



# Vintage Racing News

THE PREMIER VINTAGE RACING ORGANIZATION OF THE SOUTH CENTRAL UNITED STATES

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[www.corinthianvintagerace.com](http://www.corinthianvintagerace.com)

June 2016

## 25th Annual Marvelous May Races British Small Bore Festival MSR-Houston



## A Message From Our President



### Herb Says...

After an 11-year absence we came back to MSR Houston and had a great weekend of racing with a little over 100 in attendance. Mother nature cooperated except for Saturday

afternoon when we had a real gully washer and it was really hot so thank goodness for Cool Shirts. We had a few minor incidents but nothing serious. I personally thought the track was fun and technically challenging. No one has complained so I can only assume everyone liked the track and facilities. At noon on Saturday we did "Drive ArounDs" again for the corner workers and they had a ball. Thank you Mike Briggs for chairing the race.

I want to take this opportunity to thank Bill Schmidt for serving as Flag 1 for the last 3 years and to welcome Christopher Judd as his replacement.

In the event that you are not aware we have lost 4 CVAR members and friends in the last couple of weeks. Grover Maurer, JC Kilburn, Glen Popejoy and Mary Coney. Rest in Peace. Time is precious - waste it wisely.

Jean is placing an order for more of "The Final Turn" TWS t-shirts. If you want to order one of these special shirts, please get in touch with her and place your order. We now accept credit cards for SWAG.

For those that are unaware we have gotten final approval from the Federal Government to proceed with the Festival of Speed at Johnson Space Center to be held the first weekend in May 2017. The official name of the event is now Auto Corsa. We are in the process of forming a non-profit corporation to formalize the bureaucratic structure so we can solicit sponsors. We made a presentation to Houston First and the Houston Convention and Visitors Bureau on May 11. A special Thanks to Richard Mitchell, Jim Sandberg, Alain Vinson and Phil Mulacek for getting up early and bringing their cars downtown for the presentation. If you see Cragg Eubanks be sure and Thank him for all the time and effort he's invested in this project.

MSR-H is running a membership special just for CVAR members that includes a \$2,000.00 discount from the usual \$5,000.00 price. Get together with Kurt Hueni at [832-472-3510](tel:832-472-3510) or [kurt@msrhouston.com](mailto:kurt@msrhouston.com) and identify your self as a CVAR member and join for just \$3,000.00.

*See you at the races, HH*



Jeff Langham



Bill Griffith



Duncan Charlton



Dave Foreman

# Safety Report



By Gary McFarlane,  
Safety Chairman

We caught at least one loose steering wheel past weekend. I hope everyone is using the “5 To Go” checklist as they get ready to race. My hat is off to our Corner Bosses- I watched them prompt driver after driver to do the 5 and I very much appreciate their efforts to keep us safe. I also watched them stop late-comers and go over the checklist and the cars more carefully than the on-timers. If you're late, you're in a hurry and if you are in a hurry, you WILL make mistakes and miss things. Not every time, but why take the chance? I would love for us to develop a habit of yelling “THANK YOU” to our Corner Bosses when they stop us and go over the 5 and our car,

instead of steaming in frustration at being held up even more after being late to the grid. They're keeping you safe, NOT punishing you for being late!!!

My thanks to the drivers who so generously helped with the Safety Program operations last weekend. I appreciate your help and your “safety first” attitude. We didn't have anyone sent home and most of the contact incidents were very minor. That said, I am getting very concerned with the aggression on display in “that” run group that had all but one of the contact incidents.

There are options available in the Safety Program and to the Safety Committee to get the aggression under control, folks. It's not a threat but a promise- stop running into each other. If you start giving each other REAL “room to race,” you'll stop costing your friends races and money.

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? It's not mandatory but strongly suggested. Don't embarrass yourself by being the one who dumped oil all over our racetrack.

