VINTAGE RACER GROUP
VRG NEWSLETTER
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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
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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

MONT TREMBLANT FALL CLASSIC, SEPT. 23-25

VRG returns to the quaint ski village to join VARAC at the outstanding Le Circuit Mt Tremblant. Those that have been there, know what a great facility this is. Anyone who has not been to Mt. Tremblant should place this event on the ìmust doî list. The track is among the best in North America and the surrounding area is a joy to visit, especially in the fall with the hillsides in full color. This is the event the wives want to go back to. Get your entry in the mail today.

SHENANDOAH FALL CELEBRATION OCT. 1 & 2

The Shenandoah Fall Celebration will be VRGís inaugural race at this new facility. As such, VRG plans to ensure maximum track time and plenty of camaraderie. This will not be a spectator event but friends and family are always welcome at our events. VRG will be running on the NEW Summit Point Shenandoah track. Although there have been many rumors, VRG has been on the track! This fact coupled with all the minor improvements over this past winter, VRG believes this will be a FUN track and a credit to our arsenal of events.

Note: Shenandoah is best suited for small bore/quick handling cars. The circuit needs to be treated with respect, much as you would NHIS Road Course or the PVGP Schenley Park events. Big Bore cars are welcome - just do not expect much 4th gear high speeds.

Due to this being a new track within the vintage racing community as well as the complexities, VRG will be limiting the total number of entries in an attempt to ensure maximum track time (3-4 sessions daily) - Get your applications in early to ensure your entry. In addition, VRG is going to be holding track seminars dedicated to maximizing your track time and accelerating your learning curve.

VRG will be holding our Annual Meeting at this event. All VRG members are encouraged to attend and all others are welcome, so if you have something to say about our 1st year, want to be a volunteer for 2006, have some ideas, or just want to watch - then plan on attending this meeting. Finally, VRG will be planning a dinner for Saturday so keep your eyes out for further information on our newsgroup, and www.vrgonline.com.

MID OHIO with the VSCDA, OCT. 14-16

We are planning to return to Mid Ohio and join VSCDA. Last year we had a good turnout of VRG cars at this event. This is a great opportunity to run at this great track in a small club atmosphere with plenty of track time. Once again we plan to organize a VRG paddock location and a Friday night get together. Your entry should be made directly to VSCDA. However, please let Charlie Hall, halllawfirm@neo.rr.com, know that you plan to attend as he is our VRG representive for this event.

2005 Mosport Festival Wrap Up by Jeremy Sale

Thanks to Festival Director Ron Wanless, VARACís 26th Vintage Racing Festival at Mosport, Ontario June 24-26 was a great success, especially considering it was up against a competing SVRA event at Mid-Ohio. 225 entries (up 25 from last year) enjoyed perfect, though hot weather for the entire four days. Entries came from as far away as California, Alberta, Saskatchewan and several from Florida, presumably not affected by the heat. Racecars ran the complete gamut, from rookie driver Peter Viccary, (in only his second race ever in his newly acquired Kelly Formula Vee) all the way up the food chain to Jack Boxtromís 1961 Chaparal 1. Jack of course, has just a little more experience, having competed at Mosport in 1961 in a Morris Minor.

After an optional test day on Thursday, in which 54 cars took part, the official event began Friday with VARAC president John Greenwoodís excellent opening Driverís Meeting. ìIt set just the right tone,î said VARAC driver Nick Pratt ìit put the emphasis on the racers who had come from far away to support us.î Following this were the untimed practice sessions and then an excellent track orientation session at lunch, conducted by John Greenwood. The session lasted 40 minutes with about 50 drivers listening intently to the diminutive Scot, with quite a few apparently seen taking notes. Probably because of the accent.

The afternoon practices were followed by the now traditional Friday night ìpotluck dinnerî. This low-key ìbring what you canî meal is extremely popular, with an abundance of delicious food provided free by VARAC members, plus some revealing and inspirational historic VARAC picture displays and of course, great socializing, all organized by June Van Worsdale and Carol Burge.

