



VINTAGE RACING NEWS

Volume 25 Number 2

The Premier Racing Organization of South Central United States

Summer 2025



Re-cap of Our Last Race!

32nd Annual Marvelous May Races – April 25-27, 2025 – MSR Houston

What a great return to MSR! With just over 100 cars entered, we were able to allow every group their own race sessions, enjoyed great competitive racing, soaked in the sunshine and 80 degree cool gulf breezes and wonderful fellowship with friends and family. As I reflect on this close to our CVAR spring season, I'm thinking of all the work it took to return to MSR and I want to make a special shout out to David Lee, Colby and Joanne Lemmons, Steven Schultze, and Greg Matlack for all the work they did in months leading up to this return event.

WHAT'S INSIDE

Race Recap

From Authenticity

Summer Safety Advice

Simulating Success

Mentor Program

Around the Garage

Volunteer Opportunities

Hand's On Driving Academy

Good to Know

...And so much more!

A shout out to all the people that attended the event: our Members and their Crews and Families. YOU are what make CVAR possible. Also, thanks to D. Gillen Photography for supporting our race. Please support D. Gillen by purchasing some of his [photos](#).

Financially, this event was a “Break Even”. We are a Not-for-Profit and our goal is to use your money as efficiently as we can to optimize your experience. By Sunday afternoon, we had people asking us to “Shorten the Sessions”, which tells me everyone got their money’s worth!

Finally, I’m very happy to say we raised a nice donation for Hands-on-Driving that joined us for the weekend. This is something that you will hear more about in the future.

Enjoy the SVAR Summer Break and look for some up-coming announcements for the Fall Season. Have a great and safe summer everyone! Cheers and see you at the track.

Steve Coleman, CVAR President 2025-26

Our Next Event!

Red River Rampage and Fall Driver’s School

September 12-14, 2025

[Eagles Canyon Raceway, Decatur, TX](#)

A Premier Facility

CORPORATE SPONSORS

Thank You to Our Sponsors

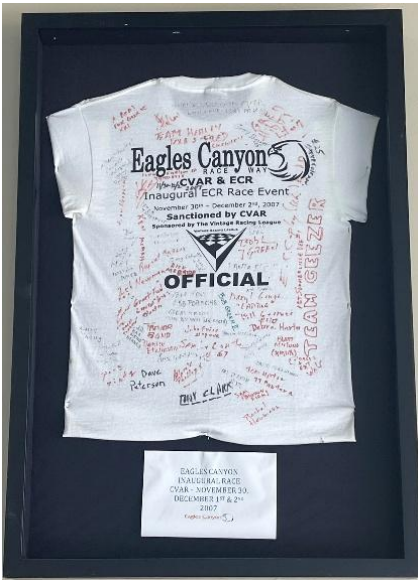


A MESSAGE FROM OUR PRESIDENT

Eagles Canyon Raceway is a “Premier Facility”

18 years ago, CVAR sanctioned the 1st race at ECR in December 2007. It was the inaugural race event for the track and 133 participants showed up and raced.

In 2007 the track was shorter than today and the run-offs were full of rocks and 2000# hay rolls and the facilities were lacking. At the time, CVAR was excited to have a “New” track in our area. In 2011 CVAR hosted the first “Small Bore Festival” at ECR and had special invited guests including the Healey Factory driver Clive Baker and the Healey family. Over 60 cars participated in the “Feature race” that weekend and we had a record 160 participants. This was the beginning of what we had hoped would be the opportunity for CVAR to create a “Premier Event”.



However, as most of you know, time marched forward and the track and the facility deteriorated to the point at which many clubs were no longer holding races at ECR. CVAR, however, continued on, even hosting 4 races at ECR during the COVID 2020-2021 era.

During that time, Livio Galanti purchased the failing facility, and of course, we all have seen and experienced the dramatic and amazing changes and improvements which Livio has brought to life.

Today, ECR is, without question, a PREMIER facility. It is being run by very professional people that have serious skills and intentions to make ECR one the best motorsports facilities in the country.

As your CVAR President, I am grateful. I am grateful that Mr. Galanti has the same passion for motorsports as we do. I am grateful that he has invested heavily in our region’s motorsports future, and effectively CVAR’s future. To quote Livio, “the motorsports business is a dogfight”. I agree.

It is a very hard business. For car people, it is a business that touches your soul and feeds your passions. As some would say, “Racing is Life”. So is the Motorsports Business.

As I have said in prior newsletters, we should never take CVAR for granted. I would also add that we should never take ECR for granted. ECR is a “Premier Motorsports Facility” and we need to be grateful it exists in our region and treat it as such by helping them grow and prosper. Helping ECR helps CVAR.

Look for some exciting announcements in the coming weeks about the upcoming September 12-14 ECR Event. We are once again working to create a “Premier Motorsports Event” for both CVAR and ECR. You don’t want to miss it...

Steve Coleman, CVAR 2025-26 President

CHIEF STEWARD'S REPORT

By David Hopkins

Summer break is upon us. We have completed 3 successful events so far this year and will now have a couple of hot summer months to prep for our next event in September at Eagle's Canyon Raceway.

