VINTAGE RACER GROUP
VRG NEWSLETTER
AUG 06 • VOL 3.3

Shenandoah Fall Celebration at Summit Point

Sept. 30 - Oct 1, 2006

Entry Form Included

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

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

VRG 2006 Directors

Bob Girvin, President
Ralph Steinberg, Vice President
Brad Marshall, Treasurer
Mark Palmer, Secretary
David Fenton
William Holllingsworth
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

SEPT 22-24 - Mont Tremblant

SEPT 30 - OCT 1 - Summit Point
Shenandoah Fall Celebration

OCT 13-15 - VSCDA Vintage Races
Mid Ohio

NOV 24-26 - VRG Turkey Bowl
Summit Point

BEAVERUN®

Turners Turned out in Force at BeaveRun and Schenley Park

Owners of Turner Sports Cars in the United States made history during two race weekends in July.

Turners, first built in a blacksmith shop, celebrated both the marque's 51st birthday and car builder Jack Turner's 90th by gridding nine of the 90-known Turners in the nation for the PVGP historic races at BeaveRun, PA., July 8-9. In addition to the racers, owners of six Canadian and US Turners attended the race weekend bringing to 15 the population of Turners at BeaveRun. And in an unusual birthday gift for Jack Turner, all the Turner owners autographed a commemorative 51st Anniversary-BeaveRun T- shirt which was presented to him at the UK Turner Rally two weeks later, on July 23.

For the Turner owners, the BeaveRun weekend was highlighted by a Turner-only race which saw some of the oldest: the red 1956- 803 of Keith Lawrence and the yellow 1957- 803 of Len Picton square off against the "new" 1965 MK III Turners of Mike Muckle and Vic Schuster.

The full grid included Mike Muckle, Charlottesville, VA #51 and Keith Schuster, Kennett Square, PA #44, John Master, Doylestown, PA # 484, Paul Bova, Stamford, CT #425, Len Picton, Elicott City MD #383, Keith Lawrence, McMurray, PA #690, John Kieley, Temple, NH #573, Jim Southwood, Wexford, PA #508, and Gregory Kozuhowski, Westmont, NJ #080.

con't on page 2

Muckle took the checker and won the dedicated race, recording a fast-lap time of 1:14.997, followed by Schuster- both in the 1500 cc Cortina powered MKIII racers. Close on their heels and less than a half second off Schuster's pace was Paul Bova in his under one-litre, green 1959 MK I, followed by Len Picton, Keith Lawrence, John Kieley, Jim Southwood and Gregory Kozuhowski. John Master withdrew after the start to preserve the car for the Schenley park races the following week.

Greg Kozuhowski's pale blue car #080 was making a bit of its own history. The car has been a familiar fixture on race tracks ever since 1959 when its original owner Fred Lieb took it to Sebring where he raced it, and then drove it to work the following week. Fred had competed in it ever since then, surely setting a record for one-owner race cars. Greg recently acquired #080 and BeaveRun was its first outing in his hands. After a thorough refreshing in Greg's KK racing shop, it'll be back on track.

With the BeaveRun races serving as a warm up and fine-tune opportunity, the Pittsburgh GP in Schenley Park which took place July 15 and 16 gave them plenty of additional opportunities to make Jack Turner proud.

Turners captured four of the top nine finishing places in Race #2, under one-litre. Paul Bova and Jim Southwood dominated in first and second place with fast-lap times of 2:37.686 and 2:38.016 respectively. Keith Lawrence was 6th and Steve Garrett finished ninth.

John Master who has been campaigning his rare Turner –Climax for more than 11- years and perhaps 75 races, ended his race career in the best of style. John recorded the fastest lap of the race and piloted the 1100 cc car to a second place finish at Schenley Park. And in a race that had been postponed from the 2005 Schenley Park GP, John captured first place; an eventful final weekend of competition before retiring from the sport.

Jack Turner manufactured approximately 673 of the two-seat sports cars, and could not have known at the time they would enjoy long race histories. Of these, 313 are known to the registrar today, and many are in competition or daily use around the world. It's clear that Turners will be celebrating many more anniversaries and perhaps victories. And if any readers have a Turner under an old tarp in a dark corner of their garage, Russ Filby the Turner registrar, would like to hear from you at: turnersportscars@blueyonder.co.uk

Stephen Agins

VDCA Partnered with VRG to Advertise the PVGP BeaveRun Historic Races

The Vintage Drivers Club of America (VDCA) partnered with VRG for the second year to advertise the PVGP BeaveRun Historic races to our members and encourage them to compete at this unique venue. Contributing to the PVGP charities is a singular opportunity in Vintage racing, and VDCA members appreciate the opportunity to participate in the PVGP tradition.

VDCA members, many of whom also belong to VRG, brought a number of production and formula cars to the event. In Group 1, long time VDCA supporter Bob Bowers campaigned his beautiful 1957 Ermini, but he was struggling against technical difficulties while Bob Schoeplein drove his 1960 MGA Roadster.

