VINTAGE RACER GROUP
VRG NEWSLETTER
DEC 07 • VOL 4.1

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

## VRG SCHEDULE

2007

**FEB. 17 -** Pittsburgh Area Social - Crafton, PA

MARCH 10 - Winter Warm-up - F1 Boston, Braintree, MA

**MARCH 24** - Spring Tech Seminar & Collection Tour - Malvern, PA at Ralph Steinberg's with a visit to Bill Wonder's Race Car Shop

**APRIL 13-15** - VDCA Wild Hare Run at VIR (support event)

**MAY 18-20** - Vintage Celebration New Hampshire Intn'l Speedway, NH

**JUNE 22-24** - Mosport Vintage Festival - Mosport, Canada (support event)

**JULY 6-8** - PVGP Historic Races, BeaveRun, PA

**AUGUST 18-19** - Shenandoah Summer Festival, Summit Point, WV

**SEPT. 21-23** - Fall Classic, Mont Tremblant, Canada

**OCT. 19-20** - VRG at the Glen, Watkins Glen, NY

**NOV. 23-25** - Turkey Bowl XI, Summit Point, WV

**Visit the VRG website at www.vrgonline.org for changes and updates to the schedule**

# VRG 10TH ANNUAL TURKEY BOWL
# November 24-26, 2006
# Summit Point, WV

Nothing cures an overdose of tryptophan like a vintage race weekend and the 2006 VRG Turkey Bowl was no exception. The weather was perfect for this time of the year with crystal blue skies and daytime highs in the low 60's. With a high number of participants entered this year with half of those being first timers and along with the weather, this year's Turkey Bowl was an overwhelming success. "This was the second largest turn-out in the history of Turkey Bowl, and it was great to see so many people returning plus so many new faces this year." – Mark Palmer, TB Event Chairman.

The event opened with a drivers meeting where it was announced that the Legend cars would not be participating. This eliminated a race group and provided more track time for the remaining groups. The track talk and review was provided by Bob Houston and Steve Limbert, both were long-time driving instructors with SCCA. This was well received by the first time drivers and as well as a nice refresher for the seasoned veterans.

***Photo by Jim Weslager***
***www.A1fotos.com***

In addition, Howard Weiss, VRG's Chief of Flagging and Communications, announced he will retire this year. Howard will be replaced by Sara Brookfield. He will be greatly missed in this capacity and his emphasis on safety and his leadership always provided a competitive yet safe weekend for all drivers.

***Photo by Jim Weslager***
***www.A1fotos.com***

After the driver's meeting, Joe Blacker was given "special recognition award" which consisted of giant blow-up turkey. Is someone sending a subtle message??? Congratulations to Joe for making Turkey Bowl an overwhelming success for the last ten years!

*con't on page 2*

# TURKEY BOWL - 10TH ANNUAL, con't

The afternoon concluded with an all comers race for groups 1, 2, 3 and 4, a perfect ending to a great day of racing.

Saturday was a carbon copy of Friday's weather. An additional 30 cars arrived for Saturday bringing the total count to over 90+ cars. Lap times continued to improve as the cars and drivers dialed into the course.

One race of note was Ralph Steinberg and his orange 1954 Jaguar XK120. A half dozen or so small bore cars were chasing Ralph like a pack of hyenas. As Chris Shoemaker noted, "it looked like flies around a dead carcass." Ralph in his Jaguar held them off for as long as he could but they finally got around him. This is what makes vintage racing great!!! (you can't keep the little guys down forever – ed.)

The annual Turkey Bowl dinner was held at The Wayside Inn in Middletown, VA. The Wayside's great food and atmosphere is always a high point of the weekend. This year Steve Lloyd was the key note speaker bringing with him some great video footage of the old Marlboro races. Steve is the historian for the DC Region of the SCCA. The films were shot by the late Dave Roethel, who was very active in DC Region for many years. After Dave's passing, the films were converted to DVD format. There are films of various races at Marlboro from the early 1960's until the track was closed, and also some films from the early days of Summit Point. We watched video of about 3-4 Marlboro races, in color, and with no sound, narration was provided by Steve, Sam Smith, Jim Netterstrom and a few others who had been there at the time. There were quite a few familiar faces in the videos, Mark Donohue very early in his career (in the Elva Courier -- and winning, of course), Doc Wyllie, Dick Thompson, Bob Holbert, Roger Penske (back when he was still driving a race car), and so on -- great fun!

