



Vintage Racing *News*

THE PREMIER VINTAGE RACING ORGANIZATION OF THE SOUTH CENTRAL UNITED STATES

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March 2016

3rd Final TWS Race! *Spring Drivers' School and Races*



Welcome the Spring Class of 2016!



Photos by David McCullough

A Message From Our President



Herb Says...

Another great race weekend at TWS. Our third last race ever had over 190 racers and 16 students along with several R2R candidates. Join me in thanking our race chair

Russ Rosenberg for organizing a fun weekend. The food at the banquet was top notch and the awards ceremony was a lot of fun.

The auction was a success raising almost \$1,000.00 for the Patrick Phillip's Corner Worker Fund. Special recognition goes out to Grover Maurer for getting the Lifetime Achievement Award and Merl Hansen for receiving the McLaughlin Award. Both were well deserved.

This year we are going to try and cross pollinate with RMVR and HVR encouraging their members to race with us at Hallett and us promoting their races.

We will also be having special invited run groups,

think Allards and Indy Cars from years past. The first experiment will be at MSR-H in May. There will be a separate run group not to be mixed in with our established groups. This group will be self funded and pay for an extra hour of track time each day. The drivers must have a VMC or SCCA license and the cars must pass our safety inspection. If we do not get 10 registrations the deal is off.

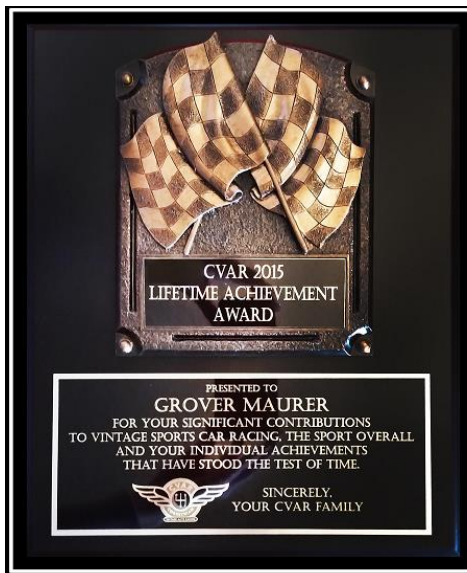
Sunday at noon we took several of the Corner Workers for rides at speed and I think this will become a popular event.

I'm not sure why but on Sunday I was presented with the prestigious Agitator Award which started making the rounds in 2007 with John Gaudette.

The 2016 Championship points started at TWS and will continue through NOLA using your best 5 out of 6 events. The Annual Banquet and Award's Ceremony will once again be held at our first race of 2017.

See you at the races, Herb

Lifetime Achievement Award



Grover Maurer

The **Lifetime Achievement Award** is given to a CVAR member who has in a fundamental way advanced Vintage Sports Car Racing; a person whose accomplishments have been acknowledged by competitors, organizers, peers, passionate observers of the sport within CVAR and whose past work has stood the test of time.

Congratulations, Grover, and thank you for all you have done for CVAR!

Safety Report



By Gary McFarlane,
Safety Chairman

Oh My Land, what a weekend! A huge “Thank You” to every driver who ran Test and Tune on Friday. Zero contacts with a field as big as we had is truly a noteworthy accomplishment. Chasing stalling issues in Thundermug put me well off-pace a couple of times but everyone stayed well clear of me and I thank all you closed-wheel drivers for that. Figure It Out Friday should be just that- an opportunity to work with and on your car and its issues instead of being run down by people (who should not be) racing. Let’s stay focused on Fridays as Test and Tune and NOT racing. We did it once, let’s keep doing it. I hope everyone felt like they were afforded the opportunity to focus on their car as much as I did.

CVAR’s Safety Program is one of the most respected in the country. As good as we are, I believe we can be MUCH better. I am working on some things that will, I hope, make the Safety Program more user-friendly, much more responsive, timelier and better understood. I hope everyone will join in this new endeavor and get CVAR’s Safety Program to the level it can, and should, be. My first effort is a “Cover Letter” that will be included in every Driver’s Incident Report folder. It will explain how the process

will proceed and what the “standard steps” are. This is not going to be anything new, simply a letter synopsis of what the Safety Program already says and how it already functions. The second effort is to get the Safety Program and the Weekend Driver Safety Committee much more responsive and timely. I am going to be asking for 5 volunteers on Friday so we can establish a Weekend Safety Committee at the earliest possible time. I will ask for 5 volunteers so we can ensure no Committee Member has to make decisions about drivers in his Group. I also want to establish a more responsive time-line for Committee decisions and any resulting sanctions. I would love to get the Safety Program to have adjudications accomplished before the Incident Drivers’ next race- incident in the morning, decision by noon; incident in the afternoon, decision by 6 or 7 PM.