VDCA was probably best represented in Group 2. Tivvy Shenton urged his beautiful Jaguar XK140, the featured marque, to a second place finish on Sunday. Doug Meis, VDCA's Technical Director, drove his Honda S800 to a fifth place finish, second in class, in Sunday's race, but he swept the fashion show on Saturday evening following the Luau in his incredibly tacky Hawaiian print shirt and shorts. Larry Smith drove his MG Midget to a first-in-class finish. Ted Anderson drove his '65 Mini Cooper to a third-in-class as did Ben Prewitt in his Austin Healey 3000. Robert Peet campaigned his MG Midget, and Tom Chisholm his '62 Morris Cooper. Freddie Danovitz drove his Triumph Spitfire, while Ken Munkittrick also captured third in class in his Triumph TR3.
In Group 4, Bill Shields drove his '64 MGB to a second in class, while Bob Stadel campaigned his Volvo, 1800-S.

This year the VSCDA, anchored in the upper Midwest, also designated BeaveRun, July 2006, as one of the events in their annual Vintage Vee Challenge. This cooperation between our three organizations brought out a record 17 Formula Vees from Michigan, Ohio, Florida, Massachusetts, the Carolinas, Virginia, and Tennessee to compete in Group 7.

While still little known in the Northeast, racing Vintage Vees has become a growing sport in the Midwest, Southeast, Texas and Colorado over the last fifteen years. The FV class, which got its start in the early 1960's, was popular in SCCA racing during the 70's and 80's and is still a National class that guarantees sizable fields at the SCCA Runoffs in October every year.

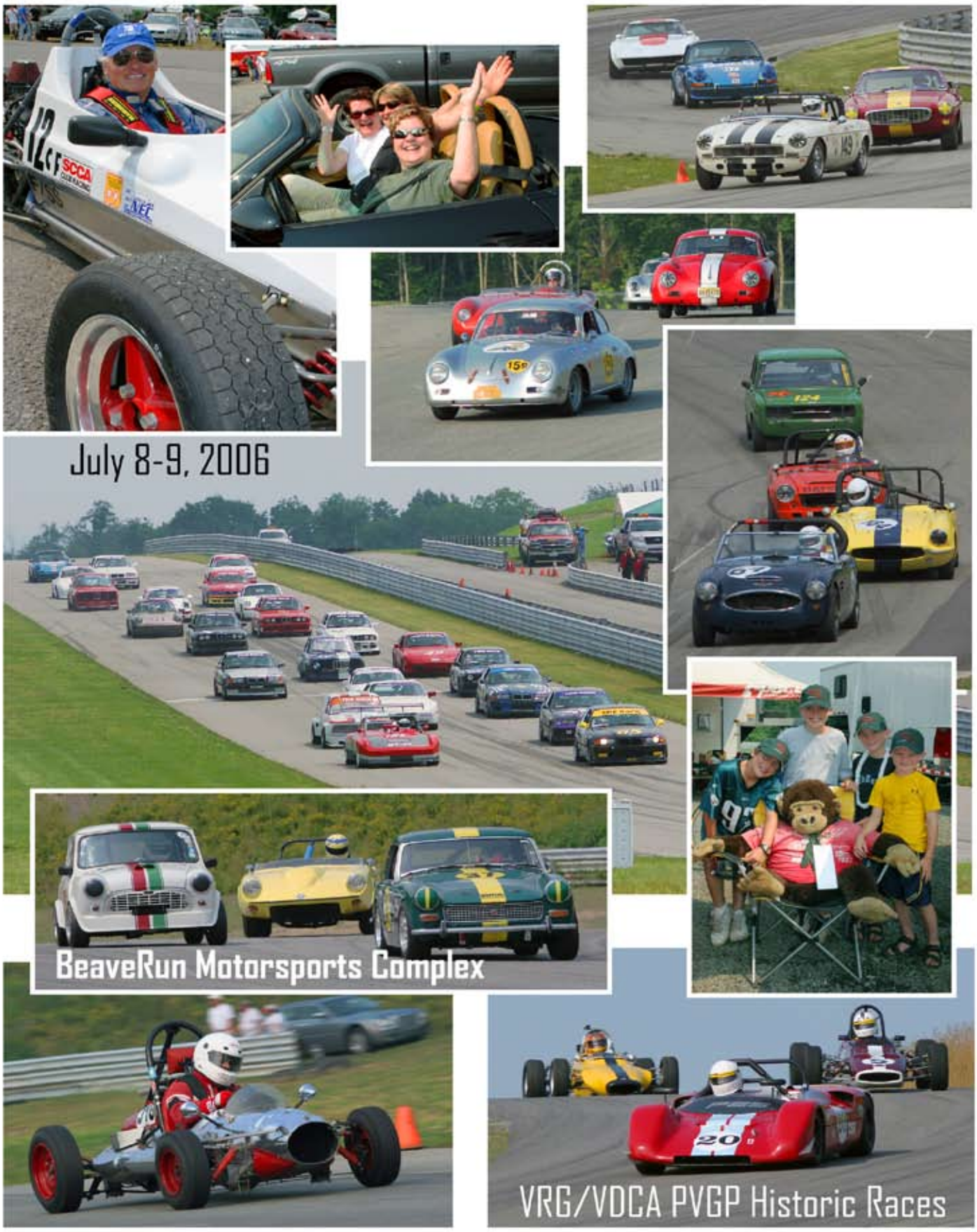
Anyone who has not witnessed Formula Vees drafting one another and competing closely for position has missed one of the spectacles of amateur racing. Consistent leader of the train, Garrett Van Camp, a former National champion in FV, once again dominated the field with wins on both Saturday and Sunday in the very Lynx that he drove to SCCA Championships in the 70's. But Frank Newton, who also competed with his Titan MK 6 FF in Group 3, drove his Lynx FV to a second place finish both days, frequently swapping the lead from Van Camp. Gordon Drysdale, driving a Lynx, and Mike Kitzmiller, also in a Lynx, finished third and fourth in class on Saturday while Drysdale and Mike Jackson, driving Harvey Templeton's Shadowfax, finished in a photo finish on Sunday that left everyone wondering who was third and who was fourth.

