VINTAGE RACER GROUP
VRG
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NHIS *Level 2* Driving School
Entry Form Included
August 19 & 20, 2006

NEWSLETTER

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

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RACE SCHEDULE 2006

JUNE 22-25 - VARAC - Mosport Vintage Festival

JUL 8-9 - PVGP Historic Races - BeaveRun

AUG 19-20 NHIS *Level 2* Driving School

SEPT 22-24 - Mont Tremblant

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

OCT 13-15 - VSCDA Vintage Races Mid Ohio

NOV 24-26 - VRG Turkey Bowl Summit Point

THANK YOU DR. FRED

VRG'S VISIT TO THE SIMEONE COLLECTION

Mid-March in Philadelphia can be chilly and damp – it was - but I doubt anyone noticed it standing among one of the world's finest collections of antique and classic sports racing cars and their passionate owner. You quickly forget getting up at 4AM for the ride to Ralph Steinberg's bagel, coffee, and juice (and his dad's lox) stocked 'Cloverleaf' sports car restoration shop in Malvern, PA. Parking areas fill up, old and new friends offer a hand a smile and a quip. First timers scoff at the notion that dusty old cars are going to be worth all this attention. But those that have visited Dr Fred's just smile. You look around and see folks that have traveled hundreds of miles to get to this early morning meeting. Ralph Steinberg and his wife Candi are our hosts. Pete McManus has also helped organize this event. Anticipation intensifies as we bump along the narrow streets in the part of the city that produced a revolution two hundred plus years ago.

Fifty plus VRG members' family and friends gathered for the bus, van, truck or motorcycle ride (Chris Shoemaker and a friend brave it on their Harleys) into the center of old Philly.

The collection of sports racing cars that spans the history of the automobile from the early 1900's to about 1975 are staggeringly significant. In terms of racing accomplishments, design and engineering these cars are the best of the best.

Before I talk about the event let me start with our host, the person and philosophy behind this display: Dr. Frederick Simeone, MD, world

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renowned Professor of Neurosurgery. "Dr. Fred" inherited his interest from his dad who loved and collected important cars, some of which became the basis for the cars we saw on this Saturday in March. Dr. Fred has concentrated his selection on important "Sports Racing Cars" – open roadsters that technically can be driven on public roads. In reality they were the ultimate expression of design and performance by their manufacturers in their era to accomplish one thing – Win the BIG Race – the Vanderbilt Cup, a Grand Prix, the Mille Miglia, Le Mans, Sebring or Daytona. The race organizing club specified size, weight, engine size and number of seats: 2 or 4. These cars have wind screens, fenders and lights - but little more. And just as "the Getty" wants Monet's, Degas's, and van Gogh's; or Queen Elizabeth wants champion thoroughbreds, Dr. Fred wants winners and or cars that were significant in their time.

He started assembling his display with cars his dad had held on to. We are shown the beastly late 40's Alfa Romeo 2500 convertible that was Dr. Fred's first restoration. He points out that many of the important cars were acquired years before the staggering inflation in collector car prices had occurred in the mid-eighties. From then on Dr Fred traded for cars he wanted to add to the collection. He has lived seventy years but looks much younger. I'm sure there are cars he wishes to add to his fabulous display and I'm certain the wheels are constantly turning to figure how to accomplish this.

His cars are displayed in the city where he practices his science and medicine. The building is as non-descript as you would suspect he wants it to be. Who would know that a world class collection of inestimable value is behind those garage doors - next to the neighborhood bodega!. The cars are displayed on two floors. Dr. Fred tells us the important cars are on the top floor. Gee, that's while looking at the 917 (Porsche) that finished 2nd at Le Mans, two big block GT40's (Ford) that ran there as well, a 328 BMW American Flyer, a Marmon, a pre war 6C1750 (Alfa Romeo), and a TT33 12 World Championship Alfa (Romeo), his newest car at 1975, and twenty other important "sports racers" displayed on gravel in a museum setting.

Upstairs there's a Le Man's winning Bugatti, a 1938 Mille Miglia winning 8C2900 Alfa Romeo, one of the prettiest sports racers ever, the S. Moss - D. Gurney Nurburgring 1000KM winning Aston Martin DBR1 and twenty more fantastic automobiles – Jags, Ferrari's, and Maseratis - sensory overload to the max!

