VINTAGE RACER GROUP

VRG

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253 BRIDLE PATH RD
BETHLEHEM, PA 18017

PRESORTED STANDARD
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VINTAGE RACER GROUP

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NEWSLETTER

FEB 05 • VOL 2.1

253 BRIDLE PATH RD • BETHLEHEM, PA 18017 • PH 610-867-0288 • FX 610-954-9489 • WWW.VRGONLINE.ORG

QUICK NOTES

MEETINGS AT NHIS EVENT, MAY 20, 21

We plan to hold two important meetings at NHIS during our down time while the motorcycle group is on track.

Manditory Driver Orientation Meeting Fri May 20, 3 pm

On Friday we will have the track until 2:30 pm. At 3pm we will have a driver orientation meeting to focus on the Rules of the Road defined in our Rules and Regulations. Our goal is to avoid conflict of any sort between drivers.For this to happen we all have to agree on a common standard of acceptable behavior. If we have two drivers running wheel to wheel with different concepts of what's OK, conflict of some form is likely to result. It is important that we all enjoy our activities together on track.

Open Membership Meeting. Sat May 21, 1pm

On Saturday at 1 pm there will be a 90 min. period while the bikes are on track. At that time we will have an Open Membership Meeting. Our officers will report on current activities. We will discuss the responses to a survey that will be sent to members this spring. The remaining time will be open to discuss any issues that our members would like to bring before the group.

VRG DRIVERS SCHOOL JULY 30, 31 AT NHIS

This school will be for drivers of all ability levels. Students will be divided into two groups, novice and advanced. After a classroom session each group will spend time working with instructors on circular and figure 8 skid pads, a lane change exercise that explores weight transfer and controlling a secondary reaction slide and an auto cross set up to test car control ability. On track secession will also be part of the program. Students can use their vintage race cars or appropriate rear wheel drive street cars.

The school will be under the direction of Ed Valpey, VRG Chief Driving Instructor. Ed has many years of instructing drivers at all levels. He has been an instructor at Skip Barber, Chief Driving Instructor for the New Hampshire BMW club and is currently instructing at Beaver Run.

Whether you have very limited experience or many years of on track experience and want to take your car control skills to a higher level, plan to join us in July. More detailed information will sent to all members well before this event.

VOLUNTEERS/HELP WANTED to help accomplish all that we hope to do with VRG, we need your help. We need photos and race reports for our newsletters, Event Chairman and Event coordinators, grid workers and flaggers (will train). Also, if you have the ability to provide printing or mailing services we could save the club money and improve the quality of our communications. If you have any other skill or service you can provide the club, please contact Mark Palmer at info@vrgonline.org.

For the driver who enjoys racing with others who value driver attitude, skill and car preparation.

VRG 2005 Directors
Bob Girvin, President
Ralph Steinberg, Vice President
Brad Marshall, Treasurer
Mark Palmer, Secretary
Kim Eastman
David Fenton
Bill Holllingsworth
Tivvy Shenton
Chris Shoemaker

For more information:
please visit www.vrgonline.org

You may also contact:
Mark Palmer e-mail: info@vrgonline.org
phone: 610-867-0288

RACE SCHEDULE 2005

APR 16-17 VIR with VDCA
Spring tune up, low key racing, full course

MAY 20-22 NHIS Festival
Full race program, School, VRG meeting

JUN 24-26 Mosport with VARAC
Be part of our Am-Can Challenge

JUL 9-10 Beaver Run with PVGP
American Thunder & Am-Can Challenge 2

JUL 30-31 NHIS Driver School
For new and experienced drivers

SEPT 23-25 Mt Tremblant Fall Classic
Fall foliage, incredible venue

OCT 1-2 Summit Point
Shannendoah Circuit

OCT 15-16 Mid Ohio with VSCDA

THIRD ANNUAL WILD HARE RUN, w/ VDCA at VIR

VRG has a reciprocal agreement with VDCA. VRG will support their VIR event on April 15-17 and VDCA has agreed to support VRG at Beaver Run July 9-10. At VIR our host VDCA as many of you know is a club with similar goals and values to what we building at VRG. The event will use the full 3.2 mile course. For anyone who has not experienced this outstanding facility and the full course configuration in particular, this is a great opportunity. This event will offer plenty of track time and a small club atmosphere.

VIR is a long tow for some of us, but this is surly one of the best venues in North America, it is well worth the tow. Not only is the track superb, the paddock is spacious, electricity is available almost every where, fuel pumps are open 24 hours for credit card purchases, the whole package is first class.

You can go to the VDCA website www.vintagedrive.com to confirm the types of cars that will be accepted by VDCA. Their car groups are very similar to VRG. They do have at least one group that allows cars newer than 1972. All group six ground pounders are welcome, and may get their own race group if enough entries exist.

