



MARK PALMER, SECRETARY
253 BRIDLE PATH RD
BETHLEHEM, PA 18017



DIRECTOR ELECTIONS

The VRG by-laws define the process for election of directors. Three of the nine directors will come up for re-election each year. Bill Hollingsworth, Kim Eastman, and Chris Shoemaker are up for re-election this year. A nominating committee of one current board member and two members at large will put together a ballot of six people for the three director positions. Kim Eastman elected to step down, which insures that at least one member at large will join the board. The ballot must be finalized by Aug. 1 and given to the Secretary for mailing to the membership. Ballots must be returned by September 15 and the results announced at the October AGM.

SEARCH FOR CANDIDATES

Kim Eastman will be looking for candidates for the ballot. If you would like to run or just suggest someone you feel would make a good director please contact Kim. (207-642-4610) While not a requirement, it is desirable that all directors be on the internet since much of our communication is by email.

ANNUAL MEETING

The VRG annual general meeting will be held at our Summit Point event on October 1. Please plan to be there. It will be a fairly short meeting. We will fit it into the schedule so that it does not take away any track time. Maybe it will be combined with a dinner on Saturday evening.

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.

PRESORTED STANDARD
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Driver Orientation Programs

VRG held our first Driver Orientation Program on Friday, May 20 during the New Hampshire Vintage Festival. Nearly 90 drivers attended the meeting!

This was a great turn-out, and a great start towards our goal of having every VRG driver attend a DOP. From the feedback we've received, we now know that many people didn't understand the VRG policy before attending this meeting. Many thought they were attending a routine driver's meeting, and were surprised at the length of the presentation.

So perhaps we should clarify our driver qualification program again. All VRG drivers are required to complete the VRG Driver Orientation Program (DOP). Drivers with a current vintage credential from a VMC-recognized club, should take our DOP before their third VRG event, or within their first year of running with VRG. Drivers who have no previous vintage experience will need to complete our DOP at their first VRG event.

Our Driver Orientation is a detailed explanation of our interpretation of vintage "rules of the road", our expectations of our drivers, and the VRG philosophy. At NHIS, the meeting ran about 2 hours with questions & answers. We are trying to pare this down as much as possible for future sessions.

The next DOP will be offered at our BeaveRun event, on Friday evening, July 8th, in the classroom at the track. All VRG drivers who are present but did not attend NHIS are urged to take the DOP at BeaveRun.



NEWSLETTER

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

Am-Can Challenge. VRG in trouble !!!!!

Support your team and sign up now!

The VARAC team is planning to bring close to 50 cars to BeaveRun. At the time of this writing VRG has only a few cars entered at Mosport. We need another 40 entries if we are to stand any chance of being competitive in the Challenge.

Please understand that this Challenge is really about one club helping the other build car count. Both clubs need strong entries to have a good event and keep the entry costs from climbing more than they already have. We hope to have some fun with the Challenge at the same time.

The VARAC folks brought 20 cars down to NHIS this year. That was almost 20% of the total entries. This is a good example of the benefits of support activities between clubs. VRG got 20 additional cars, VARAC got another vintage race on their schedule. We also have the understanding that we will reciprocate by supporting the Fall Classic at Mont Tremblant.

For those that have not been to Mosport, you have really missed one of the great opportunities that vintage racing has to offer. This is one of the best road race circuits in North America. In the last 40 years many great battles have been waged there in Formula One, Can-Am, Formula 5000 and other series. The track now has many safety improvements and new smooth pavement, but it is the same basic course that the famous names of years gone by considered one of the best in the world.

Please get your entry in the mail ASAP and save VRG from some serious embarrassment!

BeaveRun update

As of this writing, we have over 75 VRG entries for BeaveRun! But there is plenty of room for more, so please send your entry now if you haven't already. We especially need more of the "ground-pounders," the Mustangs, Camaros, Corvettes and Cobras, but we welcome all VRG eligible cars.

We have decided to invite the Sports 2000 cars to this event, on a trial basis to see how they might fit into VRG events. Several have entered already. If anyone has an S2 and needs more information, feel free to call Mark Palmer or Ralph Steinberg.

Plans for the dinner are still being formulated, and the information will be included with your entry confirmation (to be sent in the next few weeks).

Garages at the BeaveRun track are available for rent, from the Pittsburgh Vintage Grand Prix Association. Contact Mike Connelly at 412-221-1922 (days). Cost is \$250 for the weekend, and this helps raise more money for the charities.