You will also be seeing new Grid signs at Hallett. They will read:

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!!!



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

TWS has given us another excellent weekend, went well even with the rain Sunday afternoon.

Delays from an oil spill caused the last race Saturday to finish after six. And on Sunday, a spill with the rain, make a very slick track. Please safety wire your oil drain plug and filter, this may not cure all but most. Rides in race cars were given to corner workers and they enjoyed it. Along with Bill Schmidt, they are a hard working bunch. It is good to give back when we can.

Awards were given to drivers and staff Saturday night. One most deserving was the award given to Merl Hansen. He has contributed greatly for years. Berkeley Merrill put on a school with students who now have the CVAR spirit. We promise to make sure that continues. We still need help during race weekend. If you are able to give some time, please contact me.

Hallett is coming up soon. We will have guests from Rocky Mountain Vintage Racing, be sure to extend a welcome to them. As always, if you have concerns let me know.

See you at Hallett.

Race Chairman Report



Russ Rosenberg

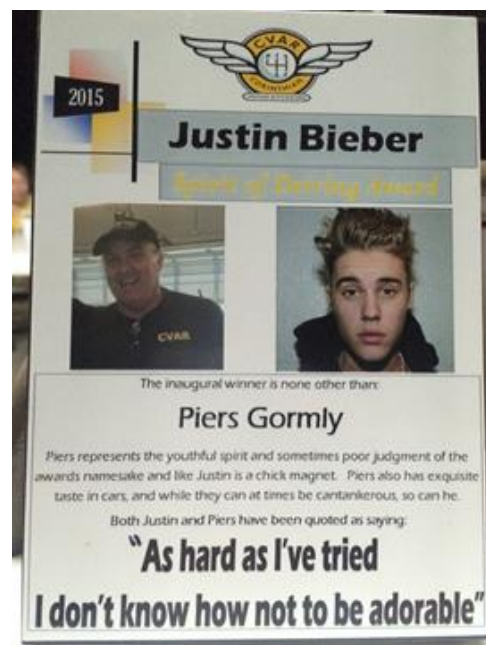
We had 190 entries for the February School and Races. This weekend was a smashing success. We had 16 new students, all of whom did very well, which should help grow our membership. I suspect that at least one of them might be faster than his father. I won't state who that is but his initials are Alex Smargiasso. The Formula V's were also out in force and it was great to see some new cars in so many classes.

For me, a special shout out to the Bigger Hammer team that helped me fix a broken throttle and especially to Clarke Watts Jr. who kept me going in the Sunday Finale.



Socially, we had a great party Friday and Saturday night and the Hor D'Oeuvre's were popular Friday to say the least and the BBQ Saturday was a hit. At the awards dinner, we raised \$450.00 for the corner workers and also congrats to Merl Hanson for winning the McLaughlin Award and also to Piers Gormly for being the First Annual Justin Bieber Spirit of Driving Award winner! He is so deserving!

As always, the racing was great all weekend and the camaraderie was even better.



2016 Cooper/Lotus Pablo Gonzales FJ Memorial Challenge

Lotus vs The World (the Texas FJ World)

By Jim Yule

In February of 2012 CVAR had seven active Formula Juniors; three mid-engine Lotus's, two mid-engine Coopers and two front-engine Elva 100's. Back then we did not race together as the new (1962 & 1963) cars raced in Gp 6 and everyone else raced in Gp 4. After much consideration we were all allowed to race in Gp 4. There is a vast difference among Formula Juniors as technology (car performance) was rapidly changing during the period 1959 to 1963. We "knew" who would most likely win a FJ race: not much fun for the entire gaggle with that option, so we spiced things up a little and decided to race as Teams; Cooper vs Lotus vs Elva. But how would this work? The mid-engine cars would beat the front engine cars

simply due to the technology advantage. Our solution was simple and brilliant! We decided finishing points would be determined by drawing a number out of a hat with the 1st place finisher drawing first, thus the best chance of drawing the highest number. After the last race on Saturday we patted ourselves on the back, roasted each other over



Photos by Marilyn Breidenbach

a glass or three of cheer and hooted and hollered as the each driver drew his "finishing points." Surprisingly the points were tight but after the final draw, Team Lotus won the 2012 Challenge and have continued their "luck" by winning the majority of the FJ Challenges.