Up after lunch was the Ontario F1600 Championship, followed by the first ìBill Hirst Memorial Trophyî for Sports Racing Cars. The loss of Bill Hirst last year shocked and saddened all who knew this great competitor. Bill was a stalwart member of VARAC and served multiple terms as a director and twice as president. He restored and campaigned his beautiful red number 10 1961 Lola Mk 1 for many years in North America and in 2003 at the Mecca of historic car racing in England, the Goodwood Revival. The inaugural trophy was won by Lowell Blossom leading all the way to the flag in his 1963 Elva Mk 7. Behind him Doug Durell, 1967 Kiki Mk 3, Dick Fryberger, 1958 Lotus X1 and Craig Pick in a 1968 Kiki swapped positions with Pick succumbing to mechanical failure which proved even big powerful cars canít run on three wheels.

The Saturday evening banquet provided a nice meal and a great way to reward your crew with an ëevening outí at the track. John Greenwood proved to be on top form as a first-rate MC who again found just the right tempo and length for the speeches and award presentations, including the first annual Bill Hirst Memorial Trophy as well as some excellent door prizes.

Sunday provided more hot racing weather for the mornings races and then after lunch the ìFeature Racesî began with the Formula Feature which included FJ, FV and Group 9. A great battle between David Clubineís 1962 Lotus FJ and Bob Goeldnerís 1963 Brabham BT-2 culminated with Clubine crossing the finish line just over a second in front of Goeldner. Howard Freeman in his 1962 Cooper T-59 FJ disposed of Matt Primack (1960 Lotus 18) and J.R. Mitchell to finish third.

The Historic Production feature was next up and John Hawkes 1971 Porsche 914/6 GT led from start to finish, with a best lap of 1:37.312, followed by Scott Braidís Corvette in second and ìSimms Cupî winner John Targettís 1964 MGB in third place.

Race 16, was the Monoposto Feature, somewhat depleted by several DNSís, and led flag to flag by the 1971 Titan of Ian Baase ahead of Jamie Britnellís 1970 Hawke DL2 and the 1970 Crossle 16F of Jonathan Hirst.

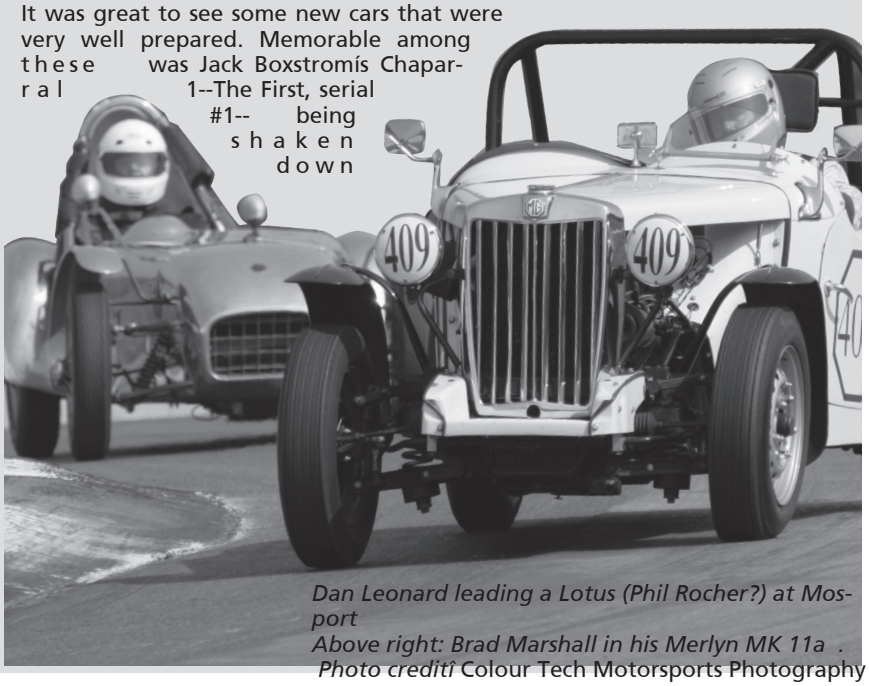
Mosport: The Yankee Perspective

After hearing from our Canadian counterparts of how exciting, daunting and dangerous Mosport can be, I decided to make the trip myself. I always like new tracks and try to put at least one new one on the schedule each year. I am happy to report that I survived Mosport. The folks at VARAC should be commended for their efforts. This was one very well-run event. Ron Wanless, the event chair, was everywhere. He and the volunteers, mostly club wives, did a wonderful job to make us feel at home. VARAC also published a neat program guide for competitors and fans. This was the year of the Formula Junior and Formula Vee and the turnout was amazing, with over 40 cars in the Monoposto Class.

