



VINTAGE RACING NEWS

Volume 25 Number 1

The Premier Racing Organization of South Central United States

March 2025

Our Next Event!

19th Annual Mike Stephens Classic

March 14-16, 2025

Hallett Motor Racing Circuit

- **NEW** Pavement at Hallett!
- **David -vs- Goliath** (D&G) Saturday Feature Race:
 - ALL Closed Wheel Cars Eligible (Groups 1, 2, 4 & 7)
 - Grid will be limited to 35 cars – Sign up when you register
- Extra “Test Session” on Friday for all D&G Participants.
- Special D&G Trophies.
- **PLUS** Our Traditional Spring Hallett Saturday End-of-Day Formula Vee Feature Race.
- **PLUS** Sunday Afternoon Bonus “Backwards Test Sessions” for all Groups.
- Experience running the track “Clockwise” in preparation for our October event when we will run all the races Clockwise.
- Sponsored “Pizza Party” on Friday Evening.
- Traditional Saturday evening “Party at the Pavilion”.

THE 19TH ANNUAL MIKE STEPHENS CLASSIC

DAVID VS GOLIATH

35-Car Closed Wheel FEATURE RACE

MARCH 14 - 16

hallett MOTOR RACING CIRCUIT NEW PAVEMENT!

MUSTANG CORVETTE CAMARO MG MINI PORSCHE DATSUN



A MESSAGE FROM OUR PRESIDENT

I am, by nature, a “glass is half full” person. I’m *always* optimistic and confident about the future. There is rarely a challenge or problem that I believe can’t be met or solved if we put our minds, talents, and efforts to it. I feel the same about CVAR.

However, as I sit down to write this message, I’m in a “Metallica – Fade to Black” mood. The first line in that song, “*Life, it seems, will fade away, drifting further every day*” sticks in my mind today.

This is a song about death, but being the eternally optimistic fellow that I am, to me this first line is a message to live every day in the moment and to *never take anything for granted*. When I think this in the context of CVAR, it makes me appreciate the gift CVAR has been to me in my life for the last 25 years. It has been a true blessing, and *I will never take it for granted*.



That brings me to my primary, singular message to our members in this newsletter:

Never take CVAR for granted!

We are a member-based social club which just happens to race old cars. To thrive it requires YOU.

YOU are the only reason CVAR exists. CVAR is a little micro-society of people from all walks-of-life that support each other in this great adventure of racing old cars. We are a societal “family”. YOU are what makes CVAR possible. YOU are also what makes CVAR such a blessing. I have met some of the best people in my life through CVAR. I will forever be grateful.

CVAR is facing some unprecedented challenges in today’s economic and competitive environment. Time is also not our friend. Are we changing? YES. If we don’t adapt to our environment, like the song says, *we will “fade away”*. As your President, I am on a mission to not let that happen. My cup is always half-full, but for CVAR to both survive and thrive, we need YOU, our members, to fill the other half of the cup!

Your current CVAR Board and Operations groups are very smart, talented, amazing and committed people who working very hard for YOU. But, that’s not enough.

For the club to survive, and thrive in this environment we need to two key things:

1. We need YOU to participate with your time and dollars in as many CVAR events as possible. Make CVAR your first choice when it comes to your racing budget and time. Support YOUR club first and often.
2. We need YOU to participate with your time and talents to “fill our cup”. If you raise your hand, we will find a place to put your talents and energy to use. Opportunities abound!

CVAR is a Blessing. Don’t take it for granted.

Steve Coleman, CVAR 2025-26 President

GOOD TO KNOW...

How do we make our Race Schedules?

Putting together an event race schedule may seem like a simple thing, right? It's not like we haven't done this before, right? Here are some interesting things you may not know when it comes to putting our schedules together:

- First, we have to think about how many people will attend for each group. (we basically guess... based on history).
- Second, we consider the operational capabilities of the track. Some are capable of "hot retrievals", some are not, and some have fast operations and some do not. This determines the "slop time" we bake into the schedule for operations to work smoothly.
- Then, we try our best to give the group with the "Feature Race" special consideration in terms of their position in the schedule, so that they have time to prepare for their feature. If it's a school weekend, the students also get special consideration.
- Next, we consider our "rotation". We try to give every group an opportunity to be first in the rotation. This is not always possible.
- Finally, we consider individual participant needs and requests. We often have "second car" people. We also have some members that are sensitive to "Combining Groups", as not everyone wants to run in "mixed company".

In the end, we try our very best to listen to our members and give them the most track time and best experience we can. We are not perfect...but we try. Oh, and the schedule is always subject to change based on who and what cars actually show up! Flexibility is the order of the day both for operations and participants.

CVAR Financial Trivia

... it costs on average \$60,000-\$70,000 for CVAR to host a racing weekend.

... our radios are 13 years old and will cost \$20,000+ to replace.

... event insurance increased in 2025 by 18%.

... Tracks charge extra for "oil clean up and tire wall repair".

WEEKEND AT NOLA 2025!

CVAR Smiles @ NOLA 2025

Photos by: James Tu



What our Members Say!

2025 Nola Participant Satisfaction Survey Results

(a little more than 50% of the event participants completed the survey).

Average Ratings 1-10, with 10 being the Best!

- Registration 8.6
- Feature Race 9.5
- Operations 8.6
- The Track 8.5
- Would you attend NOLA again? Yes or No? 100% said YES.



Here is a sampling of comments:

3 Positive Participant Comments:

- “The texts for Group calls were awesome.”
- “The Track was great! A long drive, but I’ll do it again.”
- “Combining Groups 2, 4 &7 made it a fun event.”

3 Participant Comments about Improving the event:

- “Don’t put Group 4 with Group 2 & 7.”
- “Saturday dinner seemed a bit disorganized.”
- “RV Slots weren’t quite ready in time.”

Your voice matters. Expect surveys after each event.

VMC Annual Meeting Summary

Attended by Steven Schultze

The Vintage Motorsports Council (VMC) annual meeting was held the weekend following our NOLA race. Hosted by VSCDA in Indianapolis, IN, the meeting took place at the renowned Dallara IndyCar Factory, where participants enjoyed a brief tour of the facility. Additionally, Vintage Indy arranged visits to a local IndyCar restoration shop and their own facility, providing insights into vintage racing operations and the craftsmanship of those that restore these machines. Road-Keeper further enriched the experience by presenting their in-car video system and offering a discount code (details below).



A significant portion of the meeting focused on sharing best practices and discussing how clubs manage their operations. Key topics included:

- **Safety Protocols:** Annual safety and technical inspections, along with routine event safety checks.
- **Maintenance:** Upkeep and expiration of safety systems.
- **Driver Development:** Driver school instruction and conduct, both on and off the track.
- **Incident Management:** Reporting and handling of infractions.
- **Technology:** The use of in-car cameras.
- **Emergency Preparedness:** Development of comprehensive emergency action plans.

It was a mixed report on individual club growth. Some clubs shared that they had seen increases in attendance and membership, while others remained essentially flat. Clubs are adopting a variety of rules, including specifications on acceptable car model years to support newer drivers – one club, for example, accepts vehicles up to the 2000 model. Additionally, hosting feature groups or including cars that do not conform to a club’s current rules for a one-time event helped boost attendance.

A primary concern driving these discussions was an 18% increase in insurance premiums for our events this year. There was a shared belief that by standardizing policies across clubs, VMC could potentially negotiate lower future premiums. It was made clear that while VMC does not set policy for clubs, the aim is to foster cooperation around mutually beneficial standards. Although no binding agreements were reached, clubs are now sharing their forms and policies for review and adaptation.

The meeting also addressed the broader challenges within the motorsports insurance market, where many underwriters are reducing their exposure, affecting all sectors of motorsports.

Additional highlights included:

- **Flagtronics In-Car Safety System:** Road America reported installing this system at their track as an extra safety measure. While a full club system might be cost-prohibitive, individual drivers can purchase their component for \$299. Flagtronics is scheduled to present at a future meeting.
- **Race Keeper and Road Keeper Video/Data System:** Presented by Bill Stevens, the Road Keeper features two cameras and an internal system for capturing and editing video and data, all supported by subscription-free software. VMC members can take advantage of a \$75 discount using the code VMC75.

For more details, please visit:

- Dallara IndyCar Factory: <https://indycarfactory.com>
- Vintage Indy: <https://vintageindyregistry.com>
- Flagtronics: <https://flagtronics.com>
- Road Keeper: <https://www.race-keeper.com/road-keeper/>



The Vintage Motorsport Council (the VMC), is a coordinating body for vintage motorsports groups. Now over 30 years old, the first organizational meetings were held in Denver in November of 1987, and then finalized in Chicago in January of 1988. VMC Member Organizations now include thirty vintage motorsports groups, including both for-profit and non-profit vintage groups throughout the United States and Canada.

The VMC provides its Members with a forum to address matters impacting the growth and health of vintage motor sports, as well as an opportunity to gain insights about how others address mutual problems and opportunities. One should be clear: the VMC is not a governing body. Each Member Organization is free to make its own rules governing its events, car eligibility, car logbooks, competition licensing policies, etc. While the VMC may recommend rules or procedures, Member Organizations are free to adopt them or not.

