

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
- William 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

2006

Winter Seminar - Date TBA

APR 14-16 - VIR

VRG with VDCA

MAY 19-22 - New Hampshire

VRG - Drivers' School at NHIS

MAY 20-22 - NHIS Festival

VRG - New Hampshire Vintage Celebration

JUL 8-9 - Beaver Run

PVGP Historic Races

Aug TBA - New Hampshire

VRG - Drivers' School at NHIS

OCT 7-8 - Summit Point

VRG - Shenandoah Fall Celebration

Shenandoah Fall Celebration - Event Report

by Christopher Shoemaker & Joseph Parlanti

The Vintage Racer Group held its first race on the newly christened Shenandoah Circuit at Summit Point Raceway over the weekend of October 1st & 2nd, 2005. This event was the 1st vintage event held at this facility and definitely will not be the last.

Group1 was designated for the faster cars with the likes of Allards, Kurtis, Elva, Lotus, Corvette, Turner, Lancia, Ginetta, and a Corvair Yenko Stinger all duking it out on the course.

Group2 included two Abarths as well as a Saab contingency of cars - some might say it was the largest gathering in several years for the two strokes. Since the Shenandoah Fall Celebration is all about small bore cars, the dominant marque Turner was rewarded with their own race on Sunday.

Group3 was confined to the open-wheel contingent with the likes of Lotus, Merlyn, Macon, and Caldwell. Another 1st over the weekend was Cal Trumbo and his frame-up restored Royale RP-16, needless to say the car did just fine and looks forward to 2006.

Since very few people had ever seen this circuit, let alone raced on it, Saturday was basically designated a practice day. This course is very tight, bordered primarily by jersey barriers, and affords little sympathy in the event of a mistake. The entrance to the banked turn was restricted to single file, and a couple of other turns were also defined as no passing zones. As the day continued, things were opened up a bit. Entrants had a warm-up and 2 practices in the morning, a "mini" enduro after lunch, a "Small Bore" Special, and finally, an "all comers" Special. Total track time offered on Saturday was 115 minutes!

Saturday did not end when the racing stopped, but rather VRG held its 2nd AGM (Annual General Meeting) before the at-track dinner. Topics included a speech by the President (Bob Girvin), financial update by the Treasurer (Brad Marshall), and an announcement by VRG Secretary (Mark Palmer) discussing election results, and the recent decision to allow club fords at VRG events in 2006.

Following the AGM, those who stayed for the dinner enjoyed a fabulous gathering at the track. The event was put together by one of our own - Barb Romanansky in conjunction with Red, Hot, & Blue Catering. The festivities lasted late into the evening even after the awards ceremony. Personally speaking the fall harvest ambiance was breathtaking and well done - right down to the Vintage Racer Group all spelled on the pumpkins and corn stalks adorning the pillars.

Sunday dawned as another fantastic day with sunny skies and temperatures in the upper 70's. After a short drivers meeting, VRG had a warm up followed by 2 races and another "All Comers" Special. Total track time on Sunday tallied at 100 minutes. During the lunch break, VRG held worker rides as a reward for all the volunteers who helped to make this event a success.

Many things have been said about the Shenandoah track, but based on all the smiles and "We will be back next year!" comments. I would tend to think this is a track that will continue to attract and grow over the coming years. See you at the races in 2006!

For pictures, check out these links: <http://www.at-speed.com>, <http://www.lennycasper.com>



Best of Breed - Group1 Richard Eastep 1963 Chevy Corvette	Best of Breed - Group3 Calvin Trumbo 1972 Royale RPI6
Best of Breed - Group2 Jeremy Freeman 1958 Saab Quantum I	Best Vintage Spirit Peter Becker 1954 Cooper MK VIII
Worker Award Hi Budd Corner Station #2	

THE ANNUAL FALL CLASSIC AT MONT TREMBLANT by Alain Raymond

It didn't look much like fall this year in the Laurentians. The long, warm summer made Mother Nature postpone her yearly "dress rehearsal."