However, that summer of 2012 a tragedy struck when our dear friend Pablo Gonzales was killed in a plane crash. The following February we renamed our event, Cooper/Lotus Pablo Gonzales Memorial Formula Junior Challenge. Over the years the CVAR Formula Juniors have grown to about 12 drivers and 18 Formula Juniors of various makes. We travel to



named events and enjoy the newly formed National FJ organization: FJ Historic North America. At all the Formula Junior events the wives of our drivers join us in the festivities. These wonderful fun ladies are critical to our adventures, helping us with our racing and are the social gurus that keep our circus as organized as possible: a daunting task.

Normally our Challenge teams are drawn out of a bright red Folgers Coffee can and our the tradition of finishing positions only determining the order for drawing finishing points continues. It is a light hearted system for a light hearted Challenge where fun on the track with spirited yet courteous driving is the name of the game followed by several rounds of banter and toasting in the garages.



Tom O'Grady's Stanguellini

This year, due to refurbishing of cars, other prior personal commitments and scheduling confusion our field was cut almost in half. With three mid-engine Lotus's, one mid-engine Cooper, one front engine Stanguellini and two front-engine Elva 100s, we decided this years' theme would be Lotus vs the World* (* the CVAR FJ World). Since Lotus had won the Challenge the past couple of years we also changed how team points would be calculated. Finishing points were scored as usual with "special considerations" such as: all non-green cars earned one point; every vowel in the Makes' named earned one point; drum brakes earned one point; wire wheels earned one point; a custom designed helmet earned one point and a carbon fiber helmet lost one point. Some FJ drivers (Lotus maybe?) made light hearted accusations these "special point considerations" were nothing but a blatant attempt to stack the deck and enhance the Stanguellini's points – They were correct --- and it did.



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The second race on Saturday was close. The Cooper T-56 driven by Jim Yule chased Bruce Revennauh's Lotus 18 for the entire race. Bruce was a scant 0.2 mph faster and finished first, just as he did in

2012 with Jim just a few seconds behind. John Breidenbach in his Lotus 18 finished 3rd; the Lotus 20/22 driven by Jeff Anderson was 4th, followed by the Elva 100 driven by Bob Merrill was 5th. Tom O'Grady driving his Stanguellini for the first time fished 6th and Greg Bryne suffered some mechanical problems and finished 7th.

After the last race we retired to the garages and drew the winning points. Lotus put up a grand fight with just three cars and came within a whisker (3 points) of winning the Challenge but when the "special considerations" were taken into account they were "blown away" by the "world". Next year we will see what kind of "Special Considerations" Team Lotus can come up with.



Stay tuned for the next exciting report.

The 70' putt

Steve Seitz, #10 1965 Ford Mustang



All sports and games are similar in nature. You practice, you play, you work through adversity, and sometimes, just sometimes you win and/or succeed in your goals. Let me share two events I experienced a number of years apart.

I'm not a golf enthusiast, for I have only played twice in my life. Once to drive the beer cart and second to complete the 4 player group for a friend when on vacation. During the vacation game, one of the four golfers was a retired US Army veteran with his son looking for a relaxing afternoon in the sun. I can't recall his name, but I'll call him Bill. As we walked

to the first tee, Bill was feeling really good and wanted to get the party started. He stepped up, and hit the ball well enough where it traveled down the center of the fairway a good distance. Somewhat satisfied, he turned with a grin saying he was "a bit rusty".

The next hole, Bill stepped to the tee, addressed the ball, showed a nice backswing and just butchered the drive. It might have traveled a total of 10 feet, and he was not a happy camper. Then the day just kept getting worse. Slicing, topping the ball, landing in bunkers, digging divots, and all kinds of problems I didn't know could exist. On the bright side, I learned a few colorful words to add to my vocabulary as only an Army veteran could teach. But to give Bill credit, he never gave up.