The leaders of Saturday's Group 7 race, Garry Harrison in his Lotus FJ and Doug Elcomb of Ontario in his Canada Class Derossi both spun in the final turn onto the front straight on Sunday in what turned out to be the last lap. Emerging from a cloud of dust, Elcomb finished third overall in the pits, edging out both Jackson and Drysdale for third. According to the official results, Jackson took third in class even though in the confusion, Drysdale took home the Crown Royale. Elcomb's official third place finish was later recognized and duly rewarded.

Not all the tight racing is monopolized by the front of the pack. Further back, Jeff Janus (Autodynamics), Bob Hahn (Zink), Eric Coppock (Lynx), Marcus Jones (Zink), and John Berres (Zeitler) also enjoyed tight racing while Doug White in his '62 Zink and his brother John (C.C.) White in a '68 Beach battled with John Harkness's 1963 Formcar.

The other open-wheel group, Group 3, saw a new VDCA member from Maine Bob Bruce take first overall with his Crossle FF. Frank Newton from the VSCDA Michigan delegation took fourth over all in his Titan, MK6.

Sandy Jackson
Registrar VSCDA



photos by Walter Pietrowicz

Turner Reunion

The US Turner reunion was held on Sat and Sun, July 8 and 9th 2006, at the VRG's Pittsburgh Vintage Grand Prix BeaveRun race.

The highlight of the event was a special race which consisted of an ALL TURNER field of cars. All owners in attendance also autographed a special Turner reunion T-Shirt which was sent to Jack Turner in Wales for him to wear at the UK reunion which was held on July 23rd.

The Turners present were:

Mike Muckle	Charottesville VA	Turner MK III 64/628
Vic Schuster	Kennett Square PA	Turner MK III 65/640
Paul and Darry Bova	Stamford CT	Turner MK I 60/384
Len Picton	Ellicott City VA	Turner 803 30/087
Keith Lawrence	McMurray PA	Turner 803 30/065 PUT 690
John Kieley	Temple NH	Turner MK II 60/319 CWY 310H
Jim Southwood	Wexford PA	Turner MK II 62/508
Gregory Kozuhowski	Westmont NJ	Turner 950S 30/182 (Fred Lieb's Sebring car)
John Master	Doylestown PA	Turner MK I Climax 60/414 WNT 227

All of the Turners ran well during the weekend (despite a few minor tweaks needed) and all had a great chance to meet new people and to talk "Turner". Aside from the 9 Turners racing; 7 other Turners were represented by owners attending the day from all over the USA and Canada. 3 missing Turners were also "found" during this event (reunion record).

More pictures and info on the Turner reunions can be found at www.turnersportscars.co.uk

Special thanks to VRG, Mark Palmer and Ralph Steinberg for making this reunion happen on very short notice.

Keith Lawrence

NOTES FROM THE EDITOR

Fall is approaching. It is the beginning of an ending. We can look forward to less racing and we can look back on a good season of it. We were disappointed that we had to cancel the Level 2 Driver School and we will learn from that scheduling error. This is an issue about BeaveRun and an issue about participation. The event was a great success. We are doing some things right, some of it by the luck of being in the right place at the right time. Ralph Steinberg's involvement with PVGP led us into our role at BeaveRun. Our support partners, VDCA, VSCDA, and VARAC contributed to the entry (and in particular, Mike Jackson of the VDCA in getting the Formula V group), contributed to the success of what is going to grow in to a major event. Thank all of you for your contribution.

This issue also has more contributors than usual and we welcome that contribution. Again, in particular, we wish to acknowledge Sandy Jackson, Registrar, VDCA, and wife of Mike Jackson, Race Director, VDCA, as contributing to this issue with two pieces; and Walter and Louise Ann Pietrowicz who contributed photographs and four pages of collages. OVERWELMING! We have letters and we have contributing articles. Again, thank you all.

We have two silent partners I also wish to acknowledge, the VSCCA as an unwitting one and the SVRA as godfather. Beyond the acknowledgement and thanks I do not need to explain the former; and the SVRA, with its rules and discipline and consistency, the smaller race organizations thrive in order to feed its major track events. Jack Woehrle, Technical Director, SVRA, is thanked for his mentoring.

BeaveRun had 17 Formula V's. It had 9 racing Turners and 6 non racing Turners for the Turner Reunion. It also had 17 Formula Fords, 2 of which were Club Fords racing on the same treaded Dunlop's. It had 35 "ground pounders" (Camero's, Mustang's, Corvette's, Porsche's, etc), not all of whom finished. Our entry was in excess of 160 cars. The fields provided close racing on an excellent track (that is going to be expanded next year by additional mile)…and there were all those spectators! PVGP and Mike Connolly need to be acknowledged for their promotion of this event and we thank them for their faith in VRG. Who of you were there that didn't think that it was terrific event?

