



Vintage Racing *News*

THE PREMIER VINTAGE RACING ORGANIZATION OF THE SOUTH CENTRAL UNITED STATES

Volume 9 Number 2

www.corinthianvintagerace.com

April 2016

9th Annual Mike Stephens Classic Formula Ford Feature Ron Shade and Bill Hill Memorial Race



Photographs by Jim Bowen

A Message From Our President



Herb Says...

The 9th Annual Mike Stephens Classic at Hallett was a huge success. We had over 120 racers along with special invited guests from RMVR, HVR, SVRA and VSCDA. We did have one serious accident but the driver walked away unhurt. Bobby Whitehead gave us all a scare but he also walked away. Art Summerville was race chairman and deserves a big THANKS for putting together a great weekend.

Connie's usual hospitality was surpassed during Happy Hour when we were able to enjoy adult beverages while being serenaded by a rock band.

Groups 1 and 7 had a fun 45 minute enduro and since I've heard no complaints everyone must have had fun.

As usual the Formula Ford feature was well attended with 21 racers and filled with spirited racing. One participant told me we should all try open wheel racing because you can't tell where you are going unless you can see your wheels. Look for more fun features like maybe an Australian Pursuit for Group 2.

Thanks to Jean Womble SWAG has become a major contributor to the financial health of CVAR and she now has the ability to accept credit cards.

I want to Thank Mike Callahan for his years of service as the Group 3 rep. Mike sold his car to a club member and is retiring but will continue attending and helping out at the races. Mike Rogers has stepped up as the new Group 3 rep. Look for his contact info on the website.

Our next race is just a few weeks away on May 13 – 15 at MSR-Houston and will be run counter clockwise. Be sure to sign up early and avoid the late fee.

Cragg Eubanks announced that the final government approvals have been granted for our Festival of Speed at Johnson Space Center. In addition to our races attendees can experience the Space Center, Keels and Wheels, the Confederate Air Force plus there is going to be a space shot that weekend so there should be plenty of excitement.

See you at the races, HH



Beautiful racing weekend at Hallett. Photo by Jim Bowen

Safety Report



By Gary McFarlane,
Safety Chairman

Was the 9th Annual Mike Stevens Classic at Hallett an extraordinary weekend of racing?

Between an almost record attendance, almost perfect weather and a close-to-perfect venue, I can only think of one thing that could have been better- a COMPLETE lack of contact incidents. We almost made it- three contacts, two of them very minor and considered racing incidents. The other, not so good.

The incident revealed a lack of driver attention to track conditions, both as part of the incident and the ensuing waving yellow flag. The incident was initially caused by one of the involved drivers failing to slow appropriately for a standing yellow at Turn 2 for a car off-track up the hill.

Then we had four Group 2 drivers pass under the now-waving yellow at Turn 2 while the two incident cars were off-track after their contact. The yellow flag was originally, and continued to be, for the car off track halfway up the hill on driver's right. This exposes our potentially troubling mindset about yellow flags and the new nationwide VMC standard.

CVAR has historically operated under a "yellow is in effect until passing the next down-track station NOT displaying a yellow flag" policy. Whether you agreed with this approach or not, it gave us a defining "point" for returning to racing after a yellow flag. We didn't do very well with our first "multiple incident" yellow flag.

As the CVAR Safety Chairman, I must insist that we actively address and solidify our mindset concerning yellow flags. We will be adjusting our approach and resulting sanctions concerning yellow flags as the year progresses. Hallett's Group 2, Turn 2, multiple issues, waving yellow flag is a telling example of how easily we can fall into a mistaken assumption, potentially putting everyone around us at risk. NEVER assume a yellow flag is only for the obvious incident. ALWAYS search for additional issues that could cause a yellow flag before you return to racing. Also, NEVER operate a race car on track- even in 1st gear- without being correctly buckled and helmeted.