MEMBERSHIP

Membership and Track Rabbit

Steven Schultze - Secretary

As CVAR's Secretary, I've been working to ensure that our club's messaging is clear and that our members stay informed and up-to-date. I collaborate closely with Linda Cardenas, our Registrar and Licensing coordinator, and Herb Hilton, our Membership lead, to keep everything running smoothly. We frequently get questions about membership and licensing, so I thought it would be helpful to provide a quick overview.

Membership:

- All memberships (except Lifetime memberships) are on an annual renewal cycle, expiring on December 31 each year.

Licensing:

- Your competition license is separate from your membership, so it's important to keep both up to date. Note - You must have an active Membership to go along with your license.
- For drivers under 60, the license is valid for two years from the doctor's signature.
- For drivers 60 and older, the license is valid for 13 months from the doctor's signature.

Current competition (driver) memberships as of this writing, 150 members have renewed in 2025, and 24 new members have joined CVAR. There are 87 members from last year who have not renewed.

Track Rabbit Transition: The shift to Track Rabbit has been a smooth transition for some, while others have experienced bumps along the way. We did encounter some initial challenges when we first opened registration for the NOLA event, but those were resolved within the first few days. Since then, issues related to Track Rabbit's system have been minimal.



If you're still getting familiar with Track Rabbit, I'm happy to help. Below are some of the most common issues I've been called upon to assist with:

- **Access Issues:** If you're having trouble accessing Track Rabbit (or creating an account), try using the "Forgot Password" feature. This has resolved over 99% of login problems.
- **Account Verification:** If you've created a Track Rabbit account but didn't click the verification link in your email, you won't be able to access your account after a period of time. Check your inbox for the verification email and follow the steps soon after account creation.
- **Event Registration Problems:** If you're unable to move past the step where you enter your group and car information, check to see if any required questions were skipped. Any missing answers may be holding up the registration process.
- **Purchasing Additional Items:** If you're purchasing or donating to the radio fund, corner worker fund, or dinner tickets, be sure to enter a quantity (e.g., 1, 2, 3, 4, 5, etc.) for each item.
- **Payment Issues:** If you're unable to submit your payment during registration, review your personal and

emergency contact information. Some fields may not be fully completed, which can prevent the final step from being processed.

- **Editing Completed Registration:** Similar to MotorsportReg, once you complete your registration, we do not allow editing. You will need to reach out to our Registrar for changes.

To make your experience easier, I've included some helpful video links to guide you through Track Rabbit:

- [Setting up your Track Rabbit profile](#)
- [Driver registration process](#)
- [Marshal and worker registration](#)

How to See Who's Registered for an Event: If you want to see who's registered for an event, go to the event details page and click on the 'People' and 'Vehicles' tabs. Under the 'People' tab, you'll see a list of everyone who has signed up.

Please note that Track Rabbit has a privacy setting for this feature. When you first create an account, the default privacy setting is "Friends and Club Only," which means only other club members can see the names of those registered. If you prefer, you can update this privacy setting in Track Rabbit. We will place updated event registration listings on the CVAR website so everyone can see who's participating.

Membership Trivia...

1. We currently have 28 NEW CVAR members that were not members in 2024.
2. 80% of our 2024 Membership has renewed so far in 2025.
3. We currently have 5 "Corporate Sponsor" Members.

FROM THE TECH SHED...

by Karl Jackson, CVAR Chief of Tech

As you may have seen, the CVAR BOD has approved a clarification of the helmet requirements for 2025:

- No significant changes here. We still use the Snell approval date (done every five years) but we now give drivers 11 years to allow for the supply chain to provide retailers with enough time to get the latest helmets on the shelf. This has always been our unofficial policy.
- It is now official. We've also included FIA approved helmets as acceptable to CVAR.

Track Rabbit has now provided us (thank you Steven Schultze!) with a question and column about your cars last annual as well as your need for a rental transponder. If answered correctly, this will allow us to better prepare for each event. Don't worry though, if things change, they can still be attended to at the track at Tech.

Due to numerous requests, Tech will now be the home for CVAR swag. We currently have stickers and patches and promise to provide hats and t-shirts in the near future.

FROM AUTHENTICITY...

By Ricardo Price, CVAR Authenticity Chief

In January, the Board adopted the most significant change to our rules in many years. We have expanded eligibility for Production and Sedan cars to 1985. This means we are busy in Authenticity (Ricardo Price, Jeff Garrett and Bob Kramer) with our “Rules Transition Year.” Be on the lookout for more cool cars and new members. I’ve been getting lots of calls from people that have wanted to run with us for years but didn’t have a home in our rules. It’s great to be able to say “yes”! A couple of examples from NOLA:



Plus, Mike Stephens’ E-Type will be joining us at the Mike Stephens Classic!

Changes to the “Rules” Page

A new Master Rules Document (Rev. B) has been published in the “Rules” page of the CVAR website. This document contains updates for the new rules. We have also published a “bookmarked” version of the 1985 GCR. The bookmarks make it far easier to navigate the rules and find your car sheet. Check it out!

1985 Eligibility in Groups 2 and 7:

We have expanded eligibility to 1985 in Groups 2 and 7. Details are in the “1985 Eligibility for Groups 2 and 7” link on the “Rules” page. This link is also Appendix E of the new Master Rules Document (Rev. B). Brief synopsis:

The 1985 rules create two performance tiers (cars using Production rules and cars using GT rules). Since we are also retaining 1972 classes, we will end up with three performance tiers in Groups 2 and 7 as follows:

- Cars prepared “up to and including” 1972 Production and Sedan Category Rules
- Cars prepared “up to and including” 1985 Production Category Rules
- Cars prepared “up to and including” 1985 GT Category Rules

Group 2 Classes will be:

- **EP** ('72 Production rules)
- **FP** ('72 Production rules)
- **CS** ('72 Sedan rules)
- **EP+** ('85 Production rules)
- **FP+** ('85 Production rules)
- **GT4** ('85 GT rules)
- **GT5** ('85 GT rules)

Group 7 Classes will be:

- **CP** ('72 Production rules)
- **DP** ('72 Production rules)
- **BS** ('72 Sedan rules)
- **GT2C** ('85 Production rules)
- **GT3D** ('85 Production rules)
- **GT2** ('85 GT rules)
- **GT3** ('85 GT rules)

Cars built to '85 categories must use a “treaded tire.”

Acceptable radial tires include Hoosier “Speedster” series and any radial tire of 100TW or higher with molded treads. A slick tire with 2 grooves (i.e., Hoosier R7, Toyo RR) is not approved for the '85 categories.



What About Group 1?



Last year we had several rule change proposals for Group 1. These were for dogbox transmissions, multi-disc clutches and SVRA/HSR wheel widths to accommodate participants with cars prepared to SVRA/HSR rules. Through the rule change process, numerous methods to address the requests while ensuring fairness were discussed. At the time of the January annual meeting, the situation was still in flux so the Board adopted an extension to June 30, 2025 to finalize and bring forth final proposals.

We intend to process these proposals on an expedited basis. The next step will be to publish the revised state of these proposals to former and

current Group 1 participants with a short survey. We expect to open the survey by March 10, 2025 and leave it open for 30 days after which the results will be taken to the Board for adoption. Roger Williams and Keith Davidson are assisting.

In the meantime, last year’s “Grace Period” is being extended through CVAR’s Spring races. Group 1 cars using dogboxes, multi-disc clutches, SVRA/HSR wheel widths and 1985 preparation are welcome to participate while we work the proposals to closure.

New Authenticity Declaration Forms

We have transitioned to “Cognito Forms” for our Authenticity Declarations. This offers the following benefits:

- Easy to fill-out online form (use your PC, Mac or Smartphone). I found it easier than our previous PDF form.
- Electronic signatures.
- Automatic online submission, no need to print out and give to a Group Representative or Authenticity.
- Authenticity automatically alerted upon initial submission or subsequent updates.
- Creates electronic data for easy lookup and review.
- Ability to upload files with your Declaration. This is a handy place to keep photographs, FIA recognition forms, or any other momento for your car.

When you submit your form, you will automatically receive a PDF copy and a link to the electronic submission. Please keep the link, as that link is where you would update the form for car changes. If for some reason you lose the link, please contact Authenticity for assistance.

Let’s all thank Jeff Garrett’s sister Allison Garrett for this great improvement!

The Cars Are the Stars!

Calling for submissions. We are going to dedicate a portion of our website to featuring the cars of CVAR. We’ve got some interesting cars with stories to tell. Period race history? A replica of a significant race car? A basket case that you lovingly restored to racing glory? Everybody loves a good story.

Guidelines:

- Pictures please!
- This content will be published on our website, so keep privacy concerns in mind.
- Please contribute!

The intent is to provide an online repository for these cars’ stories and to attract browsers to our website, events and perhaps even participation. We’ll also use the submissions to select a featured car for each newsletter.

More to come . . .