On arrival on Thursday afternoon, the paddock was already quite full with the huge rigs that seem to have become the norm these days, with the Honda/Michelin Challenge, the Toyota Echo Cup, GTO, and GTU all getting more technical and more "serious" as the years go by. I wonder if the old wrench will be completely replaced by the laptop in a few years?

But thank goodness for Vintage. With a few notable exceptions, most of the seventy or so participants arrived in pick-ups or cars followed by the traditional trailer. Out came the heavy toolbox, tent and folding chairs, while the race car was unloaded and the trailer sent hiding in corner. To think of it, how about tailoring the entry fee to the paddock space occupied by each competitor? User-pay works elsewhere, so why not in the paddock? To be fair, though, Vintage would have to pay a little extra for the SUPERB view most of us enjoy parked along the lake. As someone said to me this summer, "I've visited most tracks in North America, but this is certainly the paddock spot with the best view."

To complement the view, Friday weather was excellent and both Vintage A and Vintage B groups (slow and fast) had morning and afternoon practice runs. Vintage Formula Fords were gridded with non-vintage open-wheel cars. For many, this was a first on this restored historic track and all seemed to enjoy the experience--in spite of notorious "Le Diable" (devilish Turn 1).

By the end of the day, in Group A, Yvon Lepinay and his Datsun 510 had best time of 2:06. In Group B, Roy Sokolowski and his Lola were clocked at a commendable 1:48, while xxxx Davies (JEREMY, CAN'T REMEMBER WALTER'S SON NAME) had to be trucked in with a broken front spindle on Papa Walter's Elva, a nasty break followed by a spectacular 360 on the front straight, the Elva coming luckily to a stop without hitting anything.

Saturday morning: cool weather with a clear blue sky above and not a hint of wind. Paradise! Group A qualifying started early at 9 am, François Duval (Porsche 911) getting best lap at 2:04, followed by President "Jean Boisvert" (this is Quebec, remember) at 2:08. Next came Group B with slightly warmer track, again led by Sokolowski.

By noon, the track had warmed up for Race 1. In Group A (28 cars), Hugh Kwok in his very quick and expertly prepared Porsche 356 got the chequered,

with a best lap of 2:03, followed closely by the François Duval 911 driven by Papa Duval. At the bottom end, John Sambrook, Dino Micacchi, John "Boisvert" and Yours Truly dropped out with various mechanical ailments.

In Group B (18 cars), Race 1 went to Sokolowski and his Lola, holding on to his best lap of 1:48, followed by Cherif Gress (BMW M3) and Marc Evans (Mallock). Dan Scully (Volvo) and Sylvain Julien (Lotus Europa V8) DNFed.

As the weatherman predicted, Sunday was overcast and a slight drizzle made sure the track was wet. With all the racing for the past two days, it was also very slippery this early in the morning. Still, 21 cars showed up for morning warm-up in Group A, Fred Danovitz and his Triumph Spitfire being credited with Best Lap (2:09). In Vintage B, only 12 cars lined up on the grid, best lap going to Russ Goroehowski (Porsche 944 Turbo). By 12:15, the air was somewhat warmer but the track was still wet for the final race. In Group A, 12 cars took to the track, tiptoeing carefully for approximately 30 minutes at an average of 2:30 per lap. Hugh Kwok, Fred Samson (Lotus Plus 2) and Gary Hess (Porsche 914) took the first three spots, while the rest of the field followed with plenty of slip-sliding but no big mistakes.

With slippery conditions and the breakdowns that plagued several cars all weekend, only 8 cars were present on the Group B grid, numero uno going to Roy Sokolowski (best lap: 2:19). Unfortunately, some may have left early not wanting to wait till the end of the day, thinking that the only way out was across the track to the Spectator Exit. Village Exit was indeed open, but only for Vintage.

As always, Tremblant has proven to be a great track while the paddock was the usual crowded affair. Weather cooperated beautifully on Friday and Saturday, and Sunday turned out to be an "interesting" experience. Also as usual for Tremblant, Track Management was very--shy, shall I say? Not a plaque or T-shirt to say "thanks for showing up." Ah well, who needs another plaque anyway?

