

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

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- David Fenton
- William Hollingsworth
- Mari Ryan
- 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

William Hollingsworth - Editor wihiii@aol.com

Darry Bova - Layout and Production pbdb35@optonline.net

RACE SCHEDULE
2006

FEB 25
 VRG Pittsburg Social

MARCH 25
 Spring Tour and Seminar

APR 14-16 - VIR - VRG w/VDCA

MAY 18-21 - NHIS Drivers' School

MAY 19-21 - NHIS Vintage Event

JUNE 22-25 - VARAC - Mosport Vintage Festival

JUL 8-9 - PVGP Historic Races - BeaveRun

AUG 19-20
 NHIS Drivers' School

SEPT 22-24 - Mont Tremblant

SEPT 30 - OCT 1 - Summit Point VRG - Fall Celebration

NHIS 16th Annual Vintage Celebration

May 19th - 21st, 2006

2nd VRG Drivers School

May 18th - May 21st 2006

A beautiful, sunny December 28th morning on Webster Lake, (aka Chargaugagaugmanchaugagaug-chargogamungagog). As I was pouring my first cup of coffee this morning, I heard a motorcycle go "flying" down the lake and cutting huge circles in a magnificent power slide, a straight pipe staccato song playing for the neighbors, though very few of whom



would find beauty or inspiration in this Thumper music for motorheads. I dreamed of past adventures.

However the Thumper music soon led me to pleasant thoughts of NHIS in MAY where motorcycles and automobiles of all descriptions converge like locusts? to play games at NHIS.

• The three days of racing on the tight twisty bits, not fast but busy,

where small bore and open wheel cars shine.

• The "BOWL", a sweeper with large banking, where two abreast is not unusual.

• Turn 3, the wicked right/uphill in 1st gear, a momentum killer, great passing zone, leading into the bowl.

Turn 1, which can be so fast, yet so slow when you use the ample runoff to recollect things.

Searching for that extra second (s) in turns 9 through 12.

Ed Valpey got me 2 seconds last year in turns 9 and 1.

• Hanging out in the garages, like a big clubhouse where we tell lots of stories and fix things that are not broken.

• Watching bikes perform. Nothing quite like a Side Car rig with the "Monkey hanging out 5 cm above the pavement. On Sunday YOU can try this!

• Go 2 days earlier and watch or *con't on page 2*

NHIS 16th Annual Vintage Celebration (con't from page 1)

join the vintage circle track cars. Early sprinters, midgets, stock cars and the fabulous Indy roadsters from the front engine years recreate the spectacle of the Indy 500.

- Between races and fixing, up to the car show, an invited display of the best in vintage cars and motorcycles. This year VRG will host two Drivers Schools, orchestrated by our Chief Instructor, Ed Valpey who is a professional driving instructor as well as a talented driver; and a Corner Worker's School orchestrated by Patti Eastman. Last July we had our first VRG Drivers School which was filled quickly with more than 50% seasoned drivers, who have since stated an intent to repeat the school. The Drivers School in May is for vintage racers with little or no wheel to wheel racing experience and is very similar to the top school in the US at a fraction of the cost. We use our own cars, with four days practicing car control on the skid pad and on the race track. The Corner Workers School is for those who attend our events and would volunteer to be corner workers, whether they drive or do not drive a car in the events.



Classes; VRG, VARAC, SVRA, Monoposto and, VSCCA rules apply

Race groups will depend on the type and number of entries
NHIS, 2006

- A three day event for only \$150 with Lots of track time, generally 7 to 8, 20 minute sessions.
- Free camping and motor home space, with some free tie-ups for electricity and water. 24 hour access.
- A terrific dinner with all the trimmings on Saturday night at the track, no commute.
- Free wine and cheese party on Friday night
- Track seminar on driving NHIS by famed NHIS experts.
- Trophies in every class for drive of the weekend, scoring done by corner workers.
- Secure garage space, \$75 for the three days.
- Lots of good, reasonably priced hotels and vacation opportunities. See website <www.VRGonline.org>
- Automated timing and scoring optional.
- Special reserved parking area for VARAC members who can show proof of Canadian taxpaying residence. Registration officials trained in French, will accept Cn tips.