AROUND THE TRACK

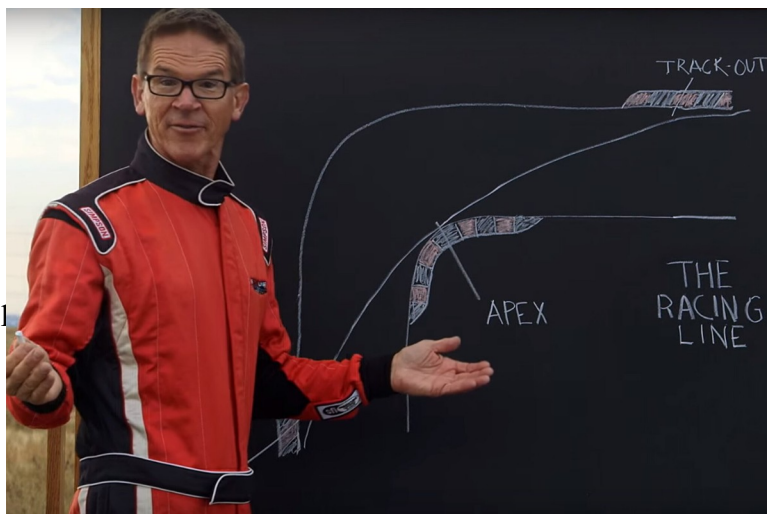
By Randy Pobst

Submitted by Berkley Merrill

The Late-Move Pass/Crash

Randy Pobst

2-Time Runoffs National Championship
3-Time Solo National Championship
4-Time ProSolo Championship
4-Time World Challenge Championship
2-Time ROLEX 24 GT Winner
SCCA Member since 1980



Watching some tweeted highlights from recent races at Watkins Glen and Canadian Tire Motorsports Park, I witnessed some really fine driving that impressed the heck out of me. Both after restarts, when the fields were closely bunched.

At CTMP, it was the prototypes at the pointy end of the overall grid. Jordan Taylor took his Cadillac two-wide around the outside of Turn 2. One of the most intimidatingly fast blind sweepers anywhere (a *wow*, even from a jaded warhorse like me) and continued that way through Turn 3 ‘til finally pulling in front on the next straight. Door-to-door, no contact.

At Watkins Glen, it was the GT gang in a 15-car knot on a very wet track; two-, three-, and even (I kid you not) four-wide from the inner loop to the exit of The Toe of the Boot. If anyone touched at all, I sure couldn’t tell. High risk, yet no spins and no take-outs.

A masterly display of racing ability. The car control and spatial awareness required to pull this off is huge, along with the respect for competitors about which I often preach. Pro. It pleased me greatly because I know what it takes to accomplish this.

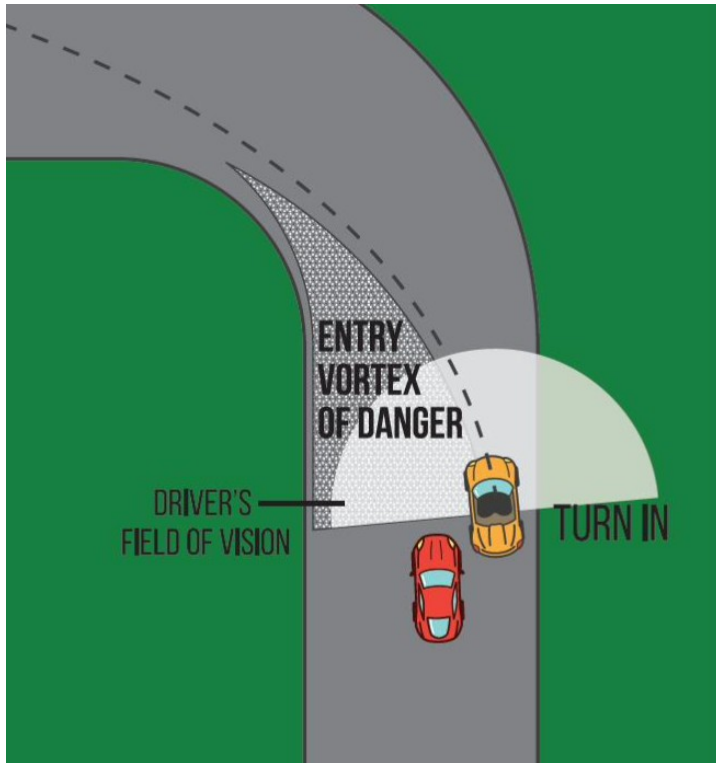
“The car control and spatial awareness required to pull this off is huge, along with the respect for competitors”

I was further gratified to witness this display of driving prowess because of the mild horrors I encountered just two weeks prior with my coaching client Sara Edge in her first race after all the track driving we have done, and that’s where I am going with today’s rant: late moves.

Sara was repeatedly attacked from her blind spot. Late moves: don’t make ‘em. But in order not to make such ill-advised pass attempts, the driver must know exactly what they are. The pros about whom I wrote, already know. At least in the thrilling corners on video, no one got punted into a spin on the inside rear corner. Loads of talent all around to stay clean four-wide in the gray mist of a soaking wet track.

“Late move,” defined: it is after the turn-in for a corner. Or worse, at the apex in the middle of a corner. The videos I was privileged to see showed Sara’s Cayman Clubsport hang a right in full view of the camera in the car attempting to pass. I once called this the “Vortex of Danger.” There’s a triangle formed by the turn-in point on the

outside, the inside edge of the road at the point, and the apex of a corner. There's a squeeze play happening here, and the attacker can see the victim, but not vice versa. It's a closing hole and sticking your nose in there will lead to body damage and mutual anger.



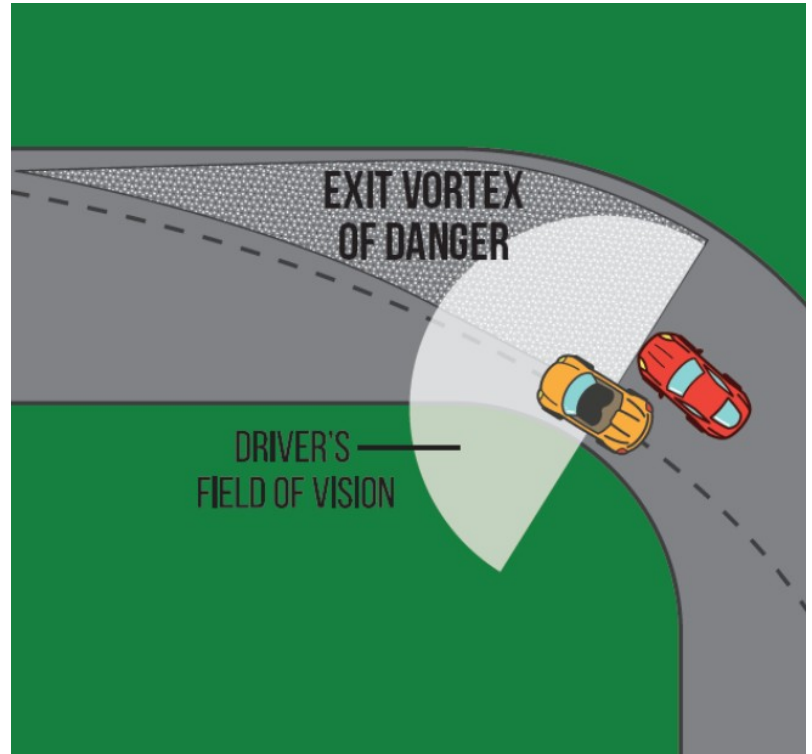
That's the "Late Move." It looks so tempting. Sucks the unaware right in there. For a moment, it looks like the door is open. It is not, racers. If the car ahead of you has already turned for the corner, it is *too late*. Try again later. You have got to get next to the car ahead in the brake zone. You have got to get into the driver's field of vision, because that driver cannot be expected to avoid something they cannot see once turned. Perfectly logical.

Regular readers have heard this before and thank you for hearing it again. Please pass this column out to new drivers, or old ones who don't get it – of which there are many.

Incident 1: Sara is aggressive and just made a late pass of her own a few corners before, following another passing car right through the apex making it clean, but with more than a little help from the guy getting passed, who saw her coming. So now he's a little worked up, and he's also a rookie.

Back down the front straight, he hangs inside and too far back, clearly threatening a dive bomb (another phrase for a "Late Move"). Rookie Sara, in her first practice start ever, doesn't realize the danger, and drives the racing line, late-braking (she's really good at that) and cranking the wheel into the turn with a little trail brake. The new guy goes straight for the apex from well behind, and arrives there the same time as Sara, banging her door with the nose of his car. *Bonk!*

Later, he exclaims, "She turned in on me!" Have you heard that before, SCCA'ers? Of course, she did. *Before* you stuck your nose in. She's every bit as fast as you, and she was at the normal entry point to the corner, and from there on in, she should not see your late move. That's what makes it a "Late Move." That's the danger of the Vortex of Danger. The lead car's driver cannot see your late move once she or he has turned. The lead driver is looking toward the apex at this



point, and must do so, in fact, and cannot look over their shoulder at your attack from the blind spot.

Incidents 2 and 3: Next practice start. Almost exactly the same thing. Late move number two comes in, straight for the apex, after the turn-in. This time it's a moment sooner, and I'm again watching the in-car video of the passer, with her car in full view. Sara suddenly sees the dive bomber in her peripheral vision at the last possible instant, at the apex, mid-corner, and swerves in surprise deftly left, avoiding contact with the passer *she could not see coming*.