We will arrange to have a section of the paddock organized as VRG central so that we can help each other out as needed. Once we get a handle on how many VRG members are going to attend the event we will plan a dinner or cookout that does not interfere with the VDCA dinner. Come join your friends and have a good time.

An entry form is included with this newsletter or can be down loaded at our website www.vrgonline.org. All entries and payment should be sent to the Host club as noted on the entry form. However, please also email Bob Girvin (bob@vrgonline.org) to confirm that you are entered as we will be organizing some VRG activities at this event.

John Faulkner, from Sayville, NY in his MGA

Am-Can Challenge

VRG has extended a challenge to our VARAC friends north of the border. After lengthy negotiations the rules of the challenge have been finalized. That is, finalized until we find a good reason to change them (i.e. in the unlikely event that the Canadians are whipping our butts.)

Points will be awarded for individual driver performance and team points. Team points are generated by each participant that crosses the boarder to get to the event. So if we get 40 of our members to go to Mosport June 24-26, VARAC will need to get 40 of there members to come down to Beaver Run to avoid being at a disadvantage. Therefore we need to get a good crowd to make the trip north to Mosport, another of the great tracks of North America.

At each event the top point drivers will get some sort of special recognition Saturday evening. This may be the opportunity to shake the hand of someone famous such as Mr. Greenwood and maybe even receive an honorary beer. Actual award if any is subject to change.

At Beaver Run, the winning team will receive a trophy presented by the Captain of the not-so-winning team. The trophy is perpetual; the members of the victorious team will receive a decal indicating this car is a "2005 Am-Can Challenge Winning Team Car". Every driver earning any points for the winning team gets a decal.

The objective is to encourage participation by VRG members at Mosport and VARAC members at Beaver Run. We hope it will be a fun thing for all. However, we are already hearing noise that the VARAC guys are putting a real push to encourage there members to turn out in force at Beaver Run. This is good, but we need to make sure we have a strong turn out at Mosport. Anyone who has not driven Mosport will find this famous old circuit repaved with many changes made to make it a safer track. Plan to be there. This challenge was VRG's idea, we better get a good number of cars up there or this could be very embarrassing.

Historic Races at BeaveRun July 9-10

Be part of the Pittsburgh vintage experience!

MAR 31 DEADLINE FOR EARLYBIRD DISCOUNT

The Pittsburgh Vintage Grand Prix Association's "Historic Races at BeaveRun" is a major event for VRG this year! This race was created by the PVGPA to offer an alternative and supplement to the established Schenley Park event the following weekend. PVGPA has invited VRG to take part in the BeaveRun race, to help bring in more entries and raise more money for their important charities. This is a major priority for VRG in 2005 – we're looking for a GREAT turnout to support this important event! If you can add just one more event to your race calendar for 2005, please make it this one!

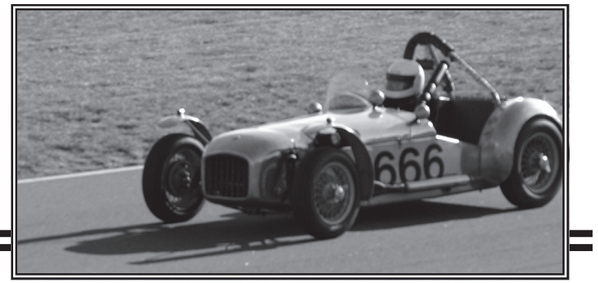
All VRG-eligible cars are welcome: sports-racers, production cars, and open-wheel cars through 1972. There will be six race groups at BeaveRun, including groups for conservatively-prepared cars, small displacement cars, formula cars, big-bore sports cars and sedans, medium-size production cars – you name it. Final race groupings will be determined by the entries received, but you can be assured of having a race group of compatible cars and drivers.

If you have always wanted to be part of the "Pittsburgh experience", but have a car that is not eligible for Schenley Park, then this is your chance! It's a great way to support the Pittsburgh charities, and enjoy the fantastic support of the PVGPA volunteers and spectators, without facing the hazards of a street course. It's a modern-design race circuit, with plenty of run-off room. Last year's competitors found the layout to be much more challenging than it appears! Most felt it compared very favorably with Lime Rock, a circuit of similar length.

For those who have cars that are eligible for Schenley, why not enter both events? Arrangements have been made so that you can leave your trailer/race car/rig at the BeaveRun facility during the week. You don't need to make two back-to-back tows to Pittsburgh. In fact, there are plenty of PGVP activities during the week, so you might even consider taking the week off and doing the car shows, rallies, and parties in between the two race weekends. There are plenty of interesting tourist sites in and around Pittsburgh to enjoy, also. (Note: for information about the Schenley Park race, contact VSCCA).