We have also added an optional test day on Friday, July 8th. Please call Danny Yanda at the track office at 724-535-1000 to sign up for the test day.

All the detailed information is available at our web site, www.vrgonline.org by clicking on the "Events" tab and going to BeaveRun. Look at the FAQ's for all the info you'll need on this event. We're looking forward to a terrific kick-off to the Pittsburgh Vintage Grand Prix Race Week!

This years VARAC Festival features Formula Junior, Formula Vee and the Monoposto Championship.

Bob Harrington

Why do the VARAC 2005 Festival? June 24 - 26, Mosport, Canada

For my first quick answer, let me repeat what journalist B.S. Levy said about Mosport: "It is simultaneously and without reservation, the most exciting, dramatic, rhythmic, and demanding stretch of roadway I've ever encountered. Period. I heartily recommend the Mosport experience to anybody who wishes to consider their North American Race Driver Portfolio even remotely complete."

I think Burt put it very well, but don't take my word for it, ask anyone who has been to the VARAC Festival before. Not only is Mosport a wonderful racetrack but the Festival weekend is a friendly, relatively inexpensive, down-to-earth weekend and the VARAC people will bend over backwards to make you welcome and help you out any way we can. We genuinely want you to come and experience Mosport and vintage racing VARAC style.

Now that you have decided to do the Festival!

I was asked to mention something about crossing the border, so here goes. Checking the recent emails back and forth and from my own experience I can assure you that it is NOT a problem. Instructions to make it easier are on the VARAC website (www.varac.ca) but here are some notes:

...the most exciting, dramatic, rhythmic, and demanding stretch of roadway I've ever encountered. Period.

Trailing

To assist in entering Canada, we have obtained from Mosport a letter from Canada Customs and Revenue Agency regarding the temporary importation of racecars for this event. The letter is available from the VARAC website at: <http://www.varac.ca/Festival/PDF/CCRA2005.PDF>

Please print a copy of this letter to present at the US/Canada border when you enter Canada. If you have any difficulty printing this letter, please contact Ron Wanless, Festival Director, and he will mail or fax you a copy. The government regulations can be found at: <http://www.cbsa-asfc.gc.ca/menu-e.html>

Passports

Passports are always the best form of identification. At this time they are not mandatory between the US and Canada. You will need proof of who you are. Please see the Citizenship and Immigration Canada website at: <http://www.cic.gc.ca/english/visit/index.html> for more detail. Just remember that you'll have no problem getting TO the race—the Canadians will let you in with a photo ID. The border that's getting closed down is the US border on the way back. We just use passports to enter the US, but photo ID is still acceptable.

Race Fuel

The following fuel will be available at the track: TurboBlue 110 Leaded - \$3.29/litre. TurboBlue 104 Unleaded - \$3.14/litre. Sunoco 94 Unleaded - \$1.39/litre (may be reduced).

Where to stay

There are many bed and breakfasts and hotels in all ranges within 20-30 minutes of the track. Don't forget that the U.S. dollar will make them all a bargain! Check out http://www.varac.ca/Festival/fest_accom.html for options. Try Kawartha Lakes Inn (formerly the Days Inn) in Lindsay, which has a restaurant and small pool, is user friendly and relatively inexpensive, and has a restaurant attached which opens early. It's 25 minutes to the track, and just 4 minutes to Tim Horton's (I trust you know about Tim Horton's? If you don't, pleeez don't tell any Canadians!). It's at the south end of the town of Lindsay which is another five minutes up the road. Quite a few VARAC racers stay there so you'll have lots of company.....did I mention it has a bar?

The Bottom Line: We really want you to come here! See you on the track!

- Jeremy Sale

VARAC Festival 2005



AM-CAN CHALLENGE PART 1

MG's mixing it up
at VARAC's 2004 Festival at Mosport - Photo by Bob Harrington

NHIS DRIVER SCHOOL JULY 30-31

VRG is committed to helping its members become better, safer vintage racers. Our goal is to insure that all of our racers are competent drivers at whatever level they choose to play the game. Even when a driver desires to race at 7/10s it is important that they be prepared to deal with adverse conditions, such as someone else's spin or mechanical failure, or water and oil on the track surface. Good car control skills will serve you well at whatever speed you choose.

We are creating a driver development program with several levels. New drivers will be provided with the training and skills to vintage race safely with experienced drivers. Car control skills will be a part of this program to insure they have the basic skills to vintage race. Active drivers with many race events behind them will be encouraged to take their skill to a higher level by repetitively exploring the limits in the safe environment of a skid school. At some point in the future we hope to have an advanced school that will use on-board instrumentation that will show our drivers where they can reduce their lap times without additional risk.