Darry Bova and your editor have taken a little vacation this summer, from the newsletter. It is a little late. We had other things to do or as in the editor's case, he tuned himself out and worked on the Lotus and played golf. Patti Eastman has also taken a little vacation this summer and we look forward to the reappearance of her column, "The View from the Corner," in the next issue.

Our next event, the Fall Celebration at Summit Point is September 30 –October 1. We look forward to seeing you there. Following Thanksgiving is the Turkey Bowl back in the capable hands of Mark Palmer…and we look forward to seeing you there.

Finally, and not lastly, there is Darry Bova, hidden behind the green curtain in Stamford, CT, who assembles into the VRG Newsletter what all of you contribute on and off the track. Your editor is merely a filter, but she makes it happen (and so many more things happen because of her and Paul Bova). Next time you see her please acknowledge what a fine job she does in bringing you this newsletter.

Bill Hollingsworth

PRESIDENTS MESSAGE

Our events to date this year have been a great success. The winter meeting with the viewing of Dr. Simeone's outstanding race car collection, and the NHIS and BeaveRun events have all been well attended. Those who attended had a wonderful time and tell us that they will return next year. We look forward to Shenandoah and Turkey Bowl.

The school planned for August 19&20 unfortunately had to be canceled due to a lack of entries. By canceling a month before the school we avoided any expense and gave the BMW club time to replan their weekend activities. The White Mountain Chapter of the BMWCCA have been good to let us share their weekend. We did not want to wait until the last minute to back out. We may have gotten enough entries in the last few weeks to make the school work, but it was not worth the risk.

The May school at NHIS was very successful. It was great to see the students car control skills improve as the school progressed. The level of instruction was raised to a standard above most professional schools costing much more. Next year's school will be even better as we will introduce radio communication between instructor and student during the skills portion of the school. In 2007 we plan to run both level 1 and level 2 schools at NHIS in May and BeaveRun in July.

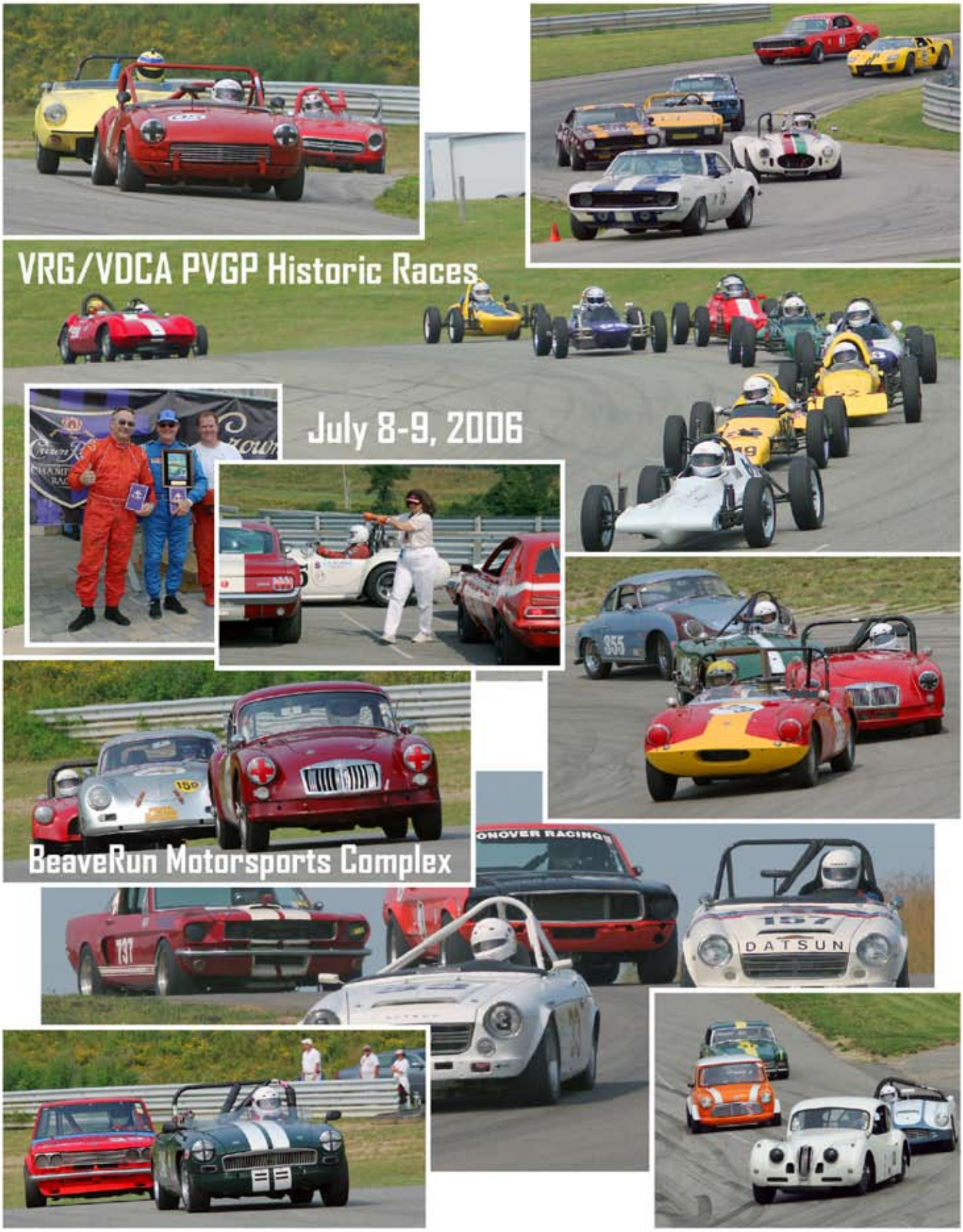
I would like to get more people involved in the management of our track events. At present the event chairmen are carrying too much of the load. We need to get them additional support in running an event so that the event chairman's roll is more one of coordination, than one of doing the entire job himself. This will help avoid burning out our key people and improve the quality of our events. Please let us know if you would be willing to help with any aspect of running our club or its events.