5 To Go, Stay Alive

1. Steering wheel
2. Belts and buckles
3. Restraints or window net
4. Helmet and HANS
5. Fire extinguisher

I hope everyone will get in the habit of checking these 5 things. They can and will keep you ALIVE!!! Are all your oil drains and filters safety wired?



Single Stationary Yellow: Slow down – No Passing

Single Waving Yellow: Immediate danger – Slow Down, No Passing

Double Yellow: Slow down, No Passing. The entire course is under Yellow conditions.

Racing may commence after passing the incident and the NEXT manned flag station is in view with NO flag displayed.

Chief Steward's Report



By Danny Piott

We had excellent race days at Hallett. The weather, the track conditions and a good turnout made this possible. The proof was several drivers had their best times at Hallett this weekend. Our guests, Rocky Mountain and Heartland seem to enjoy the weekend as we did.

The Formula Ford Feature race give everyone plenty of track time and awards were given out Saturday night. Our mini enduro for Group 1 and 7 was a success, thanks to T&S and our co-operative drivers. This race gave us a

chance to work out the details of timing and pitstop procedures for such an event. Open for suggestions on improvement.

At previous events, I have been troubled about a thing or two, this weekend I had no misgivings. I thank the Hallett crew, the CVAR staff and most of all, the drivers. Good job. Our next race is at MSR-Houston, novices and those new to the track should attend Test & Tune Friday. This is a new facility for most of us and the set up will be on-going, so please have patience. Make sure you attend both drivers' meetings for information concerning the race.

See you there!

Race Chairman Report



Art Summerville

As race chairman for the HMRC event I would like to thank all who participated in making it a near record turnout and the great weekend it was. The Formula Ford Feature proved to be full of surprises. Running out of fuel on the last lap just to win the Hard Luck trophy seems a bit extreme. The Vee Challenge attracted 25 cars produces a very good show. Hope to see all of you back the end of August and the Formula Vee folks again in October.

I would again ask all the Formula Vee people to get their technical sheets in to Mike Callahan so he can assign authenticity point to your cars. At this time I only have authenticity points for 13 out of 43. Two weekends are scored but the number are incomplete except for the 13.



Photographs by Jim Bowen

Lessons Learned at the Race Track

Bobby Whitehead



Greetings my CVAR family and friends! Many of you who went to Hallett the first weekend of April heard that I had a medical incident. May I say, frightening incident. I know a lot of us guys and gals love to stay at the track and count me in. I've slept in my lovely black van or car hauler trailer a hundred times. Many of us do it every weekend we race, it's part of the overall experience that I love about our sport passionately. There's something about the gate locking up and you're trapped inside the track with a bunch of debauchery and good times. I know because I'm sure I've participated with more than a few of you in this activity.

Saturday was like any other day other than me 'crewing' with Steve and Mike Coleman on the beautiful Austin Healy prototype. Steve even gave me seat time in the wonderful Ashley II MG Midget. I ran qualifying and one race. The clutch gave out on my race session, so I sat for a while in the hot pit and was soon towed up to our car port.

I hadn't been feeling quite 100% for that morning and was feeling a tension type headache behind my ears but I was attributing it to new glasses pinching my head behind the ears with the helmet on. No big deal, just a head ache and me feeling 70-80% my usual jovial self. I took a break and then after while Steve decided we should start the repair on Ashley II which was Steve and I pulling the engine and transmission, which we did with the usual suspects and with the help of borrowed tools and an engine hoist. Six hours later we fired her back up. I was still a little off but around beer thirty I was feeling about 90%. All was good.

Feeling tired I turned in about 9:00 Saturday night. I was sleeping in my van, it was not running, and I had an electric heater running on auto to stay warm. About 5:30 Sunday morning I woke up. Man, I just don't feel right, I should go home. I packed up my stuff, tapped on Steve and Mike Coleman's trailer and said thank yous and bye byes.