## 5 To Go, Stay Alive

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



**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.**



Photos by Scott Pinkston

## Chief Steward's Report



### By Danny Piott

I did not know what to expect, but the weekend went very well. The facility was overly accommodating. The paddock area had plenty of room for all and access to the track was straight forward. It had spacious areas for drivers and workers meetings with a large room for the Saturday night get together. The balcony areas to view races were excellent. The MSR staff provided us with everything needed, from ice to helmets for the drive-arounds. I was also impressed with the MSR equipment and their response time to remove race cars from the track.

We had rain late Saturday afternoon, but the track seemed to drain well although I am sure some of the Vee drivers found a number of puddles. The weather Sunday was clear, but there was a threat of lightning in the afternoon. We pull the workers from the corners

when lightning is within 5 miles and it got close. We had to hurry the schedule to get all races in. Getting out the call to the paddock was necessary. At MSR the PA is adequate for the front paddock, but not to the outer areas, which is a problem as well as at other tracks, which led to some drivers not knowing that it was time for their race. We have been assured at MSR, there will be improvements in this area. Race control is now sending announcements and grid calls via radio as well as by PA. It worked well for those who had scanners. Please acquire a scanner for the next event and we will try to improve communications. Check for the correct frequency at each track.

Incidents on track were few and this makes me happy. I enjoyed being there and look forward to seeing you at Hallett.

*See you there!*

## Race Chairman Report



### Mike Briggs

Wow what a great weekend at MSR Houston. With a new venue you never know what to expect but it was a great weekend, despite a downpour Friday afternoon. The track dried out quickly and even though we got rain again on Sunday at lunch the track dried out almost immediately and we had some great races to finish out the weekend. I am fairly new to CVAR and when Herb asked me to chair the race at MSR I wasn't real sure what I had signed up for, but thanks to a lot of folks that did know exactly what they were doing we had a super smooth and fun weekend. Thanks to everyone's for the hard work in putting together a super successful race weekend. As a driver sometimes I forget all of the work it takes from folks that are behind the scenes to make everything work smoothly and that is exactly what happened this weekend. So big thank you to all of the corner workers, timing and scoring, race control and everyone else that works so hard to make these events so much fun. We had a great time Saturday night enjoying stories with all of the other CVAR members and workers. The facilities, track and people were all great. I am definitely looking forward to the next visit to MSR Houston!

# Around the Track



## Christopher Judd

Three days of wet and humid racing ended without fanfare with the few remaining Group 6 cars receiving the last checker flag from Lowell Huston and Jamey

Osborne around 3:00 PM on Sunday, May 15. The 28 on track workers had only one last remaining official duty to pack up and store the communication and safety equipment in the white aging CVAR trailer until the next event.

Despite an unpredictable weather weekend with lightening affecting both the Saturday and Sunday schedule, drivers and workers alike, continued delivering praise and congratulations up until I was driving away. In hindsight, the kudos may have been relief over the 1<sup>st</sup> weekend in which I held the anti-coveted position of Flag Chief.

The original schedule was set to have extra sessions on Friday's test and tune day for drivers who were new to MSR-Houston, after realizing how many new to MSRH drivers we actually had, these two sessions were canceled. The same was true for corner workers with over half never having worked or seen the course before.

"There's a lot more going on here than I knew. I don't know how Scott keeps up with it all," said the driver assigned to work with Scott on Saturday. Scott Elieff, who has now only worked the Hot Pit post for 2 race weekends was partnered with drivers both Saturday and Sunday, a practice I hope to continue to allow drivers to see the unique positions and situations our workers perform every race weekend.

We did have a few incidents in the first couple of laps of a Group 3 race. There were some passing under yellow, but overall workers didn't express much frustration with the cars on course. There were the few that had to be reminded with a black flag to come in and chat with Hot Pit, but all came in eventually.

This weekend was a smooth event in spite of the weather.

The next CVAR event will be in Oklahoma at the track in Hallet on August 26<sup>th</sup>. The next CVAR MSR-Houston event will be on September 30<sup>th</sup>.

*I'll see you there at both events!*



Photos by Scott Pinkston



## Editor's Paddock



### Scott Barrett

My brother, Rex, called me back in February and asked if I would like to be part of his pit crew for the Historic Indy Car event at the 100<sup>th</sup> running of the Indianapolis 500. I made my plane reservations that night, not knowing what this (another) adventure with my brother would be like. Looking back, it exceeded all expectations!