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NHIS - RACE SCHOOL / RACE WEEKEND
May 17 - 21

"One of the best race weekends ever" was how one veteran vintage racer described the May 17-21 VRG event at New Hampshire International Speedway. The five-day event started with a training day for VRG instructors led by Ed Valpey. Ed introduced his new superb racecar driving manual and ran the group through the planned program. The afternoon saw the instructor group blasting around the figure eights and road course set up on the NHIS skid pad.

On Thursday a group of 15 new drivers to VRG arrived for a day of classroom instruction and hands on work on the skid pad. On Friday the "students" (many of whom had significant previous track experience) had classroom instruction (including Ed's chalk talk about the racing line at NHIS) and then formed their own race group on the track. On both Saturday and Sunday the students were integrated into the regular race groups albeit under the watchful eyes of Ed and his instructors. This is a great new group of VRG drivers who brought some wonderful cars for us all to enjoy.

While the tradition at NHIS is that we share track time with the vintage motorcycle group, they did not run on Friday giving the four VRG race groups three long track sessions each. The weather gods cooperated in giving us just enough liquid sunshine to challenge all of the drivers and give the students a chance to further practice what they had learned on the skid pad the day before.

The four race groups were:

1. Smaller bore cars including four Formula Juniors (two Stanguellinis, a Gemini, Don Dingman's OSCA and a Saab), a great collection of MG TC's and TD's, Lotus 7's and Peter McManus' Ardent Alligator.
2. Big bore cars and the faster small bore including 948 cc Turners, several Jaguars, the Girvin Allard, Healey 100's and Jim Stein's beautiful 356 Porsche.
3. Newer iron including 911 and 914 Porsches, Ford powered Turners, BMC Minis, Mustangs and Dudley Cunningham's one off Bocar Stiletto.
4. Formula Fords and lots of them. The event brought out a great collection of both vintage and Club Fords representing Lotus, Crossle, Royale, Merlyn, Macon, Hawke and Alexis among others.

Saturday's practice and qualifying sessions again provided a lot of track time and the motorcycles…especially the sidecar entrants…entertained the vintage racers between sessions. Tired drivers and crew seemed to

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Dr. Fred has his place wired for sound (it obvious he's spent his life teaching). He tells us about each and every car on both floors, its importance in the history of motor sports, and why this particular car is in his collection. His cars are not chained to the floor - You will find some of them at Pebble Beach or Amelia Island, Lord March's Goodwood Speed Festival or the Monterey Historic Races - and occasionally participating in a Mille Miglia or a Colorado Grand.

In recollection, the most amazing aspect of Dr. Fred's collection is its focus on the history of important sports racers produced in or by Americans - clearly a source of pride among the cars on display: a Duesenberg, from the generation that ran at Le Mans in the twenties, a Du Pont produced near Philadelphia that ran at Le Mans, a Mercer racing runabout that ran in the Vanderbilt Cup trials, and other chitty chitty bang bangs. A car that turns me on and one that I wish was in the Smithsonian Museum of American History (inspiring youngsters to go forth and create the wonder machines of the future) is the 1954 Cunningham C4R Le Mans racer that won the Sebring 12 hours race that year. The long missing Shelby Cobra Daytona coupe – the first one built in Shelby's Santa Monica shops – is a story that needs to be saved for another article for there is too much intrigue to be digested from this brief visit.

Which brings me to the last point - Dr. Fred likes to keep his cars in 'as found' condition. Maintenance is done to make the cars serviceable and to not appear ratty or distressed – but otherwise, the closer to "original" the better as far as Dr. Fred was concerned. He apologized for the show quality restored cars and said that's how they were when he acquired them. Dr Fred said that he was very happy Pebble Beach had instituted a "Preservation Class" for cars in original unrestored (or restored a long time ago!) condition. We enjoyed the Simeone Collection for about three hours – Dr. Fred answered every question.

Afterwards it was back to Ralph's place for sandwiches, cake, and sodas. Mark Palmer ran an informal VRG meeting and we heard about upcoming events and about the health of our club. Tivvy Shinton talked about safety stuff and Lee Raskin gave a delightful presentation about his new book on the racing adventures of movie legend James Dean who died at the wheel of his Porsche 550 Spyder: "James Dean: At Speed" Chris Shoemaker organized go cart racing for a surprising number of willing participants and a wind down dinner was enjoyed by the few that hung in to the end of a wonderful day. Everyone left with visions of their favorite Dr. Fred car swimming nicely in their mind's eye.