You will be receiving a ballot soon to elect three Directors for a three year term starting Jan,1 2007.
Running for reelection are Brad Marshall and Bob Girvin. David Fenton is stepping down leaving one slot that must be filled. You will receive a ballot with six candidates. You should vote for three. Our nominating committee this year consists of Kim Eastman, Tivvy Shenton and Bob Romanansky.

Mari Ryan joined the Board as a result of last year's election and has become very active in all of VRG's marketing plans. She has introduced the "VRG update," and is standardizing the format of many VRG documents, along with developing important relationships with key magazines. She is doing a vital and important function very well.

We are planning to have our Annual Meeting at Shenandoah again this year. I encourage all members to attend this meeting and share your thoughts on any aspect of the club's activities. Have fun, be quick and play safe.

Bob Girvin



photos by Walter Pietrowicz

INTERESTING GEOGRAPHY

Alaska
More than half of the coastline of the entire United States is in Alaska.

Amazon
The Amazon rainforest produces more than 20% of the world's oxygen supply. The Amazon River pushes so much waterinto the Atlantic Ocean that, more than one hundred miles at sea off the mouth of the river, onecan dip freshwater out of the ocean. The volume of water in the Amazon river is greater than the next eight largest rivers in the world combined and three times the flow of all rivers in the United States

Antarctica
Antarctica is the only land on our planet that is not owned by any country. Ninety percent of the world's ice covers Antarctica. This ice also represents seventy percent of all the fresh water in the world. As strange as it sounds, however, Antarctica is essentially a desert. The average yearly total precipitation is about two inches. Athough covered with ice (all but 0.4% of it, i.e.), Antarctica is the driest place on the planet, with an absolute humidity lower than the Gobi desert.

Brazil
Brazil got its name from the nut, not the other way around.
Canada
Canada has more lakes than the rest of the world combined. Canada is an Indian word meaning "Big Village."
Chicago
Next to Warsaw, Chicago has the largest Polish population in the world

Detroit
Woodward Avenue in Detroit, Michigan, carries the designation M-1, named so because it was the first paved road anywhere.

Damascus, Syria
Damascus, Syria, was flourishing a couple of thousand years before Rome was founded in 753 BC, making it the oldest continuously inhabited city in existence

Istanbul, Turkey
Istanbul, Turkey, is the only city in the world located on two continents.

Los Angeles
Los Angeles's full name is El Pueblo de Nuestra Senora la Reina de los Angeles de Porciuncula-and can be abbreviated to 3.63% of its size: L.A.

New York City
The term "The Big Apple" was coined by touring jazz musicians of the 1930's who used the slang _expression "apple" for any town or city. Therefore, to play New York City is to play the big time - The Big Apple.
There are more Irish in New York City than in Dublin, Ireland; more Italians in New York City than in Rome, Italy; and more Jews in New York City than in Tel Aviv, Israel

Ohio
There are no natural lakes in the state of Ohio, every one is manmade.

Pitcairn Island
The smallest island with country status is Pitcairn in Polynesia, at just 1.75 sq. miles/4,53 sq. km.

Rome
The first city to reach a population of 1 million people was Rome, Italy in 133 B.C. There is a city called Rome on every continent.

Siberia
Siberia contains more than 25% of the world's forests

S.M.O.M.
The actual smallest sovereign entity in the world is the Sovereign Military Order of Malta (S.M.O.M.). It is located in the city of Rome, Italy, has an area of two tennis courts, and as of 2001 has a population of 8 0, 20 less people than the Vatican. It is a sovereign entity under international law, just as the Vatican is

Sahara Desert
In the Sahara Desert, there is a town named Tidikelt, which did not receive a drop of rain for ten years. Technically though, the driest place on Earth is in the valleys of the Antarctic near Ross Island. There has been no rainfall there for two million years.

Spain
Spain literally means 'the land of rabbits.'
St. Paul, Minnesota
St. Paul, Minnesota, was originally called Pig's Eye after a man named Pierre "Pig's Eye" Parrant who set up the first business there

Roads
Chances that a road is unpaved in the U.S.A.: 1%, in Canada: 75%

Texas
The deepest hole ever made in the world is in Texas. It is as deep as 20 empire state buildings but only 3 inches wide.

United States
The Eisenhower interstate system requires that one-mile in every five must be straight. These straight sections are usable as airstrips in times of war or other emergencies.

Waterfalls
The water of Angel Falls (the World's highest) in Venezuela drops 3,212 feet (979 meters). They are 15 times higher than Niagara Falls.

So, didn't it feel good to learn something new today???

I have always said you should learn something new every day.
Unfortunately, most of us are at that age where what we learn today, we forget tomorrow. But, give it a shot anyway!.....