You may receive applications from NHIS and VRG.
Meal and school applications will be separate from race entry.

For further information, email Brad Marshall at <Bradusm3@aol.com>
I hope to see you at NHIS.

Brad Marshall

NOTES FROM THE EDITOR

Welcome to Spring, 2006. We thank all of you for renewing your VRG memberships and we look forward to your participation in the 2006 activities.

This issue, which includes entry forms to three events, has even more pages than the last issue. We want you to be enthusiastic about the up coming events at NHIS and BeaveRun, and we expect you to join us at the Spring Tour and Seminar beginning at Ralph Steinberg's Cloverleaf Garage, that takes us by bus at 9:00 AM to visit Fred Simeone's race car collection in Philadelphia (March 25).

In particular, this issue is about safety. Patti Eastman's "The View from the Corner," is the second in a series about flags, and driver conduct from the corner worker's perspective. Tivvy's "Tech Corner" discusses seats, seat belts, and roll bars.

In the bench racing sessions in which horsepower, and torque and tires are discussed with gusto, one never hears, "my seat belt installation will beat your seat belt installation." We want you take a look at your safety belts and harnesses, their condition, and their installation. We want you to take a critical look at your seat and how it is installed. We want you to take a critical look at your roll bar – will it keep the car from collapsing on the driver if the car is upside down? We spend time and money to make these old race cars go faster than they were designed to go when they were new. How much time and money do we spend to make these cars safe? That is a question we are asking you to ask yourselves, and if the answer is "probably not enough time and not enough money," then do something about it.

The older the race car, probably the more dangerous it is to its occupant. In prewar groups most of the cars do not have roll bars. In post war groups roll bars and safety belts only became an item in the 1960's as there were so many fatalities. In the 1980's race car design and construction began to catch up with safety, and the modern race car protects its occupant in the event of a crash. What does that say about the cars we race, which are from the 1930's through 1972?

It says that safety in the car that was used on the race track was an afterthought. It cannot be an afterthought for the vintage racer. It needs to be the first thought in developing and maintaining a race car. This season we are going to help you look at these critical components of safety on your car. If you prepare your car yourself, have an experienced race car fabricator look at the roll bar, the seat installation, the safety belts and their installation. If it is prepared by a shop look at these items together and be satisfied that it is correct.

God forbid we have to test our safety equipment – heaven help us if it fails.

Bill Hollingsworth

PRESIDENT'S MESSAGE

The race season is getting close. From my chair today in the Arizona Sun, I see that our first support event with VDCA at VIR is only weeks away. NHIS is only 5 weeks after that. It is time to get the car and the driver ready. If you are not already into your physical conditioning program, it is time to get started. As we get older this is more difficult, but also more important.

The VIR event, April 14-16, is the first of several support events on our schedule. We will be racing on the full course. Being well to our south it is as if we were getting a head start on spring. This track (full course) is one of the best in the country. The VDCA group puts on a fun event. Plan to be there - VDCA has put our Beaverun event on their schedule.

February 25 I will be attending a VMC meeting in Albuquerque. I have asked that rules regarding HANS's devices and restraint systems be discussed. I assume some vintage racers are going to want to change to 2 inch shoulder belts and 2 inch lap belts as offered by Schroth. Most vintage clubs regulations do not allow this currently. However, SCCA and others have revised their regulations to allow this apparently superior system.

I will be making a detailed report on the out come of this meeting and the things I have learned regarding safety equipment on our website and in an up coming newsletter. However, for those of you racing enclosed cars, I suggest you consider a helmet with an air inlet. I have just used my new Bell Vortex FA helmet at a VARA event at Phoenix for the first time. It is pretty nice to be breathing 80 degree ambient air inside your helmet instead of 100+ degree air with brake dust and other contaminants.