First, I would like to heap some praise on our workers. Both the corner workers, and those behind the scenes. They continue to make these events run as smooth as possible. They stepped-it up in February at a new facility (for us) in New Orleans. They battled to keep it together during an actual fire-storm in Oklahoma in March. And most recently, managed an inverted car incident in a most efficient and safe manner at MSR Angleton. A great team effort by all.

I would like to remind all drivers to always keep an eye on the corner stations. Always look ahead, and be ready to react to a flag whether it is yellow, black, or red. Those are posted for your safety and your fellow driver's safety. I would like to minimize the passing under yellow flag calls that we get. That will minimize issues when a black or red flag is thrown. Also keep in mind that a standing flag is different from a waving flag. Anything waving should put you on high alert.

Technology is a wonderful thing and we have made improvements in communication by using a texting service during the events and it is a game changer. I hope that it is working for you. It is one of the perks of changing to Track Rabbit.

Next up is Eagle's Canyon. Until then, I'll be working maintenance on 50 Orange such as: wheel bearings, brakes, wiring upgrades, ignition and carb tune-up, checking fire suppression, etc. I hope that you all have a great summer and are ready to race in September.



UP AHEAD...

Get some valuable tips in Summer Safety Advice

SAFETY COMMITTEE

By Berkeley Merrill

Safety On Track, Our Responsibility

The Safety Committee is called other things in other racing venues: incident Investigators, Collision analysis, Collision responsibility. We in CVAR refer to it as Safety Committee since it deals with incidents which are obviously unsafe, and result in damage to equipment and/or personnel.

The Committee spends considerable time and energy just being available for these investigations: like lunch time and after track time. It is there to resolve things with as little delay to drivers' track time as possible. Drivers involved in an incident must return to Tech for visual evaluation of the car before returning to the track after the Committee adjourns.

The Committee's assignment is to gather evidence on the incidence from as many sources as possible to get the clearest picture of what happened. It then applies the racing rules to that situation, to determine what participant is at fault and therefore is responsible. This evidence can come from corner worker observation reports, drivers' eyewitness recollection of the incident, nearby witnesses to the incident, video footage of the incident, visual inspection of damage, among others.

After deliberation, the Committee may assign fault to a single driver, or to all drivers involved, and rarely to no one if the incident is considered unavoidable. The rules then dictate what penalty is assigned to the responsible parties: probation, expulsion, or severities in between those two.

In CVAR, we have been fortunate to have had no serious personal injuries. There have been, however, some badly clobbered cars. Most of those are deemed due to a driver error or miscalculation, and to missed maintenance of the mechanicals. Indeed, "fortunate" may not be the best word for CVAR's safety record. The result is due to the members' dedication to the vintage racing principles, their respect for the rules, the expectation that all on track are supporting these principles, and the premise that they can trust each other to know what to do, and how to do it, in close quarters.

CVAR is to be congratulated on the job its members accomplish recognizing their responsibilities to "take care of each other!" The Safety Committee is there simply to monitor and encourage that performance.



FROM AUTHENTICITY...

By Ricardo Price, CVAR Authenticity Chief

Our “Rules Transition Year” marches on! We have formally adopted 1985 GT-1 in Group 1 and are dealing with the final details of the remaining 2024 Rule Change Proposals. These will be in place for ECR in September, so let’s sign up and have fun. There will be a place for all participants in our new class structures. Be on the lookout for more cool cars and new members. Hallett turned into an “E-Type”fest with 2 E-Types running in 1985 GT-1. Thanks to Scott Young (running the former Mike Stephens’ Red E-Type) and Phillip Taxman (BRG E-Type)!



1985 Eligibility for Group 1:

1985 eligibility is now officially adopted in Group 1. Watch for a “1985 Eligibility for Group 1” link on the “Rules” page. Brief synopsis:

With the addition of 1985 GT-1, we’ve re-designated Group 1 classes as follows:

1972 Production and Sedan Cars

- *A-Production (AP)*
- *B-Production (BP)*
- *A-Sedan (AS)*
- *Trans-Am (TA)*

This tier can use CVAR Reliability/Availability Exceptions that do not confer a performance advantage (same as the prior “Heritage” class allowed exceptions). Since these cars are most closely aligned with the 1972 GCR, it follows that they should retain the original designations.

1972 “+” Production and Sedan Cars

- *A-Production+ (AP+)*
- *B-Production+ (BP+)*
- *A-Sedan (AS+)*
- *Trans-Am+ (TA+)*

Rule Change Proposal Deadline
June 30th

The use of “+” aligns these names with similar class name changes in Group 2. This tier can use all CVAR Exceptions, including those conferring a performance advantage (i.e., roller camshafts, dry sump oiling, aftermarket cylinder heads). This tier was created in 2020 for the purpose of accommodating members racing in both CVAR and SVRA. This tier also facilitates participation of cars from other clubs, increasing car count. The use of a “+” symbol allows participants to quickly remark their cars (if needed) with two pieces of tape.

1985 GT-1

- *GT-1*

This tier uses the 1985 GT-1 rules without any CVAR Exceptions at this time. This tier also accommodates cars that run in SVRA 6/GT.

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.

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.

SUMMER SAFETY ADVICE

By Jackson Williams

This summer, while you are going over your car's safety systems while you prep for the fall stretch, it's always good to check in on the standard- belts, fire bottle, brakes, etc, but it may be a good chance to also check in on one of the most important safety features—your roll cage. More specifically, how the roll cage and you, the driver, interact. Here are a few tips for you to check while you are doing your normal safety checks. These are things that I do at least once a year, to make sure that both the car and I are prepared for the season ahead.