We arrived at Indy around 12:30pm on Wednesday after driving the rig down from Chicago. Having been there two times before with SVRA, we knew our way around – so we drove through the tunnel to the Historic Gasoline Alley staging area by the museum and unloaded my brother's 1934 Ford "junk formula" Indy Race Car (took 13<sup>th</sup> in 1934). Things were beginning to gear up in anticipation for the big event on Sunday – but nobody stopped or questioned us as we did as we pleased.

Six rows of multiple 3-car tents were set up to house over 120 historic race cars. We found a nice spot and set up. Within 20 minutes, a particularly loud generator directly behind us started up. We promptly moved the car to another spot along the museum's grassy knoll, which gave us a nicer view of the entire setup. (The generator? It was charging a cell phone.)



The story goes that during the depression, they had a hard time filling out the Indy 500 race so they allowed variants of production cars to enter the race. This resulted in what was commonly known as the Junk Formula Indy Cars. However, I also read that Speedway President Eddie Rickenbacker had decided to make the changes in order to lure back the passenger car manufacturers, and make the cars on the track more resemble those sold to the motoring public. Rickenbacker's desire was to move away from the supercharged, specialized racing machines that had taken over the Speedway through the 1920s. Imagine that opportunity today!

Back at the paddock, on one side of us was a 1933 Studebaker (placed 7<sup>th</sup> in 1933) now owned and raced by my friend, Auggie. Not only did it race against the #66 Detroit Gasket (renumbered #49 in 1934), they still actively race against each other through VSCDA. Hopefully, we will see them battle it out as part of a pre-war invitational group at our spring Hallett event.

On the other side was one of my favorite cars of the event. It was one of the last front engine roadsters sporting a dual overhead cam all-aluminum Ford V8 with its incredible bundle of snakes wedged into and spilling out of the chassis. However, it never ran Indy in that configuration. At the last moment, they went back to the race-proven 4 cylinder Offenhouser. He warned me before he fired it up. WOW! A deafening delight of power which sounded to idle comfortably at 5000rpm!





Perhaps one of the most interesting cars there was the Peugeot, which took 2<sup>nd</sup> in 1914. I spoke with the driver, who looked like he could have been Arthur Duray. Incredibly, the car, which qualified at 90mph, had a dual overhead cam hemi engine and a dry sump...in 1914!



Thursday afternoon was our first scheduled track time; however, storms roared through and the track closed for the afternoon. Friday morning we were scheduled to go out for 20 minute sessions starting at 7:30 in 3 groups. The first group was pre-war through late 40's. The second group included roadsters up to the mid 60's with a few of the first rear-engine cars. The third group rounded out with the "modern" cars.



All the cars began to assemble on track along the wall on the back straight just after turn two. Hundreds of support-crew people were milling around with their cars when the pace car appeared signaling group 1 to begin. Since early cars had riding mechanics, I dutifully performed that task and climbed in, and off we went dodging spectators as we crossed onto the track. Surely all the people would be ushered off the track. Nope! As we came around for the first lap we were cheered on by the hundreds

of spectators standing maybe 10 feet off the track!

We got a late start and had a great time catching the pace car, zipping by most of the field to fall in line behind the Studebaker and a rare Miller with a V8. That session, the pace car was doing a modest 100mph to our delight. After 10 laps we pulled back into where we started carefully navigating around the crowds and backing into our spot.

Again the pace car appeared and off roared group 2 accompanied by hurried and frantic shouts to clear the path of spectators. Now we got to stand 10 feet off the white line and watch the roadsters zip around the track and delight to the whine of the Offy's, the screaming of the DOHC V8, and the solitary small block Chevy V8. We had to stay aware as seldom-raced cars came limping in after a few laps – pulling off the track and into our gathered crowd. I believe it was the yellow one in the picture above that blew its engine just as it passed us spewing vast amounts of smoke and some engine parts along its path. This group included Bruce



Front straight at Indy.