Hope next time isn't too far away.

Sam Smith with Pete McManus

NOTES FROM THE EDITOR

There is always the concern from rules organizations that there will be cheating. In vintage racing there seems to be less purpose (given the prize money and trophies we get), but it sometimes exists. The innovators need to curb their enthusiasm and stay within the rules. Where there are no such rules to break, it is fair game. Your editor has been told that the lowered turn out of Formula Fords at some vintage events has been influenced by a lack of policing of perceived cheating. He doesn't know.

Peter Marcovicci (MWE) suggests that if VRG perceives that it has a problem, that it have the cylinder head of the first three finishers of a Formula and Club Ford event removed, (after checking the lift on the cam), to check the bore and stroke and piston – VRG will supply the new head gasket. Pretty simple!

VARA, in Southern California, which also runs both cars (FF & CF) together as one group, scored separately, has the Club Fords run on slicks but the tire (I forget the brand) is so awful that it takes away the advantage of slicks over the treaded Dunlop Formula Ford tire. An annual tech is required, and the engine, if certified by one of the known FF engine builders certifies that the engine meets SCCA requirements, it is tagged and accepted. Each car group is self-policing and appoints for itself a spokesperson. If the group thinks that it has a problem, it empowers that spokesperson to petition the VARA Board to look into the matter. It is not the responsibility of the officers of the club to look for or to find an illegality in a car.

Marcovicci said that most of the cheating is in cam lift or duration, and that is very easy to check without taking the head off. He warned to not be fooled by a rough idle that may make the engine sound as if it has a "cam", when the idle jet could be out of adjustment, which will result in a similar sound at idle. A better driver and better geared car could exit a corner much faster than a competitor in a similar car, pull away from him on exiting the corner, and be perceived as having a horsepower advantage.

SCCA has allowed certain modifications to the 1600cc Ford engine that may give an advantage to the Club Ford. SCCA also allows a canister on the shock absorbers which should give the Club Ford a handling advantage (These modifications are disallowed by Monoposto).

What is the VRG's position? It has not taken one, except that it will not tolerate cheating. (We welcome a crossover from other groups as long as the cars are legal within that group so that the only requirement on the Club Ford would be to run the Dunlop treaded tires). The group needs to be self- policing and if there is a consensus that there is an illegal engine in a FF or CF, have a spokesperson let us know and we will deal with it. While we will consider a weight penalty on a Club Ford if it continues to be much quicker than its earlier counterpart, as long a Ivan Franz can occasionally beat Bob Bruce there is nothing to do but to take our hats off to them for the good show they provide us. We are pleased with the turnout in the Formula Ford/Club Ford group and we want it to continue to grow. It needs to keep its perspective.

Bill Hollingsworth

PRESIDENTS MESSAGE

It is time again to think about nominating candidates for Directors. A nominating committee consisting of Tivvy Shenton, Kim Eastman and Bob Romanansky has been charged with the responsibility of establishing a slate of 6 candidates, as required by our bylaws, for the three director positions up for reelection this year. Brad Marshall and Bob Girvin are running for reelection and David Fenton is stepping down. This means we need four additional candidates. Ballots will be sent to all members in August, collected and counted mid September and the results announced at our annual meeting Oct 1 at our Shenandoah event.

While VRG has accomplished a lot in the last two years, we want to improve the quality of our events and add one or two more events to our schedule. As we take on more activities it is important that we involve more of our members in managing different aspects of these activities. If we can divide the activities of the club among more people, each dealing with a coordinated piece of the overall activity; we can accomplish more and avoid burn out among a few trying to do too much. VRG needs the support of its members to grow.

Our goal is to have about four or five race events a year that we manage and a couple of winter social activities plus a solid Driver Development program. In addition we will promote cooperation with VDCA and VARAC thru reciprocal support events. Rather than try to manage more events our efforts will go toward improving the quality the four or five we do manage.

If you feel you can help build the VRG team in any way, please contact any of our Board members to let us know what your interest may be. If you would like to be a Director, please contact Kim Eastman at 207-642-4610.