Get fully suited up- Gloves, helmet, arm restraints, HANS, even the undergarments, and get in your car, shut the door, and ask yourself the following questions-

- Can I get out of this car in the time allotted to me by my fireproof gear?
- Can I reach my master cut off switch?
- Can I get out of this car while the car is inverted?

If the answer to any of those questions is “NO” or “I don't know”- then maybe its time to address those deficiencies. For the first one, maybe it's just practice. After all, you spend time practicing on track to get a perfect line, maybe spend some time drilling yourself on getting out of the car quickly. Secondly, if you can't reach your cut off, maybe it's time to drill a new hole and move it (but don't move it to where someone from the outside can't get to it!). The last one is tricky, it's hard to tell, but you must spend the time performing the mental gymnastics to analyze the issue. Some cars without a full cage, or poorly placed diagonals may make it impossible to do so. The answer may end up leading to a lot of effort (and dollars) to rectify the issue (or may be unfixable due to the nature of your car), but you never want to be in a situation where you are sliding down the track upside down, asking this question in the heat of the moment.



If you are still unsure of any of these, reach out to your CVAR Group or Safety Rep to see how your cohorts are solving these problems in their cars.

SIMULATING SUCCESS

By Jackson Williams

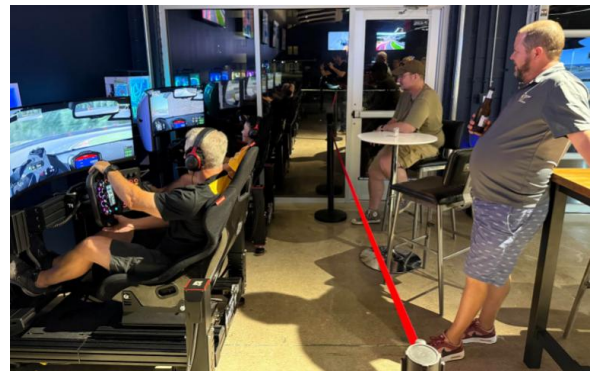
Simulating Success- CVAR Hosts Summer Sim Session

Late in May, CVAR held its first Summer Sim Racing session at Velocity Sim Lounge in Houston. We had a great show, with about 10 CVAR members showing up. The group had a blast, enjoyed a few adult beverages and everyone had a few good sessions on Velocity's rigs. Each rig had varying degrees of motion, and each racer had communications to the rest, allowing for some ...spirited... communications. Each session was 30 minutes, with a 5 min P & Q session followed by 25 min race. The results were as follows:

Race 1 - Mixed classes at COTA. Race one was our first dip in the sim racing pool, with CVAR members Dustin Nicholson, his son (and aspiring CVAR member) Thomas Nicholson, and CVAR adjacent Andrew Holliday in Ferrari 330 P4 Spiders, rounded out by Mac Wolf, Jackson Williams, and Roger Williams in Lotus Elan 26Rs. They had a fantastic session as they all learned the intricacies of the Velocity motion rigs.

Results-

Place	Driver	Car	Best Time
1	Andrew Holliday	330 P4 Spyder	02:37.5
2	Dustin Nicholson	330 P4 Spyder	2:42
3	Mac Wolff	330 P4 Spyder	02:48.8
4	Thomas Nicholson	Elan 26R	02:50.5
5	Jackson Williams	Elan 26R	03:01.5
6	Roger Williams	Elan 26R	03:04.5



Race 2 - Was a single class of Jaguar E-Type Le Mans Lightweight at Laguna Seca. This race saw the return of Mac Wolff and Jackson Williams, joined by Colby and Joanne Lemmons. It was an all-out slugfest between Colby and Mac, finding their way down the corkscrew while having a great battle for the lead. Joanne and Jackson brought up the rear, trying to catch up with the rest of the field, but couldn't quite right get back up there before the flag fell.

Place	Driver	Car	Best Time
1	Mac Wolff	E-Type Lightweight	01:56.3
2	Colby Lemmons	E-Type Lightweight	1.58.2
3	Jackson Williams	E-Type Lightweight	2:01
4	Joanne Lemmons	E-Type Lightweight	02:03.9

CVAR would like to thank the Velocity crew for their fantastic hospitality and we look forward to putting another event together in the future (maybe even at their upcoming Dallas location!) If you have an idea or would like to help, put on a CVAR social gathering, please reach out to a CVAR board member.



FROM THE TECH SHED...

by Karl Jackson, CVAR Chief of Tech

CVAR's transfer to TrackRabbit has come with many small changes to sign-in, annual inspection, and transponder rental. It has simplified exchanging information and paying for rental transponders. This is still a work in progress so expect refinement and additional features in the future.

Transponders continue to require the attention of Tech. After two drivers left MSRHH without turning in their rental transponders, I am working on an official CVAR policy as to their use. We are still working on better communication with Timing and Scoring as we continue to see several race cars with weak or no signal every race. We do have an analog gauge at Tech that measures signal strength but that is only one element of a complex system. Drivers can help by insuring a full charge or working power supply to their units. With changes or new construction, make sure units are mounted properly, no higher than 18" and with a clear path to the ground. Our 10 rental units are getting old so make sure they properly and securely mounted for best results.