Geezers, Bruce, and Art at party Friday night.

Revenaugh's beautiful 1963 Stearly Motor Freight Special-Elder driven by Mike Callahan. Bruce had a special group from CVAR accompany him this year: Mike Callahan, his brother Chris and his son, Pete, Dale Rolison, Ted Griffin, and Art Summerville. Who could ask for better crew?

As soon as group 2 came in, the pace car took its place and group 3 thundered to life and took off. The pace car was a 2017 Camaro, which seemed to be just cruising quietly. But when the Indy cars screamed by they must have been going over 130mph. Well, the turbine car only wooshed by! Once again, I enjoyed the varied sounds of the high revving 4's and small blocks and the deep rumble of the big blocks

go roaring by. Bruce Revvenaugh drove his awesome 1972 Indy 500 A.J. Foyt Coyote car in this group.

Friday was rounded out by watching this year's Indy cars final one hour of preparation on the track (Carb Day). As part of the Historic Gasoline Alley crew, we wore the coveted silver Indy badge, which allowed us to go anywhere...so we did: In the garage area sharing our unsolicited expertise with the mechanics; in the pits offering to man the fuel or one of the tire changing positions; on the track watching others take pictures of themselves kissing the bricks at start/finish. Many of us have driven over those bricks many times...no need to kiss them!

Friday night featured a concert by Journey attended by around 100,000 people, many of whom appeared to be in (and beyond) full party mode.

Saturday, we were back on the track around 9:00am. This time, the riding mechanic was Senta Mikan, better known as Phoebe on Beakman's World or Tracy on Home Alone or Principal Penelope on Faking It. She is the daughter of one of my brother's friends, Mike Moses, who, among other things, helps restore cars for Jay Leno. She videoed her riding adventure as part of her YouTube series 'Over My Head'. My brother drove even faster that session!

We loaded up and left the track by midafternoon Saturday before all more of the craziness continued. Example: When we arrived on Wednesday, the grounds and homes around the track were clean. People were beginning to put up yellow tape to keep people off their property or outline parking spots. Nice and neat. When we left, however, the area had become a tent-city mess, complete with blaring music, cook outs, crowds of people, and way too much trash. Despite all that, I really wish we could have stayed. We did not have tickets for the sold out event - both stands and infield - an estimated attendance of 450,000. We were warned against scalped tickets with a number of counterfeit ones discovered. Next time, I will get tickets to experience the entire crazy/amazing event....at least once. But for now, thanks, Rex! It was an adventure!



Senta Mikan ready as riding mechanic.



Scott Barrett, Senta Mikan, and Rex Barrett ready for Track time.



Preparing Bruce's 1972 A.J Foyt Four Cam Ford Coyote.



Lee Brayton and Bruce Revenaugh inspecting the 1961 Elder.



# 2017 Tentative Racing Schedule

(Assuming TWS actually closes)

- 2/24 – 2/16 MSR-H (Spring Drivers School)
- 3/31 – 4/2 Hallett with Pre-War special invitational Group
- 5/5 – 5/7 Auto Corsa at Johnson Space Center (Originally called The Festival of Speed)
- 6/2 – 6/4 MSR-Houston
- 8/25 – 8/27 Hallett (Fall Drivers School)
- 9/29 – 10/1 MSR-Houston
- 10/12 – 10/15 NOLA with SVRA
- 11/1 – 11/5 COTA with SVRA