It appears that Daniel Thompson has successfully reached a better understanding with Mont Tremblant Management regarding vintage participation at the Fall Classic which has now been moved back to the September 22-24 weekend. This event, therefore, will return to our schedule as a support event with VARAC.

As most of you know, Bill Hollingsworth and Darry Bova have moved the Newsletter on to an optional electronic delivery. This seems to be working well and will reduce the cost of Newsletter mailings. If you have not signed up for this and have email and a printer I encourage you to do so. Should it cause any difficulties please let Bill or Darry know.

Bob Girvin

TECH CORNER

SEATS

A statement frequently overheard in a typical vintage race paddock is the term "I'd better go and stuff my *arse* in"



A follow-up question could be, "What exactly are you stuffing it into?"

Ideally it should be a well constructed, preferably not fiberglass, supportive, competition type seat.

The seat should be mounted securely to the vehicle in at least three points, preferably four, or even better, five, as close to its outer extremities as possible. A rear bracket mounting point attaching the back of the seat to a cross tube on the roll bar, is particularly recommended to prevent upper body lateral movement overstressing the floor mounts. Floor mounts must pass through a chassis member or a section of the metal floor which has been reinforced, preferable from the underside, with a plate of 1/8" thick steel or aluminum generally recognized as having a surface area of minimum 9 square inches. Seats simply bolted through thin alloy or wooden floors are not recognized as being adequate.

Where bolts (AN only) pass through the base of the seat, the topside should again be fitted with a large washer or plate to spread the load over a sizeable area.

Needless to say, these seat mount suggestions only apply to production based cars or some specials, as most open wheel (Monoposto Register) cars e.g. FF, use a different principal, as the belt retains driver, and the driver retains seat.

SAFETY BELTS

A minimum of five point harness is recommended, which specifies five mounting points to the chassis. At this time 3" wide lap and shoulder straps are mandatory. The fifth, or submarine strap can be narrower.



A safety belt is only as secure as it is mounted.

The anchor points for the lap straps should be more than substantial. Assuming that the car has a roll over bar of some type, the lap belt anchorages should be a steel plate of 1/8" minimum thickness welded to the base of the main hoop, or attached to the mounting feet of the main hoop. This however is not always practical or possible, so if these points have to be bolted through the chassis or floor, then the points used should be of

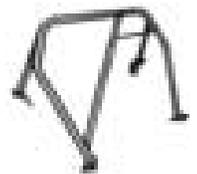
high grade material, including hardware and again

the underside should be reinforced if passing through the floor pan. (In all cases the belt anchors need to be welded to the chassis and AN bolts used to secure the belt hardware to the anchorage).

Shoulder straps should be 3" wide (at the time of writing) and preferably be anchored by wrapping around a roll bar cross tube. Dependant upon the position or height of this cross tube (which should give the straps a 15 degree angle to the shoulders) it can sometimes be used as a foundation for headrest support or upper seat support. The pair of shoulder straps need to be mounted as closely together as possible and anchored so as to prevent any lateral movement. (Personally I am not in favour of shoulder straps anchored with a bolt in single shear -- unfortunately this is a very common practice). Remember it is never good policy to drill a sizeable hole through a roll cage member.

Nine out of ten submarine straps I see are somewhat ineffective as the straps are very often anchored back and under the front of the seat base (correct); but then travel forward around the front of the seat (incorrect); and then rearward again to the belt fastening mechanism. This submarine strap becomes ineffective in a forward impact. It is better to cut a small, protected edge aperture in the base of the seat to facilitate a straighter line from the chassis anchorage point to the buckle mechanism. This can prevent an undesirable forward motion of the lower body upon forward impact.

Please pay attention to the date on your belts and more importantly to their general condition. Scruffy, chapped belts, and belts 5 years and older will not pass tech inspection.