On that subject, if you are retiring from competition or selling your race car, consider donating your transponder to CVAR Tech. With the increasing number of newer cars, we could use more units.

It's no secret that I'm trying to retire from Tech and return as a driver. Significant progress has been made toward that end and both Danny and myself will be at ECR training new staff. But be aware, staff changes are in the works.

What is the Current CVAR Membership for 2025?

Lifetime	33
Competition	181
Corporate Sponsor	6
Associate	6
Worker	14
New competition members in 2025	39



MENTOR PROGRAM

By EO Barron

We as vintage drivers are held to a higher standard than in most other forms of racing. Even though we encourage clean hard racing, bumping is not allowed, over aggressive driving can get you in trouble, and the last thing any of us wants to do is go home with a wrecked race car. Safety and skill come hand in hand, and therefore CVAR is looking to reinstate a Mentor Program aimed at improving these areas through the club. The idea is to pair drivers with mentors that can help in many areas, from racing lines and brake markers to car preparation and trailer repair. The Mentor Program will be open to all types of drivers new and old. We hope this will help to integrate newer drivers into CVAR, help get drivers off of their probation programs, offer assistance to up and coming drivers looking to improve their skills on and off the track, and increase the competitive level of the club without sacrificing our high safety standards.

Many of you have already offered to become mentors which will help immensely. Mentors will be expected to be able to help in at least one aspect of racing (car prep, race craft, etc) during the race weekend as well as keep in touch between races to help newer or less experienced members with the varied duties of managing a race car. Hopefully this will help to foster growth with new members and help us to strengthen the club, both through numbers and driving skill. Thank you to everyone who has already volunteered and we will hopefully get this program up and running throughout the rest of the season.



UP AHEAD...

On track with the Hands-On Driving Academy

AROUND THE GARAGE

*By David Lee
Group 2 Rep and Bugeye Racer*

The Rule of Nine....

Working quickly but efficiently is the key to getting a car back on track after a breakdown (say a head gasket failure) or when working on prepping a car at home for the next vintage race event. I encourage all vintage racers to lend a hand to those working to get out for their next session if needed. The clock is ticking and we all need an extra set of hands if the owner of these hands is knowledgeable about the process needed.



One of the things that I am surprised to find with some of our small and mid-bore brethren, is the lack of knowledge about how to properly and accurately adjust valves on a four-cylinder pushrod engine as are utilized in Lotus (with pushrod Ford engines), Mini, MGB, Spridget, Triumph Spitwad, TR3, 4 or 250 and early Volvo. These all have cam and lifters hidden in the block, utilize pushrods with adjustable rockers and follow the conventional firing order of 1, 3, 4, 2.

Tools needed:

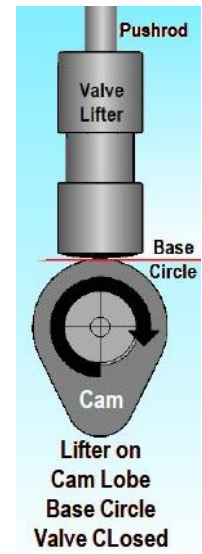
- socket/wrench to remove valve cover hold down hardware
- spark plug socket and ratchet
- rags and cleaning fluid
- feeler gauges
- wrench to loosen rocker adjuster locknut
- flat blade screwdriver or Allen to suit the adjuster
- Sharpie marker
- wrench to turn crank pulley, alternator pulley or a starter button
- cheater glasses if you are in need to read the little numbers on the feeler gauges (I am....)

I like to adjust my engines cold, but that is not always possible if you are between sessions at the track. Please check with your engine builder or camshaft source for their adjustment specifications. Most will specify the gap needed between the valve stem and the rocker. Don't be surprised if intake and exhaust values are different. For my combination in my Bugeye, I use (.012") for both intake and exhaust valves.

Mark the plug wires prior to removal so you don't get them mixed up upon reinstallation. Now, remove the plug wires from the plugs. I remove the spark plugs to make the engine easier to turn and I also perform a leak down after this process. It is not necessary to remove the plugs if you are using a starter button to rotate the engine and only doing a valve adjustment. Clean any dirt/grit off your rocker cover (valve cover to the Yanks) so that it does not fall into the engine and remove it.

Prior to moving any further, take a moment to inspect the valvetrain. Are all parts where they are supposed to be? Are any of the valve tips mushroomed? Is there debris in the oil valleys? Are any valve springs broken (check inner and outer springs)? Are all the valve keepers and pushrods in their proper places? Are any of the rockers bent or cracked. If running rollers, are the roller still in good shape? If not, it is time to correct any deficiencies before moving forward.

Now we get into the **"Rule of 9"**. The basis of this procedure is the need to get the valve you are adjusting on the back side of the lobe of the cam so there is no lift. With the cam being buried in the block with this type of engine, it is not visible. The way to ensure that you have this positioning of the camshaft relative to the valve in question is to use the **"Rule of 9"**. If you want to adjust valve 1 (exhaust valve nearest the front of the engine) you must ensure that a corresponding valve is fully open. Use number 9, minus the number of the valve you want to adjust to determine which valve needs to be fully open or compressed by the rocker. 9 minus 1 (the valve I want to adjust) leaves 8 (the valve I want to ensure is fully open).