The trip was easy, the area was picturesque, but the weather was hot and the attrition was high, both on man and machine. The track lived up to its reputation, however, and nobody was disappointed. The 2.3 mile circuit has 10 corners, most of them blind, and over 250 feet of elevation changes, much of that in turn 4. Club President John Greenwood was kind enough to show us around the track--since heís raced there since its inception, we figured he would know his way around. Brad Marshall and I went along for orientation laps and picked up a few pointers and a few stories. The other competitors were most helpful as well, offering advice to new arrivals.

The VRG was well represented at this event. From President Bob in the Allard to Brad Marshall in the Monoposto group, we all showed well.. Also in attendance were Charles Borden in the Falcon, Les Roub trying out his new 911, Dick Fryberger quick in the Lotus 11, Phil Roettjer in his Lotus 6, Dan Leonard with the MG and Nils Westberg in his Lotus 7. Iím sure Iíve missed someone, but blame the heat.

It was great to see some new cars that were very well prepared. Memorable among these was Jack Boxstromís Chaparral 1--The First, serial #1-- being shaken down



Dan Leonard leading a Lotus (Phil Rocher?) at Mosport
Above right: Brad Marshall in his Merlyn MK 11a .
Photo creditî Colour Tech Motorsports Photography

The Vintage Production Feature caught several drivers asleep at the switch as an announced 15 minute break to let cars across the track proved much briefer than expected and left numerous cars in the paddock as the more punctual cars were suddenly spotted going by on the track behind the pace car! A semi ìLe Mans startî saw the tardy drivers buckling up and hustling up to the mock grid and onto pit lane. Fortunately the pace car led the field past one more time and the remaining cars were able to filter in behind, but this meant many of the faster cars started from the back of the grid. Needless to say the first lap was, shall we say, ìinterestingî as the quick guys carved their way up from the back! ìLightning Larryî Coste started from 34th and second last position and gained 11 positions on the first lap! Not to be outdone Dave Morgan started in 28th position and gained six positions on the first lap, eight on the next and eventually finished a presumably delighted fourth, having passed a grand total of 24 competitors! Getting to the mock grid on time proved to be the way to go,

"Volunteers are not paid, not because they are worthless but because they are priceless." –Anonymous

BeaveRun

The number of participants at the 2004 Schenley Park PVGP who raved about the BeaveRun event the weekend before made it an easy decision to add BeaveRun to our 2005 racing calendar. Despite the logistical challenges of doing back-to-back weekends 600 miles from our New Hampshire base, the event exceeded the lofty expectations that we had developed.

The BeaveRun track is about the same length as Lime Rock but with more elevation changes and challenging corners. Each session left drivers previously unfamiliar with the course more comfortable ñ and a bit quicker.

It was great to see and watch this wide variety of cars, many of which we had not run with before. The drivers and crews all exhibited the vintage spirit which added to our enjoyment of the weekend. As always, Ralph did a great job of keeping everyone in line and adjusting the groups as the weekend unfolded.

Coincident with our event there were sanctioned go-kart and SCCA solo races at the BeaveRun facility. That not only brought out lots of spectators but fun watching for us between sessions. Kim Eastman even took his Kurtis for a spin through the solo cones.

Saturday nightís Luau and pig roast was great fun and provided an opportunity to get to know some of the many PVGP volunteers who we spent time with again the following weekend.

For those wanting to stay close to the track there is a clean and reasonably priced Holiday Inn about a mile away. Also nearby is a good Italian restaurant, which VRG members managed to close the two nights we were there. About 20 minutes away (at the intersection of Rt 79 and the Pennsylvania Turnpike) there is a wide variety of chain hotels and restaurants--and a car parts store.

There were six groups of cars managed by Ralph Steinberg and the VRG and one modern BMW/Porsche group. The VRG groups included:

I. Small bore pre-1960 cars including several Porsche 356s and Turner Mk Is. Four great prewar Alfas and Maseratis were a welcome addition. John Masterís Turner led the field, with a dice between a 356 and a 948 Turner providing the most spectator entertainment.

II. The ground pounders, large bore pre-1972 cars including Cobras, Corvettes, 911s and GT 350s. They were a great treat to watch on the track.