Bob Girvin

"THE VIEW FROM THE CORNER"

FLAGGING FOR DRIVERS: ~~~The Flag You See Most Often

Throughout your racing career you will see the Yellow Flag displayed in four different ways. Precisely how the Yellow Flag is displayed gives essential information to you, the on~coming driver, about the track conditions you are about to encounter. Though the exact meaning of the Yellow Flag depends on how it is shown to you, the minimum response required of you is always the same: Slow Down ~~~ No Passing.

STANDING YELLOW: "Caution~Danger~Slow Down~No Passing!" There is a hazard OFF the racing surface: a car, an emergency vehicle; a corner worker responding to a car, etc. If the hazard (usually a disabled race car) is going to stay there for the remainder of the session, the standing yellow flag will be shown for two laps then dropped. NOTE: "Slow Down" means slow enough that you have complete & total control of your race car.

WAVING YELLOW: "Great Danger~Slow Down~Be Prepared to Take Evasive Action~Be Prepared to Stop~No Passing!" There is a hazard ON the racing surface: a car, large debris, an emergency vehicle; a corner worker responding to a car, etc. NOTE: Under a Waving Yellow, you will probably HAVE to take evasive action! You may very well have to come to a stop...ie; your "notice" of a full~course blockage WILL initially be a waving yellow flag! The SCCA rules for No~Passing Under Yellow is "from the point where the Flag is displayed to the point of the incident". HOWEVER, in Vintage Racing, it is in your best interest to slow down and forego passing "from a point reasonably BEFORE the yellow flag, all the way to the next "clear" station". Ultimately, your actions will be judged by the stewards of the event.

DOUBLE STANDING YELLOW: "Slow Down~No Passing!" This represents a Full Course Yellow~~the entire course is under caution (ordered by the Operating Steward of the event). All stations will be displaying double standing yellow flags. NOTE: While using the most extreme caution: you may pass the pace car ONLY with a wave~by; you may pass a disabled car which is proceeding very slowly ONLY with a wave~by or if the driver is indicating that he is going to pit; you may pass emergency vehicles. Remember, you may pass in these three instances only, with the appropriate signal from the vehicle being passed, and with the utmost caution! Double Standing Yellow is also displayed during pace laps before the start of a race and proceeding a re~start.

NOTE: A Full Course Caution may be indicated to you by a single standing yellow flag at all stations. For whatever reason, at some venues/events the corner workers don't have two yellow flags in their bags.

DOUBLE YELLOW~~~ONE STANDING & ONE WAVING: As above, representing a full course caution WITH a hazard ON the racing surface (see above). You will see this flag condition at the station covering the incident; all other stations will be displaying the double standing yellow.

NOTE: Don't be surprised to see other flags displayed at a station along with the Yellow Flags as described above...ie; a white flag (slow moving vehicle), a debris flag (fluid or small debris on the track surface), black flag at all stations (all cars proceed to pit~in), etc.
For your safety, and that of your fellow racers and corner workers, please re~read the above. I've seen & attended to more than one emergency situation caused by a driver not responding properly to a yellow flag.

Comments & Questions Are Always Welcome at cabbageyard@yahoo.com

Patty Eastman

NHIS *Level 2* Driving School
August 19 & 20, 2006

On August 19 & 20 VRG will host its first Level 2 driving school at NHIS. Our inaugural Level 1 school took place in May and the feedback has been terrific. There are some logistical and procedural adjustments to make, but it looks like we've hit on a winning formula. One of the changes will be introduced this August at NHIS, where we'll outfit each student with a radio during all of the exercises. Even formula car drivers will now receive real-time in-car instruction.

The skills portion of the Level 1 school is designed to make students familiar with the various aspects of vehicle dynamics, such as contact patch, weight transfer, understeer, oversteer, etc., and provides them with the car control skills necessary to cope with a car that has exceeded its limits. The emphasis in Level 1 is on reacting properly to the various conditions that result. Level 2, on the other hand, takes students a step beyond and teaches them how to proactively use the same conditions to improve lap times. The Day 1 exercises are essentially the same, but the emphasis and feedback will differ significantly from the Level 1 school. If there are any front-wheel-drive participants, we will teach them the distinct difference between merely using the left foot to brake and the true left-foot-braking technique used by rally drivers.