From me and I'm sure from all who did drive up from New-England, Ontario and Quebec, MERCI BEAUCOUP to Daniel Thomson (VARAC) and Brad Marshall (VRG) for organizing the event. We hope that for next Fall Classic, we can grow from 70 to 100 cars (floating docks wanted to increase paddock space).

SHENANDOAH TRACK INFORMATION

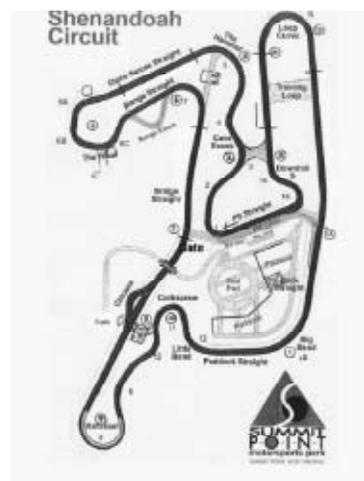
At variable lengths ranging between 1.68 and 2.2 miles, the Shenandoah Circuit is a no-holds-barred technical challenge that will take years to master. Sporting a dimensional replica of Der Nurburgring at 20 deg banking, camber changes (including negative) incorporated with decreasing radius corners positioned on vertical drops, the Shenandoah Circuit is the odds-on favorite to be the most technical track in the country. Want more? - it runs both ways!

THE VIEW FROM STATION #10 -- THE CORKSCREW:

I had a lovely view of the Carousel an interesting perspective of the tops of the cars! Noticed several drivers forego the steep banking in favor of the flat(ter) high line. After two days of flagging the Corkscrew, I saw one driver consistently taking this intriguing bit of track in a way that seemed best (my opinion). He basically treated it as a "throwaway" on entry; concentrating on properly setting up for maximum use of the throttle on exiting. Seemed smart to me; as (again in my opinion) the front straight potential really begins with the exit of the corkscrew.

Patti

VRG, SCCA, F&C, VSCCA



VRG WANTS FORMULA FORDS

Open wheel competition is the epitome of motor racing enjoyment. Speed, nimble precise handling, visibility and the thrill of impending danger are like a drug addiction. Peter Egan, the Road & Track columnist, said that “racing a formula car is like heroin for those who fear needles.”

But it's risky, like all addictions. Driving my Formula Ford (FF) at Mt. Tremblant, in the first 1/3 lap following the green flag, the pole car, a Formula Mazda, spun exiting turn 5. The track was blocked by other cars trying to avoid the spinner, and quickly stopped. The Club Ford behind me braked a bit later and ran over the back of my car. After the hit, I looked up to see car sitting on my roll bar. His left front tire (inside) hit my helmet leaving a large rubber patch on the left helmet “cheek.”



Zink Z-10 Formula Ford

I tried to kick the open wheel habit, after this “bad trip,” but driving my Porsche 356 (admittedly in the preservation group) was like herding a mule. Any production car would have been a let-down, after my Formula Ford. I had to conclude that I'm an addict. So, what should I do? Step one, which saved my life at Mt. Tremblant, was to install a HANS device. Designed mainly to prevent neck injuries in sudden stops, it can also defend against a force applied to the helmet from the rear, which all open cars are vulnerable to. In my crash, it prevented a neck injury as the angle of impact pushed my head forward. The angle is critical, in that, as the force moves from forward to pushing the helmet left/right, the HANS action becomes less effective.

Step two is to improve a formula car's structural crash protection. Closed wheel incidents are seldom life threatening, but they easily can be with open wheel cars. The SCCA recognized the FF vulnerability a long time ago and mandated side bar protection for the head/shoulders area, bridging the roll bar to dash area, and adding a dash hoop as well. At VIR in 2005, I met a man who claims to have been the driving force for this change when he demolished a Merlin MK-11A in about 1972. The only bits saved were the engine, the gearbox, and his limp. After my crash in Canada, I asked Tivvy to put side intrusion bars on my Merlin.