III. Large bore mostly pre-1960 cars including Healey 100s, Ford-powered Turners, an Aston DB4, and of course, Tivvyís Jag.

IV. Open wheel cars pre-1972 including several Formula Vees, a Lotus 18, a Cooper Formula II car and Chris Shoemakerís Jocko.

V. Small bore pre-1972 cars including MGs, a great collection of Sprites and Minis, the beautifully prepared 356 of Don Tevini (who came from California for the two events) and the dominant ex Scott Sharp Datsun 510.

VI. Quicker open wheel and formula cars including Formula Fords and Formula 2000s.

Above: The Ground Pounder Group at BeaveRun

NHIS RECAP

The roar of old racing machines once again thundered across the peaceful New Hampshire countryside for five days this May, as the New Hampshire International Speedway hosted its 15th Annual Vintage Celebration. Once a year this truly state-of-the art facility drops the green flag to a bunch of time-warped racers of the 2, 4, and even 3-wheeled variety, intent on getting the old engines revved-up and the old adrenaline pumping.

This is the second year the Vintage Racers Group took on the responsibility for the road racing portion of the Celebration. VRG Treasurer Brad Marshall (ë68 Formula Ford) was the chairman, and 110 cars and drivers were on hand. Partnership with VARAC brought 19 Canadian drivers to NH.

On Thursday, things to do were limited to getting an early Registration and Tech Inspection, but early birds had a chance to watch the Old Indy Cars, Stock Cars, Midgets and Sprint Cars on track. Between Fridayís 7 a.m. start (Tech open) and a ìWine and Cheeseî party at Bradís workbench in the North Garage at about 5, racers enjoyed at least 5 hours of track time!

When the motorcycles had the track, we went to the classroom. Chief Instructor Ed Valpey talked about every corner (and a very important pine tree, way off the track!) and how best to negotiate NHIS rapidly and safely. VRG President Bob Girvin (ë58 Allard) and VRG Secretary Mark Palmer (ë57 MGA) conducted the Driver Orientation Program (DOP) to promote understanding of VRGís rules of the road.

On Saturday night a NHIS Vintage Celebration Dinner was held at the nearby Woodstock Ski Area. Thanks to Rich and John Kieley for the great meal. Werenít those steamers great?!

Results: Sunday, at race time, was rainy, so the grids very small. The NHIS Vintage Celebration is so low-key that few of the racers knew or cared about results, but because

VINTAGE RACER GROUP

VRG

MARK PALMER, SECRETARY
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XXXXXXXX in his ___Porche at BeaveRun, Stefan Vappe

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Quick Notes

WE NEED YOU, YES YOU! ñ 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 flagers. 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.

ELECTION OF DIRECTORS 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 has been finalized and given to the Secretary for mailing to the membership. Chris Shoemaker and Bill Hollingsworth are running for reelection and Frank Mount, Mari Ryan, Jim Peterman and John Bechtol are candidates for election. Ballots must be returned by September 15 and the results announced at the Annual General Meeting in October.

ANNUAL MEETING The VRG Annual General Meeting will be held at our Summit Point event on October 1. Please plan to be there. The results of the election of directors will be announced at this meeting. Our plans for next season will be discussed. The Directors welcome suggestion and comments from the membership. We feel it is important that all members have a say in the direction our club takes.

We will fit the AGM into the schedule so that it does not take away any track time. Maybe it will be combined with a dinner on Saturday evening.

DRIVERS SCHOOL AT NHIS. We had a successful school at NHIS on July 30-31 under the direction of Ed Valpey. About 15 novice and 23 experienced drivers took part. All indicated they found the school very helpful and many are planning on doing it again next year. We also learned how we can improve parts of this program to better suit vintage racers of different skill levels. We are looking at revisions to the program based on our observations and student feedback. We hope to do two schools next year.

AM-CAN CHALLENGE The team captains met at BeaveRun and after lengthy debate agreed to revise the rules for the challenge. The VARAC team had wanted to include the NHIS and Mont Tremblant events in the challenge from the beginning. VRG had wanted to focus on Mosport and BeaveRun. Also, we were finding the scoring based on qualifying time was problematic.

We agreed to include all four events and to award points for border crossings and miles driven to Mont Tremblant. The results will be announced at Mont Tremblant.

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.

Not only are the Corners Workers the keys to a safe racing environment, for the NHIS event, they are also the ones who determine who goes home with the hardware.