I cleared the gate at Hallett about 6:00 am, "God, just get me home" ... I wasn't feeling right, hot, cold, argh..then I saw a blue highway "H" sign, hospital. I pulled into the hospital at Drumright. I've joked, if you can find Drumright Oklahoma on a map, let me know. I walked in, checked in, "I don't feel right"... A few tests were run, blood, EKG, etc. then when the doctor on staff came back in she told me, "We think you've had a heart attack and we need to transport you to Tulsa." Uhhhhh... do WHAT? Needless to say, I was shocked. I've never even been hospitalized and I just did a bad boy stress test in January for my medical CVAR license. Crap! Called my wife Barbra, 'who the heck calls at 6:30 in the morning?'. Honey, they think I've had a heart attack and are transferring me to Tulsa.... "ARRRRRRRRHHHH!!!! OH HONEY!!!!"

What happened to me? Oh God! Did I, could I? Admitted into Tulsa and surviving a 45 minute ambulance ride. What do they do, put an anvil under your ass on those stretchers? And Oklahoma needs to do something about their crap ass roads! Argh!

Sunday consisted of admittance, fluids, IV, blood work, EKG, urine analysis and measurement and I think an in room Xray. My enzymes were elevated and indicative of a heart attack, so more tests were scheduled by the staff at the OSU Medical Hospital in Tulsa. Thank God my wife and daughter showed up in about five hours. Must have been a crappy drive five hours wondering, worrying, and crying over what had happened to me. Also, Steve and Mike Coleman were the first of many drivers who made the trip to see me on Sunday. If I give half as much as I've received back from my CVAR family I must be a pretty generous guy. The love and support I've received from my CVAR family has been as overwhelming as this experience. I love all my CVAR family and it is obvious a lot of my CVAR loves me.

The next day I'm scheduled for a heart cath and the results are very positive, I have no blockage and no heart disease what-so-ever! What? I'm told I did not have a heart attack. Can you say roller coaster? Still, one of the student doctors somewhere along this stay comes in and says something about my heart damage. What?!? "Get your story straight!", this about the time my daughter Becca and my wife Barbra walk in. Becca went full Becca on this doctor as she should and this poor guy walked out with his tail between his legs, poor guy, but that is her daddy

laying there and she has every right to be emotional, she's my daughter for goodness sake. The head doctor comes in a few minutes later and apologized for confusing or information not being disseminated fully. My heart WAS damaged it just wasn't a heart attack, more likely carbon monoxide poisoning. Sleeping in the van? It wasn't running. Poisoning from exhaust from one of the race cars? Highly unlikely. The only thing I can get my head and heart around is this; Saturday morning when I woke up, I have a small butane gas heater. I fired it up for MAYBE five minutes to break the chill in the air, and then I got up, dressed and out. Was it that? FIVE minutes of a little heater? God! Did I almost kill myself? Seems to be the only logical explanation and even that, I'm not sure. BUT... I will NEVER sleep in the van again, and if I do sleep in the trailer again, it will be well ventilated and with the carbon monoxide detector. However, it will be only on a warm weekend if at all.

Point is, most all of us have camped at the track, so I'm compelled to share my story. My sonogram was perfect, I have 'the resting heart rate of an athlete' according to the doctors, but I did damage my heart. It is a muscle, it can heal and I think I'm going to be okay but what a scare. Be aware of the possibilities of what happened to me and be aware that I could have killed myself if indeed I poisoned myself by the tiniest amount of heat generated by my heater. Mind you, I'm not sure this is what happened to me and in fact I don't know but it seems to be the only thing that makes sense.

I have been blessed beyond all expectations with the love and support of my CVAR family, for that, I offer my sincere thank you!

Bobby Whitehead
Jesters Racing
AS 65 Mustang Notchback
DP 70 Triumph GT-6+



Photographs by Jeannie N David McCullough

By Cragg Eubanks

Fasten your seatbelts; you're in for a soaring new adventure!