***Photo by Jim Weslager***
***www.A1fotos.com***

There were several notable cars this year at Turkey Bowl, in particular, Robert Andersson's Ford GT40. When asked about it, Robert noted he was sorting out some handling problems this weekend, "it really darts and wanders at anything over a hundred and fifty." Wow!

***Photo by Jim Weslager***
***www.A1fotos.com***

Hal McCarty raced his Shelby GT350 and brought his Boss 302 Mustang for worker rides. Both cars are extremely original, prepared to correct period standards, and fast! Udo Horn brought his Costin-bodied Lister Corvette which was driven by J.D. Evans. As noted by one spectator about these big-bore cars, "they were like rockets coming down the straight."

Group 3 turned out to be a balanced group with a lot of head to head racing. Wade Fuller's Mini was incredibly quick until he had some mechanical problems. John Targett (MGB) was on the pole, but last-minute entrant Marcus Jones threaded his way up from the back of the pack to challenge John in almost every race. Michael Kusch also passed a lot of cars in his quick MGB in Group 3. Mike Kristick (Lancia Fulvia Sport), Hank Giffin (Elva Courier), and Mike Lawton (Alfa Giulia Spyder) had some great dices, with Mark Palmer, Dotti Bechtol and Charles Magby mixing in.

One of the most unique groups of cars was Group 6 which had two Historic Stock Cars. They ran with the modern Sports/GT group under Joe Blacker's supervision. These were real crowd-pleasers, and the other drivers in that group welcomed the stockers. It was great fun watching the BMW's and newer Porsches chasing the old NASCAR road-racing car. The drivers were flawless all weekend, no problems, and they looked as if they were enjoying it.

***Photo by Jim Weslager***
***www.A1fotos.com***

It was Steven Groh's first vintage event, in his newly-acquired Spitfire. He comes from a long background in sports car

*con't on page*

# TURKEY BOWL - 10TH ANNUAL, con't

racing, growing up watching his father race Porsches at Watkins Glen in the 1950's. Steven has raced extensively in more modern machinery, but was ecstatic by the end of the weekend, saying this was the best motorsports event he has ever participated in!

Many drivers traveled great distances to attend Turkey Bowl this year, including several entrants from Canada. This included David Holmes in his MGA, and John Greenwood and Bob deShane sharing John's Lotus 7 for the weekend.

New England was well represented. Joe Ware came all the way down from New Hampshire to enjoy the warm southern weather and race his Lotus 7. JR Mitchell brought his Lotus 7 from Connecticut. Michael Dube and his father represented Massachusetts. Michael's Porsche 914 ran great all weekend and they had a wonderful time.

***Photo by Jim Weslager***
***www.A1fotos.com***

We would like to especially thank Mark Palmer and Joe Blacker for putting together a great event. Tech was skillfully handled by Tivvy Shenton, JR Mitchell, Ralph Steinberg, Michael Clifford, and Steve Limbert. We would also like to thank those responsible for the making Turkey Bowl a safe and enjoyable event, from the corner workers to the EMT's. Thank you for making this a driver friendly event. VRG looks forward to seeing you in the 2007 racing season.

Cal Trumbo

## MEMBER SURVEY RESULTS

A big thank you to all that took the time to do the survey. The results were informative and encouraging. We had a 58% response which is very good. Your Board will use this information to guide our direction going forward.