VINTAGE RACER GROUP

VRG

Shenandoah Fall Celebration

September 30th & October 1st , 2006

Summit Point Motorsports Park

Summit Point, WV

DRIVER

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

Driver Background:
Current Vintage License: _____ License #: _____
Are you on probation from any other racing club? If so, explain _____
_____
Race experience (include last 3 events) _____
_____
_____
_____

CAR

Year: _____ Make/Model: _____ Car #: _____

Color: _____ Actual Displacement: _____

Wheels : Type (alloy/wire/steel): _____ Treaded (Y) (N)

Diameter: Front _____ Rear _____ Actual Rim Width: Front _____ Rear _____

Tires: (Manufacturer/Model) _____ Size Front _____ Rear_____

Logbook from VMC Recognized Club: _____(VSCCA, SVRA, VARAC, etc.)

Transponder Number: _____

CLASSIFICATION

Race Groups will be determined once entries are received

_____ PREWAR, SMALL BORE, FJr [Front Engine], FV, F3 [500cc]
_____ OPEN WHEEL CARS [through 1972], Club Formula Ford
_____ PRODUCTION CARS [through 1959]
_____ SPORTS RACERS & GT CARS [through 1959]
_____ SPORTS RACERS [through 1960 - 1972]
_____ BIG BORE SEDANS & SPORTS CARS [through 1960 - 1972]
_____ PRODUCTION CARS [through 1960 - 1972] (Note: Under 2.5 litre)

"Beside the loads of track time and all inclusive barbeque at track, I personally look forward to seeing many of the people who have made the VRG so successful this year. SO COME ON DOWN! As many of you know, the other aspect of my job is the involvement as a director within the club. As such this is not just another event on the schedule. We will be holding our annual member meeting as well. This is chance for the VRG and its membership to look ahead to 2007. These meetings are key to our success and continued growth, after all we are a 'Drivers Club.' See you at the Races - Chris Shoemaker /VRG #286"

DRIVER AWARD PROGRAM STANDINGS

The VRG Driver Award Program is intended to reward those members that enter most of the events on our schedule. Recognizing that it is unreasonable to expect anyone to attend all seven track events on our schedule, we have changed the program to count only 5 of the 7 seven events. So this allows everyone to miss two events of their choice and still get a perfect score. At our support events (VIR,Mosport & Tremblant) you will receive 10 points for passing Tech. At VRG events you will receive an additional 3 points for each point race designated by the Event Chairman. So far there has been only one point race per event. At Shenandoah there will be a points race each day, so you can get a possible 16 points. This 3 point bonus makes Shenandoah an important event for those looking for a free entry next season.

The person with the most points after Turkey Bowel will be given a plaque "2006 VRG Top Point Driver" and a free entry to one of the VRG managed events in 2007. If we have a tie which is quite likely, it will be broken by drawing straws. The next four runners up will receive a framed certificate and a $50 discount on an entry to the VRG managed event of their choice in 2007. The next five runners up will receive a framed certificate in recognition of their support.

There are 115 VRG members that have earned points toward these awards to date. Assuming there are another 39 points available there are as many as 40 people that have a chance of winning the top award.

FORMULA V FOCUS EVENT AT BEAVERUN

Formula V, Vee for Volkswagen, is an SCCA class that began in 1963 and remains active to this day. Designed to be an affordable class of open wheel racing that focused attention on driver talent, it has succeeded in doing exactly that for over 40 years now. From the beginning and to this day, a FV uses the entire front suspension, engine and transaxle from an early Beetle, or "Bug." The original FV was the Nardi built in 1959. It went into production in the 60's as the Formcar, in Orlando, Florida. Racing fields almost immediately grew, and as popularity of the class and demand grew, several other manufacturers sprang up to build cars of varying designs that still met the class' strict formula configuration. Frequently seen at vintage races, in addition to Formcars are the Autodynamics, Beach, Zink, Lynx and a wealth of others.

While improved technology and design have changed the class somewhat over the years, the differences between older FVs and newer ones are small in comparison to changes seen in other SCCA classes that survive from those days.

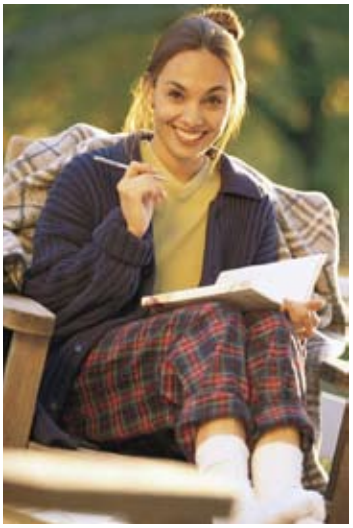
Vintage FVs, as established by Monoposto Racing and most vintage race organizations, include cars built up thru 1969. That cutoff date represents the introduction of slick tires and a rear suspension design that significantly changed the dynamics of the class. Also, shortly after 1969 SCCA rules allowed the removal of the VW cooling fan and generator, radically changing the horsepower available to drive the wheels. In some cases, such as the Zink, the pre-'69 design continued to be made for a few years, and these continuation models are also welcome in any vintage FV race.