This handy chart can help you on your way, but the simplest math will get you there. (MGB head shown for reference)

Adjust valve	Valve open
1	8
2	7
3	6
4	5
5	4
6	3
7	2
8	1



I use a removable starter button to help rotate the engine with my starter. If your crank pulley or alternator pulley nut is accessible, this will also work, and you can turn the engine with a wrench at one of these points. It is much easier with the spark plugs out to relieve compression. I suggest you rotate the engine the same way it rotates when running (most of these types of engines are clockwise rotation).



Now that my number 8 valve is fully compressed (open), you can adjust number 1 valve. Utilize the specified feeler gauge for your application and pass it between the tip of the rocker and the tip of the valve. (Spridget head used for reference)



For roller tip rockers, I suggest you offer up the feeler gauge at a 90-degree angle to the rocker so you are not utilizing the roller to roll in your feeler gauge. Go from the side so the roller does not rotate for a more accurate feel. (MED rollers shown as reference)

You should feel light magnetic resistance. Imagine dragging the feeler gauge along a magnet. Too tight or too loose? Loosen the lock nut on the back of the rocker arm and adjust the rocker adjuster (usually with a flat blade screwdriver on standard rockers or an Allen on aftermarket rockers) until you get the proper gap. Too tight and you can burn a valve. Too loose and you can hammer the tip of the valve (mushroom it) and not get full valve opening. After successful adjustment, I like to mark the tip of the valve with a marker, so I know that I have completed that valve. Snug up the locknut and confirm you have not changed the gap while doing so.

If you want a little British flavor and a video tutorial, this link may be of interest to you.

<https://youtu.be/m04ZjPmW814>



Now repeat the process for the next valve in line. If you want to adjust valve 2 (intake valve nearest the front of the engine) you must ensure that the corresponding valve is fully open. Use number 9, minus the number of the valve you want to adjust to determine which valve needs to be fully open or compressed by the rocker. $9 - 2$ (the valve I want to adjust) leaves 7 (the valve I want to ensure is fully open). After you finish with this valve, again mark the rocker you just adjusted to show your progress. (Mini head shown for reference)



Repeat the process until you are finished with all valves. Reinstall the rocker cover. Is the gasket still good? Are the grommets collapsed? If so, replace them now. If good, reposition the rocker cover and tighten the cover to specification. Reinstall or replace the spark plugs and return the wire to the proper plugs. Firing order OK?

It is now time for a test fire and to check for oil leaks around the rocker cover. Ticking noise should be minimal when cold and nonexistent once the engine is warm. If the valve train is noisy, check for too large a valve clearance gap between the rocker and the valve tip.

How often should you adjust? I adjust my Austin Healey Sprite 1275 valves after each race just prior to doing a leak down to get a view on the health of my engine (rings, seats and valves). These results are recorded in a log so I can track the deterioration of these components and look for any anomalies. I also retorque my head studs just prior to doing the valve adjustment but check with your engine builder to see when they recommend this treatment.

This is all part of prep for the next event. Ideally this is done just after a race, so you have time to correct any issues found before the next race. It would be disaster to find out the night before you head to Hallett, OK that you have a cylinder with 48 lbs of compression!

VOLUNTEER OPPORTUNITIES

Steven Schultze, CVAR Secretary

Volunteering with CVAR – Help Needed for 2025 and Beyond

First, a big **THANK YOU** to all our volunteers. CVAR thrives because of your time, energy, and dedication. Our race weekends—and the community around them—only happen thanks to people like you.

Right now, we're at a crossroads. A few dedicated individuals are covering multiple roles, and in some cases, have been called back in after stepping away—simply because we haven't found replacements.

We need your help.

You'll find a list of volunteer opportunities on our website:

👉 <https://corinthianvintageautoracing.com/volunteer-opportunities/>

From the 2024 Steering Committee survey:

- 38 people said they could volunteer a few hours per month
- 18 said they could help during race weekends
- Several expressed interest in supporting marketing and social media

Now's the time to turn that willingness into action. Some of these roles need on-the-job training this year to ensure a smooth handoff in 2026.

We're also exploring a more flexible approach to volunteering—including **assistant and rotating roles**. This allows members to contribute without committing to every race weekend (and still race when they want to), while helping us train the next wave of volunteers. If that sounds like a better fit for you, let us know!

Urgent Roles to Fill

- **Chief of Tech** – Karl stepped down at the end of 2024. While he's graciously returned for a few races, we need someone to step in for 2026. This role can evolve—if you have ideas on how to structure Tech with assistants so you can still race, let's talk. A weekend stipend is provided.
- **Radio Equipment Manager** – Involves a few hours of prep before and after each event, plus setup at the track. If you can't attend a race, you'll coordinate setup and handoff.
- **Race Chairs / Co-Chairs (2025 Events)** – We've got two more races this year, both without Race Chairs / Co-Chairs. Lend a hand and help spread the load.

Also Needed

- **Social Media Engagement** – Help coordinate, plan, and maintain content across our social media and email channels. Ideally, this person brings some experience, as those currently supporting are learning as they go.