Bill had a couple of decent holes later, but nothing to write home about. Hacking and whacking his way through the course, we finally make our way to the 18th hole. Bill teed off with a good hit, but landed his bad 3rd drive into a bunker. Red faced and defeated, I thought he was going to pack up and head home. Bill pulled out a wedge and played the ball to about 70 feet from the pin. He walked to the ball with his putter, looked to us and said, "It's been fun guys, but I've had enough. I'm not sure why I even play this damn game". Then he lined up and drained it in the hole. He immediately turned with a smirk and said: "Oh yeah, that's why. Golfing with good company makes life great? Anyone for another round?"

Let's jump forward a number of years to the beginning of November 2015 where I attended the SVRA U.S. Vintage National Championship held at the Circuit of the America's in Austin, Texas. My luck at this track is not good, for this is where I spun a bearing and destroyed my new 289 engine the year before on the first test and tune session. Then a few months later I attended a track day where it rained cats and dogs all weekend long.

On Wednesday (SVRA test and tune), I put my old Ford Mustang on the track for the first session and the car ran okay, but something just didn't feel right as the steering was a bit loose. So afterward I made an adjustment to the steering box and prepared for the second session.

First lap during the second session entering into turn one I found myself spinning the steering wheel at least 90 degrees before the car even showed a hint of the turning. I crept around the course, pulled off and proceeded to wrestle the car back to my paddock space. Not a good start for the race weekend.

After some head scratching with my paddock buddies we decided to pull the steering box and tear it apart. One engineer (Roy), one manufacturing plant manager (Mike), one dentist (Gene) and I couldn't see anything visually wrong, but it was time to replace the box. While I frantically ran around the paddock to see if another Mustang driver had a spare part, Mike and Gene reassembled the box to see if they could perform a "band-aid fix". But that failed so Roy drove across town and pulled an original steering box with column from another friends used parts bin. Upon his return, we discovered we would have to pull half the car apart to install the used box. It looked like I was going to throw in the towel for the week. I then remembered Bill the golfer's tenacious spirit from a few years earlier. So I lit up the internet on the smartphone, hunted down the original box manufacturer on the east coast and called have a new part overnighted. The part was available, but I was 15 minutes late to have it shipped overnight. (Let's throw in one of those words I learned from Bill.) Still hopeful, we called another vendor on the west coast, found the part and carefully (note CAREFULLY) ordered. Then came the waiting for 10:00 AM delivery the next day.



Special adjusting tool at right!

Morning came and I was pumped up waiting for the "Brown Santa" (UPS). The part arrived but IT WAS THE WRONG ONE! (Drop another one of Bill's words here). So I called back to the original part manufacturer on the east coast and we ordered the correct part with another overnight delivery. Yes, it was becoming an expensive week.

With two days lost now, I picked up the second part box in the morning and discover another problem. The part was not shipped in multiple pieces for easy installation. So with another engineering buddy (Jeff) we pull out the grinders, hammers and punches, separated as needed and installed the steering box and shaft in the car in time to make the second of two qualifying practice sessions. With renewed enthusiasm I made the grid, but started dead last in a field of 55. This was definitely better than sitting in the paddock waiting for the overnight delivery.

The car's steering was improved so much it felt like power steering and I worked my way all the way to 33rd, but with a hitch. At the end of the qualifying session I was informed my transponder wasn't working. (Please insert one of Bill's well designed adjectives here). Luckily, after testing at tech, we learned my transponder number somehow transferred back to its original owners name (Robert) from 7 years ago. The timing staff was so confused. They saw a Mustang fly by, but Robert, now driving a Javelin, showed up on the computer. Fortunately, they manually timed me with stopwatches. Thank you SVRA, but I was sorry Robert lost my good lap times.

The next morning arrived with the qualifying race along with rain. A hand full of us decided to trek out just to show up on grid where ½ the field was missing. That's when I jumped to 23rd, even though many of my familiar competitors flew by me at the start. I'm not the best driver in the rain, but I wasn't going to complain.