Coast to coast, car enthusiasts of all ages trek in massive numbers to classic car shows and vintage racing venues. Now, such an event is coming to Houston on May 5-7, 2017, and for the first time, links aerospace exploration.

The Festival of Speed will feature historic automobile road racing across NASA's Johnson Space Center (JSC); aerospace, military, automobile,

and celebrity attractions; a collector car auction; and star-studded parties.

Held in conjunction with the 22nd annual *Keels and Wheels Classic Car and Vintage Wooden Boat Show's Concours d'Elegance*, the weekend promises enormous tourism potential.



Historic automobile road racing is one of the fastest growing sports in the United States and Europe. Inspiration for *The Festival of Speed* comes from major signature events, such as Monterey Car Week, which attracts 50,000+ fans, the Pittsburgh Vintage Grand Prix, which attracts 250,000 spectators, and England's Goodwood Revival, which caps its attendance at 150,000.

The Vision:

Entrepreneur and organizer, Cragg Eubanks, and his firm, Heritage Management, LLC, envision *The Festival of Speed* as an annual event, growing into a nationally acclaimed, weeklong venue, the size, scope, and prestige of Monterey Car Week and Pittsburgh Vintage Grand Prix. Initially, the inaugural three-day weekend will feature a classic car show, a historic racing series, a high-level auto auction, and a grand-scale party.

The Festival of Speed will be a non-profit event, with income benefitting a number of Texas charitable institutions, managed by Heritage Management, LLC.



Strategic Partnerships:

NASA and JSC



A 3.4-mile road track has been approved, utilizing streets within the 1,620-acre JSC and the City of Houston. Aerospace, military, and automobile themed attractions and displays as well as concession and merchandizing stations will also be present, adding to the festival atmosphere. All participants will enter through Space Center Houston, where they will celebrate the early years of space flight, and see the Orion space capsule, the Mars rover, and the Space Shuttle, perched atop a Boeing 747. Then, spectators will board trams bound for Rocket Park (home of NASA's historic launch vehicles, including the Saturn 5 rocket booster) for the vintage racing series.

