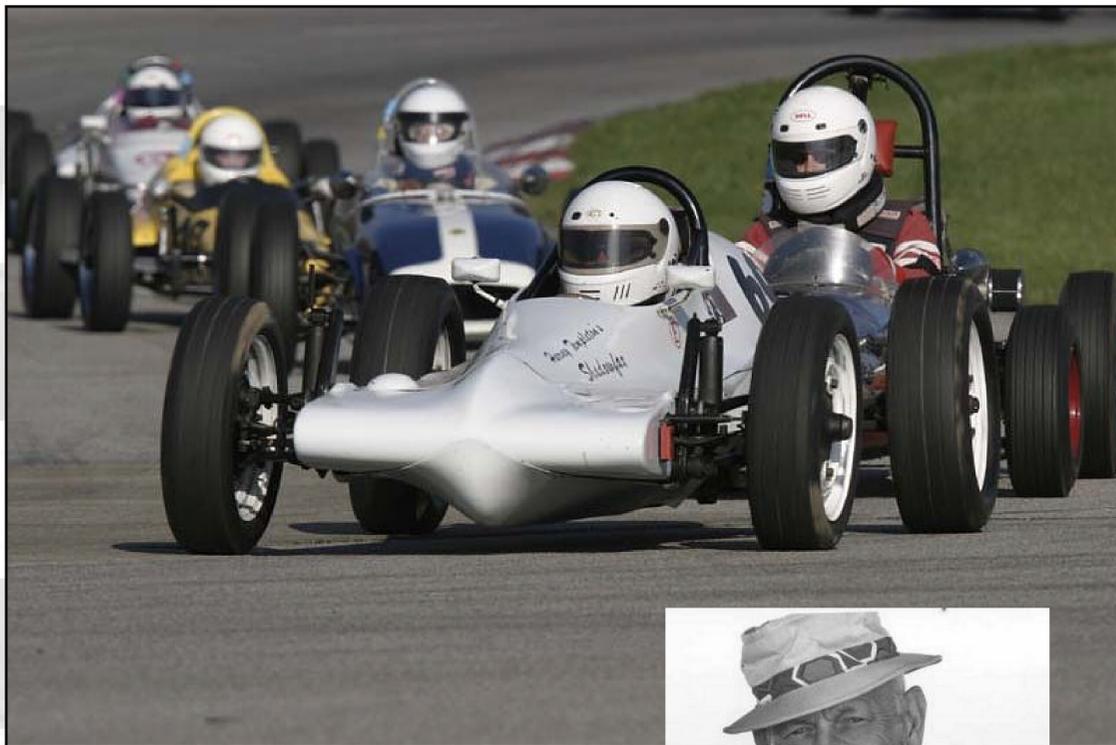


In 1968, Harvey, who was driving a Zink at the time, asked Ed Zink how to make a Vee go faster. Ed told him to design a no-roll-resistance rear end. Harvey began research and work on it, and finally came up with the Ringwraith design which became the precursor to the Shadowfax

Both the names Ringwraith and Shadowfax come from The Lord of the Rings trilogy by J.R.R. Tolkien. Shadowfax was the wizard Gandalf's horse.

Harvey drove the Ringwraith only in 1969 before he sold it to a friend, but he took the Shadowfax to the championship races 5 years, 1970 through 1974. Both cars are now owned by Mike Jackson of Florida.



Harvey Templeton's

SHADOWFAX

The first zero roll Formula Vee!



Harvey read The Grand Prix Car by J.L.K. Setright, a history of the development of race cars in the 1960's. The mathematics concerning speed, air resistance, and horsepower led Harvey to the conclusion that since the Vees were underpowered, there was no power to waste

on air drag. He set out to design a car with the smallest possible frontal area in order to get the driver out of the air stream and as close to the bottom of the car as possible. It was also important to get the body of the car up away from the ground and make it narrow and rounded so that air under the car could escape freely, which would not be possible with a flat body. It was important to have the air move freely between the wheels and the body of the car.

Because of the SCCA Formula Vee rules, various compromises were necessary. For example, the body had to be 34" at the firewall and, technically, the Shadowfax was legal, but actually narrower, accomplished by adding small stream-lined projections.

Harvey did all his own welding, balancing, fiberglass work, and in fact, just about everything. His wife Jewel helped some with painting the Shadowfax.

The Shadowfax was run the for first time at VIR. It was the first time Harvey sat in it with the engine running, and it was an immediate success. There were no problems and never any basic changes in the suspension. A few slight aerodynamic changes were made as the years went on.

At Road Atlanta: Note the snorkel mirror Harvey has mounted in the center of the front cowl.



Harvey achieved the Zero-roll effect by mounting the production shocks across the back of the body rather than in their usual position above the axles. This innovation allowed the wheels to operate independently of each other and the car to corner faster without sacrificing traction. Harvey also mounted "training wheels" at one point to allow the car to ride up on the track curbing without losing tire adhesion.

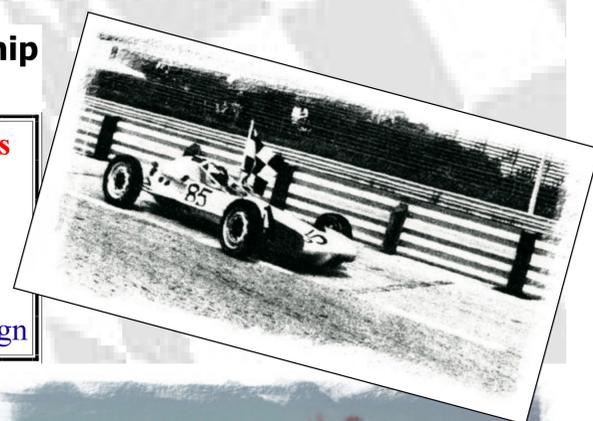
Harvey took the Shadowfax to the championship races 5 years—1970 through 1974.

The Shadowfax won 8 nationals and had the pole 9 times in 1974 alone.

It won 91 national points.

If it can do that for a 65-year-old man, just think what it can do for you!

--Harvey's 1974 For-Sale Sign



Harvey drove the Shadowfax the last time at the run-offs at Road Atlanta in 1974 where he advertised it for sale during the week.



The Shadowfax and Ringwraith side by side at the track.

The Shadowfax was a major influence in F-Vee design. When Harvey first took it to Atlanta to the run-offs, Ray Caldwell saw it, liked it, and asked Harvey if he could copy it, and he did. Now, if you look around at races, you will find many Vees with Shadowfax-influenced bodies.

from "The Origins of the Ringwraith and Shadowfax" by Mrs. H. (Jewel) Templeton