ROLL BARS

Most participants are up to speed on required roll over bar construction methods and materials necessary. Suffice it to say that the bar, diagonals, etc. are only as good as the mounting points, and these will be looked at very carefully at tech inspection during the upcoming season. Installation should always be done by an experienced fabricator.

We would ask that should your tech inspector make either suggestions or criticisms regarding any of the above points that these be received and acted upon as we are only trying to protect your *arse*.

Tivvy

“THE VIEW FROM THE CORNER”

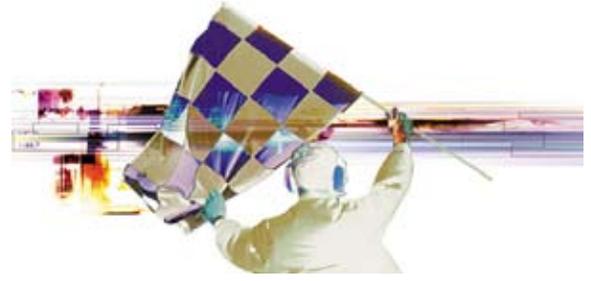
FLAGGING FOR DRIVERS: Let's Play “Follow the Leader” ... NOT!

Here's One for You: You're racing. You see the Red Flag come out at the next station. The driver(s) in front of you immediately slow down; you slow down. The driver(s) in front of you pass the station & keep going around the track (be it ever so slowly) with Red Flags being displayed at every corner; you stay in line & keep going, too. Why? Did you not know to pull over and stop?

Or...did you know to pull over & stop; but, because those in front of you weren't doing that, you decided to follow their lead? You may think this a rather extreme example, but I know twenty~seven drivers who did precisely this during an event at Lime Rock a few years ago! Only one driver did the right thing...that was Charlie Gibson. One driver out of 28 didn't give a hoot what everyone else was doing; he did what he knew was the correct thing to do in that situation. It's one thing to not know what to do. That's o.k.~~~you will learn. It's much more difficult to learn to trust your own knowledge & experience. [One driver's explanation was that the incident didn't look that serious to him. Wrong.]

Here's Another One: Checkered Flag came out. Everyone slowed & took their cool down lap. One of the drivers made the wrong entry to pit~in. Guess what? Yup, some~many~all of the drivers behind him followed suit. This occurred at the Shenandoah Circuit; a track new to most of the drivers there. The correct pit entry was covered at the drivers' meeting. If you are not clear on anything brought up at a drivers' meeting; keep asking questions until you understand completely. If you don't understand something, you may rest assured that there are others who are confused as well. Don't wait until after the meeting to quiz some of your friends; they may not have understood, either! By the way, most of the drivers who “followed the leader” knew it was the wrong way to pit~in. Again, it's difficult to trust your own knowledge when it seems that everyone else is doing something different. [In this case, the wrong pit~in dumped cars onto the False Grid thereby creating cross~traffic danger with cars pitting out & danger to the Grid Workers.]

What's Safer than Playing “Follow the Leader”: Know what to do~~~whatever the situation~~~and do it, no matter what anyone else is doing. Learning what to do is the easy part. Trusting your knowledge is more difficult, but ever so important!



RED FLAG

(Standing) There is an Emergency Situation or an Extreme Hazard somewhere on the race course. The session has been stopped. This is a Command Flag. All Traffic Must Come to a Safe, Controlled Stop at the Side of the Track Immediately. All drivers will remain there until a

Corner Worker instructs them to proceed. If it will take considerable time to clear the incident, a Corner Worker will advise the drivers to switch off their cars. This flag will be displayed at all Flag Stations simultaneously. This flag is used at the request of Race Control only.