Vintage FF fields have decreased in recent years, down to 11 in this year's September Watkins Glen Zippo GP after being as high as 40 not long ago. The VRG is trying to grow our Open Wheel classes with a focus on FFs, so we are listening closely to what this group is saying. The safety concerns I've mentioned are one factor. Another, which affects both safety and the fun factor, is speed disparities.

Between each category of vintage open-wheel racers—FBs, F2s, and Atlantics in the fastest group, then FFs, then rear-engined Juniors like Lotus 18s, then front-engined Juniors—there are huge differences in both straight-line speed and cornering grip. A driver in a slower car checks his mirrors—empty—and a moment later, WHOOMP!—someone blows by. It's terrifying, and he knows that the impression of danger is no illusion, with fragile cars and open wheels. And with a wide mix of speeds in outwardly similar cars, it's less likely he'll find evenly-matched cars to race with. If there's no way to “win, place or show” using driver skill, he's likely to move to another class.

In order to expand the fields to allow dedicated open wheel classes, VRG has decided to allow Club Fords through 1984 running treaded tires. The speed differentials are minimal, and we have gotten several CF drivers who do not want the higher competitive level of SCCA racing, where contact sport rules are allowed. At the 2005 Watkins Glen ZIPPO GP, CFs were allowed with treaded tires. Treaded is the MONOPOSTO Dunlop spec tire.

Comments and suggestions are invited, on how to make open-wheel racing safer and more fun. These cars will make you feel wonderful—just try one sometime. . .

A MESSAGE FROM YOUR CHIEF OF TECH

Assuming that your vintage car has made it back to base following the last event of the season in perfect working order; and that you do not intend to undertake any major jobs on it during the closed season, then the following may be of interest to help preserve the old girl in readiness for next year.

Remove battery, clean, check electrolyte level, charge and store in a temperature controlled environment. It is sometimes advisable to “exercise” the battery, possibly monthly, by hooking it up to something, such as a drop light, to consume battery power, or to drain it fully. It loves being recharged.

Position the car off the floor on jack stands in such a way (preferably under the chassis) that the suspension becomes unloaded, this can help prevent spring sag.

If the above is carried out obviously it is not necessary to remove wheels and tires. However, if these are removed remember to store them in a shaded environment out of the direct sunlight and away from any electric motors as either of these can be detrimental to tires – especially race tires.

I recommend pushing (depressing) both brake and clutch pedals periodically to move the fluids around in wheel cylinders, calipers, etc. This applies even if the vehicle has mechanical brakes or clutch system. Remember, no mechanism likes to be dormant for too long. They tend to rust or seize.

While on the subject of clutches, and for anyone who has had a clutch driven plate stick to a flywheel face; it can be advisable to invent a wooden (or other) pole to wedge between the steering wheel (or possibly the front of the seat) and the clutch pedal, to keep the pedal in the depressed position. This is particularly advisable for prewar or earlier cars.

(You are going to love this. Ed.) Realizing that some work is involved in replacing the battery, if removed, I would advise starting and running the engine, possibly monthly, at which time you can also exercise the clutch, gearbox, and differential, if on jack stands. Personally, I would bring the engine up to normal operating temperature before shutting it off.

This may be a good time to mention that antifreeze in the cooling system should be an essential ingredient. For those vehicles living in the North East, and specifically in unheated storage, this is an absolute must. Remember that most race venues accept antifreeze, in moderation, between October and late April, for those late season races and early season events.

I hear lots of comments about adding fuel stabilizing additives, and I know of people who drain their fuel tanks, carburetors bowls, fuel pumps, fuel lines, etc. This can obviously be done if one wishes.

As a short footnote to this message to the membership, I should confess that I, personally, do none of the above, either because I am rebuilding parts of the car which encompasses most of the above areas; or because I am basically too damned lazy to do any of these things. I will say that either method seems to work.