1. Most desirable event? (The number of members giving an event a 10, 9 or 8 rating.)
   - Watkins Glen 79
   - BeaveRun 67
   - NHIS 59
   - Turkey Bowl 50
   - VIR w/VDCA 48
   - Mosport w/VARAC 37
   - Mont Tremblant w/ VARAC 32
   - Shenandoah 31
2. Do you plan to go to the VRG at The Glen Oct 2007? Yes 78, No 38
3. How many race events do you plan to enter in 2007? Average 6
   How many VRG events do you plan to enter in 2007? Average 3
4. Interest in Level 2 Driver School...Yes 59, No 56
   Interest in advanced school with data recorder analysis...Yes 74, No 41
5. Do you want your newsletter by email...97, by US mail 18 (please note that this survey only went to members with a current email address on file)
6. Have you found the "VRG Updates" helpful?...Yes 114, No 1
7. Magazines you read, Victory Lane 74, Vintage Motorsports 81, Classic Motorsports 69
8. Did the VRG Driver Award program influence your entering VRG events? Yes 3, No 108 Did you know you could earn a free entry to a 2007 event? Yes 46, No 66
9. Are you interested in the following? Hill climbs..... Yes 30, Maybe 45, No 37
   - Rally (TSD)..... Yes 17, Maybe 26, No 69
   - Concours..... Yes 7, Maybe 23, No 82
   - Winter Socials.....Yes 28, Maybe 34, No 50
10. How many miles are you willing to tow to a desirable venue? Some only 300, most 500+
    How many long tows per season will you do? Average 2 or 3

In addition to the above answers to survey questions there were many comments and suggestions written in which have been very helpful in confirming that our current direction is very close to our members desired direction.

***Bob Girvin***

# Winter Warm-Up
## Saturday, March 10, 2007
## Boston, MA Area

## Join your VRG friends for some winter fun

## F1 BOSTON

An evening at F1 Boston, an outstanding indoor karting facility, provides VRG members and friends a chance to get the competitive juices flowing during this off-season social event. This event is open to VRG members, non-members and friends.

### Event Details

| | |
|---|---|
| **Place:** | **F1 Boston, 290 Wood Road, Braintree, MA 01284**<br>**781-848-2300 www.f1boston.com** |
| **Time:** | **6:00 pm Driver Orientation (Mandatory)**<br>**7:00 pm Track Time**<br>**8:00 pm Dinner** |
| **Cost** | **$150 includes driving and dinner**<br>**$50 dinner only** |

## RSVP to Ivan Frantz by February 15th
## Phone: 781.740.4523 (evenings) or
## email: IFrantz@tufts-nemc.org
**Send checks payable to VRG to Ivan at:**
**971 Main St. Hingham MA 02043**

# Spring Tech Seminar and Car Collection Tour

## Saturday, March 24, 2007
## Malvern, PA

**Join the VRG for this spring technical seminar and visit an interesting collection of race cars.**
**Host: VRG VP Ralph Steinberg and Cloverleaf Auto**

# Visit Bill Wonder's Race Car Collection

Bill Wonder and his son James welcome VRG members to tour their car collection and shop. This collection, which is primarily pure race cars, is not just vintage cars. In fact, we would consider it fairly new cars. It includes F1 cars, GTP, Formula 3000 and others. His shop is a working shop, not a static display.

Bill raced the second MG he owned, a MG TD, that as he likes to put it he and the credit union owned. At the time a TD was worth $1750. brand new and the credit union had a much higher vested interest than Bill. Needless to say Bill forgot to mention to the credit union about his trip to Sebring and his 16th overall finish. Bill went on to race for many years in SCCA and many vehicles, Porsche and GT40's to name a few.

## Event Time Table

| | |
|---|---|
| 10:00 am | Coffee and light breakfast at Cloverleaf Auto Service |
| 10:30 am | VRG Update (Board Member Mark Palmer) |
| 11:15 am | Technical Seminar |
| 12:15 pm | Full Lunch & Socialize |
| 1:15 am | Technical Seminar |
| 2:30 pm | Depart for Bill Wonder's Shop and Car Collection |
| 3:00 - 4:00 pm | Visit with Bill Wonder's |
| 4:00 pm | Informal Dinner at a local restaurant [Optional] |

**Cost: $15.00 per person**
**RSVP please:**
**Email to: Ralph@cloverleaf-auto.com**
**Phone: 610-459-2120**

# VDCA
## Schedule for 2007

VDCA is looking forward to another spectacular year of racing in 2007.