- **Graphics** – We’re looking for someone to design and share event graphics for race weekends.
- **Swag Coordinator** – We’re exploring a platform for members to order gear directly. This role will help manage the site and coordinate a small inventory for trackside sales.
- **Championship Trophy Coordinator** – Work with the Authenticity/Points lead to order and organize year-end awards.

Event-Specific Help for Eagles Canyon (September 2025)

- **Starting Now** – Coordinate with ECR on planning the Saturday dinner
- **Thursday** – Track waiver station support
- **Saturday** – Dinner ticket sales and check-in
- **Sunday** – Photographer for Canyon Classic Sunday morning races (more details to come)
- **Weekend** – Winner’s Circle banner setup (Thursday or Friday) and takedown (Sunday post-race)

If you're interested in any of these roles—or any listed online—please reach out to **Steve Coleman**, **David Lee**, or **Steven Schultze**.

Let’s shape the future of CVAR—together.



HANDS-ON DRIVING ACADEMY

Story by: David Lee

Photos: David Gillen

Hands On Driving Academy rubs elbows with CVAR vintage racers.....



Hand controlled Honda Pilot driver Stephen Reams leads the MG Midget of Mike Coleman into the esses.

The Corinthian Vintage Auto Racing Marvelous May race weekend, held April 25-27 at Motorsports Resort in Angleton, TX, was packed with amazing wheel to wheel action with cars raging from a 1963 Cooper Monaco T61 to a 2012 B-Spec Honda Fit. Wait.....What??? A Honda Fit is not a CVAR vintage eligible car!! Hold on amigo.....there is a lot more to this story.

MSR-H is home to Hands On Driving Academy, a nonprofit organization who trains disabled drivers how to race with hand control equipped cars and obtain their SCCA license. Founded in 2020 by a well-known name in SCCA racing James Rogerson and James Smith, MD, their team take B-Spec SCCA legal cars and equip them with hand controls so that those with disabilities can learn the ropes of wheel-to-wheel road racing and ultimately obtain their SCCA license.

As all racers know, building a car to take the rigors of racing on the edge is an expensive endeavor. This initial car prep, coupled with consumables such as race fuel and tires, quickly eats up generous donations from sponsors. Hands On Driving Academy relies on outside donations to keep the program on track. The weekend for the B-Spec racers was not without the need for service work. Conner Kelleher at the MSR race shop was on hand to support the HODA drivers and both cars had the need for tire changes throughout the race weekend.

At the time of this writing, the team maintains 4 hand control equipped cars for their school. These uniquely equipped cars have aided 20 drivers to successfully complete the program. Many of the students are veterans who have injuries received during deployment or after returning home, but there also have been students who have lost the use of their legs for medical reasons. Students need not be veterans to apply, but do need the drive to take on this mentally and physically demanding sport.



Tim Ripley in his Honda Pilot leads Rick Fisher in his MGB onto the front straight.

How did this group end up attending the CVAR vintage race event? The invitation for an exhibition of the racing prowess of Hands On Driving Academy graduates came from the CVAR small bore Group 2 representative David Lee. While aggressive cancer treatment left him without the use of his left leg (clutch leg), he overcame this barrier by developing an “air clutch” to allow use of the racing straight cut 4-speed in his 1959 Bugeye Sprite racer. His communication and technology sharing with HODA founder James Rogerson led to the inquiry about the inclusion of two of their racers in this CVAR event to highlight their hand control racing program.

Two Hands On Driving School graduates, Tim Ripley and Stephen Reams, were happy to join the fun as both

struggle with finding local competitive events and often have to settle for HPDE type sessions. As most racers know, point by passing is just not the same as a traditional race the front road race. Tim, who races a BMW E46 M3 at home, traveled down to Texas from New Jersey for the CVAR event. Stephen, who’s daily driver is a hand controlled Subaru BRZ, just had a short drive in from Kingwood, just North of Houston. From the looks of the smiles on their faces and their conversations at our Saturday evening party, it was clear that they were a good fit with the CVAR small bore group. Their laps times put them right in the middle of the pack, with plenty of opportunity to pass others or be passed.....

During the lunch breaks on Saturday and Sunday, track touring laps for car clubs were available and the donations from these participants were routed directly to the Academy. Stephen even took the opportunity to take CVAR racers for a ride around the track in his street BRZ to demonstrate his hand control techniques. One of the original students Dillon Cannon also made a visit to the track to share his story and support. His details are highlighted in a video interview on the Hands On Driving Academy website.



From left to right: James Rogerson, Tim Ripley, Stephen Reams and Conner Kelleher

CVAR was pleased to be able to highlight this amazing program and would encourage readers to reach out to Hands On Driving Academy through their website to learn even more about their organization. Individual donations may be made through the website. Corporate sponsorships are also welcomed and are best coordinated through contacting James Rogerson directly.

[Hands On Driving Academy](#)



GOOD TO KNOW...

*David Lee
Group 2 Representative
CVAR BOD VP*

Flagtronics systems.....



If you are a frequent racer with other vintage clubs, you will have already heard the buzz about the Flagtronics in-car live flag notification system. SVRA, HSR and VSCDA have been using this system for a couple of years now in a “test phase”. In a recent notification from HSR, they have now become mandatory for their events. It is interesting that they also state that cameras are now required. (see attached notice)

[LINK](#) to how it works.