Yours respectfully,

Tivvy Shenton



NOTES FROM THE EDITOR

Everything is an experiment of sorts: college, marriage, parenting, a career, racing a vintage car, founding vintage race car driver's club, and editing a newsletter. Bob Girvin and Mark Palmer with the aid of Bob's daughter Kirstin doing the layout and Paul Wilson being the proof reader have provided the membership, and others, with the VRG Newsletter. They, except for Paul Wilson, have retired. We thank them for their marvelous effort and your new editor thanks you, the membership, for your participation in this adventure we know as VRG. We have a new Layout Editor in Darry Bova (wife of Paul) who is a driver, a cook (who teaches cooking classes with Paul), and a computer geek (teacher) It used to be that a good woman had to have a garage and you can see that in VRG we have progressed. We have elected a woman to the Board, Mari Ryan. We expect to nominate more, and we welcome women's participation on the track, at the flag stations (thank you Patti Eastman), in the pits, and in LETTERS. Your VRG Newsletter would like letters – from all of you (and not all at once). We would also like to have volunteers to write articles on the events, or on some subject he or she finds of interest. We may or may not publish everything we receive depending on the amount of available space but as the membership grows, we expect that the Newsletter will grow with it.

In this issue we have a letter from Bob Girvin giving us a summary of 2005, and we have a report from Mark Palmer on the election of officers and on the membership. We have race reports on the Mt. Tremblant and Shannendoah events, a letter from Brad Marshall, some winter tech tips from Tivvy Shenton and an article from Maria Andretti, distant cousin (15 times removed) of that famous American icon of racing Mario (male).

Bill Hollingsworth

If you wish to send me a letter, email is fine (Microsoft Word is preferable), and the post is OK too.

William Hollingsworth

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2006 ELECTION RESULTS

The first VRG election was held in September, and we announced the results at the Annual General Meeting held at Summit Point on October 1. The following Directors have been elected to three-year terms beginning January 1, 2006: Bill Hollingsworth, Mari Ryan, and Chris Shoemaker.

We wish to thank all of the nominees, including John Bechtol, Frank Mount, and Jim Peterman. We are fortunate to have had such a fine group of candidates willing to serve our club. The Board extends an especially warm welcome to our new Director, Mari Ryan. We're also pleased to have our incumbents, Bill and Chris, returning for another term.

We would also like to thank our outgoing Director, Kim Eastman, for his service to the club. Kim was instrumental in founding VRG, and has provided wise and thoughtful guidance during his tenure. Kim lead the Nominating Committee for this year's election, created our Log Book format and procedure, and he'll continue to serve on the Technical Committee. We are truly indebted to Kim – and Patti – for their service to VRG.

Thanks to all the members who voted in our election. The process seems to have worked smoothly, and we really appreciate all your responses. If anyone has any questions about the election, please feel free to contact the Secretary, Mark Palmer, at 610-867-0288 or via e-mail at mark@vrgonline.org

PRESIDENTS MESSAGE

As we approach the end of 2005 VRG is almost 18 months old. We have come a long way toward the achieving the originals goals of the founders. I would like to high light some of what we have accomplished to date.

Our by-laws were finalized and the process of establishing VRG as a nonprofit corporation was accomplished at the beginning of the year. Thanks to Foster Cooperstein, who volunteered his legal services to make this happen.

The Rules and Regulations project represented extensive research of the rules of established clubs. Our goal was to develop a package that was consistent with our goals and as compatible as possible with other clubs that our membership would likely interface with. Mark Palmer was the lead person on this effort. The result was an excellent package that will be refined each year as required.

Chris Shoemaker has created our website and forum. Both are functioning nicely. The forum has become a great resource for our members to share information. The website is a work in progress that will grow to be even better than it is today.

Our newsletter has quickly evolved into an efficient communication tool. It doubles as a marketing piece also as each issue has been mailed to some 800 plus vintage racers in our geographic area. Starting with this issue Bill Hollingsworth is our new editor. Darry Bova has assumed the task of putting the electronic file together for the printer.

Our membership is approaching 300, most of whom are active vintage racers. A survey of our members was conducted in the spring. The results of this survey were outlined at our interim membership meeting at NHIS in May. I plan to summarize these results in the next news letter for the benefit of all our current members.