CVAR

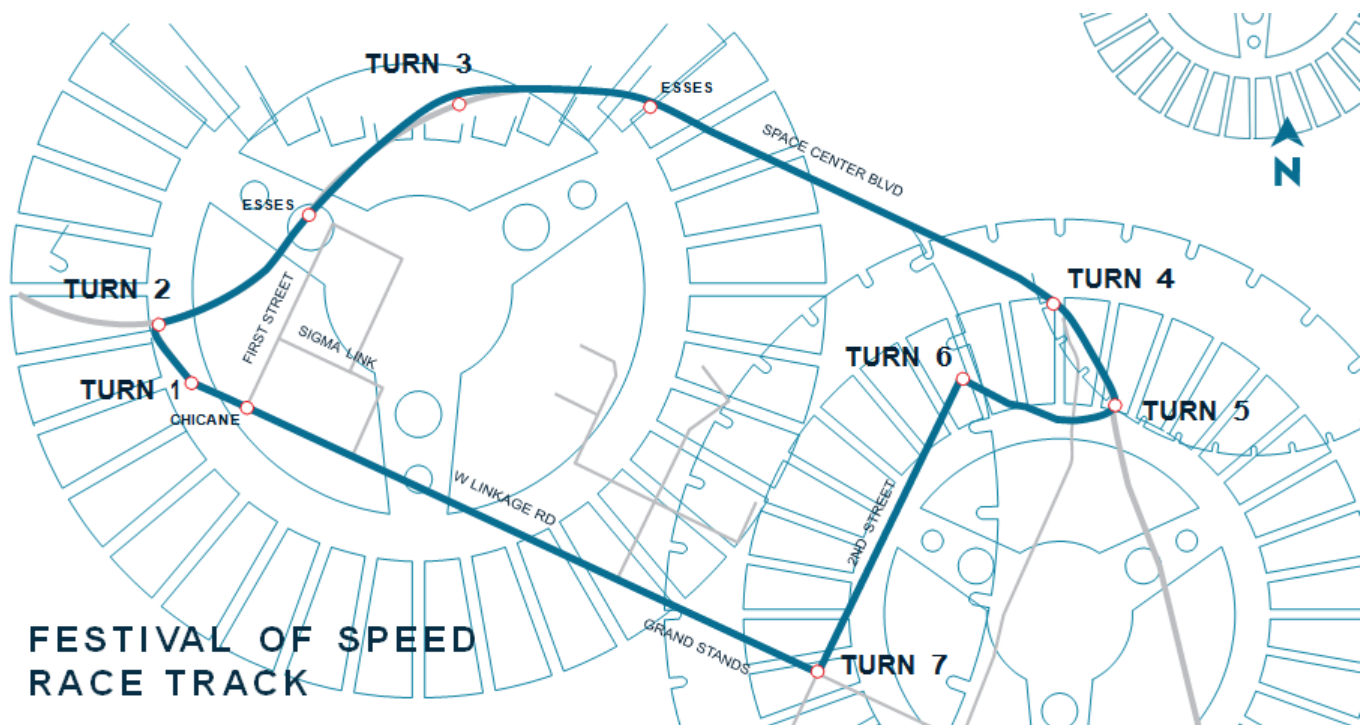


Corinthian Vintage Automobile Racing (CVAR) is one of the nation's preeminent historic racing clubs and a race-event sponsor since 1989. Additionally, CVAR is one of the founding members of the Vintage Motorsports Council, the organization that oversees historic racing in the U.S. CVAR will serve as the festival's sanctioning motorsports body.

Pledged Support to Date:

- Bay Area Rotary Clubs to provide staffing for crowd control and general manpower needs
- Cities of Houston, Nassau Bay, Seabrook, Pasadena and Webster
- Houston Sports Authority
- Bay Area Houston Economic Partnership
- Johnson Space Center
- Corinthian Vintage Auto Racing

The Track:



Racing Legends Add Star Power:

Six road-racing celebrities have been invited to serve *The Festival of Speed* as Grand Marshalls, historians, and marketing ambassadors. They include:

Jim Hall: Formula One driver from 1960-1963 and innovator of the all-conquering Chaparral sports racers. Hall was the leader in automotive aerodynamics, and set numerous records and wins in both the United States Road Racing Championships and the Can-Am series.

Brian Redman: Participant in 15 World Championship Grands Prix, and extremely successful in World Sportscar Championships, winning the Targa Florio and the 12 Hours of Sebring twice. Three-time champion of the SCCA/USAC F5000 series.

Price Cobb: Winner of the 1990 LeMans race in the Silk Cut Jaguar XJR-12. Three time Porsche Cup USA champion, in addition to World Porsche Cup champion.

Davy Jones: Winner of the 1990 24 Hours of Daytona and the 1996 24 Hours of LeMans. Well-known driver competing in CART, IndyCar, and IMSA series.

Peter Egan: Well-known journalist revered for his features, "Side Glances" in Road and Track, and "Leanings" in Cycle World. The New York Times calls Egan "one of America's standout auto writers".

Burt Levy: Novelist - best known for his iconic series of "The Last Open Road" books. An SCCA and vintage racer for 50 years, he is well-versed in motorsports history.

More About *Keels and Wheels*:



Over the past two decades, Keels and Wheels (www.keels-wheels.com) Concours d'Elegance at Seabrook's Lakewood Yacht Club has become a national destination venue, annually drawing 15,000 spectators. More than \$1.5 million in charitable donations have been raised in support of Boys and Girls Harbor, Inc. Such success lays the ground work for a much larger Bay Area festival, one that completely incorporates mankind's fascination with speed across land, water, and air. *The Festival of Speed* will transport guests between the JSC campus and the Lakewood Yacht Club for the benefit of both venues.