Day 2 will place the students, in their own run group, on the NHIS road coarse. Unlike last year's event there will be no passing restrictions. These are purely practice sessions, however, where each student will work to apply what was learned the day before. Specific instructions will be given for several corners and will encourage experimentation with different lines, braking techniques and applied weight transfer. We're considering radio feedback on the road coarse as well, though for various reasons we suspect that the traditional post-session feedback session will be most practical. This type of coaching routinely yields increased exit speed in several corners, with a corresponding reduction in lap times of as much as two or three percent.

Quite often drivers find themselves dicing with the same driver event after event. We'd like one driver from each pair to attend the school this August. If we do our job well, the other drivers from each pair will eagerly line up for the next school.

Ed Valpey

BeaveRun Driver Clinic

We had hoped to put on another comprehensive VRG School at BeaveRun this year, but ran into too many obstacles to overcome on short notice. We'll try to offer a full school next year. But, for this year we are able to offer a less comprehensive training effort, which we are calling a VRG Driver Clinic. It will be run in conjunction with the Test & Tune day already on the schedule. As part of the Friday Test & Tune day at BeaveRun July 7th you may chose to participate in the Driver Clinic with Ed Valpey. This is intended primarily for new drivers and novices, but anyone may sign up.

The Clinic will begin with a detailed chalk-talk lap of BeaveRun first thing Friday morning. This will be followed up with one-on-one reviews during the day (in between your track sessions) and a van ride during the noon break. The schedule is constructed so that you will be able to make all of your Test & Tune track sessions, with the classroom instruction & coaching in between the track sessions.

There will be no additional charge for the Clinic, however you must sign up and pay for the Test & Tune day ($150). Contact Mark Palmer at, mgvrmark@hotmail.com, to register for the Test & Tune Day. If you also want to take advantage of the Clinic, please let Ed Valpey know at, vmax@metrocast.net.

Bob Girvin

appreciate having Saturday night's cocktail hour and dinner at the track and convenient to lodging. Great camaraderie was enjoyed by all.

Sunday's races were a thrill for drivers and spectators alike. Each was heavily contested with dicing going on throughout the grids. In Group One the Stanguellini's of Bill Gelles and Larry McKenna showed the way and the Formula Juniors finishing one-two-three.

In Group Two the finishing order was Allard, Jaguar and Volvo with Bob Girvin, Tivvy Shenton and Dan Scully taking the checkered flag. Group Three saw the Porsche 911 of Peter Faill taking the checkered in first place with the Canadian Kiki Special of Doug Durrel in close pursuit followed by the Z28 Camaro of Frank Grimaldi.

The 1980 Crossle16 driven superbly by Bob Bruce took the top honors in Group 4 with Chris Shoemaker (Royale RP16) and Ivan Frantz (Merlyn FF) in tight pursuit.

In the NHIS event tradition, awards were made to a driver in each group selected by the corner workers. This year's awards were made to:

Group 1: Peter McManus and his historic Ardent Alligator
Group 2: Earl Tucker and Caroline Emery who co-drove an MGA.
Group 3: Paul King for his drive in a Triumph GT
Group 4: Christian Morici for piloting his Lotus Formula Ford

The overall Belknap Cup vintage spirit award was given to Bob Romanansky for his sportsmanship and long participation in the NHIS event.

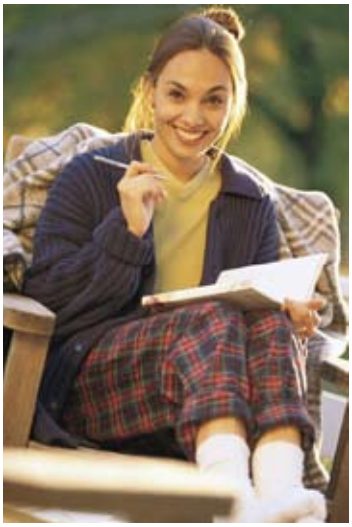
New Hampshire continues to be one of the premiere events in the vintage racing season. A tremendous amount of track time (and at a low price) combined with great camaraderie and a wonderful area with lots of things to see and do. Our thanks to Brad and Joanne Marshall for making this event happen again this year. We also thank Patti Eastman for her work in organizing all of the corner workers and Kim Eastman and Ralph Steinberg for serving as Safety Stewards throughout the weekend.