The activities organized by VRG this year consisted of a winter meeting/seminar at Ralph Steinberg's shop, NHIS in May, Beaverun in July, Drivers school at NHIS in late July and Shenandoah in October. Shenandoah was a new event at a new venue that presented many challenges. I want to offer special thanks to Chris and Sue Shoemaker for a great job of making this a successful and fun event.

We also had several support events this year. We supported VDCA at VIR and they supported us at Beaverun. VARAC supported us at NHIS and Beaverun and we supported them at Mospport and Mont Tremblant. This included the Am-Can Challenge which we won.

The pieces of the club infrastructure are falling into place. We have a great group of people that has pulled together to make this all happen. I want to thank all that have contributed to this great effort.

Bob Girvin

A SPECTACULAR EXPERIENCE!



Photo Courtesy - Stefan Vapaa

Emerging from the quiet haven of my morning rituals, the sudden onset of the sound of fighter jets contributed to the removal of more tooth plaque than the usual as my brushing was stimulated by momentary confusion.

My heart resumed normal functions my brain kicked into gear. In spite of sounding like I was caught in the middle of a dog-fight of a World War II movie, I was in the infield of a race track on the morning of a vintage auto race.

Stepping into a picture perfect day, cool with the sun promising to warm things up soon enough, I walked past rows of “garages-to-go,” trailers equipped with all the tools and replacement parts necessary to keep their supporting vehicles functioning at peak performance. Some trailers had a touch of home with awnings to cover their car, table, chairs, grills, and even potted flowers to give the illusion of permanence. These folks clearly had setting up their work area

down to an art.

This was the first time I had ever stepped into this kind of racing environment. I noticed the new terminology I was hearing sounded strange at first, but by the end of the day it made perfect sense that the drivers have to leave the track at the “Pit Out” to get back to the “infield,” allowing the next set of drivers to get onto the “grid” for the next class of cars to race. I was here to help Lenny Casper, my professional photographer friend, take pictures and I learned that I would have an active role.

Lenny was invited to ride in the pace car with John Capen, Race Steward of the day’s race, and I was delighted to be invited to ride with John a bit later. As he drove, John went through a practiced list of rules that make racing fun and safe, and I learned that safety takes on a whole new meaning when you factor in a bunch of cars zooming by just yards from your nose at break-neck speeds, By our third cycle around the track, he had picked up significant speed and I found myself giggling like a five year old when we went through the carousel, a nearly vertically banked corner that resembles a centrifuge. I could see why racing would be challenging, both mentally and physically, and an absolute blast!

The whole day was an odd combination of sensations: flowers, grasses, trees, thistles, butterflies, and bunnies in one second; a herd of souped-up-vintage cars overflowing a rise and pouring past us with piercing percussion the next. I loved it!

I met people from all walks of life, age ranges, men and woman. What a great way for working people with a need for speed to drive crazy-fast and not get a ticket. That’s the bottom line. Everybody involved worked like a well oiled machine... how appropriate!

Roz Bontrager



LETTERS

Dear VRG,

After my HANS device saved my life (see article in this issue), I urge everyone to get one. But don't think you can just get it in the mail on Thursday, as you head out for the weekend's race. Actually it took me several months to get mine installed, because of the modifications needed on the car.

The shoulder belt mounts have to be no more than three inches apart, in order to keep the belts on top of the HANS pads which are close to the neck. Also they must deliver the belts at shoulder level and parallel to the floor. In many cases, the bodywork behind the helmet needs to be relieved (pushed back) to make room for about another 1.5 inches. In the case of my Merlyn, a cross bar was added at shoulder level, and the fiberglass had to be cut back.

I might not have had it done in time to save me, except for what I then thought was a disaster, a transmission failure at VIR in April 05. I left the car with Tivvy for the tranny fix and asked him to fit the HANS. So when I crashed at Mt. Tremblant on Saturday September 25th the HANS was in there, and saved my life. I do not believe in fate or meant-to-be, but maybe the tranny failure save

Brad Marshall

Letter from David Fenton in response to incidents in the open wheel event at Mt. Tremblant in which modern and much faster formula cars were grouped with Vintage Formula Fords...