Note: Emergency vehicles require immediate & unimpeded access to the incident. Corner Workers may be on the track or crossing the track in order to respond to the incident & provide assistance. When a Corner Worker releases you, the driver, from their Station, proceed with extreme care & caution to either the pits, the false grid, or the front straight as directed. Emergency = Fire; Roll~Over; Hard Impact; Course Blocked; Car has gone off course & is no longer visible from any Station; or any combination thereof. Comments & Questions Are Always Welcome at cabbageyard@yahoo.com

~~~I don't do the “him/her”or”he/she” thing: I refer to all drivers as “him” or “he”, though “he” may be a “she” and “him” a “her”~~~

*Patti Eastman*

## LETTERS

### MONT TREMBLANT 2006

After much negotiating, I am very pleased to announce that we are back on the schedule for 2006 at Mont Tremblant. We are keeping the traditional weekend, which means that this year will host a three day event slated for September 22-23-24 with an optional test day on September 21st.

As per previous years, we will be running two race groups: a vintage "fast" and a vintage "not so fast". One difference this year is that we will be working with entrants and track management to keep cars that are really not vintage or historic off these two grids. So while G70+ cars, BMW club cars and Sports 2000 cars are welcome at the event, we will be actively looking for a race group which will accommodate them rather than mix them in with the vintage "fast" group. The end result will be fun and competitive race groups where everybody is sure to find a friend to dice with. If you have any questions about eligibility please contact me directly.

Those of you who have attended in past years will know that the track is absolutely first class; smooth as a baby's bum and very challenging. It's also very safe with world class run-off areas, barriers etc. It is quite literally one of the most beautiful tracks in the world.

You will also recall that the surrounding area, comprised of the "new" multi-billion dollar resort developed by Intrawest and the "old" picturesque village is not to be missed. This is one event where you will WANT to bring your better half. There are literally hundreds of places to stay and eat within 5 minutes of the track; everything from 5-star hotels to quaint and inexpensive B&B's. It is quite easy to find inexpensive and clean accommodation within walking distance of the track. Shopping and dining are also world class and there are lots of fun activities for kids too (just ask my three rug rats... they can't wait to go back).

Nobody should be shy to come to this event. If you have a "special request" please contact me and I will do my best to accommodate you. Those with campers or Winnebago's, those with pets, those with extra guests or extra vehicles or two drivers in one car or one driver in two cars... everyone is welcome and we can find a satisfactory solution to all requests.

This year it looks like Watkins Glen is two weeks before the Tremblant weekend and Summit Point should be one or perhaps two weeks removed also. No date conflicts!

We recently hosted a mid-winter tech session here in Quebec for the locals which quite surprisingly attracted some 35 interested parties. Every day we hear about another Quebecker who has resuscitated an old car or has purchased a vintage car (often from another vintage racer) and is preparing to come out and race with us. This is very encouraging and bodes well for the future of Quebec-based events.

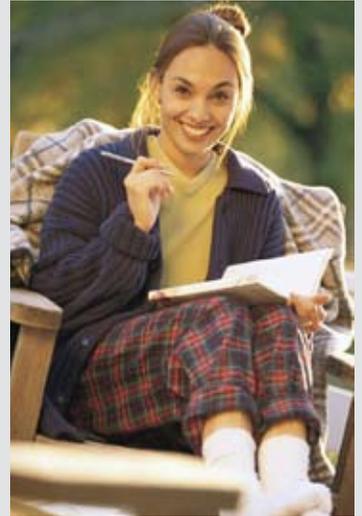
All this to say that we sincerely hope to see a bunch of VRG racers at Tremblant this Fall. See you there!

Daniel Thompson  
dthompson@gbc.ca

### DIARY OF A DESPERATE CARWIFE

by Maria Andretti

Dear Diary,  
Hi! It's me, Maria! I'm If I do say so myself, I look positively divine in hats. Straw hats, felt caps, bonnets, pill-boxes or sombreros-- they all are smashing on my modest little self. My adorable husband, henceforth known simply as "my adorable", indulges my little addiction and sometimes brings me a little chapeau or two from his travels to Paris and other glam spots around the world.



Well, dearest diary, considering I am such a connoisseur of headgear, you can imagine my total shock when the aforementioned "my adorable" returned home one Friday and proudly presented to me what he described as an interesting addition to my somewhat formidable collection. The word "interesting" was a red flag of warning as I unwrapped his little prezzie, but nothing, absolutely nothing could have prepared me for what was buried in the wrinkled tissue paper.