Economic Impact:

It is anticipated that 320 historic road race teams from all across the U.S. will participate in up to 48 races within the three-day historic race series. In 2017, it is reasonable to expect 30,000 to 35,000 spectators. Potential seven-figure income will be injected into the local economy from ticket sales, corporate sponsorships, public grants, and concession and event-clothing sales. Plus, the event's net income will financially benefit local educational facilities, service clubs, and charities.

Action Taken To Date:

- An advisory team is assembled for planning and facilitating
- A national insurer of motorsport events has been secured
- *The Festival of Speed* is being legally established as a not-for-profit organization
- JSC and Space Center Houston have granted approvals at the local level
- Final approval is expected within 30 days from NASA headquarters in Washington D.C., granting legal status under the 1958 Space Act Agreement.

Marketing Team:

Dancie Perugini Ware Public Relations

Phase 1: Event Announcement - TBD

Provide comprehensive public relations and strategic communications.

Phase 2: Event Promotion: November 2016- June 2017. Develop and implement a comprehensive marketing plan, including public relations, advertising partnerships, and promotions.

Judson Design

Phase 1: Creative development, brand positioning, and graphic standards for capital campaign, and beyond.

Phase 2: Develop and produce print collateral, press materials, and advertising.

Phase 3: Development of capital campaign website, development of *The Festival of Speed* Website.

Benefit Summary:

The Festival of Speed offers car enthusiasts an opportunity unlike any other: the chance to follow their passion amid the landscape of space exploration and adventure.

The Festival of Speed offers NASA a national venue to showcase the Orion Mars Project, while celebrating the history and accomplishments of its storied space program.

The Festival of Speed offers Houston a signature vintage motorsports venue with enormous tourism potential, a first in the Southwest.

The Festival of Speed will serve as a platform for touring Houston, Galveston, and other destinations across Texas.

The Festival of Speed will bring great economic value to Bay Area communities.

The Festival of Speed will augment the already popular *Keels and Wheels Concourse d Elegance*. The Festival of Speed will garner national and international publicity.



KEELS & WHEELS
CONCOURS D'ELEGANCE
May 6-7, 2017
LAKEWOOD YACHT CLUB, SEABROOK, TEXAS
713.521.0105
BENEFITTING BOYS & GIRLS HARBOR

Home | The Event | Entry Info | Sponsors/Vendors | Visitor Guide | Gallery | Contact Us

Home > The Event

Classic Car and Vintage Wooden Boat Show
Keels & Wheels Concours d'Elegance

Tentative Schedule

Saturday, May 6, 2017	
10:00AM	Concours opens to the public. People's Choice Ballots given to spectators.
12:00PM	ReMax Skydiving Team
lands-Cabana Green	
12:00PM-5:00PM	Kid's Build a Boat
3:30PM	Boater Award Ceremony – Poolside
5:00PM	Concours closes to the public
Sunday, May 7, 2017	
9:00AM	Concours opens to public
12:00PM	ReMax Skydiving Team
lands-Cabana Green	
12:00PM-5:00PM	Kid's Build a Boat
1:00PM	Car Award Ceremony- Award Tent
3:30PM	Raffle Car drawing
4:00PM	Concours closes to the public.

Editor's Paddock



By Scott Barrett

Only a couple of weeks until our marvelous May Races at MSR-Houston. This is a new track for many of us, and I look forward to trying it out.

Along with our normal CVAR venue, an effort was made to attract additional participation. As of April 30, only 51 have registered for the event with only 2 new entrants in the to 1982 Special Event. There is still plenty of time to register and to encourage interested drivers with pre-1982 race cars to join the fun!

As Jim Yule stated in his Facebook post regarding the event:

“I’ve heard some talk of members not attending because of the type of cars in the one-time only group and questions about the track. While this special invitation is not the “Think Allards and Vintage Indy Cars” that was pictured (and what has been done in the past) this will allow those non-vintage drivers to see what our weekends are like. Remember the stated objective is to get them to buy a CVAR period correct car.”