The appeal of FV to vintage racers is the same as it was in the earliest days: close racing in cars of nearly identical performance that are reasonably affordable to own and campaign. Populations of these little cars has grown significantly within some clubs, chief among them is the upper Midwest's VSCDA. They frequently have 20+ FVs at focus events. Second largest, but right behind them is VDCA, based in the Southeast US. They often have over 10 entrants, still larger than most current SCCA races for the class. These two clubs joined forces to bring the largest number of vintage FVs ever seen at a racetrack in the Northeast for the PVGP event at BeaveRun in July.

Sandy Jackson
Registrar, VSCDA

DIARY OF A DESPERATE CARWIFE

by Maria Andretti



Dear Diary,

Toby or not Toby, that is the question. Omigod, that's awful--thank heavens nobody sees this diary except me! Sorry, Hamlet, but your buddies, Rosenkranz and Gildenstern, were never friends like my darling's car pal Toby.

All Toby cares about is cars. He does have a wife, children and a real house, but they don't rev his motor like a car. Toby does not, sadly, have a job. (okay, I'll be fair-- he's retired) so he has all the time in the world to devote to his only true passion: those damn cars. Now Toby has a normal car that regular people drive to get from here to there (some generic they-all-look-alike-to-me wagon) and then he has THE PORSCHE and THE RACECAR. He doesn't keep these sacred objects in his very normal garage where they might meet with some form of foul play. He boards them with another car nut in a temperature-controlled coccoon and drives an hour, each way, every week (sometimes more) to visit them, talk to them, work on them, and occasionally, weather permitting, take them out for a little spin and a breath of fresh air (or to a race). Thank the Lord Toby's not indigent. Think of how those poor cars would suffer.

When he's not visiting his precious cars, Toby is visiting my adorable for lunch. He drives at least three times a week 45 minutes (in another direction from his cars) just to hang out with my darling and the other car pals.

Plato said " Friends have all things in common" (you can see that I am thoroughly versed in the classics, dear diary!). Wrong, Plato, old boy. Dead wrong. The only things car pals need in common are cars. What a crazy mixed-up group of car friends my husband has. And"crazy" here is the operative word. Think about it: what kind of idiot can have a barrel of fun making only left-hand turns for an entire weekend?* Is that non-productive or what? Would you consider me sane, dear diary, if I walked around the mall for a whole weekend and bought absolutely nothing? Of course not. I rest my case.

But, I digress. Back to the car pals and their three hour lunches talking car talk. Here's the group: my adorable, always Toby, of course, the mechanic who runs the local race shop, his boss, who rakes it in big time guiding his amateur car pupils through the perils of carburetor tuning, the antiques dealer who much prefers his vintage autos to his etageres, the retired zillionaire whose hedge fund got him Bugatti's by the score, and the shy, retiring and retired schoolteacher who just got his first set of racing wheels.

Would I join them? Not on your life. Why spoil their fun? I just go to that mall instead.

Love, Maria

*Ms. Andretti may be forgiven that she thinks racing is left turns only, as she never attends a race (Editor).

LETTERS TO VRG

MOSPORT VINTAGE FESTIVAL

I had the pleasure of racing at the VARAC Vintage Festival at Mosport in June for the first time.

My car is a 1980 Crossle F40 Formula Ford (considered a Club Ford in most US sanctioning bodies), and I had the choice of running with the Ontario Formula Ford Challenge group or with the F70 Wings and Slicks group. I had heard how fast the OFFC men and women race and somewhat reluctantly registered to run with them to learn about their driving technique.

The other major reason for running with the OFFC group was the fact that all three of their classes run on the same treaded Dunlop tires. Although I have done some SCCA racing on slicks, I actually prefer racing on treaded tires in spite of the fact that they are a little slower.
The Dunlops are fun to slide and are very predictable… and they will last an entire season of hard racing. They are more expensive initially but are cheaper per season because of their durability.

The OFFC runs a series of seven race weekends during the season, with five being at Mosport, and two being at Shannonville. The A Class is for 1985 and newer cars. The B Class is for 1973 – 1984 cars which allows three more years than does our Club Ford, which go only through 1981. The C Class covers Vintage Fords through 1972. The A and B cars raced together, and we had about 30 cars on the grid. The is the largest group of Formula Fords that I have race with in the year that I have owned my car. The C cars raced with the Monoposto Classic cars at this event.

I was humbled at this event in spite of going a second faster on each of the second, third and fourth days. My best time was still over 2 seconds slower than Gord Lowe, the B Class winner, who started from the back of the field, due to mechanical problems during qualifying. In spite of finishing 4th in B, I was lapped

con't on page 13, col 1

Why PVGP/VRG at BeaveRun is the Highlight of Our Season

Yes, this is a very welcoming event. Everyone tries very hard to make us drivers with families and friends to feel very welcome. All the volunteers and the VRG staff do a terrific job. Mark Palmer and the rest of the VRG crew are able to create such a wonderfully pleasant atmosphere that you are instantly immersed in it when arriving at the track. In addition, the BeaveRun is a great race track (except the lack of electric power…). All drivers get plenty of track time.

We are the Andersson family with the Swedish flag on the trailer – yes, we are new American citizens as well. Ted usually drives the #76 Mini and I prefer the old 427 Cobra myself. We have owned both these cars since beginning of the 80's. Mom Anita feeds us and keeps track of everything while we are having fun. (Her lunches are so good that we turn slower laps after lunch because we get heavier!)