You simply will not believe what I got. First of all, it was not even shocking pink; it was day-glo pink (on a baseball cap). And written across this baseball cap was, also in day-glo--omigod-- "RACE GIRL"! Racegirl? Moi. And then, DAYTONA. Was I having a nightmare?

Where on earth have you been, I asked my adorable. Daytona? "Yup, Daytona." But you said the stupid race starts today, so why were you there yesterday? "To watch the practice sessions." You went to watch the cars just practice? He nodded excitedly. "You have no idea how beautiful the headlights and the sounds are at night," going 'round and 'round the track. Just beautiful

He's right. I do have no idea, nor I assure you will I EVER have any idea. If I cannot live without that thrill I can always climb up on the towers of the Triboro Bridge and watch the lights go by underneath, that is at least until the NYPD rescues me and puts me in the Bellevue psycho ward. Which is exactly where I was thinking my adorable belonged at that very moment.

You went just to watch the practice session, I asked incredibly. He nodded, then added self-righteously, "I couldn't stay. Had to come home for our daughter's birthday tonight, didn't I?"

I am somewhat comforted by that small indication that maybe, just maybe he has a small amount of sanity left. So Happy Birthday, dear daughter. I think I'll wear my new hat.

Love, Maria



## 2006 Historic Races at BeaveRun

Ask anyone who was there last year! We had a great time, it's a good race circuit, and the Pittsburgh Vintage Grand Prix folks really make you feel welcome! So under the theory that if it ain't broke ... we plan to keep the same agenda for this year's Historic Races at BeaveRun. Plenty of track time, a great luau party Saturday night, and guaranteed shorter driver's meetings.



In case you missed it last year, this is the new companion event to the well-established Pittsburgh Vintage Grand Prix at Schenley Park. The BeaveRun event is the weekend before Schenley, so you can conveniently enter both events and leave your car in the Pittsburgh area in between (secure storage available at BeaveRun for anyone who wants to leave a car). The basic intent of the Historic Races, is to complement the Schenley event. If you have a car that isn't eligible at Schenley, or if you're uncomfortable with the hazards at Schenley, now you have an alternative – come to BeaveRun, and be part of the Pittsburgh VGP experience!

This year, the featured marque is Jaguar. We're expecting a great group of virtually all models, from Pre-war SS100's through the XK-series and E-types, and even a few slightly more modern Jag's like XJS. We will find a spot at BeaveRun for nearly ANY Jaguar, even if it is a post-1972 car – just inquire to Ralph Steinberg or Mark Palmer. Oh, and this also includes all Jaguar-powered specials, too. We'll have special races for the Jags on both Saturday & Sunday, in addition to your regular practices and races. We're also offering a special two-race discount to any Jaguar owner who wants to run at both BeaveRun and Schenley Park the following weekend.

We had about 120 vintage cars in 2005. We're shooting for 160 or more this year. It's a good track, challenging but plenty safe. Great for spectators, you can see most of the track from the paddock – so bring your spouse, kids, and friends! And don't forget we give prizes for the ugliest Hawaiian shirt at the luau – it may be hard to top last year's winners.

Any questions, feel free to call Mark Palmer, VRG Event Chairman, 610-867-6014 or Ralph Steinberg, PVGPA Race Chairman, 610-647-5954

*Mark Palmer*

## A REPORT FROM VRG'S SOUTHERNMOST REGION

What with all the movies recently made in New Zealand the cats out of the bag and nearly everyone now knows what a spectacular place this little island is, What perhaps is not known is NZ is also a beehive of motor sports history and activity. Each year throughout the 50's and 60's the European GP circus would journey down under to race in the Tasmin GP series held in Australia and NZ. It was popular with the greats of the time as it provided a warm weather escape from European winters and a chance to peddle the team's obsolete race cars to unsuspecting Kiwi wannabe's. As a result NZ had more spectacular old GP cars per capita than any place in the world, sadly most have since been returned to Europe. With all those wonderful cars NZ also groomed such great drivers as Bruce McLaren, Denny Hulme and Chris Amon to name just a few of the Kiwi's who moved on to international success.