Our season has shaped up nicely, and we plan to continue our reciprocal partnership with VRG for our April race at VIR and the July PVGP BeaveRun VRG Event.

The following VDCA race dates are already committed:

- Feb. 24-25 – Carolina Motorsports Park, Kershaw, SC
- April 13-15 – VIR, Danville, VA (It's NOT Easter this year!)
- July 6-8 – PVGP Historic Races at BeaveRun (with VRG).
- Sept. 8-9 – Roebling Road Raceway, Savannah, GA, in conjunction with Buccaneer Region SCCA
- Nov. 17-18 – Moroso Motorsports Park, Jupiter, FL
- Dec. 7-9 – Roebling Road, our Annual Season Finale

Traditionally, our first event of the year will be in February, a 2-day event held at Carolina Motorsports Park, Kershaw, SC., but our first joint event of the season with VRG will, once again, be the *Wild Hare Run* at VIRginia International Raceway, April 13-15, one week *after* Easter. VDCA is also partnering once again with the Tarheel Chapter of the BMW Club to make this a very affordable weekend.

VIR, the beautifully restored track and Motorsports Resort, is located just outside Danville, VA. A new feature is track-side garages and an 18-unit hospitality facility, located right on the pit lane in the middle of all the action and just a short walk from the timing & scoring tower and Pagoda snack bar. Each suite includes a wet bar, flat-screen TV, high-speed wireless internet, bathroom with shower, refrigerator, microwave and a shared balcony overlooking the pit lane and front straight with a view of the start-finish line. In addition, there are two fold-down double beds to facilitate overnight accommodation. Suites and garages are sold separately. More traditional hotel accommodations are available at The Lodge, which offers beautifully appointed rooms with hardwood floors, Jacuzzi tubs, and a porch with a premier view of the racetrack. Guests and entrants can dine at The Oak Tree Tavern or enjoy a drink at Connie's Pub. Both are located in the historic and beautifully restored 1840's Plantation Clubhouse. Arrangements can be made with the track by calling 434.822.7700 or visiting their website www.virclub.com.

*con't on page 9*

***Photos by Lu & Walter Pietrowicz***
***www.september8th.com***

# NHIS 17th Annual Vintage Celebration and VRG Drivers School
# May 18th - May 20th, 2007

The NHIS Vintage Celebration is the only venue where you can see or participate in racing Circle Track Cars, Sports Cars or Motorcycles. In 2007 we will feature front engine Formula Juniors with a dedicated feature race.
It is 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.
Secure garage space, $75 for the three days.

The track: love it or hate it. Tight twisty bits, not fast but busy, where small bore and open wheel cars shine. The "BOWL", is a sweeper with large banking, where two abrest 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.Hanging out in the garages, like a big clubhouse where we tell lots of stories and fix things that are not broken.

Go 2 days earlier and watch or 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 look at the Concors d' Elegance, an invited display of the best in Vintage cars and motorcycles.

This year VRG will again host a Drivers School, orchestrated by our Chief Instructor, Ed Valpey who is a professional driving instructor as well as a talented driver. The May drivers school is for 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 and the on the race track.

Classes: VRG, VARAC, SVRA and VSCCA rules apply.
Race Groups will depend on the type and number of entries.

# VDCA
# Schedule for 2007, con't

VDCA's three-day event offers plenty of track time on VIR's complete course including the famous Oak Tree Turn with practice on Friday and gridded qualifying races Saturday afternoon and feature races on Sunday.