With TWS closing, I appreciate the efforts that have been made to locate a new venue. I enjoy the challenge of a new track – now that I have mastered the current ones – mastered the art of showing up, that is!

Good luck to all the Formula Juniors heading out to Regional Formula Junior Historic North America (FJHNA) event at the Barber Historics.

See you at the races!



May 13-15
2016

@MSR-H

CALLING RACECARS UP TO 82

CVAR WANTS YOU FOR A SPECIAL EVENT



CVAR is looking to the future. We are exploring options to increase participation in our events beginning in May. **Do you have a racecar up to 1982** that you want to vintage race with? Maybe it's not



competitive in SCCA or NASA anymore. Maybe you've heard about the great camaraderie and fun the vintage racers have. Whatever the reason, we have the place for you to race now!



Requirements: Production based racecars to (or backdated) to 1982. No Turbo or tube framed cars will be considered. All cars must meet safety standards and have roll cages, fire systems and current dated SFI equipment.



Driver Requirements: A competition License from a recognized sanctioning body is required. Novices can earn a Vintage Racing License by attending our school in September.

Interested: Contact Russ @ 940-595-0633
or at vintageracer53@gmail.com



MSR Houston sits on 383 acres of land, which includes the road course, karting track, and 180,000 square-feet of paddock space. With its 17 turns, the 2.38-mile (3.83-kilometer) 40-foot (12.2 meters) wide track combines a balance of slow, medium and high speed corners. The track is configured to run both clockwise and counter-clockwise. Safety is our number one priority, and the course features paved runoff areas in all critical braking and exit zones. Race control has views of the entire track, along with a closed-circuit camera system with views of each corner. MSR is an FIA approved track and sanctioned for testing by the Indycar Series and IMSA.

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Note: * = Board Member For Member Ads, Corrections & Additions contact the editor.

"As Corinthians, we are ladies and gentlemen who support and race vintage automobiles. We are dedicated to high standards of safety, conduct, and ethics. We share a love of cars authentically prepared. We compete for the satisfaction of racing vintage cars, not for the glory."

CVAR Racing News is the official publication of the Corinthian Vintage Auto Racing Corp (CVAR) and remains the property of CVAR. Published after each race, and as needed, material is actively solicited for the newsletter. Every effort will be made to use appropriate material from the membership. Unsolicited material from non-members is also encouraged. The editor reserves the right to edit for length and appropriateness. No placement of material is guaranteed. Classified ads, of modest length, will be accepted free of charge from members. Ads will be rerun if space permits. The deadline for ads and material for the newsletter is the event race date for publication in the following issue. Please submit all written material to the editor. Material is accepted in any format, written or by electronic means. Free, non-commercial ads will be accepted from non-members if the item might be of interest to the membership. Sponsors may submit a free commercial ad of various sizes. Details can be obtained by contacting the Editor. Opinions or statements made by the authors of published articles are those of the writers and not necessarily those of the CVAR organization. Technical information is for general information only. Any repairs or mechanical advice must be verified and confirmed by a professional that is qualified to work on that particular car. The CVAR, Board Members, or Newsletter staff, will not be responsible for any misinterpreted or incorrect technical information. Any information in this newsletter may be reprinted by other automobile-related organizations provided that proper credit is given to the author and CVAR.

Classified Ads

Members and Sponsors: To place or change a Newsletter Ad, contact Scott Barrett, sbarrettster@gmail.com

1971 Crossle 20F Formula Ford

Upated 1600 w/711M block, Hi Tech ss header, Hewland Mk8 w/long and short gears, Koni 8211 double adj shocks w/Hyperco springs, Smiths Chrono tach, new Hans camlock harness, (2) set wheels. A nice car that fits a 6' driver. Asking \$18,500/offer. Don Blenderman, 713 941-1025, speedstarinc@sbcglobal.net

March 722 F/Atl. 1600 Cosworth BD

With Taylor FT200. Tub up rebuild with lots of chrome, new radiators, (2) sets new wheels, gear sets, new Willans belts, Smiths chrono tach. Run out of our shop since '07. Asking \$49,500/offer.