Leading us to Incident 3: The video car sees the hole punched by the dive bomber and goes for it. Again, from Sara's blind spot, while she's pushed wide and vulnerable. She recalls her coach Randy saying it's always best to follow a car through the apex on the normal line. Well, I meant when they get through clean in the braking zone; while she's a strong driver, she's still a rookie racer and has not yet had the experience to understand such a nuance. That's why there are giant Xs on the back of her car, and the very reason these practice starts are happening.

“The lead driver is looking toward the apex at this point, and must do so, in fact”

On the second passer's video, we see Sara suddenly returning to the line, and *boom* – at least it was the already dented door. Whew! Drivers, can we be just a little more cautious when racing with someone we know is new to this wonderful sport?

All three of these passes came from the inside rear, from behind, out of sight, in the corner. The kindly stewards of this non-SCCA event played the video and explained how Sara should have known the passing car was back there, making a late move. Pros develop an instinct. Rookies don't have it yet, and its purpose is only to avoid the Danger Ranger making the late move anyway! To make a clean pass, get into a driver's field of vision while braking, before they turn for the corner.

No late moves.



HISTORIC PIONEERS

By Colby Lemmons – Board Member at Large

I have always been fascinated by the ability and the efforts of previous pioneers in the racing world taking a concept and running it through the testing and development phase to see if it did indeed bring them gains in the areas of performance they were pursuing. This is one such example that I have been learning more and more about from the Trans Am racing series back in the late 60s and 70s. As is the case with many things, there's quite the story behind these types of devices that were developed during the time when one second gained in performance here and there was a large difference maker in overall results of the racing series. Here's an overview of old parts that might be on a car sitting in the paddock next to you.

The Bud Moore Mini Plenum: A Trans-Am Performance Innovation

In the high-stakes world of late 1960s and early 1970s Trans-Am racing, every small performance gain could make or break a championship. One such innovation was the Bud Moore Mini Plenum, a specialized intake manifold designed for the Ford Boss 302 engine. Created by legendary builder Bud Moore, this compact intake helped keep Ford's Mustang competitive against Chevrolet's Camaro Z/28.



Unlike traditional high-rise intakes, the Mini Plenum featured a compact chamber with individual intake runners, improving air and fuel distribution. This design minimized fuel separation issues, delivering a more efficient combustion process and sharper throttle response—critical for quick corner exits. Optimized for Holley 850 CFM double-pumper carburetors, it ensured steady airflow for peak performance at 7,500-8,000 RPM, where the Boss 302 thrived.

Made from lightweight aluminum, the Mini Plenum provided both durability and weight savings, essential in the punishing conditions of Trans-Am racing. Its advantages—strong mid-to-high RPM power, improved throttle response, and efficient fuel delivery—were instrumental in Ford's battle for dominance, particularly in the 1970 and 1971 seasons.

Today, the Bud Moore Mini Plenum is a prized collector's item, symbolizing an era when ingenuity shaped the outcome of races. But Ford wasn't the only one pushing the limits—Chevrolet and AMC had their own innovations. Stay tuned for a look at how Smokey Yunick, Winter's Foundry, and others helped Chevrolet fight back in the horsepower wars of Trans-Am racing.

GOOD TO KNOW...

Action Cams - You don't have to spend a fortune

Jackson Williams

Action Cams are becoming mandated in many clubs that you may race with, but they are still just a “nice to have” item in our little corner of the world. With the many expensive choices out there, adding one to your car can be a financially daunting proposition. While it's nice to have data acquisition devices that record many stats for you to improve upon (plug to our VMC sponsor, Race Keeper, use code VMC75 for \$75 off), sometimes just simple video footage is all you need to help diagnose driver/car issues. If you search online, most recommend spending hundreds of dollars for a simple GoPro, but there are many other options. If you're looking for a decent camera to record your race, an AKASO Brave 4 (<http://tiny.cc/cvaractioncam>) may be for you. For just \$79 on Amazon (at time of writing), you can get all of this:

The Brave 4 is the 2022 version of their Brave line, but is still a serviceable camera. This is a well-reviewed unit, with a good bang for your buck starter kit. This same company has cheaper (and more expensive) units, but this

unit is reviewed to be a great buy as far as price vs performance. It has all the items you need to start your Action Cam journey (mounts, remote start/stop buttons, batteries, etc.) If you'd like to spend a bit more, the Brave 8, has been rated by Tech Radar as the “Best Budget Cam” in a recent review, and clocks in about \$160, just for the camera alone. The one thing I'd recommend is making sure you purchase a good microSD card. In my experience, cheap cards tend to fail in oddball ways, so it's one place where I'd splurge on something like a Lexar Professional Silver Plus series microSD card (<http://tiny.cc/cvarsdcard>). 14 dollars will get you a reliable 128 GB unit, and that should be enough to record an entire weekend of footage at 1080p, or if you prefer to record at higher resolutions, it may be enough to get everything but P&Q/warm-ups. Of course, it never hurts to buy bigger. No matter what camera you choose, having one in your car is always a great driver aid, and helps you keep the memories of the great times on track preserved.



See you at the track and keep the shiny side up!

CVAR CHAMPIONSHIP

By Simon Hughes - Board Member at Large



As Corinthians, “*We compete for the satisfaction of racing vintage cars, not for the glory*”. With that in mind some of us like to measure our performance against our fellow Corinthians and the annual CVAR Championship allows us to do this.

The award of championship points is designed to encourage participation and “the love of cars authentically prepared”.

You must be a **current CVAR member** to be eligible for the CVAR Championship. So please join or renew your membership.

For full details on the Championship refer to page 76 of the CVAR’s *Race Classification and Rules*. However, it may be useful to provide an overview here:

Championship Points:

A winner will be crowned in each class with a trophy. Trophy allotment based on number of cars entered in class during a season (up to next-to-last race of the year). If there are less than 3 entries during a season, only the 1st place trophy will be awarded. If 3 to 5 entries, then 1st place through 3rd place trophies will be awarded. If over 5 entries, 1st through 5th place trophies will be awarded.

- Entry Points – 5 per race entry.
- Authenticity – maximum of 10 points (refer to page 76 of the CVAR’s *Race Classification and Rules* as to how points are awarded).
- Races 1, 2 & 3:
 - Start – 1 point for taking the green flag.
 - Finish – 1 point for finishing each race as determined by scoring. This is defined as having completed 50% or more (rounded up) of the laps completed by the Group winner. If the Group winner completes 9 laps, you must complete 5 laps.
- Race 3 (Points Race):
 - 1st through 4th placing in class – 2 points in addition to start and finish points defined above.
 - 5th and 6th places in class – 1 point in addition to start and finish points defined above.
- The Sunday afternoon “Fun Races” and Feature Race do not count to the Championship.
- So, a maximum of 23 points can be awarded per entry per weekend.

Unofficial results are published within 7 days of the race weekend and are open for review for 7 days. Once the points are declared official, then the Championship Points and Standings are compiled and will be published within 5 days. Championship Standings are by class, so with some Groups having multiple classes, this can be more complex and time consuming.

So, what you can do to help us:

- Join CVAR as a member or renew your membership asap if you wish to participate in the Championship.
- Submit an Authenticity Declaration as soon as possible as this is a significant portion of the total points that can be awarded.

If you do the above before the summer break (after the Houston event), we will deem you eligible for the Championship and award the appropriate Authenticity points. Summer break is the cut-off as new classes will be introduced for the last 2 races and may require re-classification of some entries, points and standings.

- If you notice any discrepancies (personal information, car #, color, start/finish status, finishing position) in the results sheets distributed throughout the race weekend, please advise Time and Scoring, your group rep or myself, as soon as possible so that it can be rectified as quickly. The more accurate the unofficial results are at the end of the weekend, the easier and quicker it is to publish the official results and Championship standings.

If you have any questions, please send me an email:

IXLivesRacing@outlook.com or call Simon Huges at (832) 206-4166.



GROUP 3 HAPPENINGS

By Simon Hughes & John Williamson

View From the Winners Circle #1



“The Motley Crew” aka Group 3

A big Thank You to **Ed Ziegler** for sponsoring the Winner Circles banner, hosting the “Motley Crew” at ECR last year.

Round 1, 2025 CVAR Championship – NOLA Motorsports Park, 14th to 16th Feb. 2025.

What a great start to the year with another great turnout by Group 3, with 26 entries, including 5 students in FV’s. Tom Smith originally signed up for the school in his 1973 MG Midget, but at the last moment he had to swap to the #102 Blue & White 1968 Zink C4. Congratulations Tom, and I am sure you cannot wait to get back to your Midget, but you are welcome to come to join us again in the wonderful and sometimes wild world of Group 3.

Thank you to *Bigger Hammer Racing*, *Barron Racing* and *CWJ Enterprises* for supporting the 5 students.

It was great to see the “NOLA Krewe” running with CVAR again, including the trio from the Phillips family, with Robert #659 (in addition to his duties as Race Chairman – thank you for a great Saturday night party), Amelia #10 and Madeliene #18. Donal Rajasingam, Daniel Person, Ken Milvid, Mark Lobell, Mario Munoz and Dion Fauchaux completed the entrants from Louisiana – thank you for your hospitality and spirited driving.

Valentine’s Day saw an early showing from Simon Hughes, John Williamson and Jason White in TT1. John Williamson, Scott Elieff and David McMaster topped the charts in TT2, and Jason White, John Strnad and Bill Griffiths in TT3. Colin Underhill topped out the day with a 2:12:497 followed by Simon Hughes and John Williamson. The top 3 were separated by less than .200 of a second.