If I am correct Dan was forced to run the vintage Fords and clubs with all the modern open wheelers which included the 2 litre Continentals, F 3's, Saab series cars and Atlantics. Making matters worse, this the final championship race for Canada's semi

professional series for modern formula Ford and although they were careful they weren't always that careful. I had originally wanted to run the Lotus 18 with the Fords, but after realizing I was way over my head with such a fast crowd I opted to return to the formula Jr contingent which, although not as quick as the Lotus, was certainly a lot safer.

Our guys did an extraordinary job though. Ivan was the fastest of all the older Fords including a number with front and rear inboard suspension. Bob Romanansky wasn't far behind either and Brad would have been there, too, if not for the incident. Considering we were on their home turf I think we can set aside any concern about pre 73's keeping up with Clubs.

Never the less, the mix of cars was really quite frightening. In the Friday practice I was being passed by 10 to 15 cars every lap and had to have been lapped 4 or 5 times by the Atlantics. Granted, not having ever driven the course, I was very slow but it's still not an acceptable mix of cars or drivers.

I hope we can prevail upon the event organizers next year to place the vintage open wheel cars elsewhere. I realize the way the meet is organized is a very full card. Perhaps, instead of 30 minute sessions the time could be reduced to 25 minute and an additional session added.

David

DIARY OF A DESPERATE CARWIFE

by Maria Andretti

Dear Diary,

Since diaries are all the rage and desperate wives are currently hot, I feel that urgent need to vent. Okay, so I'm not Bridget Jones. I don't have a clue where Wisteria Lane is and heaven knows my husband is no Hugh Grant. Nevertheless I am a desperate car wife. Does anyone out there understand?

My husband is a very wonderful man. He is thoughtful, compassionate and gentlemanly. But he doesn't understand me. Or, for that matter, anyone else who doesn't talk car talk. For example, the

holidays are fast approaching, so I asked him this morning if he wanted anything special for Christmas. Another blue cashmere sweater? He looks well in blue. Or perhaps those gold cufflinks that look like mini golf balls. Totally adorable! No thanks, he says--actually I have my heart set on a some new shock absorbers. Shock absorbers? I am, if you will excuse the pun, shocked. I don't know a shock from a Braque but I have a deep gut feeling that a shock absorber has something to do with cars. How can I possibly give my darling such an unromantic present? How can I aid and abet this all-consuming hobby of his? And how on earth do you Christmas wrap four shock absorbers?

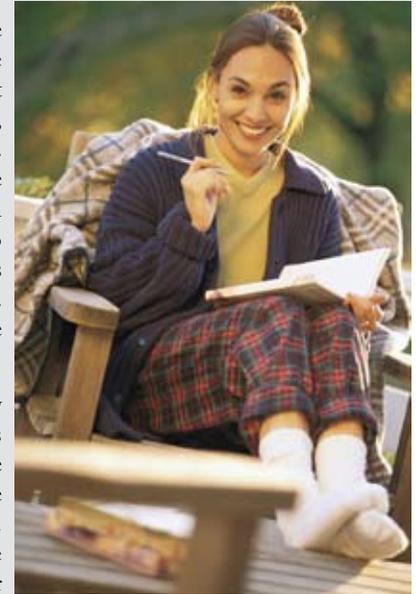
What happened to our lazy summer weekends? Or our spring and fall weekends for that matter? And since when, pray tell, does a weekend start on a Tuesday morning and end on a Monday night? Very simple, he explains. It takes two days to drive to the track and two days to drive home. Which leaves only three days, which is a long weekend, to race. See, simple. Do the math, dear diary, do the math.