We look forward to seeing you all again next year. In the interim, if you have any suggestions regarding how we could make this event even more enjoyable please contact John Kieley (john.kieley@adelphia.net) who will be working with Brad and Joanne to host the event next year.

John Kieley

DIARY OF A DESPERATE CARWIFE *by Maria Andretti*

Dear Diary,



I am heartbroken. I have spent the last fortnight or so pondering-- no-- obsessed with the question: where do I rank in importance to my darling? What does our marriage really mean to him? Our many years together? Our family, our friends, the life we share? Are they as meaningful to him as they are to me? Or, to cut to the chase--who's on first, me or the damn car?

It all started about two weeks ago when he most sweetly, I thought, brought up plans for our anniversary, which was fast approaching. He has always taken me on a romantic overnight to some glamorous hotel or magical little inn which is almost always attached to a restaurant of considerable note. It is a date that has been sacrosanct and he always picks the spot and makes the plans himself. (Eat your hearts out, forgotten wives everywhere!) So...two weeks ago...he tells me of this year's reservations, But, get this. There seems to be a little teeny hitch. The glamorous evening he has planned is not reserved for our real anniversary but for the evening before. Why, you might ask, which, of course, I did. Because there is a stupid, ridiculous absurd test day at Limerock on our day and he simply must go with the damn car. Only time he can. Car needs fine tuning. Has to get it ready for the next event. Blah, blah, blah, blah, blah. Knows I'll understand. (hell no, I do not understand!)

Sound familiar, carwives out there? Somebody must understand.

The plans are in stone, what can I do? Pull a temper tantrum? He was smart. The cagey manipulative control freak chose to tell me in front of my bridge group. No way I'd show any weakness to those biddies. Refuse to go? He'd put down a deposit, which represented many weeks of both bridge and golf losings. Threaten divorce? It is non-productive and self-destructive to throw out an almost perfectly good husband.

So, we went the night before, and it was, I say begrudgingly, a very nice inn and a very nice dinner. However, happy ending, fellow carwives. I must note, triumphantly, that there is a carwife god. It rained so very hard at Lime Rock on our real anniversary that he had to stay home with me after all. I fed him leftovers.

Love, Maria

RECIPES FROM THE PITS

by Paul Bova

TRACK SIDE BEAN DIP

1 can refried beans
1 pint sour cream
2 scallions diced
1 can tomato diced
1 can black olives
1 package shredded cheddar cheese
sliced jalapenos, optional

Spread beans right from can onto dish. Spread sour cream over beans, about 1/4" thick, sprinkle scallions, tomatoes, olives, coarse shredded cheddar cheese and sliced jalapenos over top. It all adds color and taste. Serve with the chips and raw vegetables.

LETTERS

FIRST TIME FLAGGER

After 15 years as a vintage driver, I took the opportunity to experience racing from a different perspective at the May NHIS event. Knowing that corner workers might be in short supply on Friday, I offered to help out. I volunteered to work the grid, but as assignments got handed out I was given corner 11 – the last corner/chicane, before start/finish. I had the good fortune to have a fellow racer Darry Bova join me to work this corner. We were given a 5-minute introduction to flagging and working the radio. Off we went to do our duty. As we walked to our corner, we viewed the most challenging aspect of the situation to be the weather. It was cold, with occasional heavy rain.

I never thought very much about what is involved in flagging. But once you get out there, you suddenly realize that it is a demanding role. One person took responsibility for the radio, the other the flags. Keeping up with the radio chatter about cars spinning off in the wet, support vehicles on track or session status, kept us focused. You have to stay really alert and present to watch everything going on within your track 'area of responsibility'. Did I mention the rain?

The professionalism of the other workers was evident from the radio chatter. Each worker calmly reports the car number and occurrence. At one point we hear – "Turn 2 – fire" in a very calm voice. Darry and I look at each other. Radio silence follows. We are given the instruction to black flag the session. Then we wait. Long silences continue. We can't help but wonder what is happening. We find out later that a formula car was indeed on fire. But quick efforts by the corner worker extinguished the flames.