Don Blenderman, 713-941-1025

speedstarinc@sbcglobal.net

12/14

1969 Spridget, CVAR FP2

Fully rebuilt. New race engine and straight-cut trans with one weekend of racing. Recently ran a 2.03 at TWS. \$10,000 for quick sale.

Scott Barrett 936-689-7603

1972 Royale RP16A FF

fuel cell reconditioned, transaxle refurbished prepped by Bigger Hammer Racing \$19,000,

contact Bill Griffith, Bigger Hammer Racing

601 Jealousy Way, Bay 1, Cedar Hill, TX 75104

Shop:972-291-5460, Cell: 214-649-1986

11/13

1966 Datsun 1600 Roadster

former SCCA F Prod car, fuel cell, adjustable pedal mounting, 3 spare engines, spare tranny & diff \$4750/offer.

Forrest Tindall 417-827-7526

12/14

1969 Alexis Mk-15 Formula Ford

Ground up restoration 2001, only 10 races since

Chrome wheels, Ivey carb, New belts.

contact Bill: billmgb6@yahoo.com

214-537-2502

\$17,850

12/14

1972 MG Midget, CVAR FP

4 race weekends old, price reduced to \$9000.

Call for a complete list of all improvements.

David Doidge, Abilene.

325-320-2207

10/13

1963 MERLYN MK6A

Sports racer. Two owners in the last 30 years; very correct. Ten weekends on Schlossnagel 1600cc Lotus Twin Cam w/Hewland 5-speed and spare gears, transponder, 2 fuel cells. Professionally maintained. \$89,500. Don Blenderman: 713-941-1025

1965 Zink C4 Formula Vee

Professionally maintained by Bigger Hammer Racing since mid – 2013. Can easily accommodate drivers over 6 ft. and 200 lbs. Peak Performance/Palermo engine new at TWS in February 2016. Freshly rebuilt gearbox April 2016. Two freshly rebuilt Armstrong adjustable rear shocks. New roll bar and bracing built by Rick Cardenas. Three sets of wheel. Fastest Lap @ TWS – 2:07.010 2/23/14 @ Hallett – 1:34.207 4/18/15. Please contact Bill Griffith at (972) 291-5460

HANS Device

Adjustable from 10 – 40 degree angle in 5 degree increments, size L. Manufacture date Oct. 2013, used 3 weekends, perfect, sliding tethers with buckles for post anchor attachment. Includes adjustment tools & manual. Current list \$795. Selling for \$499 plus shipping. Longview, TX. Contact Ralf at vintageracers.tx@gmail.com

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“There are only three sports, bullfighting, motor racing and mountaineering: all the rest are merely games”
Ernest Hemingway

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CVAR 2016 Schedule

Date	Event	Track
Feb 26-28	Spring Drivers School & Races Cooper/Lotus Pablo Gonzalez Memorial Challenge	Texas World Speedway College Station, TX
April 1-3	Hallett 9th Annual Mike Stephens Classic Formula Ford Feature, Ron Shade and Bill Hill Memorial Races	Hallett Motor Racing Circuit Hallett, OK
May 13-15	25th Annual Marvelous May Races British Small Bore Festival	Angleton, TX
Aug. 26-28	Thunder on the Cimarron XV, Formula Vee Feature Fall Drivers' School and Races	Hallett Motor Racing Circuit Hallett, OK
Sept 30-Oct 2	MSR Houston	Angleton, TX
Oct. 13-16	NOLA Mardi Gras in October with SVRA	NOLA, New Orleans
Nov. 2-6	2016 U.S. Vintage National Championships with SVRA	COTA, Austin, TX