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W. Petrowicz

WWW.VRGONLINE.ORG

Tom Grudovich in his Elva Mk II chasing down
Chuck Sadek in his '66 Yenko Stinger at Beaver Run

VRG Membership Meeting at NHIS – There will be a meeting at NHIS at 1pm Sat. May 21 during a 90 min. period that bikes will be on track. Members will receive a survey with a few specific questions from your Board of Directors in late April. Please review the survey and send it back with comments. You will also be asked to suggest topics for discussion at the NHIS meeting. This will help us create an agenda that will focus on areas of interest to our membership. All VRG members are encouraged to attend this meeting and share your thoughts on how we should structure the clubs activities to best serve its members.

Cancellation Policy – For any events that are organized by VRG your entry can be cancelled up to 7 days before the event and your check will not be processed or a full refund will be made. In the case of support events the host club will determine the refund policy. It is very helpful to the event organizers to get your entries in early so that the Event Chairman can plan activities, commit to meal arrangements and establish actual race groups. Please respond early so that we can do a better job of putting together a well organized, enjoyable event.

Am-Can Challenge – The rules for this not so serious challenge are included with this mailing. Check them out and make plans to take part at both Mosport and Beaver Run.

Volunteers Wanted – To realize the full potential of VRG we need a few more people to take on responsibilities that will make things run smoothly. We are looking for Event Representatives for Mosport and Mid Ohio. We need someone to help edit and proof read newsletter material. Race reports and photos of our activities are always welcome. If you can help with any services such as printing, let us know. We would also like to develop a core group of event workers, timing and scoring, pregrid workers, race control and flaggers. Please contact Mark Palmer, mark@vrgonline.org.

We need to hire an accountant to prepare and file our tax obligations. If some qualified person out there would like offer to do this for the club please contact Brad Marshall, brad@vrgonline.org.

Drivers School – Drivers School, July 30-31 at NHIS will be for 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 session 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.

If 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.

Summit Point Oct 1-2 – While this event is months away, please make sure it is on your schedule of events to attend. We are planning a low key fun weekend with lots of track time. We will have the Shenandoah track all to ourselves. Track management has promised several changes that should alleviate problems that the original layout presented. The revised track will be safer and much more racer friendly. Chris Shoemaker is the Event Chairman - Look for more details in coming months!

Historic Races at BeaveRun July 9-10 – Entries are mounting quickly for this event! Even if you have missed the early bird deadline of March 31, please send your entry ASAP. For this event, it really helps to have the entries in early.

We obtained blocks of rooms at two **hotels**, at discount prices. The VRG headquarters hotel is the Marriott Pittsburgh North, phone 724-772-3700. Ask for group name "Vintage Racer Group" discount rate of \$99/night. This is a luxury hotel, only about 2 years old, near shopping and many restaurants – recommended if you are bringing your spouse or family. We also have a block of rooms at the Holiday Inn Beaver Falls, phone 724-846-3700, ask for special BeaveRun rate (approx \$85/night). This hotel is closer to the track, but the hotel and surrounding area offer fewer amenities.

We're planning to have a catered dinner at the track on Saturday night. Please plan to attend if at all possible. This will include the PVGP volunteer workers, and the dinner will begin immediately after worker rides on Saturday. It's a great way to show the volunteers how much you appreciate them! Details will be included in your entry confirmation.

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 Hollingsworth
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

The New Hampshire 15th Annual Vintage Celebration is May 20, 21, 22

You are invited to join us for one of the best events on the vintage calendar in the Northeast, the New Hampshire Vintage Celebration.

All vintage cars from prewar through 1972 are eligible this year, including Formula Ford and Formula Jrs. We have held the price at \$150 for three days of racing.

In its 15th year, The Vintage Celebration combines Vintage Circle Track racing, Vintage Sports Car road racing, Vintage Motorcycle road racing, Vintage Motorcycle Trials, The Elegance a high-end Concours and a Rod & Custom show.

