music and a gigantic feed. Be there and bring some friends, too! Many have asked about the track layout for this event. It will be similar to the configuration that SCCA has used; the entire oval and infield with a chicane near oval turn one. The SCCA layout ran the cars down on the apron, however the repaving a couple of years ago narrowed the apron to where it can't be our only path. I expect we will be on the lower two lanes of the oval and may or may not use the apron as well. It's exact location and perhaps a chicane at the exit of oval turn two will be determined after we have met with the track again.

See you at the next one!



The Jester Project featuring "Ricky" Bobby Whitehead, "Last Minute" Louis Gladfelter and Marty Baker "The Chicken Majician" playing in the Bakerdome.



Photographs by Brandall Binion

"Fast and Fifty!"

by Angus Lemon

Just over 50 years after the first stand-alone Formula Ford race at Brands Hatch in England, CVAR's Formula Ford Feature drew more entries than the original Formula Ford race (19 vs 14 in the 1967 Brands Hatch race), 15 in Formula Ford 1 (1972 and earlier FFs) and two each in FF2 and FF3. (FF2 & FF3 cars can run slicks in CVAR, FF1 cars run a spec treaded tire) The twisting, winding Hallett Motor Racing Circuit is a perfect course for small formula cars, a fitting venue for CVAR's Formula Ford and Formula Vee feature races.

There was much rejoicing from the drivers before the race started as the 30 min feature race was reduced to 20 min due to the near 100 degree temperatures.

Jeff Norris in his menacing black FF2 1978 Crossle 35F was on pole with Angus Lemon in his purple FF1 1969 Merlyn 11A on the outside of the front row.

After an extra pace lap to remove a stopped car from the circuit, Lemon got on the gas a fraction sooner than Norris and took the lead into turn one. By the end of lap 2 Norris had his slicks up to temperature and retook the lead on the entry to turn 10.

Greg Hibbs took second overall and the FF1 lead from Lemon on lap 3. Hibbs was pushing hard in his 1972 Merlyn 20A, dropping one wheel into the dirt exiting the high speed turn 1. Greg Smith put his beautiful red Swift DB-1 into third overall and 1st in FF3 at the end of lap 5 and set off in pursuit of Hibbs.

On Lap 6, Colorado's James Stiehr in a 1969 Winkelmann WDF-1, took 2nd in FF1 after running side by side with Lemon the entire length of the front straight (that is what Formula Ford engine rules do for us) and taking the inside line

into turn 1. Two laps later he took the FF1 lead and never looked back. Jamie is also promoting CVAR's Race Against Kids Cancer at Texas Motor Speedway, benefiting the Morgan Adams Foundation.

On lap 10 Nick Leonard put his beautiful white 1985 Swift DB-1 into the tire wall in the recently renamed Turn 8/9 combination now called "The Toly" after Hallett Motor Racing Circuit founder Anatoly "Toly" Arutinoff...we are guessing Nick still thinks it is a "bitch."



Photograph by Brandall Binion

On the last lap, still pushing hard, Hibbs spun in Turn 3.

At the checker:

First was Jeff Norris taking the overall win and first in FF2. Second was Greg Smith taking the FF3 win. Third overall and first in FF1 it was James Stiehr, fourth overall and second in FF2 was David Bell in his gleaming (this car is painfully shiny!) 1974 Lola T-342, Angus Lemon was fifth overall and second in FF1 and rounding out the trophy spots was Bob Hancock also in a 1969 Merlyn 11A taking sixth overall and third in FF1, a thrilled Hancock stated "This is the first trophy I've ever won!"

Many thanks to Art Summerville for hand making the Formula Ford Feature trophies out of various engine parts including 1928 Ford Model A pistons!

Thank you to Barron Racing for providing the post-race dinner and adult beverages for all the drivers, crews and workers.



Photograph by Tim Turner – Hallett Foto Shoppe

Editor's Paddock



By Scott Barrett

Allen Johnson, was one of the nicest guys I have known. His obituary sums it all up: Allen was a gentleman, always offering an easy smile, a funny story, an ear to listen, and a helping hand. His humble nature led him to learn and to guide others by asking thoughtful questions. He was generous, and he lifted up all who were fortunate to know him. His kindness touched many people and endures in their hearts and in their actions. You will be greatly missed.

Allen died unexpectedly on August 17. A memorial service was held at Cashner Funeral Home Saturday, August 25, 2018.

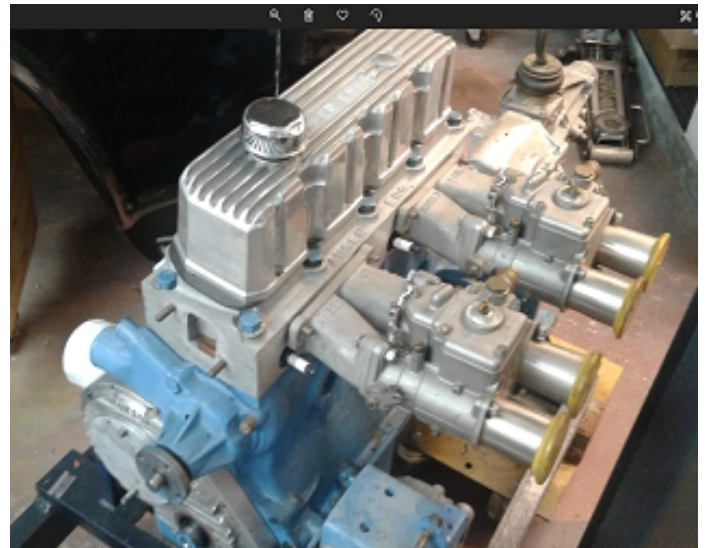
See you at the Ultimate races...

I am putting the finishing touches on my Ansen Chevy II engine – a period correct engine for my mid-engine 1965 Koch Chevy Special. You may recall that Ansen was big in racing and this was the “hot” set up for the midget racers of the '60's. The Ansen crossflow head performed so well that it seemed to win everything so I believe the USAC banned them after a few seasons! I will lose that T-5 in the back since it mates up to my Porsche 356C swingaxle.

Let's get the younger generation excited about racing! Herb...how about a special run group in the future?



Photograph by Wayne Hardy – Allen explaining why his latest creation is slower than David's Pace Corvair truck.



Ansen Chevy II engine with all the Ansen goodies attached along with Weber 45 DCOE carburetors. Mechanical Hilborn fuel injection was also a common option as the take-off plate on the Ansen timing cover provided access to the camshaft.

Formula Ford Feature



Photograph by Tim Turner – Hallett Foto Shoppe

CVAR 2018 Schedule

Date	Event	Track
Feb 23 – 25	Brad Balles Race and School	MSR Houston
Apr 13 – 15	Mike Stephens Classic 55th Birthday Party For Vintage Formula Vee's	Hallett Motor Racing Circuit
May 4-6	British Small Bore Festival	Eagles Canyon Raceway
Jun 1 – 3	Chevy- Ford Challenge	MSR Cresson
Aug 24 – 26	Thunder on the Cimarron Formula Ford Feature	Hallett Motor Racing Circuit
Sep 28 – 30	The Brad Balles Fall Drivers' School and Races	MSR Houston
Oct 12 – 14	Ford-Chevy-Challenge Cancelled	Eagles Canyon Raceway
Nov 1 – 4	U.S. Vintage Nationals	COTA w/ SVRA
Nov 30–Dec 2	Race Against Kids' Cancer	Texas Motor Speedway