The lunch break was a welcome chance to get inside and out of the rain. We warmed up and dried out as best we could. The afternoon session expanded my knowledge of flagging when the motorcycle sessions started. There are actually additional flags for bikes. Have you ever seen the ambulance flag – it is white with a red cross. I began to worry when I hear talk of picking up bikes and bodies! A voice in my head says 'I don't pick up either bikes or bodies!" Darry was asked to move to Turn 1, so we now each had to shoulder the corner responsibility alone. The hardest part of this (besides missing my friendly companion) was trying to hold the radio up to my ear at the same time as holding 2 yellow flags as standing yellow. Now I am really praying no one lays a bike down in my corner.

Given the rain (did I mention the rain?) there were just a few riders. The last two hours of the day was an enduro. Eight bikes start. After one hour, four are left. So for one hour, we watch four riders. Thoughts of a beer at the track party are rolling around in my brain. Wait – bike down in my corner. Quick, what do I do? Yellow flag, radio bike number, status (biker up, biker returned to track). Whew…I got through it!

As I returned to the paddock carrying the corner gear, the sun came out and a rainbow appeared in the distant sky to the north. I relished the flagging experience and the newfound appreciation and respect for every corner worker who has ever been there to support me as a driver.

Mari Ryan - Lotus VI #666

Dear Mr. Editor,

I missed the VRG Tech Meet late afternoon activities for the reason described below but want to provide some secondary feedback on what I heard happened.

A number of the event participants went to an indoor go cart track to practice their driving skills and participate in some friendly VRG rivalry late in the afternoon. A VRG T-shirt was awarded to the person with the fastest time. When it was won by Stefan Vapaa, there was some friendly discussion among the "senior" Club members, I heard, about his favorable weight advantage. A dinner followed at a local restaurant that was well attended by our membership and I heard that the food was great and that the decor was in the vintage style that we all enjoy.

Unfortunately I missed all of this great fun. Mid afternoon, I was asked by George Holman from MA, who was at the Tech Meet, if I would go to one of Fred Simeone's storage garages in Philadelphia to look at a 1928 Stutz engine that he wanted to purchase from Fred. That sounded like good fun and we had plenty of time to get back for the Club dinner.

It was only raining lightly as we headed into Philadelphia and we only got slightly lost twice. We arrived at the correct row house location and found that a similar address on the other side of town was not one of the better places to be. I was glad that we went to the correct address. The light rain let up and we felt great after opening the garage doors and seeing 1100 pounds of Stutz straight 8 engine and transmission setting on a dolly that had wheels. This combination was just a little shorter than George's pickup truck box.

A deal was struck between George and Fred on the phone and we started to arrange for a rollback to lift this light weight parcel for placement in George's truck. The rain was only intermittent now and it was still light out. Fine - we'll still make the dinner. A call to Ralph Steinberg assured us that they'd hold two dinner seats for us but if we had problems, don't wait for us. I heard later that they had a great dinner.

About two and one half hours later, the third wrecker that was called finally arrived and loaded 1/2 ton plus of vintage race engine. It was raining again by now and getting dark. I was wondering if this was really fun. We were dressed to go to a Tech Meet not to go to move an engine. Unloading the engine and transmission into George's pickup from the rollback was great fun in the light rain in total darkness under a streetlight. Fortunately, it didn't start to rain heavily until we were on the way home from this excursion. Needless to say we missed the great VRG dinner described above. On the positive side, George's engine is in MA and on the way to becoming a vintage race car engine.

Pete McManus

VRG Driver's School

August 19th – 20th, 2006
New Hampshire
International Speedway
Loudon, NH

Join the VRG for this summer Level 2 Driving School

VRG Driving Schools have been described by VRG members as "better than some professional schools" and where can you beat that price! The school is orchestrated by VRG Chief Instructor Ed Valpey, a professional driving instructor and talented racer. This Level 2 school will teach how to use car control skills to lower lap times. Don't miss the tremendous opportunity at the fraction of the cost of professional driving schools.

Who should attend?	Experienced vintage racers.
What can I drive?	Any car that meets VRG eligibility requirements is suggested, but any street-worthy vehicle is acceptable.
What will I learn?	How to manage weight transfer and slip angles to increase corner entry and exit speeds.
How will we learn?	Individual coaching, skid pad, on-track sessions.

Driving School Details

Saturday — Skills School

Lecture on car dynamics and instruction on wet skid pad, figure eight and fast autocross course. Radio contact between instructor and driver will be used to coach drivers on course. This can be done in your race car or an appropriate street car.