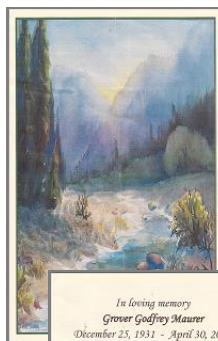
In Memory

## Grover Godfrey Mauer

December 25, 1931 – April 30, 2016

**“It’s not the length of life, buy the depth of life.”** Ralph Waldo Emerson

Grover was born on Christmas Day, December 25<sup>th</sup>, 1931 in Arlington, Texas. Grover was preceded in death by the love of his life and partner in marriage of 56 years, D. Jeanne Maurer. The Couple met in Reno, Nevada during the winter of 1957 and were married in less than a year. During his life, he touched us with his sense of adventure and graced us with his many talents and elaborate stories. In his youth, Grover was fascinated with planes, race cars, and motorcycles and he spent many years building award winning model airplanes. While his family was stationed in Germany, he and his sister Jerrye, attended High School in Heidelberg and they both traveled throughout Europe. While studying forestry in college, Grover obtained his pilot’s license along with his wife, Jeanne and together they traveled with their 3 children exploring national forests throughout the west. Grover served in the Air Force for 4 years before securing an engineering job in Seattle with Boeing Aircraft. He and Jeanne later settled in Frisco where they built their successful Circuit Board Business. In the 70’s and 80’s he was often seen flying over Lake Lewisville in his restored vintage float plane. In his later years, Grover was dedicated to restoring, racing, and showing vintage cars. He won many races and received awards for his remodeled cars and recently was awarded a CVAR Lifetime Achievement Award. During his lifetime, Grover has been a ski instructor, an engineer, a pilot, a nature enthusiast and guide, a competitive rifle marksman, a race car driver and a vintage car safety inspector and instructor. He lived his life to the Fullest and viewed every day as a new adventure.



In loving memory  
**Grover Godfrey Mauer**  
December 25, 1931 - April 30, 2016

**Celebration of Life Gathering**  
Saturday, May 7, 2016 at 10:00 am  
Moore Funeral Home

Officiant: Dr. Andy Mangum  
First Christian Church of Arlington

**Interment**  
Saturday, May 7, 2016 at 11:00am  
Moore Memorial Gardens



“It’s not the length of life, but the depth of life.”

Ralph Waldo Emerson

These words were written by the American philosopher, Ralph Waldo Emerson, in his essay, “The Duty of Amity.”

Emerson was a Transcendentalist, a member of the Unitarian Church, and a leading voice of the American Renaissance.

He was a prolific writer, and his essays and lectures were widely read and influential.

Emerson’s words are a reminder to live fully and to seek the depth of life.

He was a man of many talents, and his life was a testament to the power of the human spirit.

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***“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.”***

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# Classified Ads

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

	<p align="center"><b>1969 Spridget, CVAR FP2</b></p> <p>Fully rebuilt. New race engine and straight-cut trans with one weekend of racing. Recently ran a 2.03 at TWS. \$11,000 for quick sale. Scott Barrett <a href="mailto:sbarrettster@gmail.com">sbarrettster@gmail.com</a> 936-689-7603</p>
	<p align="center"><b>63 Austin Healey Spridget #45</b></p> <p>Recent race history includes, 1st place COTA 2014 (Famed Driver Bill Gardner), 3rd place Indy 2015, 2nd place COTA 2015. This is a very fast, great handling, reliable, race ready car which is 100% CVAR LEGAL. Price 16K Randy 281-743-2411</p>
	<p align="center"><b>1963 MERLYN MK6A</b></p> <p>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 <a href="mailto:speedstarinc@sbcglobal.net">speedstarinc@sbcglobal.net</a></p>
	<p align="center"><b>1965 Zink C4 Formula Vee</b></p> <p>Built by Bob Shedd, Grand Rapids, MI in 2005. · Professionally maintained by Bigger Hammer Racing since mid – 2013. Can easily accommodate drivers over 6 ft. and 200 lbs. Fastest Lap @ TWS – 2:07.010 2/23/14 @ Hallett – 1:34.207 4/18/15 Please contact Bill Griffith at (972) 291-5460 or email at <a href="mailto:biggerhammer@sbcglobal.net">biggerhammer@sbcglobal.net</a></p>
	<p align="center"><b>'72 MG Midget SFP</b></p> <p>Currently the car is running in Spec F-Production class. This class rules are 1972 SCCA General Competition Regulation specs. Built to 1972 SCCA GCR. Class: GP or Spec. FP (CVAR) Contact Wes Wigginton 512-944-4520 or <a href="mailto:wes@foursquarebuilders.com">wes@foursquarebuilders.com</a></p>
	<p align="center"><b>1967 Zink Z-5 Formula Vee</b></p> <p>Meticulously maintained/raced by Team Geezer. You will have a tough time finding one that looks better, goes faster, or is prepared as well. All aluminum 14' enclosed trailer available at additional cost.. Contact: Dale Rolison 281-347-2836 <a href="mailto:dalefran123@yahoo.com">dalefran123@yahoo.com</a></p>
	<p align="center"><b>Cooper T-52 Formula Jr.</b></p> <p>Chassis Number FJ25/60 &amp; FIA HTP #5971 (5/12/15). Race-ready with BMC 998 motor &amp; equipment as per period specification. SVRA &amp; CVAR log books from 1992. Asking \$45K, \$40K for CVAR or FJHRA/FJHNA members. Jeff Carr at <a href="mailto:jcarr906@gmail.com">jcarr906@gmail.com</a> or 936-520-8925</p>
	<p align="center"><b>1964 Mustang Fastback</b></p> <p>This is a original “K” code that is approved by the FIA. Car has a race history back to the early 90’s where it won many races in GT1 in the Midwest including Hallet before becoming a vintage car. \$48,000.00 816-215-1810</p>