Friday's annual Australian Pursuit race for which the April event is named, saw 36 entrants grid in reverse order last year. Plenty of rabbits were available to help them find their slots. This all-comers race is wildly popular with VDCA regulars and all entrants are encouraged to participate. The 2006 winner was Larry Smith of Richmond, VA, in his MG Midget. The *Wild Hare*, the only trophy VDCA actually presents, is awarded at Saturday's Dinner in the pavilion which is catered by VIR's *A Moveable Feast*.
Sunday morning's Vintage Enduro is included in the event's $350 entry fee. VDCA's Board of Directors announced in December 2006, that since the year had been so successful, they would be lowering the fee for VIR, and they have followed through with that plan.

Since, the April VIR event is also a VRG event, VRG members do not need to be members of VDCA to enter. Many join anyway to support our non-profit club, and we appreciate their support. To enter our other southern track events, drivers must be VDCA members, but that's an easily affordable $50.
Race Director Mike Jackson says, "We always welcome VRG members to our events because our cars and philosophies are so compatible."

***Sandy Jackson***

# VARAC VINTAGE FESTIVAL MOSPORT, JUNE 22-24, 2007

With another year of vintage racing now behind us we are already looking forward to seeing our VRG friends at the VARAC 2007 Festival at Mosport, June 22-24, 2007. As someone said, "This is our 28th annual Festival, so by now we know how to do it!" I always use a capital "F" on Festival by the way, because that's how important I think it is. The big apple. Our chance to entertain vintage racers from Canada and the U.S at one of THE great race tracks in the world.

The Festival is about a lot of things. Beautiful cars racing on a superb track, camaraderie with fellow vintage racers from all over and volunteerism of the best kind. We are a non profit organization, so it's all done by hard working members and spouses. VARAC and VRG have partnered in the success of this and other events and we encourage all VRG members to be sure to plan on attending in 2007. It's a chance to meet with racing friends from north and south of the border and we always do our best put on a "reelly big shew" while maintaining our unique grassroots, driver-friendly approach to vintage racing. VARAC organizers do not take themselves unnecessarily seriously; while safety is important to all of us, the fun aspect is kept in mind at all times. VARAC is a founding member of VMC and VARAC rules were instrumental in formation of VMC rules, so we can assure you that our safety rules are "sensible and normal" not draconian. We are proud that the event is organized "by racers for racers" and has been named "the best club event in North America" by various U.S. magazines." Check our website for more comments at www.varac.ca.

This year we will be celebrating the 40th anniversary of an important date in Mosport's racing history, the first F1 grand prix in Canada, in 1967. We intend to field a good grid of vintage F1 cars, to be flagged off by honorary starter Wallie Branston. Wallie waved the chequered flag 40 years ago as the winner, Jack Brabham, crossed the line in his Repco-Brabham V8, followed home by team mate Denny Hulme with Dan Gurney third in his Eagle-Weslake V-12. The two Canadian drivers in the '67 race, Eppie Wietzes and Al Pease, will also attend the Festival. The vintage F1 guys we have contacted tell us they are looking forward to running their beautiful cars on a challenging circuit that has seen all the top F1 drivers of the day, including winners Brabham, Jacky Ickx, Jackie Stewart, Peter Revson, Emerson Fitipaldi, James Hunt and, in the last GP at Mosport in 1977, Jody Scheckter in the "Canadian" Wolf-Ford.

We also intend to develop the Simms Cup into an ALL MG FEATURE race. MGVR will assist VARAC in inviting all eligible MG cars and we hope to attract 40-50 MG's as well as the groups that we regularly invite every year, Vintage/ Historic, Production Sports, Sports Racers, Classic Sedans, Wings and Slicks, Monoposto, and Group 70+. The F1 cars are important, but no more so than the Sprites, Triumphs, Elvas, etc. We look forward to an event where everyone gets plenty of track time, has lots of fun, and goes home happy!