[LINK](#) to an in-car example at COTA.

While CVAR are not currently equipped with the Flagtronics control systems for our Operations Team’s use, I don’t want any of our racers to be surprised if other tracks or other sanctioning bodies follow HSR’s lead and start to require the use of this in-car display system.

The cost of the device for self-installation in your car is \$299 and is available directly from Flagtronics. [LINK](#)

I have purchased and installed the system in my '59 Austin Healey “Bugeye” Sprite as I do make a pilgrimage every year to select SVRA and VSCDA events as well as an occasional race with HSR.

Please stop by in the paddock if you would like to discuss the details of my installation.





+1 386.681.5535

info@hsrace.com

hsrace.com

One Daytona Boulevard Daytona Beach, FL 32114



Technical Notice: 25.01

Subject: Flagtronics and Camera Requirement.

DATE: 01.30.25

1. **Camera:** A minimum of one in-car camera is mandatory. Your car should be equipped with at least one forward facing in-car camera (make and model at the discretion of the competitor). The camera must be securely mounted (open cars must include a suitable tether) and positioned in the cockpit in such a way that the driver is in view and as much of the view outside the windshield as possible. Cameras must be set to "record mode" during any on-track activity.
2. Penalties may be applied if the camera is not set to record during an on-track session.
3. The storage device for the camera should be of sufficient size that it can record video content for the duration of that car's on-track session. During an event, Competitors may be asked to provide video content from said camera to the Race Director and/or Steward. Penalties may be assessed for non-compliance.
4. **Flagtronics:** After June 1, 2025 the use of the Flagtronics in-car marshalling system is mandatory. Prior to June 1, 2025 the system is highly recommended. Flagtronics model numbers FT200 or FT-RD are permitted and must be securely mounted (open cars must include sufficient suitable tether) and positioned in the cockpit in such a way that the driver has a clear line of sight view to the display. The Flagtronics display must be powered on during all on-track activity.

VOLUNTEERS NEEDED: Urgent Roles to Fill

- **Chief of Tech** – Karl stepped down at the end of 2024. While he's graciously returned for a few races, we need someone to step in for 2026. This role can evolve—if you have ideas on how to structure Tech with assistants so you can still race, let's talk. A weekend stipend is provided.
- **Radio Equipment Manager** – Involves a few hours of prep before and after each event, plus setup at the track. If you can't attend a race, you'll coordinate setup and handoff.
- **Race Chairs / Co-Chairs (2025 Events)** – We've got two more races this year, both without Race Chairs / Co-Chairs. Lend a hand and help spread the load.

MEMBERSHIP PROFILES

Get to know some of CVAR's younger drivers

Michael Bond

- **Age?** 34
- **Birthplace?**-Grapevine, Texas
- **Current City of residence?**-Grapevine, Texas
- **Children/Grandchildren?**-1 daughter, 5 years old, Madison
- **Occupation or occupation before retirement?**-National Account Sales at Kubota Tractor Corp.
- **Childhood dream car? (Poster on bedroom wall)**-1989 Batmobile / Ferrari 512S
- **First car/sportscar?**-1990 Miata
- **Current daily driver?**-2004 Cadillac CTSV
- **Current vintage race car?**-1971 MG Midget (FP)
- **Do you have another race project in the works?**-1965-ish Mini Cooper S
- **Previous motorsports experience before vintage racing with CVAR?**-Karting at age 10, CVAR school at age 16. SCCA, NASA, WRL, Chumpcar, SVRA after.
- **Have you attended any formal race training programs? (Skip Barber, etc)**-No, just what my Dad taught me and seat/sim time
- **Years with CVAR?**-18 years, with a few breaks
- **Favorite local track (CVAR area)?**-Hallett CW
- **Favorite out of town track?**-Mosport (Canadian Tire Motorsports Park)
- **Bucket list track (maybe not raced there yet?)**-Spa-Francorchamps
- **Something unique about you not everyone knows.**-My daughter and I share the same birthday, January 23rd. Her 21st will be my 50th!
- **Best racing advice / tip to share.**-Use all of the track
- **What got you into vintage racing?**-My Dad, Trevor Bond
- **The thing you like most about CVAR.**-Racing with my Dad and friends. Also, going only 3 tires "off" (No blackflag)
- **If I am not racing, I am probably** -Playing Golf
- **Favorite vacation or vacation spot?**-Ski or Golf trip
- **Anything else you would like to add?**-Open to sponsorship!
- But seriously, I'm looking forward to helping CVAR bring in a new generation of drivers/cars to continue