Vintage Circle Track racing takes place on Wednesday and Thursday when the oval track cars come out to play. Last year there were over 150 entered and there were plenty of sights, sounds and smells to enjoy. Early sprinters, midgets, stock cars and the fabulous Indy roadsters from the front engine years recreate the spectacle of the Indy 500. The folks are pretty laid back and many of the owners/drivers are the same pros who raced the cars in their hey days. Lots of wonderful stories to enjoy.

Vintage Sports Car racing, Friday, Saturday and Sunday, brings back the road racings early days with prewar race cars and adds the 1950s, 60s and 70s of the European Sports Car boom with 100 cars in 2004. There are seven road race classes, arranged by speed and handling capability. Just minutes from the lakes region of New Hampshire, and the White Mountains, make it a mini-vacation for your family! Boat tours of Lake Winnepesaukee, a large Shaker Village nearby, history in the state capital, plenty to see & do near the track! An application for the event is psted on the website and included in this mailing. For more information email Bradusm3@aol.com or call 603-774-4569.

Reasons to attend NHIS - 2005

- VRG First Annual Meeting. Help us refine our direction.
- A three day event (FRI, SAT, SUN) for only \$150 with lots of track time, generally 8 to 9, 20 minute sessions
- FREE camping and motor home space, with FREE tie-ups for electricity and water
- A terrific Lobster or beef dinner with all the trimmings on Saturday night, reasonably priced
- FREE wine and cheese party on Friday night
- Trophies in every class for drive of the weekend, scoring done by corner workers
- Inexpensive, secure garage space
- Lots of good, reasonably priced hotels nearby plus excellent restaurants
- Automated scoring and timing, optional



W. Petrowicz

Two Porsche 356s having fun at Beaver Run

Tech Tip: Electrical Cut-out Switch Wiring

Nearly all vintage racing organizations require the electrical cut-out switch to isolate the battery, **and** cut out all power to the ignition and any electric fuel pumps. For cars equipped with a generator or alternator, this means that the cut-out switch must disconnect the ignition and fuel pump from the battery, **and** from the generator/alternator.

If you are not sure how your cut-out switch is wired, a simple test is easy to do. With the car running at about 1000 – 2000 RPM, have someone turn off the cut-out switch. The engine should stop immediately, and the fuel pump should stop pumping. If the engine and fuel pumps do not stop, your car isn't wired properly and may be rejected at Tech.

If your car is equipped with an alternator or generator, make sure you have a master cut-off switch "with alternator protection". This switch has two additional, smaller sets of terminals which can be wired to interrupt the alternator (or generator) circuit, and positively shut down the engine and fuel pumps. This type of switch is readily available from racing suppliers, but probably won't be found at your local auto parts store or J.C. Whitney. Pegasus, for instance, sells a Merit switch with alternator protection for about \$55, their part number 4430.

There are various ways to wire this switch to safely interrupt all circuits. If your car has a generator, one easy way is to use one set of terminals on the switch to interrupt power to the "field" terminal of the generator (usually marked "F", it is the smaller wire connected to your generator). Once you disconnect the field coils, the generator stops generating. If you are not sure how to wire the switch to an alternator, seek professional advice.

Regarding the large contacts on the switch, intended to interrupt the main battery circuit: most people wire the switch into the "hot" lead from the battery (i.e. on a negative ground car, the switch is placed in the line between the positive terminal of the battery, and the starter solenoid). This is acceptable, but not optimum. It is safer to interrupt the ground circuit (i.e. on negative ground cars, place switch between negative terminal of battery and ground).

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R. Harrington Photography

SUPPORT EVENTS

VRG has several "support" events this year. These are events put on by other clubs, that we are offering to VRG members and encouraging our members to support. On our schedule this year we have such events at Mosport, VIR and Mid Ohio. These events are hosted by clubs with similar attitudes and car regulations to VRG. There is an understanding between clubs that this is a reciprocal arrangement. You support us and we will support you.