That afternoon we all prepare for the feature race knowing a hint of rain was in the forecast. I applied "RainEx" on the windshield and hoped for the best. Others adjust suspensions and changed to rain tires, but my preparation was

the correct one. There was no rain during the race and I finished 15th out of 40. I finished 3rd in class and ran the best lap time of my near disastrous week. Bill the golfer would have been proud. But one more test was still to come, the Sunday 90 minute endurance race.

Enduro time came, the weather was perfect and I pulled up to grid where I was slotted in the back with my BP class competitors. In front of us were Dallarass, Audis, Lolas, and every imaginable rocket ship disguised as a race car. My new goal was to finish without getting lapped too many times.

Things went well, but as with Bill, I landed in “the bunker” of racing. I ran out of fuel on the last lap and didn’t get to see the checkered flag.

After being wrenched on to the flat tow and taking the “drive of shame”, I poured some fuel in the tank and drove the car into the trailer.

Before leaving the track, I decided to drop by the awards desk for a time sheet to see my lap times, and “holy cow”, there was my 70’ putt. Unknowingly, I lapped my class competitors winning the gold in BP, had one perfect 5:00 pit stop, beat my best lap time four times and placed 18 out of 34.

You know, Bill was right – racing with good company makes life great!!

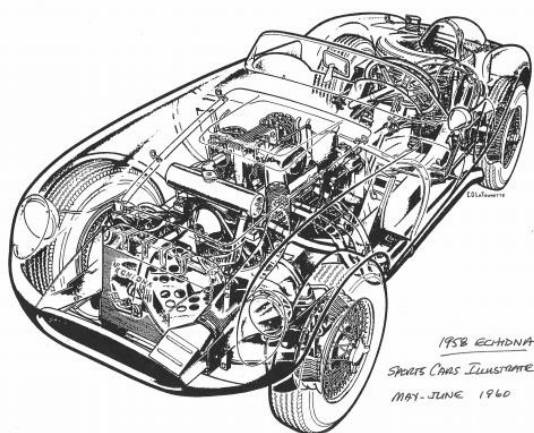


1958 Echidna #66, the “Larson” car

Steve and Linda Steers
Boerne, TX

In American racing there is a wonderful backyard tradition of amateurs creating racecars in humble surroundings that endure and win against more highly resourced professional and production cars. The Echidna is one of these classic American race stories.

In 1958, three amateur racers in Hibbing, Minnesota teamed up and built three identical “specials” to take on the best of Europe and America. Built in a humble northwoods garage, they used available American running gear and power, and mounted California-made Devin bodies. Pure junkyard dog, the cars used shortened and narrowed 56-57 Chevrolet passenger car frames and suspension, a Rochester fuel injected Corvette engine, Borg Warner 4-speed transmissions, Corvette Positraction differential and rear axles, and Chevrolet drum brakes all around.



In 1958 and 59, these durable and fast cars won 25 overall or class first places in 35 starts, winning First AND Third in the 1959 SCCA B- Modified National Points Championship.

The Echidna (ee-kid-na) name came from one of the builders wives, a crossword puzzle addict. She stated the car’s snouty nose looked like an Echidna. “Echidna?” they asked. “An Australian anteater, “ she replied. “Perfect!” they agreed, and so they were named.

The car’s original owner was Dr. Bill Larson, a Hibbing, MN optometrist. Since it’s restoration in 1999 it has raced across the US, recently winning two National Championships at COTA, plus trips to the Goodwood Revival and Festival in England.

Editor's Paddock



By Scott Barrett

The Saturday night Awards Dinner was an enjoyable event and reminded me that I do not race for the glory, recognition, or trophies!

There has been some lively debate on our "Special Invited Run Group" scheduled for our event at MSR-Houston. Jeff Garrett has provided a bit of background and maybe some clarification, which is presented below.

Saturday was an exhilarating day of racing in my #10 car at TWS beating my previous best by over 5 seconds. Sunday was a terrifying day of racing in my #53 car, amazingly caught on film by Kim Hill. She shot a spectacular sequence of photos, which gravely reminds us of the sport we have chosen. Between turns 9 and 10 I somehow spun and slid sideways across the speedway straight, hitting the curb, which launched me. My safety equipment (including the HANS) performed as needed and I walked away; however, the car will be in the shop for a while.