What with exorbitant shipping costs added to tariffs of almost 100% it was natural for NZ to early on spawned an extensive replica car business which still remains active today. Lotus 7 and Mallocks are not uncommon street sights and at last year's Classic race series there were several NZ made Brabham BT21's which even the most expert would be hard put to spot the difference between the Kiwi copy and the real one, assuming there is a difference. There was even a Kiwi built Ferrari 206 SP running which was an exact copy of the original and using, not a 246 motor, but an exact reproduction of the actual motor even including replica Lucas fuel injection system.

Christchurch boasts a dozen race prep shops and an even more that specialize in restoration. One of them, Auto Restorations, may very well be the finest restoration facility in the world. Wandering through its shop is akin to visiting sports car heaven. Presently undergoing rebuild is Peter Gidding's Maserati 250F and the Delage straight 8 which Robert Benoist used to sweep the championship in 27 and which was later acquire by Dick Seaman and after WWII by Rob Walker. Besides those two there were spectacular Bugatti's,

Alfas, Astons and Ferraris as well as the more plebian Jags, MB's etc. all undergoing rebuilds.

What still amazes me after 3 years is how knowledgeable the average Kiwi is about racing. The other day I was riding in a friend's Lotus 7 and we parked next to a bus stop. There was a very elderly woman who came over to tell us that ever since she had watched Jimmy Clark win the 62 Lady Wigram race Lotus had always been her favorite car. The younger man standing next to her chimed in. "mine too". It seems that in early every Kiwi is a racing enthusiast. For instance my next door neighbor invited me to his X-mass party and all five couples knew what a Crossle formula Ford was.

February 9th marks the 1st of the 4 race NZ Classic car series with the first race being held at Ruapuna which is Christchurch's



**Powerbuilt Tools International Raceway  
at Ruapuna Park (Christchurch)**

Municipal race track. The last two years have seen a number of Americans travel down under to compete. Charles McGabe and Peter Giddings, both Lime Rock Labor Day race devotees are always here. VRG members Dick Barnes and his wife, and Dan Scully are visiting, although not competing. I will be driving a friend's Mallock, which I have yet to see, supposedly it's a decent car. This year's big news is the Brits are coming with 15 formula 5,000's which added to NZ 14 and Australia 3 or 4 should make this year's field one of the biggest and best in recent history. Provided they don't all commit hari kari in practice it should be a hell of a first lap. For those of you considering a visit to VRG's southernmost region, remember I do have 2 spare bedrooms and VRG members are always welcomed.

*Cheers,  
David*

## RACE START PROTOCOL

The “perfect storm” that occurred at the BRIC last July was discussed and analyzed at great length at the November VMC meeting. A very well done video composite involving several different in car cameras along with several cameras recording the crash scene from different locations was presented by Carl Jensen, SVRA Race Director. Carl and two other drivers at the meeting were victims of the crash.

The steep hill just before the start line at Road America was a contributing factor unique to that facility. However, it seems the incident was triggered by a late green combined by a driver attempting to jump the start, and the front row checking up when the green was not waved. One of the in-car radios picked one of the lead driver saying “WHERE THE \*\*\*\* IS THE GREEN FLAG”. Another in-car camera a few rows back shows a car moving out of line, jumping the start, and getting tagged by another car turning the jumper sideways. It was just about then that the same camera shows the green flag being waved. This was just the start of the incident. It went on for some time as cars came up and over the hill and found the road blocked with wreckage.