Simon Hughes, John Williamson and Donal Rajasingam headed up the grid for Race 1, followed by Jason White,

Colin Underhill and Daniel Person in P4, P5 & P6.

Daniel Person posted the fastest lap in Race1 with a 2:12.690, with Simon Hughes, Daniel Person and John Williamson taking the podium positions.

The podium for Race 2 featured the same 3 racers, but in a different order, with Simon Hughes in P1, John Williamson in P2 and Daniel Person in P3. The fastest lap was 2:11.902 by Simon Hughes.

After 2 hard fought races, Saturday was closed out with a 20-minute Formula Vee Feature Race.

Despite in P1 on the grid, Daniel Person beat Simon Hughes to the start-finish line (unfortunately a common occurrence throughout the weekend) after the drop of the green flag. Daniel led into Turn 1 with Bill Griffiths sneaking up on the inside.



Simon Hughes #9 (left), Daniel Person #15g (right).

Daniel Person #15g (left), Bill Griffiths #66 (right).

Simon Hughes led Lap 1, followed by Daniel Person, Bill Griffiths and John Williamson. John Williamson moved up to P3 at the end of Lap 2 and P2 at the end of Lap 3, followed by Daniel Person and Bill Griffiths. Daniel and John Williamson continued to swap positions on laps 4, 5 & 6, with Bill Griffiths waiting for an opportunity to move up the order.



John Williamson #103 taking P2 into Turn 1.

Unfortunately, John Williamson suffered a mechanical problem on lap 7, with Bill Griffiths taking that opportunity and moving up into P3.

Podium positions were Simon Hughes in P1 with a 16 sec. lead, Daniel Person in P2 and Bill Griffiths in P3. Fastest lap was 2:10.629 by Simon Hughes.



Group 3 after the inaugural Formula Vee Feature Race at NOLA.

Sunday morning saw the first Points Race (Race 3) of the 2025 Championship, with Simon Hughes and Daniel Person starting in the first row and Dave McDowell and Colin Underhill in the second row. Daniel Person led Simon Hughes again going over the start-finish line, but Simon Hughes led coming out of Turn 1. Bill Griffiths opted for the outside line into T1 and took P3 coming out of Turn 2, with Colin Underhill in P4.



Bill Griffiths #66 taking P3 through Turn 2

A closely contested race continued between Bill and Colin over the next 4 laps, until Colin made a decisive move on the inside of Turn 13 to take P3 at the end of lap 8.



Colin Underhill #39 overtaking Bill Griffiths #66 taking into Turn 13 to take P3

Congratulations to Daniel Person and Colin Underhill for finishing in P2 and P3 respectively. Our students joined us in Race 3 and drove perfectly, with Dion Fauchaux finishing in P11, 2:26.275, Joe Kubizniak #19, finishing in P14 with a very respectable lap time of 2:22.748, Mario Munoz #83 in P15, 2:31.865, Tom Smith #102, 2:52.868, and Madeline Phillips #18 with a 2:43.329. I still remember the joy of my race school weekend at ECR and becoming a race car driver by the end of the weekend.

Congratulations and let's get those 3 novice weekends completed and welcome you to Group 3 family. So, the final race of the weekend was the "Ace of Hearts" was for prize money and required finesse and patience to win. The winner would be the driver who could drive the most consistent lap times.

Congratulations to Dave McDowell in the always beautifully prepared #14, white 1969 Zeitler ZRD-06. So, a busy and fun packed weekend.

And next up is the fun and always busy (due to the relatively short track) Round 2 at Hallett. Group 3 will have its traditional Formula Vee Feature Race, the hotly contested "Mike Stephens Classic". We will also have the challenge of running on new track surface and the opportunity to run the track clockwise.

A View from the Pit Box #1

By Simon Hughes



Personally, a Big Thank You to the past and present BOD. Firstly, for all the great racing in 2024 and secondly what I thought was an excellent, informative and positive Annual Meeting in Waco last weekend. I also attended the SCCA Annual Convention last week to learn how they are growing their club. Last year their Focus was GROW.

This year it is INVITE or ALWAYS BE INVITING.

What does this mean?

- RESPECT
 - a. Respect your fellow CVAR members
 - b. Respect the race officials
 - c. Respect our PARTNERS who work with us to provide the Vintage racing experience we all enjoy.
 - d. If something does not go your way, have an open and respectful discussion within CVAR.
- COMMUNICATION
 - a. LISTEN. Let everyone have a voice and respect their POV.
- TRANSPARENCY
 - a. Help everyone understand the What, the Why and the When.
- INTEGRITY
 - a. We have rules. We need to follow them (note to self) and enforce them impartially.

And remember we are **ALL AMBASSDORS** for CVAR.

If we leave a good impression with our partners and give something back to them (maybe as simple as a thank you), there is a better chance they will keep inviting us back and may open new opportunities.

And finally, deliver the above with a SMILE (and wave to the corner workers etc.) – we all do this for FUN! and a smile goes a long way to making it fun and enjoyable.

Some exciting changes are coming to CVAR.

The motion to adopt the SCCA GCR 1985 for Groups 2 and 7 was passed along with the motion for more time to review the same for Group 1.

Start looking for some new cool cars on track. I know that this led to more than one new car entry for NOLA. From acorns, mighty oak trees grow!

I feel that the club has and continues to move in the right direction in terms of respect, communication and transparency (there has been a lot of listening and discussion prior to adoption of GCR 85 for Groups 2, 7 and hopefully 1) and integrity (implementation of the authenticity score in the Championship Points and Standings).

And finally, I think we need to add PARTICIPATION.

I first attended the Annual Meeting in January 2024. There was an appeal for more volunteers, and I put my hand up, a little uncertain what I was letting myself in for. I assisted the Race Chair at the two ECR events and in maintaining the Championship Points and Standings.

It not only gave me an understanding of everything that goes into running a race weekend and CVAR, but it helped a shy retiring English Rose (yes, they have thorns too) meet and get to know better more of the CVAR members.

A couple of other interesting facts from the Annual meeting was that the current CVAR radios will likely need to be replaced in the next 2 to 3 years. Estimated cost in the region of \$20 to \$30K. While the savings to the club in switching from MotorsportsReg to Track Rabbit (potentially \$10k per year) will help, there is also a Radio Fund. I have been guilty of ignoring this in the past, but even donating \$20 per race entry adds up and if there is sufficient participation, we help soften the financial blow when it's finally time to replace the radios.

So, I would encourage you all to volunteer in any way you can as it will benefit both you and the club.



AROUND THE GARAGE

Clutch Plate Type Limited Slip Tech

David Lee

Last Fall during our ECR event, I experienced some rather peculiar handling of my FP Bugeye, particularly in the fast sweeper leading into the back straight. My car has always been relatively neutral with a slight amount of oversteer. Let's call it very manageable. At this event, my car was exhibiting extreme power-on oversteer in this sweeper which required counter steer to correct and also some backing off on the throttle was needed to keep pointed in the right direction. Not the way to build speed before the longest straight on the course.

I came in to check for either a broken axle or a loose Panhard bar. I also dropped my Panhard bar to the lowest setting but could not dial out the symptoms. I sucked it up through the rest of the event but was not in any shape to set a personal best.

When I arrived home and did my typical post event autopsy, I noticed that I could mechanically lock one rear wheel and with my hands only, rotate the other rear wheel. This should not have been possible. Time to dig deeper and pull out the differential.

Those who race Spridgets or even MGBs will know the routine as we must frequently change our differential ratios for a specific track as we are set with fixed factory transmission gear ratios. In my car, Hallett is best run with a 4.55, ECR with a 4.22 and we found out last race that NOLA really requires a 3.90 so you don't run out of gear on the front straight. If you have a steel crank and steel caps in your Spridget, you can rev to 8000 rpms with no issues, and I use 4000-8000 as the sweet spot for my camshaft and valve springs. Draining the differential oil, pulling the drums/axles to replace the differential is a common and quick procedure to facilitate a final drive ratio change.

I should also mention that although many budget Spridget racers utilize welded differentials or even the Torsen type gear type limited slips, many racers have found that the clutch pack type differential works best for dedicated road racing.

The diff is now on the bench. How to test and rebuild? Rather than reinventing the wheel, I found an excellent article on the operation of a clutch pack type differential provided by the folks at www.kmpdrivetrain.com. Reprinted with their permission. We will then pick back up with my Spridget experience after this tutorial.

Plated limited slip differential explained.

Almost every car has one or more differentials in their driveline. A differential is used to manage wheel speed differences while taking a corner or while accelerating/decelerating (4wd). When taking a corner, the inner wheel will have a lower speed than the outer wheel. If they have had the same speed, it would not be easy to take that corner and you would have a lot of under steer.

The open differential is great to use on your daily car, but not for motorsport usage. Due to the inherent design of the beveled gear differential, the torque at both wheels will always be the same. This drastically limits the amount of power the car is able to put down on the road. If one wheel loses traction, only a small amount of torque is necessary to drive this wheel. The other wheel will receive an equally low amount of torque, therefore the total amount of torque transmitted to the road is low.