In July we are hosting a driving skills school that we hope will be a rewarding experience for everyone. The classroom sessions on Saturday will help participants to understand not only what is happening with the car beneath them, but also why it's happening. Drivers will run a series of exercises designed to hone their sensitivity as drivers, isolate and improve awareness and safety, and, ultimately, discipline their driving so that it is guided by critical fundamentals. Think of any accomplished driver you admire - it doesn't matter who - and they would demonstrate mastery of the kinds of car control, both dramatic and subtle, that we'll be teaching in July.

On Sunday drivers will take to the track, and with individual instruction, to apply what they learned on Saturday. The format of this event will ensure that every driver, no matter their experience level, will come away driving better, smoother, and, if they'd like, quicker. **Space for the July event will be limited, to 30 drivers so be sure to sign up as early as possible.**

LETTER FROM VRG CHIEF INSTRUCTOR ED VALPEY

To begin let me extend my gratitude to both the administration and the membership of VRG for the honor of serving as Chief Instructor. For more than twenty years I've held a great passion for vintage racing cars, and for the past thirteen years I've been active instructing with organizations such as the Skip Barber

Racing School, the BMW Car Club of America, the Team O'Neil Rally School and, most recently, the security driving school at BeaveRun. These two heretofore distinct passions will share a common outlet with VRG. From my perspective it's an ideal marriage.

The goals of VRG with regard to driver education were established early on by the administration of our club. For the past ten years I've worked to fulfill very similar goals within the BMW Car Club of America (BMW CCA). Simply put, we endeavor to provide for our members the means to achieve the highest possible degree of competence as drivers. The better we are as drivers, the better we are as a club at achieving our primary mission of safety and preservation. Our driver education programs will provide intensive and thorough training in car control skills, track awareness, and safety, a more complete training than usually encountered in the realm of vintage racing. Furthermore, to ensure that these programs are perpetuated we will work continually to develop from within our own ranks a corps of well-trained, highly capable instructors.

I'm confident that you will find the VRG driver education program not merely a box to be checked, but instead a deep well of information and expertise worth returning to time and again. Unlike the professional schools, where you're handed a diploma and sent on your way, we fully expect to see each of you for many years to come. This closer relationship will give us the opportunity to help every willing VRG member to be a truly exceptional driver, and we hope that many of you will join us in imparting that expertise to the next generation as they arrive. Of the three types of drivers—the novice with everything to learn, the experienced who says he has nothing to learn, and the truly expert driver who never stops learning—we soon hope to see VRG populated entirely by the latter.

Best Regards,
Ed Valpey

There'll be more! This year we have just one school planned. However, we may have an instructor school sometime later this year if we can get it organized. Next year we hope to have a school tied into our May event at NHIS and at least one other school at another location such as Summit Point or BeaveRun.

WILD HARE RUN AT VIR

We had 14 VRG members show up at VIR to run with VDCA April 15-17.

The weather was fine all three days, cool, but getting warmer each day. Everyone got plenty of track time. We were using the long course which is just outstanding. VIR is truly one of the best.

Mike Jackson and crew did a great job of organization. Everything ran on time and everyone had a great time. At the end of the day Friday VDCA had a beer and chips party at the track. Friday night Tivvy organized a dinner for VRG people providing a pleasant evening. Saturday evening VDCA provided a catered gourmet pork loin and chicken meal in the Pavilion.

The Vintage Motorsports Council honored Charlie Gibson by presenting the Dewey Delinger Award to Sasco Sports. Dave Handy accepted the award. Dewey was an active vintage racer in the 80s and the founder of Victory Lane magazine. Because he was also an avid fisherman, the trophy consists of a solid bronze fish mounted on a wood base.

Paul Wilson showed up with his 65 Lola T70, not the Elva Mk II we are used to seeing Paul drive. The Lola developed gearbox issues so he went home and returned with the Elva. It seemed that a number of cars were having mechanical problems following their winter hibernation.

Some of us got to visit Tivvy's new facility in nearby Danville. It is a work in progress, but already looks very impressive. Make a point to check it out the next time you go to VIR.

While we only added 14 cars to the total entry, the VDCA people said that made the difference between breaking even and losing \$5000 on the event. Mike Jackson is hoping to reciprocate by getting a similar number of cars to join us at BeaveRun.