Given the availability of track time and the cost of putting on a two or three day event, it is important to have a fairly large car count to cover costs and keep entry fees from going out of sight. This is an issue for all clubs renting track time. We are fortunate to have so many excellent venues within 500 miles of New York City, our geographic center. VRG has no desire to manage events at the more distant venues, even if we could get the track time to do that. It is better to share that burden with neighboring clubs. We are all volunteers with other obligations that consume much of our time. If VRG focuses on managing, say, four or five race events a year near our geographic center, and offering our membership another four or five support events per year, we will have a full calendar. We should strive for quality rather than quantity.

We hope to appeal to drivers who want to enjoy visiting many different and challenging tracks, rather than running many times each season at the same track close to home. Unfortunately this

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2005 VARAC Vintage Festival at Mosport, Ontario

By Jeremy Sale

VRG is supporting the Mosport Vintage Festival this year. VARAC has invited all VRG members to enter this event, and it is Round One of our 2005 Am-Can Challenge. "All motor racing enthusiasts know Mosport International Raceway. It is one of the names that will always be associated with the Can-Am Championships and, of course, the early years of Formula One." Max Mosley, F.I.A.

< Jack Bostrom seen here at the VARAC Festival in the Ryan Lotus 19.

VARAC's Walt MacKay (shown here at the VARAC Festival) was there in 1961 to win the supporting Formula Junior race and accept his prize money from Stirling Moss. >



Keith Lawrence with Dotti and John Bechtol at the VRG dinner

R. Harrington Photography

The 2004 Pittsburgh Vintage Racer's Dinner was a HUGE Success!

With a planned attendance of 38, we sat 46 people on Saturday, February 19th for dinner, drinks and lots of bench racing. The first annual Pittsburgh Vintage Racer's Winter Dinner was held at the Sharpedge Creechouse restaurant in Crafton, PA. This place is known for it's good food, great casual European pub atmosphere and long list of fantastic imported beers.

The organizers, Keith Lawrence & Jeff Brown, had some videos playing during the dinner (LeMans & Rendezvous to get everyone's attention) and lots of photos from past events on the walls (and in the head). Nametags were used to help learn all of the new faces. Color programs were provided for each person to go along with the custom menu options (the Ostrich burger was great, especially when washed down with some excellent Heffe Weizen).

Some brief presentations were made: Mike Connelly from PVGP, Danny Yanda from the BeaveRun track, Chris Shoemaker and Mark Palmer on behalf of the VRG. Nothing formal, just "off the cuff" updates on the PVGP events, VRG status and plans, the Summit Point event, and great new facility developments at the BeaveRun track.

About half of the people were VRG members and their spouses, and the other half were people who are interested in vintage racing (trying to convert a few more auto-crossers). Two people joined VRG on the spot. Several people have been long-term volunteers for PVGP (wave to Debbie Gruss when you see her at the PVGP races).

It was really a nice turnout of people from the area - plus some who came in from Ohio or a little further away. This was first & foremost, just a nice social gathering - but it looks like this will become a new annual tradition for the Pittsburgh crowd!

can mean some long tows, but you'll be rewarded with the enjoyment of a variety of truly great tracks located around the Northeast.

We have negotiated agreements with the surrounding clubs, to make it financially attractive for our members to participate in these events. The host club may offer their "member discount" entry fee to VRG members, or may waive the usual requirement to join their club. These financial arrangements will vary from event to event, but we will endeavor to negotiate some incentive for each support event, and will reciprocate when possible.

Prior to the start of each season we will identify the support events on our calendar for the coming year. Each event will have a VRG Event Representative that will be our contact with the host club. Our members going to a given support event will be provided information about VRG activities that will take place at that event.

There are three non-profit clubs (VARAC, VDCA and VSCDA) that have car groupings and a vintage attitude similar to VRG that manage events in our geographic area. It is our desire to continue to strengthen our relations with these organizations through the support event concept.