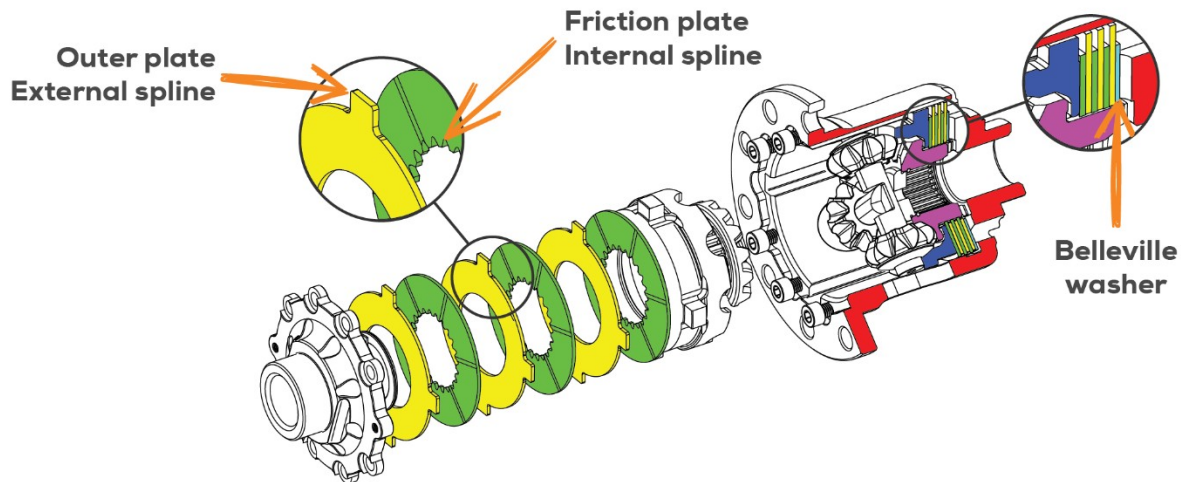
To overcome this downside, many motorsport cars use clutch-pack limited slip differentials. The torque can be transferred directly from the differential housing to the side-gears through the clutch pack, thereby bypassing the differential gear set. This blog will describe in-depth the working of a clutch plated limited slip differential.

Plated limited slip components:

The plated limited slip differential essentially consists of an ordinary bevel gear differential combined with friction plates which can (partially) engage the side gears to the differential cage. The larger the torque, the greater the locking effect.

The friction plates usually have a spline connection with the side gears. The outer plates are usually connected with a sliding connection to the differential cage. The outer plates will always have the same speed as the differential cage, and the friction plates have the same speed as the side gears and drive shafts.

Clutch pack loading



There are three stages of clutch pack loading:

1. Belleville spring action (also named as preload)
2. Bevel gear separating force action.
3. Pressure angle action

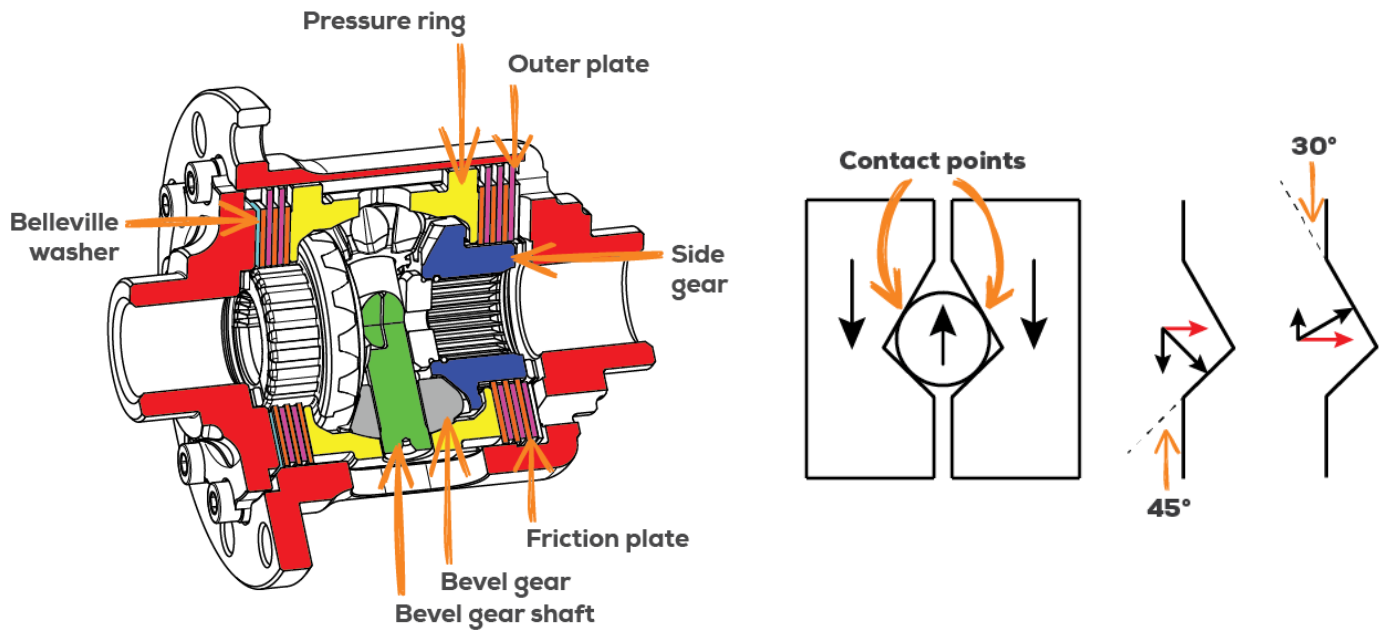
1. Belleville spring action (preload)

The Belleville spring action produces an axial loading on the clutch plates. This then produces a small amount of friction which tends to lock the side gear (and drive shaft) to the differential cage when the torque transmitted is very low. This makes sure some drive torque will still be applied to the wheel that is not spinning. The preload produces the basic friction torque of the limited slip differential.

2. Bevel gear separating force action

This arises from the tendency of the bevel planet pinions (bevel gears) in the differential cage to force the bevel sun gears (side gears) outwards. The extra outward force exerted by the bevel pinions when one wheel tends to spin is transmitted via the pressure rings to the clutch plate pack, causing both sets of

plates to be clamped together and thereby preventing relative movement between the side gears and cage.



3. Pressure angle action

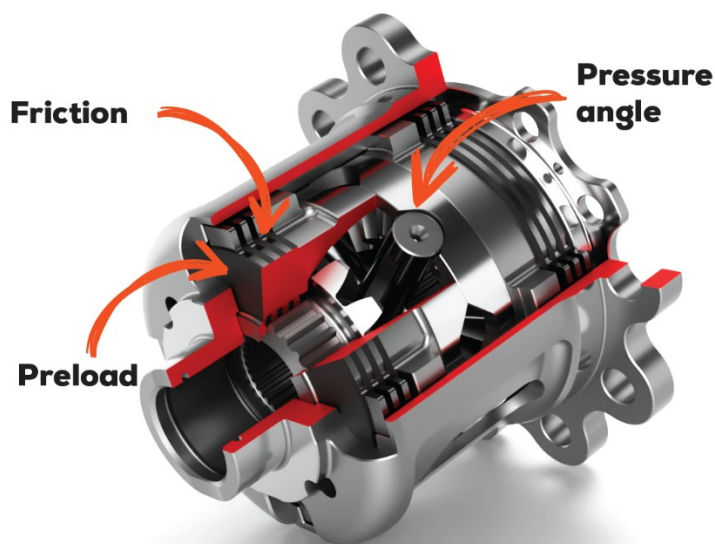
When torque is increased even further, a third stage of clutch pack loading comes into play. When engine torque is applied, the drag reaction of the bevel gear shaft will force the pressure rings to slide outwards and each set of clutch plates is therefore squeezed together increasing the locking effect.

The lower the angle, the higher the axial force outwards. Pressure angles are often not the same for driving and braking (drive and coast). The chosen pressure angles depend on many factors, such as car weight, dimensions, engine torque, racing purpose and many other. It should be noted that the braking torque applied to the differential is only the engine braking torque.

Friction

Friction force is the frictional resistance x the reaction force. A high friction force results in under steer, the left and right wheel will try to have the same rotational speed. Depending on the friction material, there is a difference between static friction (speed is 0) and kinetic friction (objects are moving). There is more force needed to get the objects to move, compared to when they are moving already. When the force applied is around the static friction, it will result in a so-called stick-slip state (stuttering).

Friction plates in limited slip differentials are often coated with a sinter or Molybdenum surface. Both coatings have very good stick-slip properties and a high friction coefficient.



LSD Setup: three variables

So, basically there are 3 variables to ‘set up’ a plated limited slip differential. The preload, the (number and material) of friction plates and the pressure angle. Unfortunately, there is not such a thing as a basic formula, giving you the best setup possible. The setup is car, track and driver dependent.

There is a lot of experience involved with choosing the best setup for the right purpose. A specialist could give you a good basic setup when all car details are provided.

Credit to www.kmpdrivetrain.com for their article and graphics.