A discussion regarding start protocol followed. Carl outlined the procedure that he has adopted for SVRA, much of which was in place before this incident. This discussion was revisited at the VMC meeting last weekend. It was agreed that all clubs should submit their start protocol, and E. Paul Dickerson will attempt to distill all of the input into a VMC recommended procedure. Some of the key elements on which most everyone agrees are as follows:

1. When using a pace car, the driver must be experienced and in radio contact with race control, and make sure that the field has been collected and cars are in position before they approach the start.
2. When not using a pace car the front row is to be instructed to be sure they are going slow enough to allow all cars to get in position well before the start. Pole car sets the pace approaching the start. That pace shall be a constant pace.
3. All cars are to follow the car ahead of them so as to form two straight lines approaching the start with a gap of no more than two car lengths until the green is waved.
4. The starter should wave the green when the lead car is at the same spot on the track for every session. The green is to be waved regardless of how well the cars are positioned approaching the start. The only exception is when an accident is in progress before green has been displayed.
5. Any drivers failing to comply with #3 above will be black flagged and brought in to discuss what they did or did not do. Some clubs have now set up a video camera to record the start or have a start judge with the starter to identify cars needing to be black flagged for failing to start properly. This may all seem to be an over reaction as a result of the BRIC incident and maybe it is, but the rules stated above make sense and will be enforced at most vintage race events in the future.

*Bob Girvin*

## RECIPES FROM THE PITS

*by Paul Bova*

After a long day of racing or corner working or just spectating it's nice to start the evening off with a great appetizer. Here is one that's a favorite of Italian Race Car Drivers. It's easy to make and guaranteed to finish first.

### **BRUSCHETTA (pronounced BREW-SKETTA)**

What you'll need:

- 2 to 3 medium sized tomatoes, diced
- 1/3 cup scallions, thinly sliced
- 3 leaves fresh basil chopped
- 1/2 tsp dried oregano
- salt and black pepper, to taste
- 3 tablespoon olive oil
- 1 garlic clove
- a loaf of french bread (baguette),
- 1/2 cup grated Parmesan cheese, optional



Chop the tomatoes into 1/2 inch pieces. In a medium bowl toss the tomatoes with the 1 tablespoon olive oil, scallions, basil, oregano and salt and pepper.

Slice the French bread in thin slices (1/2 inch) Brush each side with olive oil. Place on barbecue grill or broiler rack about 5 inches away from the heat source. Toast the bread on one side until golden brown, about 2 minutes. Turn the bread and toast the other side, about 2 minutes. Or in an 425 degree oven, about 5 minutes turning once. Rub one side of bread with the garlic clove then pile on the tomato mixture. Optional; sprinkle with Parmesan cheese and place back on heat source until heated through. Best served with a cold beer or your favorite bottle of wine.

VINTAGE RACER GROUP  
**VRG**

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



George Vapaa in his 356 Porsche at BeaveRun, photo by Stefan Vapaa

WWW.VRGONLINE.ORG

**Please don't forget to renew your  
Membership to VRG**

**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.

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### **Spring Tour and Tech Seminar**

**Saturday, March 25, 2006**

**Cloverleaf Racing  
207 Pennsylvania Avenue  
Malvern, PA 19355  
610-647-5900**

### **SAVE THE DATE**

**Sunday, Sept 24th 11:00-4:00  
Second Annual Festa di Ferrari**

Last year Paul & Darry Bova organized a very successful event for the Ferrari Club of America/New England Region. The event called Festa di Ferrari was a charity car show held at the Italian Center in Stamford, Connecticut. This year the event will be expanded to include in addition to Ferrari's, any Italian manufactured race car.

So mark your calendar for Sunday, September 24th and if your not going to Mt Tremblant plan to bring your Ferrari or Italian Race Car to Stamford for a great charitable event. Trophies will be awarded in multiple classes including one or more classes just for race prepared cars.

- Food, Drink and Ferrari memorabilia will be available for purchase.
- Come out and see some of the most beautiful and fastest cars in the world.

For information contact Paul and Darry Bova  
203-329-9710  
ppbova@optonline.net