Thank you to the corner workers for your quick response and help.

By Jeff Garrett

I am very excited about this event because I think it is a great opportunity to promote our first trip to MSR-H, expose new people to CVAR and vintage racing and it'll just be fun to watch some of these different cars and classes on the track.

I presented the "Invited Run Group" concept to our group reps and to BoD in January and I'm glad Russ Rosenberg took up the challenge right away. The concept was born from our experience at the Mid-America-Ford-Shelby Meet where CVAR puts on an exhibition race each year. We know from that experience we get new recruits whenever car and race enthusiasts are exposed to CVAR.

For those of you that did not see the original proposal, it is detailed below:

A CVAR member in good standing agrees to organize and promote a special invited run group. He/she would work with the President and Chief Steward to pick a non-school event far enough in the future to afford good planning, then work with the Race Chairman and the Chief Steward to invite the other club or participants to the event. He would be responsible to secure enough entries to make the invitation worthwhile. We would rent the track for an extra hour and sell the time to the invited guests for a profit. Additionally, we could approach a corporate sponsor associated with the participants to sponsor or otherwise offset event expenses. Workers would also be compensated for the additional track time. The invited guests can specify their own track rules (race vs. open track, passing, etc.)

The concept assumes it will be a different invited guest each time and that it only happens when there is a member/sponsor willing to step up. Possible examples: USRRC, Vintage Trans-am, BMW Club, Ferrari Club, NT Mustang Club, SCAT, Cobra Club, Abarth, Triumph, Corvette club, Five Star Ford, Vintage Motorcycles, etc.

This is not Group X or Group VIII, just a chance to make certain events cool, allow us to watch them race (or open track) and expose them to vintage racing. ECR or MSR-H would be good venues for this because it's close to a metroplex.

That is exactly what Russ has done. In his case the participants are folks with retired racecars that are no longer competitive in SCCA or NASA, but aren't considered vintage under CVAR classes. Russ wisely restricted the cars to "no turbos and no tube frames" and based on feedback from CVAR members, added the restriction "no EFI." We are meeting our club insurance obligations by requiring competition licenses.

Note “*The concept assumes it will be a different invited group each time.*” We are currently working with the USRRC Seniors Tour to be our special invited guest for our fall event at MSR-H. You can learn more about them here <http://usrcc.com>.

I know some folks are concerned that Russ has an ulterior motive to expose CVAR to “new” types of cars and car classes in the hopes we may be inclined to invite them to join us on a more permanent basis. I don’t think Russ would deny that or apologize for it. In fact, even some of the most conservative members of CVAR (read staunch opponents of date creep) have said this might be a way to evaluate specific cars, classes or people for possible inclusion.

What I will say, and Russ would agree, is this is not a mechanism to create a new permanent run group in CVAR. That is impractical even if there were unanimous support for it from the Board of Directors, which there is not. In fact, many of you may be surprised to learn the CVAR Board of Directors pretty closely mirrors the membership in their opinions on expanding classes and/or dates. Some see it as critical for growth and survival. Some are staunch opponents, and some are in the middle.

Regardless of motive, the actual, tangible thing Russ is trying to accomplish at MSR-H is to bring 10 to 20 new racers to the track so they can get to know us and see what we do, and we can get to know them. If you believe in our CVAR brand (and I do very much), you can be confident at least some of these folks will want to run with CVAR and will build a car that is eligible. And if we discover a car or class we think is cool and could fit in CVAR, then we can start that discussion within an existing run group.

What I would ask is that each of us helps steer this towards the success we hope for. Help Russ invite the cars YOU want to see. When the folks show up, treat them as real guests. Show them the cheerful camaraderie CVAR is known for. Show them how cool it is to race a real vintage car that complies with the rules. This is an opportunity to spread the CVAR brand. Don’t miss it.

Trivia Question answer: *Don Gwynne*

Which CVAR member, racing a 1969 Z-28 Camaro, finished ahead of Mario Andretti and Jacky Ickx and their Ferrari 312B at the Sebring 12 Hour in 1971?

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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."

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
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1966 Datsun 1600 Roadster

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CVAR
Barbara Hilton
19 La Jolla Circle
Montgomery, TX 77356

Postage

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