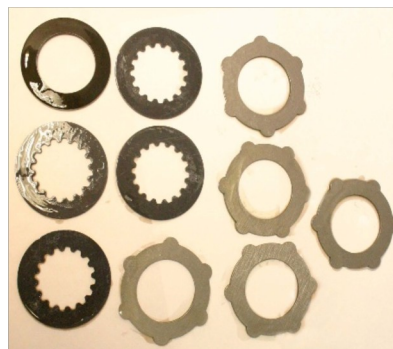
How to test and rebuild your differential.

So, we now pick up where we left off with my 4.22 differential on the bench. I have removed the differential from the carrier and also removed the crown wheel from the differential. This is basic follow the workshop manual type stuff, so I will not give the full play by play.

The limited slip in this assembly is the Evolution unit as sold by Mini Spares in the UK for inline applications. I use the number C-AJJ3387 with the 90/35 ramps. They also have a similar unit for transverse applications such as utilized in Minis. They advertise that this differential is what Huffaker uses in their race winning builds.

Tools needed:

- Torque wrench
- Two ½” breaker bars
- Caliper (if you want to measure your old plates)
- Two or more large “C” clamps
- Rebuild kit (Minispares #C-AHT584)
- ½” drive digital torque adapter

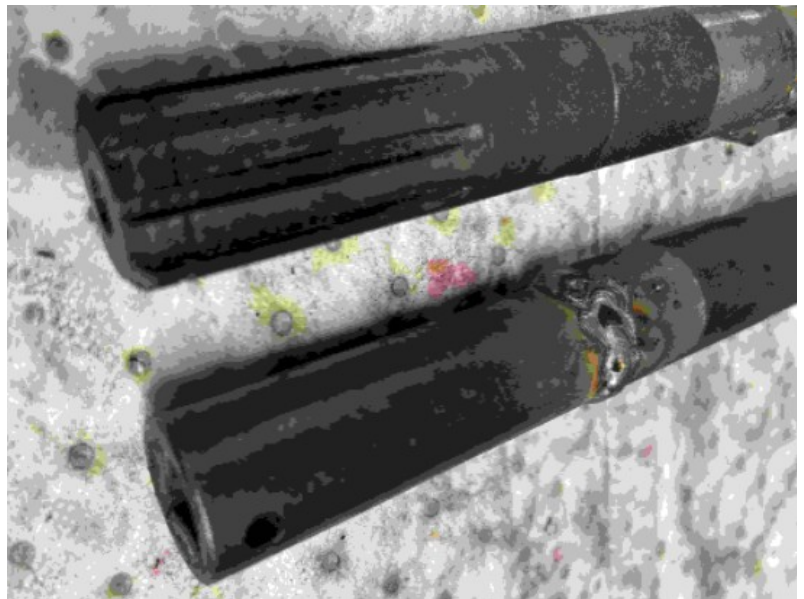


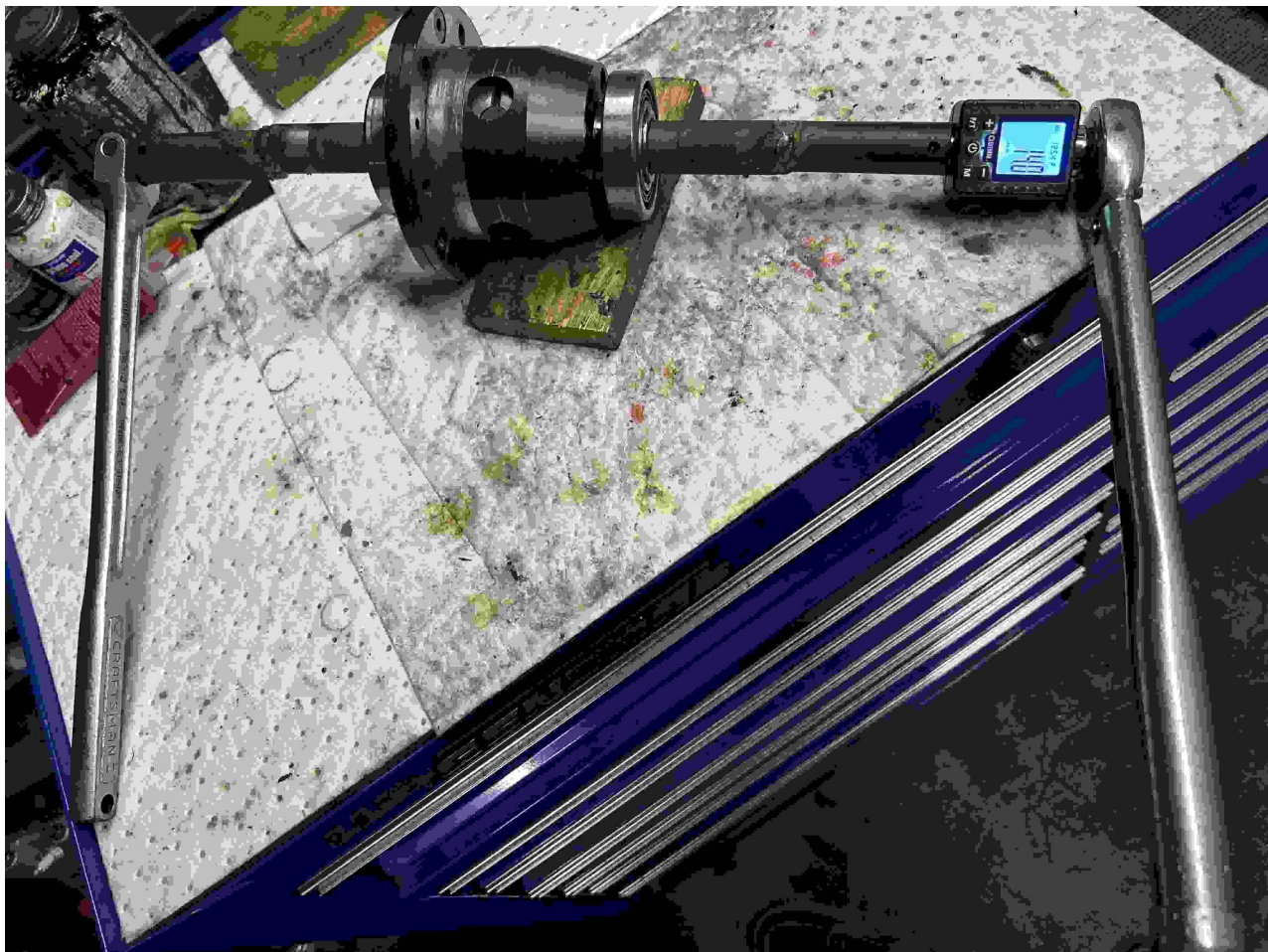
- Two old stock axles with black (not chromed) ½” drive sockets welded to them
- Allen wrench to remove the three housing set screws
- Red Loctite
- Punch, line up tool or 5/16” drill bit



Before diving into the tear down, it is time to test the condition of the differential as removed. I made up a couple of adapters with old axles and ½” drive sockets welded together to make this easy to do on a bench top. Not pretty, but necessity is the mother of invention. Anyone racing a Spridget has a pile of stock axles under a bench somewhere or in the scrap pile.

Now we insert these adapters into either end of the differential and affix a breaker bar to one side and a breaker bar with digital torque gauge to the other. The torque gauge needs to read peak torque and hold it for reference. The unit I use is a Harbor Freight #58706 and is priced about \$50. Don't forget to use a coupon for some savings!





Set the unit on peak torque and hold one breaker bar firm while turning the other. My result? **17 ft/lbs.** Horrible..... It should be over **70 ft/lbs.** Time to dig deeper.....



The first thing we do is disassemble the limited slip. The unit should have some preload on it (if not worn out) and you will need to clamp the housing together prior to removing the three Allen headed bolts holding the housing halves together. If you do not clamp it down prior to the removal of the housing screws, you may damage the threads. (I warned you...) Notice that the carrier bearings and shims are still in place. It is not necessary to remove them for this work. In theory, after the rebuild, the dimensions of the assembly should not have changed and reshimming should not be necessary to obtain the proper backlash.

Remove the three Allen headed screws and then remove the tension on the clamps. If the Belleville washer is still doing its job, the housing should separate like this. Guess what? Mine had no preload on it at this point. Another sign of a worn out assembly.