	<p align="center"><b>1969 Zink C-4 Vintage Formula Vee</b></p> <p>Car includes extensive spares for track as well as repair/maintenance. 2005 Royal Tandem Axle Enclosed Trailer: Set up for race car like a Formula Vee. Toolbox, 12v. winch, canopy, new spare tire, lighting, racks and tie downs. For pricing, contact: Ted Sodergren email: <a href="mailto:teds300@sbcglobal.net">teds300@sbcglobal.net</a> Phone: (972) 691-7848.</p>
	<p align="center"><b>Lotus Type 61 Formula Ford</b></p> <p>It has one test afternoon and three race weekends after a total restoration. It has a Curtis Farley engine build. There are the usual safety mods like fuel cell and fire system, plus a few convenience mods. All things like rod ends and bolts are new with some things upgraded. Custom aluminum radiator and cooling tubes external to the chassis. <a href="mailto:mbracewell@kc.rr.com">mbracewell@kc.rr.com</a> or 816-806-2920 Mark Bracewell</p>
	<p align="center"><b>1966 Datsun 1600 Roadster</b></p> <p>former SCCA F Prod car. Cage, fuel cell, adjustable pedal mounting. 3 spare engines, spare transmission &amp; differential. \$4,750 OBO Forrest Tindall 417-827-7526</p>
	<p align="center"><b>302 Ford Parts – Enderle Fuel Injection</b></p> <p>Enderle fuel injection installed once but never ran. Enderle mechanical fuel pump. Enderle front cover. Kinsler dial-a-jet with jets on list included. Set of street rod friction shocks. \$2500 Brad Sodergren <a href="mailto:bradallen.sod@gmail.com">bradallen.sod@gmail.com</a></p>
	<p align="center"><b>1972 Royale RP16A FF</b></p> <p>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</p>
	<p align="center"><b>1972 MG Midget, CVAR FP</b></p> <p>4 race weekends old, price reduced to \$9000. Call for a complete list of all improvements. David Doidge, Abilene. 325-320-2207</p>
	<p align="center"><b>1969 Alexis Mk-15 Formula Ford</b></p> <p>Ground up restoration 2001, only 10 races since Chrome wheels, Ivey carb, New belts. contact Bill: <a href="mailto:billmgb6@yahoo.com">billmgb6@yahoo.com</a> 214-537-2502 \$17,850</p>
	<p align="center"><b>HANS DEVICE Sport Model</b></p> <p>4 years old. It has sliding tethers and is in great shape except for some wear marks on the back from the seat. Size large and has foam pads installed. You'll need to buy a set of helmet anchors (eBay, Amazon or see the HANS website). Price \$369.00 plus shipping cost. Email Ted at: <a href="mailto:teds300@sbcglobal.net">teds300@sbcglobal.net</a></p>

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Postage

## ***CVAR 2016 Schedule***

<b>Date</b>	<b>Event</b>	<b>Track</b>
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