You are probably wondering, my dear confidant, why I don't go with him on these multiple long weekends. I'm glad you asked. Just for starters, I'm allergic to dust, especially clouds of dust, And excessive noise. And rev rev rev and vroom vroom vroom!!! I honestly don't care the slightest bit about carburetors (sic) or tires or axles or spark plugs and hardly even know how to spell them, so naturally I can't begin to converse in any one of the above subjects. Frankly, since I simply have nothing to talk about what's the sense in even showing up? I'd rather stay home and clean closets.

So that, dear diary, is what I do, for seven or eight "long weekends" a year-- stay home and clean closets. However, and there is a plus side, I do have very organized closets.

Does anyone out there understand me?

Love, Maria





MARK PALMER, SECRETARY
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BETHLEHEM, PA 18017



WWW.VRGONLINE.ORG

XXXXXXXX in his ___ Porche at BeaverRun, Stefan Vappte

PRESORTED STANDARD
U.S. POSTAGE PAID
LEHIGH VALLEY, PA
PERMIT NO. 216

**HAPPY THANKSGIVING,
MERRY CHRISTMAS AND
HAPPY NEW YEAR**

WE NEED YOU, YES YOU! – The volunteers that we have had this year we wish to acknowledge and thank. We welcome you again next year. Our Event Chairman, as of now, we understand, will continue as Event Chairman of their respective events in 2006. They always need some help from their friends. In the shared events with VDCA and VARAC we need Event Coordinators. At our events we need to develop a core group of workers: in timing and scoring, in pre-grid, in race control, and in flagging. The SCCA has such a core from which the vintage clubs have been able to draw. At Shenandoah it became a problem. It was weekend with too many events following and too many events preceding. VRG's mission is to develop drivers. It is also going to make its mission to develop a core of event workers. In the SCCA it has become a core group of great camaraderie. Let's make it that way in VRG. Please contact Mark Palmer, mark@vrgonline.org with questions and/or answers.

ILLEGAL FORMULA FORD ENGINES - Leaving Staples the other night I ran into a friend who had just sold his vintage Formula Ford. He stopped running it in vintage events, he told me, because he did not like running with Formula Fords that would run away from him on the straight-a-ways. In SCCA a Formula Ford that is clearly faster than the others will have its engine torn down. I think that the vintage clubs have been reluctant to do this.

A Formula Ford is a tool to develop driver skill. To encourage participation we are going to discourage illegal Formula Ford engines. If a Formula Ford is clearly more powerful and/or faster than the rest of the group, that driver/car owner is on notice that he will have a talk with a representative of the Board of Directors. An appropriate remedy will be prescribed. Remember, this is just for fun and other than the smile on your face for the well done drive and the camaraderie of the other drivers you get no points, no trophy and no recognition in the record books. (ed.)

ANNUAL MEETING - We held our AGM at Shenandoah in the outdoor pavilion before our sun set dinner. It was brief, with reports by President, Bob Girvin, Treasurer, Brad Marshall, and Secretary, Mark Palmer. The big news was the election of Mari Ryan to the Board of Directors. Bill Hollingsworth and Chris Shoemaker were re-elected to three year terms. The meeting was preceded by drink and finger food and followed by a buffet dinner. Awards for "vintage spirit" were presented by Event Chairman Chris Shoemaker after dinner.

DRIVERS SCHOOL AT NHIS. - Following the success of our July school, Ed Valpey is working on a format that will be especially suited to the vintage racer. We are planning on two schools in 2006. The May school will focus on the vintage racer with little or no road racing experience. The second school will be for the experienced racer wanting to improve car control skills and race craft. Watch for more info in future issues.

AM-CAN CHALLENGE TO VRG - The Am-Can was extended to include NHIS and Mont Tremblant at the request of VARAC President, John Greenwood. The scoring system was changed to count all border crossings at 50 points each and miles driven to Mont Tremblant. The final tally still gave VRG a commanding lead. Just before the award presentation was made at Mont Tremblant Mr. Greenwood requested that the distance traveled by Canadians should be measured in kilometers, one point each, and USA participants should be given one point per mile. Request denied! VRG wins. Next year VARAC sets the rules. Could be a problem.

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.