Now it is time to lay all the pieces out on the bench in order of removal. Lay the large housing down on its bearing end and take off the top cap. Take one piece out the housing at a time following this order right to left:

Top cap

Belleville washer (Spring disc)

Six lug plate

Friction disc

Six lug plate

Friction disc

Geared cup 90/35

16 tooth bevel

Cross pins and 10 tooth bevel

16 tooth bevel

Spherical cup

Six lug plate

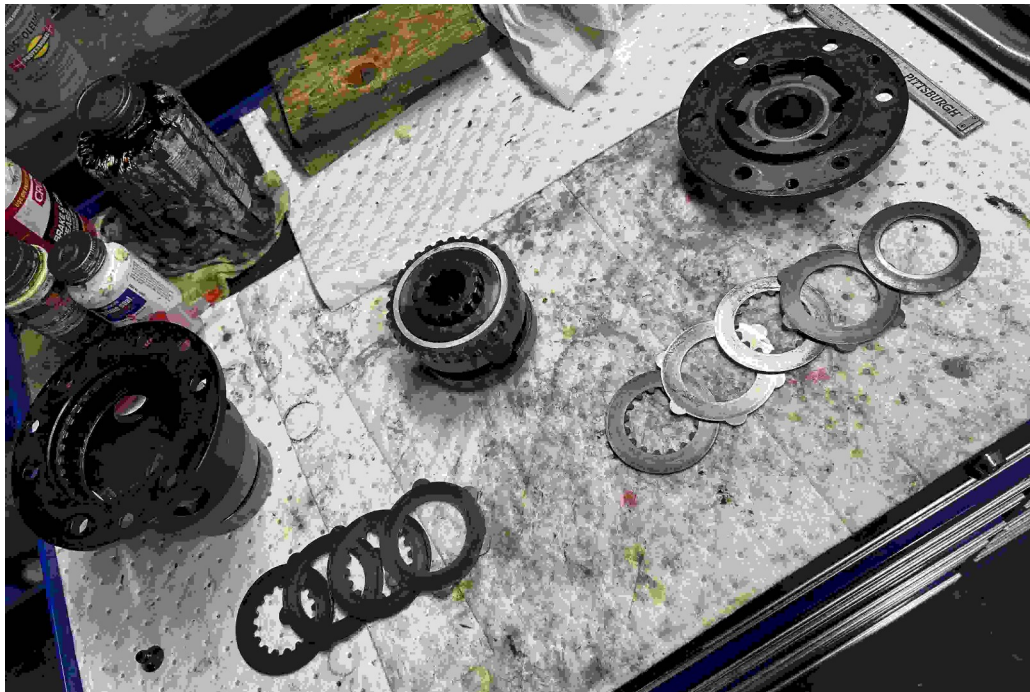
Friction disc

6 lug plate

Friction disc

6 lug plate (still in the bottom of the housing in this picture)

Large housing



The friction discs in my differential were worn down and had no more friction material on them. I measured the old units versus the new friction discs and clearly the friction material had left the chat. The rebuild kit from Mini Spares includes all new 6 lug plates, new friction discs and a new Belleville washer to rebuild to stock specs. If you want to increase preload, you can buy a rebuild kit from MED with different thickness 6 lug plates (thicker than standard). It is important to note that if you have the Rally or Street versions of these differentials, the ramps will be different on the housing, the clutch packs will be loaded differently, and the initial preload will be much less.

It is important to presoak the friction plates in gear oil prior to assembly. All parts must be free from dirt and grit prior to assembly. Any dirt will prematurely wear the friction disks. After reloading the new components like for like and tossing the old stuff, it is time to button up the housing. In the next picture the housing is loaded with the lower discs and the cross pin and ramp assembly. The only other parts left are the upper discs, the Belleville washer and the top cap. Notice the mark the Belleville washer made on the inside of the top cap. The small taper goes up to match this mark.



Now you must line up the three bolt holes. This is easier with a line up tool or 5/16" drill bit passed through a hole in both housings made for this purpose.



Now apply your clamps to pull the housings together (there will now be a gap that needs pulling together) and install your three fasteners with red Loctite. **Minispares provides no instructions with their differentials or rebuild kits**, so I torqued these to only 14 ft/lbs. Remember that the ring gear bolts also pass through the housing and hold it all together. Please refer to your workshop manual for ring gear mounting torque specifications, as well as the differential housing carrier bearing caps.



Now it is time to test again. Same layout and same procedure. My result? **74 ft/lbs.** Right on the money. Keep in mind this is just based on the preload of the unit. The 90- and 35-degree ramps greatly increase the clamping force when engine torque is actively applied, both on and off the throttle.

Now it is time to reinstall the unit and refill the differential oil. It is suggested that a plate type limited slip friction modifier added to your oil is used to reduce chatter and premature wear sometimes exhibited with this type of differential. I found the following at my local O'Reilly Auto as a stock item. (Lubegard Mixture Limited Slip Supplement 4 Ounce – 42851) Use the elixir of your choice.

I hope this tutorial has helped you better understand, test and rebuild your Evolution (or similar design) clutch type limited slip. I will test mine at the end of every season or during ratio changes, so I don't have any surprises with errant handling on track.



Thank you.

David Lee – Group 2 Representative.

VOLUNTEER OPPORTUNITIES



We want you!

1: Race Chairs or Co-Chairs

- Help in the pre-planning of events (parties, feature races, etc).
- Help in the on-site management of event activities.
- The fun part of this is that you get to have a “Say” on how a weekend goes!

2: Graphic Design

- Help create the graphics for our Event Posters, Tee Shirts, Registration, etc.
- Help create paddock maps and other member communication graphics.

3: Paddock Marshals / Assistants

- Help create paddock parking plans.
- Help Marshal parking during load in when needed.

4: Video Editor / Design

- Help create / edit CVAR Videos to be used in Marketing / Promotion / Education / Social Media.

5: Social Media Management / Assistants

- Help CVAR manage / expand to various Social Media Platforms.
- Distribute our Marketing & Communication Messaging on the platforms.

6: Membership Coordinator

- Help in coordination / tracking of our Memberships in TrackRabbit.
- Welcome and Encourage new Members.

7: Student Driver Mentors

- Welcome new Student / Members and follow and encourage them on their first-year journey into Vintage Racing.
- Engage them into our Social Structure.

8: School Instructors

- Become a trained instructor and help with our Bi-Annual Schools.
- Drive your race car in lead-follow exercises for our Students.

9: Track Rabbit – Administrators / Assistants

- Become a trained administrator for our Registration system.
- Work with our Registrar to Assist our members and guests with any registration questions / issues.

10: Car Tech & Annuals Assistance

- Become a trained “Annual Tech” person, to assist in doing car “Annuals” either at an event or other locations.

11: Simple Jobs at an Event

- Help with party set-up.
- Help with dinner tickets / sign in.
- Help with putting up / taking down the Winner’s circle.
- Help with putting up / taking down the CVAR Flags.
- Help with ... *you fill in the blank.*

12: Sponsorships Assistance / Coordinator

- Help in reaching out to acquire new sponsors.
- Help in engaging and maintaining our sponsor relationships.
- Help in developing “sponsorship” programs.

13: Group Representative

- Become a “Group Rep” and help engage group Members regularly.
- Become the “Social Glue” for your Group. Have fun with it!
- Represent your Group on the Competition Committee for rule changes.
- Be an “Technical Expert” and resource for a specific car Make and Model of car.

14: Authenticity / Championship Assistance

- Work with the Authenticity Chief to help in Scoring cars for Authenticity
- Help educate and mentor both Guests and Members on our car eligibility and rules.
- Help track and update Championship Points.
- Help track and update Track Lap Records.

14: Guest Liaison

- Help in welcoming Guests and thanking them for their participation.
- Reach out to them and encourage them.

15: Swag Coordinator or Helper

- Design and Purchase the CVAR Swag (stickers, patches, hats, etc.)
- Help sell the Swag at an event.
- Transport the Swag to events.

16: Safety Committee

- Volunteer to be part of the Safety Committee to review “incidents”.
- Help administer our Safety Policies by being a source of information for drivers.

17: Championship Trophy Coordinator

- Be responsible for ordering and distributing our Championship Trophies – a once a year job.

CONTACT INFORMATION

Board of Directors	
President	Steve Coleman
Vice President	David Lee
Treasurer	John Strnad
Secretary	Steven Schultze
Authenticity	Ricardo Price
Board Members at Large	Colby Lemmons through 2025 Simon Hughes through 2026 Jackson Williams through 2027

Contacts	
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Regulations Chief/ Car Classifications/ Authenticity	Ricardo Price hornetball@aol.com Assistant: Jeff Garrett
Chief Steward	David Hopkins
Safety Steward	Berkeley Merrill bsmerrill@aol.com
Tech Inspection	Karl Jackson jacksonjkarl@gmail.com
Chief Instructor	EO Barron scuderia.barron@gmail.com
Corner Workers	Mason Ledbetter cvarflagone@gmail.com
Timing and Scoring	Riffon Hoque
Championship Points Standings	Simon Hughes IXLivesRacing@outlook.com

CVAR Racing Schedule for 2025

Date	Event	Track
Feb 14 - 16	<u>Grand Prix du Mardi Gras and Spring Driver's School</u>	NOLA Motorsports Park
Mar 14 - 16	<u>19th Annual Mike Stephens Classic</u>	Hallett Motor Racing Circuit
Apr 25 - 27	<u>Veteran's Race</u>	MSR Houston
Sept 12 - 14	<u>Red River Rampage and Fall Driver's School</u>	Eagles Canyon Raceway
Oct 3 - 5	<u>Thunder on the Cimarron XXIV</u>	Hallett Motor Racing Circuit

CLASSIFIEDS

For Sale

- One set of 4 each 13" x 5.5" anthracite colored wheels with polished lip (4 on 4" lug center) for MG Midget or Austin Healey Sprite.
- John Brown branded wheels from England (China) with a set of 175/50R-13 Nankang AR-1 with almost full tread. (used for one practice at Hallett). These are a 100 tread wear tire. Be aware these are lower profile than Hoosier TD-Rs at 19.5" tall rather than 20.5". Check your exhaust clearance.

I can deliver to any of the CVAR races this year or you can pick them up near Houston, TX.

\$700/set (wheels and mounted tires)

David Lee

dlee1967@sbcglobal.net



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