We are featuring "American Thunder" at BeaveRun, the Corvettes, Cobras, Mustangs and Camaros that the crowd loves but will never see at Schenley. The "Marque of the Year" is Mustang, and we plan to have one all-Mustang race on Sunday. This is a perfect tie-in to the introduction of the new 2005 Mustang.

Please see the Entry Form in this newsletter, or on our web site at www.vrgonline.org. We're offering an "Earlybird Discount" for entries received and paid by MARCH 31, so please act soon! Full refunds until July 7, so why not enter early and save money? Any questions, check our web site or contact VRG Event Chairman, Mark Palmer, at Mark@vrgonline.org or 610-867-0288.



Tivvy Shenton in his XK140 Jaguar follwed by Jim Peterman in his 1965 Mustang. Mari Ryan in her Lotus 6 from Watertown, MA. Lower Right: Dick Fryberger in his '59 Lotus Elite coming through Namerow at Mt. Tremblant.

Tech Tip: Electric Terminal Insulation

VRG requires all "hot" terminals to be insulated. What exactly does this mean, and how is it done?

Most people understand that the "hot" terminal of the battery must be insulated. On a car that is wired with negative ground, the positive lug of the battery must be covered. Too often at Tech, we find cars with duct tape covering the hot terminal. This is really not acceptable! In an accident, if surrounding metal becomes crushed against the battery, duct tape will not stay in place and is easily torn or abraded, allowing the "hot" terminal to create a spark and potentially cause a fire. You must use a battery terminal insulator that is intended for this purpose. These are readily available, and extremely cheap. There really is no excuse for not having a proper rubber or plastic insulator on the battery terminal – even today's street cars come with terminal covers!

Many racers do not realize that other "hot" terminals must be covered, also. If your electrical cut-off switch is wired into the "hot" side of the battery circuit, then the heavy terminals on the bottom of the cut-off switch must be covered. The large "hot" terminal on the starter switch or solenoid must be insulated, also. Even the connection on the starter should be covered. "Hot" terminals on the fuse box, voltage regulator, or other electrical devices should be insulated.

How to do this? Rubber "boots" in various sizes are available to cover most terminals. Most of our cars were supplied with a rubber boot over the terminal on the starter solenoid, and this same boot often fits the terminals on the cut-out switch, starter motor, or other heavy-duty connections. Other terminals can be insulated by improvising with various things, spark plug boots, heat shrink tubing (double layer is best), or rubber tubing of various sizes. Plastic wire ties can be used to secure the boot or tubing to the terminal.

Electrical tape and duct tape are not recommended solutions! They tend to come off, especially when exposed to oil, and tapes are just not rugged enough to resist abrasion and tears in an accident.

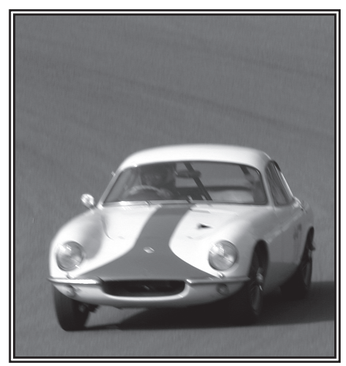
It is worthwhile to take some time and go through your entire electrical system, trace the "hot" wires and locate all the terminals and potential trouble spots. This task only takes a short time. A half-hour at home, in your garage, could prevent the spark that causes a fire on the track. And while you're tracing the wires, take a look at any place where a wire passes through a metal bulkhead, and make sure there is a good insulating grommet in place to prevent chafing of the insulation.

– Mark Palmer

VRG at Summit Point!

We're very pleased to announce that VRG has secured a date at Summit Point. Our event will take place on Saturday & Sunday, October 1 & 2, on the new Shenandoah Course at Summit Point.

We have this new track all to ourselves for the weekend. You can look forward to lots of track time, and the camaraderie of an "all vintage" paddock with your VRG friends. We will probably cap this event at 80 cars, to limit the size of the race groups and ensure that everyone has ample time to learn this challenging new track.

This is a brand-new facility, with ongoing improvements. We will be using the 2.0-mile version of the track, which incorporates two decent straights and plenty of interesting turns! Drivers of small, nimble cars should really enjoy the layout: the track is well-suited to Mini's, Lotus 7's, Formula Juniors, small sports-racers and the like. Bill Scott, the track owner, has already planned to make several key improvements to enhance the safety of this new circuit. If you have already taken a tour of the track, rest assured that the super-tight esses are being removed and several barriers are being moved well away from the track surface. The final layout might be compared to a longer version of NHIS.

Chris Shoemaker will be our VRG Chairman for this event, and we welcome him to the ranks of race stewardship. More information will be available at www.vrgonline.org soon, and in upcoming newsletters. Mark your calendar for October 1 & 2!