Jackson Williams

- **Age?** 35
- **Birthplace?** Houston
- **Current City of residence?** Richmond
- **Children/Grandchildren?** nope
- **Occupation or occupation before retirement?** Sr. Systems Engineer
- **Childhood dream car? (Poster on bedroom wall)**
What ever nifty car was in the driveway, but more often than not a Austin Healey 100/early 3000
- **First car/sportscar?** First Car- 1984 Pontiac Fiero..guess that sorta counts as a first sports car. First full on sports car was my 2013 BRZ
- **Current daily driver?** GMC 2500..gotta tow the toys somehow
- **Current vintage race car?** 1963 Austin Healey Sprite Mk2
- **Do you have another race project in the works?** A Jenson-Healey Lemons car- building it with some buddies of mine so they can get a chance to race.
- **Previous motorsports experience before vintage racing with CVAR?** No- I just grew up around it.
- **Have you attended any formal race training programs?** (Skip Barber, etc) nope
- **Years with CVAR?** Around CVAR- all of my life. As a paying member- Since 2013
- **Favorite local track (CVAR area)?** COTA (R.I.P. TWS)
- **Favorite out of town track?** Hopefully this will become Barber if we can make it this year
- **Bucket list track (maybe not raced there yet?)-** Barber, Road America, Sebring
- **Something unique about you not everyone knows.** Before I turned to IT, I went to school for Technical Theatre. I've done sound, lighting and set design. Also- I've worked timing and scoring for The Texas Mile, as well as for Road Kill Nights in Pontiac Michigan.
- **Best racing advice / tip to share.** Smooth. Just be smooth and patient. Don't brake with your transmission. Drive with mechanical empathy. The speed will come with time.
- **What got you into vintage racing?** I grew up around this. I've been going to CVAR events all my life with my Dad. My Dad will say he attempted not to sway me into doing this, but lets be honest- I was doomed from the start. The stone was cast the moment I first came through the tunnel at Texas World Speedway as a young child and heard engines. It just took many years for that stone to come back to earth.
- **The thing you like most about CVAR.-** How much of a community it is. Everyone will give you the shirt of their back to help you in your time of need, at track or at home. The passion for the cars is second to none.
- **If I am not racing, I am probably** Relaxing at the house with my wife, Missy.
- **Favorite vacation or vacation spot?** Whatever track is on the schedule next.
- **Anything else you would like to add?** I cannot wait to see our fantastic social club grow with the added 1985 rules, and I hope that everyone helps make our new members feel as welcome as the settled into their new racing home.



Stefan Schluter

- **Age?** 30
- **Birthplace?** San Antonio, TX
- **Current City of residence?** Boerne, TX
- **Children/Grandchildren?** None
- **Occupation or occupation before retirement?** Life safety and communication system sales
- **Childhood dream car? (Poster on bedroom wall)** Lamborghini Murcielago
- **First car/sportscar?** Volkswagen GTI
- **Current daily driver?** BMW M3
- **Current vintage race car?** Porsche 914 and Porsche 911
- **Do you have another race project in the works?** Rebuilding the Datsun 240Z
- **Previous motorsports experience before vintage racing with CVAR?** Dirt bikes, go karts, but no real racing.
- **Have you attended any formal race training programs?** No. Only manufacture track days
- **Years with CVAR?** 9 years
- **Favorite local track (CVAR area)?** ECR/COTA
- **Favorite out of town track?** Barber Motorsports Park
- **Bucket list track?** Road America
- **Something unique about you not everyone knows.** I am an avid snow skier.
- **Best racing advice / tip to share.** Watch videos of the track in a similar car and follow someone on track that knows what they are doing. If they can do it, so can you. Keep pushing yourself.
- **What got you into vintage racing?** My dad and I were looking to get into racing without breaking the bank, and a friend Jose Iturbe had been in CVAR for many years, invited us to a race. We signed up for the CVAR race school and the rest is history!
- **The thing you like most about CVAR.** The people. It is friendly racing on track and a great time off track!
- **If I am not racing, I am probably** On the lake (summer) or snow skiing (winter)
- **Favorite vacation or vacation spot?** Jackson Hole, Wyoming
- **Anything else you would like to add?** I love racing anything! If I get the opportunity, I will take it. Do what you love!



EO Barron

- **Age:** 38
- **Birthplace:** Midland, TX
- **Current City of residence:** Terrell, TX
- **Children/Grandchildren:** None
- **Occupation or occupation before retirement:** Education/Racing
- **Childhood dream car:** Lancia 037
- **First car/sportscar:** 1992 Toyota Celica
- **Current daily driver:** 2013 Fiat 500 Abarth
- **Current vintage race car:** Multiple Formula Vees
- **Do you have another race project in the works:** More Formula Vees
- **Previous motorsports experience before vintage racing with CVAR:** None outside of sim racing
- **Have you attended any formal race training programs:** CVAR Driver's School
- **Years with CVAR:** 10
- **Favorite local track:** COTA/Hallett/NOLA
- **Favorite out of town track:** Watkins Glenn
- **Bucket list track:** Nurburgring/Spa
- **Something unique about you not everyone knows:** My mother wouldn't let me race as a kid because it was too dangerous, so I played hockey and got hit a lot instead. Now I race because it hurts far less.
- **Best racing advice / tip to share:** Find a mentor or coach and learn to progress with your abilities (don't drive over your ability).
- **What got you into vintage racing:** Family began racing again and decided to run vintage
- **The thing you like most about CVAR:** The people, I love my race family
- **If I am not racing,** I am probably working on cars or trying to not think about racing.
- **Favorite vacation or vacation spot:** Anywhere with mountains (Colorado/Tennessee)



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

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

CVAR Membership and VMC Licensing	Linda J. Cardenas 9326 Alta Mira Drive Dallas, TX 75218 cvarregistrar@gmail.com
Car Numbers	Colby Lemmons colbylemmons@gmail.com
Registrar	Linda Cardenas txsccaregistrar@gmail.com
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