Sunday — Track Training

This will involve a detailed analysis of the NHIS track and at least three 20-minute track sessions with one-on-one analysis after each session. Specific sections of the track will be studied with the goal of increased rpm at key check points.

VRG Driver's School

August 19th – 20th, 2006
New Hampshire International Speedway
Loudon, NH

DRIVER

Name: _____Telephone (H): _____
Address: _____ Telephone (W):_____
City: _____ Province/State: _____ Zip: _____Country:_____
Email: _____Cell phone:_____
Emergency Contact: _____ Telephone: _____ At Track?_____

Membership in VRG is required for participation in this event.
Visit the VRG website at www.vrgonline.org for membership forms.

Driver Background:
List any prior driving school experience (school and dates) _____
Race experience (club, events, years) _____

CAR

Skills School _____

Track School _____ Color_____ Number_____

COST

Saturday Skills School (only)	$120.
Saturday Skills School and Sunday Track Training	$300*/$340.**

* Cost for drivers with current BMW CCA memberships expiring after 8/20
** Cost for drivers without current BMW CCA membership (required)

WARNING Auto racing is dangerous and can result in serious injury or death. I hereby enter the above vehicle (s) for the 2006 NHIS Vintage Road Course Program. I will abide by the rules set forth by NHIS and its organizers (VRG, Inc.), and/or governing sanctioning body (VRG, Inc.). I hereby agree that I will not hold the event organizers, NHIS or its employees and/or volunteers, or any party involved or connected with the above named event responsible for personal injury, damages to the entered vehicle (s), parts or other items displayed on my behalf during this event. This includes theft, or any type of damage related to racing or displaying this vehicle or vehicles. I know of no physical or mental problem that would prevent my safe participation in this event.

Vehicle Owner's Signature: _____ **Date:** _____

PAYMENT

Send your check, payable to VRG to: Bob Girvin, 22 Courtland St. Holliston, MA 01746.
Entries must be received by **Aug 11**.
Questions regarding the School, email Ed Valpey, VRG Chief Instructor, vmax@metrocast.net or 603-387-2082.

GMT RACING CHASSIS IN-SHOP CHECKLIST

DATE _____ CLIENT _____ CAR _____
MECHANIC _____ ENGINE HOURS _____ CLUTCH DATE _____

LABEL EACH ITEM @ YES/NO/NEW/REPLACE/INSPECT/CRACK TEST ETC.

LEAKDOWN

(1) _____ (2) _____ (3) _____ (4) _____ (5) _____ (6) _____ (7) _____ (8) _____

	LF	RF	LR	RR
TIRE PRESSURE				
WHEEL BEARINGS				
TIE ROD ENDS				
ROD ENDS				
BALL JOINTS				
AXLES / 1/2 SHAFTS				
CV'S, TRIPODS				
ROTOFLEX JTS.				
BRAKES PADS/SHOES				
ROTORS/DRUMS				
CALIPERS				
FLUID LEAKS				
WHEEL TORQUE				

COOLANT _____
OIL LEVEL _____
OIL FILTER _____
OIL LINES/ENDS _____
BRAKE FLUID _____
GEARBOX LEVEL _____
FUEL LEVEL _____
BATTERY LEVEL _____
BATTERY CHARGE _____
CATCH TANKS _____
STEERING RACK _____
SHIFT LINKAGE _____

NUT & BOLT: _____
FRONT _____
COCKPIT _____
REAR _____

SAFETY WIRE ALL

CLEANING:
RADIATOR _____
COCKPIT _____
WHEELS _____
CHASSIS _____
BODYWORK _____
WINDSCREEN _____

CARBS _____
THROTTLE CABLE _____
THROTTLE LINKAGE _____
RETURN SPRINGS _____
FULL THROTTLE _____
PEDALS & PIVOTS _____
CLUTCH ADJUST: _____
(WEAR / FREEPLAY) _____
SLAVE CYL. SPRING _____
BELTS & HOSES _____
MANIFOLDS _____
STARTER _____

WIRING:
DASH/FIRE SYSTEM _____
ENGINE AREA _____
CAP/WIRES/IGN. _____
STARTER _____
MASTER SWITCH _____

OTHER / COMMENTS: _____

JR Mitchell

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

Please don't forget to renew your Membership to VRG

Quick Notes

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.

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 Ferraris, 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