We arrived at the track on Friday afternoon and PVGP had specially ordered great weather for the event. We started to unpack and set up our things (which gets to be more and more for every event). When all the unpacking was done, it was time to fire it up, the BBQ that is.

We were a group of drivers – Tony Conover and Jimmy Walsh – and friends that took the time to spend the weekend at BeaveRun to cheer us on and to see our old race cars. All of us had good luck with the cars and engines, except Ted of course. But, for the first time this year he managed get more than 3 laps under his belt, that is until the Sunday afternoon race when his front spindle broke off. He lost the brakes completely at a most inopportune time, the end of the front straight. The rotor/caliper was the only thing that kept the wheel in place!

con't on page 13, col 2

LETTERS TO VRG, Con't

MOSPORT VINTAGE FESTIVAL con't

by the first four cars in A Class (I received a great driving lesson at no additional cost). What is their secret? They do not lift or brake much, but throw the car sideways and then deal with it. Wonderful car control!

And while I am speaking of driving lessons, John Greenwood, the VARAC President, gave me and a few other Mosport rookies a tour of the track in his Volvo wagon before the start of the Test Day on Thursday. This was especially helpful on a track as difficult to learn as Mosport. Turns 1 and 2 are probably the most difficult of any I have driven including any turns from Mt Tremblant to Sebring and most in between. For those who have not been to Mosport, turn 2 is fast (4th gear in a FF), blind, downhill, and off-camber. It was a great way to get my 61 year old heart rate up!

Most of the OFFC participants were in the same area of the paddock and extremely friendly and helpful. Many of then took the time to stop by, chat, and thank me for coming to the event! Although it was a 700 mile trip each way from Maine, it was well worth the time and the expense. I have already made my B & B reservations for next year. I have all winter to think about how to reduce the 2 second gap to the class leaders and work up the courage to take turn 1 without lifting!

Bob Bruce

Why PVGP/VRG at BeaveRun is the Highlight of Our Season

con't

We were up early on Saturday morning before the thunder began. Mornings are great! Like a flower bud waiting to bloom. With everyone sleeping, the track is silent and the cars still snoring with their blankets on top. The paddock almost seems deserted. Soon the people start to arrive, cars are woken up and shortly the track is in full action

We took it easy during Saturday morning practice, just to get into the rhythm of the course. By the afternoon session, the lap time started to come down. The Hawaii Party on Saturday evening was great with excellent food and entertaining contests. It seemed that no one was missing from the food line, but it was well worth the wait and a good opportunity to chat with the fellow racers.

The Sunday morning race went well for everyone in our group – Tony, Jim, Ted and myself. I had saved the best for myself and won the afternoon Feature Race. It is always a special moment to be at the top of the podium.

This event is also special because it gives the drivers huge amounts of tracktime. Even with such a full schedule, it was great to see so many participating in the lunchtime passenger ride-alongs. Some of the race cars had difficulties because of the heat, but to see the passengers step out with ear to ear smiles and know that more money was raised for the charities makes it a small price to pay.

Thank you VRG, PVGP, BeaveRun and everyone else that made this event a memorable weekend!

Robban (Robert) Andersson

July 8-9, 2006

VRG/VDCA
PVGP Historic Races

BeaveRun Motorsports Complex

photos by Walter Pietrowicz

VRG/VDCA
PVGP
Historic Races
July 8-9, 2006

photos by Walter Pietrowicz

VINTAGE RACER GROUP

VRG

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

Turner Reunion BeaveRun

SUPPORT EVENTS

We continue to strengthen our relations with VDCA,VARAC VSCDA. All three contributed to the success of our BeaveRun ev VARAC has been a strong supporter of our NHIS event. VRG agreed to Advertise and promote the VDCA event at VIR in A VARAC at Mosport in June and Mont Tremblant in September

MONT TREMBLANT

The Fall Classic at Tremblant is an event run by Le Circuit Mont Tremblant which VARAC and VRG have supported for several years. This year it will be a three day event September 22-24. Entry forms are available on the VARAC website. VARAC will have two race groups for fast and not so fast cars. VARAC needs our support on this event to keep it alive. Any questions contact Daniel Thompson at 514-848-0716

MID OHIO

VSCDA is putting on its Fall Final at Mid Ohio October 13-15. The track has just been repaved which should make a great track just that much nicer. Many VSCDA members came to BeaveRun to support our event this year. We should return the favor by supporting this event. Go to www.vscda.org for more info.

ROEBLING ROAD

Mike Jackson and the VDCA gang are putting on their Season Final at Roebling Road December 8-10 near Savannah. Maybe some VRG members that are not already snowed in would like to extend the fall season. This will be a low key fun event. For info go to www.vintagedrive.com

ADMIT ONE FREE

festa di ferrari
CONCOURS

RAIN OR SHINE

Sunday September 24th
11 AM to 4 PM
at the Italian Center of Stamford
1620 Newfield Avenue
Stamford, CT 06903

Come and see dozens of Ferrari Automobiles displayed to support Make-A-Wish Foundation® of CT and other local charities
Vintage, Classic and New Ferraris
Vintage Italian Race Cars
Food, Drink, Ferrari Regalia
Silent Auction
Have your picture taken with a Ferrari
Win a chance to be on track at Lime Rock in a Ferrari

MAKE-A-WISH.

TWIN MEADOWS

Fill in the information below and deposit this card at the show to win a Ferrari Book

Name _____ E-Mail Address _____