Our friends south of the border are of course a major part of the Festival. VARAC recognizes and encourages the support of the VRG drivers, our America "cousins" who we hope will be sure to put this premier event on their calendars once again. If you haven't been here before, talk to those who have! They will tell you how much they enjoyed this wonderful race track, awards presentation for all classes, the free "Pot Luck Dinner", (put on by VARAC members and spouses) to which all are invited, the Saturday evening gala dinner with spare ribs & chicken (at no added cost!) the fun Relay Race, the Lawn Chair Race, hmmm….a VRG/VARAC lawn chair challenge, perhaps?

Well, we think there's really something for everyone at the 2007 VARAC Festival! Make sure you are there! Check the VARAC website for information and quotes on the Mosport experience at: www.varac.ca.

*Jeremy Sale*

## NOTES FROM THE EDITOR

**Welcome to 2007.** You will notice on page 22 the Driver Awards Program recipients. Congratulations to all of you, and thank you. Most importantly these few could not have been in the running for a participation award if the rest of you had not participated. VRG acknowledges you, the membership, for its support and growth. "We have come a long way, baby, and we could not have done it without you." We thank you for the events you supported and look forward to seeing you this season. With "a little help from our friends" at VDCA, VARAC, and VSCDA we have made each other look good.

Mari Ryan has written an excellent piece on driver fitness, which we encourage you to read. Paul Wilson has conducted an interview with some Formula Ford drivers, which all you should find very interesting; and it is the first of other interviews that Paul is planning to conduct for the Newsletter.

As we embark on a new driving season we wish to emphasize that as we value your participation we value even more your being **smart** on the track. This is an adult pastime, with your friends. We want to have an incident free season of good racing. If a car behind you is clearly faster (he has just past the car behind you and is all over you, it is **blocking** if you do not let the overtaking car by), make way for him to get past – it is not always the case that the fastest cars in a race are gridded at the front. For those of you who are attempting to make a pass, remember, it is your responsibility for making a **safe** pass. At VRG we need to remember to keep in perspective, why we are doing what we are doing…and it is not about attempting to win a car race.

*Bill Hollingsworth*

## PRESIDENTS MESSAGE

2006 was a very good year for VRG, starting with a great winter meeting and ending with the 10th Annual Turkey Bowl. NHIS, BeaveRun and Turkey Bowl were very successful and our school program is one of the best available and getting better.The Shenandoah event was compromised by conflicts with other events, however, Chris was able to negotiate an Aug date for 2007.

The forum continues to be a great medium for sharing ideas and getting helpful information. Our newsletters have expanded and are available online which is saving the club money.The VRG "Update" online has been introduced. The web site continues to evolve and provide more information.

2007 is looking great. The big news is our signing a contract with Watkins Glen for a track date in October of 2007. Watkins Glen was rated by our membership as their #1 choice of venues in our 2005 survey. We are fortunate to have been able to secure this date.

Our schedule now has a track event every month from April through November. We also have two or three winter gatherings planned. VIR, Mosport and Mont Tremblant are support events managed by VDCA or VARAC who agree to reciprocate by supporting certain VRG managed events.

Ed Valpey has been elected as Director replacing David Fenton who has stepped down. I want to thank David for his considerable help during the formative years of VRG. Ed is a professional Driving Instructor and the man behind our very successful driving school. He will be an asset to VRG going forward and he also helps lower the average age of our Board.

Our recent electronic survey worked very well. The results are reported elsewhere in this newsletter. I want to thank all those that participated. Many good action items have come from the results of the survey. I want to thank Mari Ryan for showing us how to do the survey on line.

It works so well that I hope to use it more often to get member input on current issues.

For those members interested in Formula Fords as a chance to race "a proper race car", we are making good progress building this group. I think we had 17 entered at BeaveRun. Our goal is to have 20 to 30 of these cars prepared to similar standards and driven with concern for safety of their fellow drivers.

I would like to again make the point as we grow VRG and take on more activities, that we need more people to get involved in make some piece of the big puzzle happen. Please speak up when ever see something you would like to see improve. Many have offered help in the survey just completed. Thank you, we will be contacting you in the near future.

I look forward to seeing you all at one or more of our events in 2007.

*Bob Girvin*

# 10th Annual Turkey Bowl

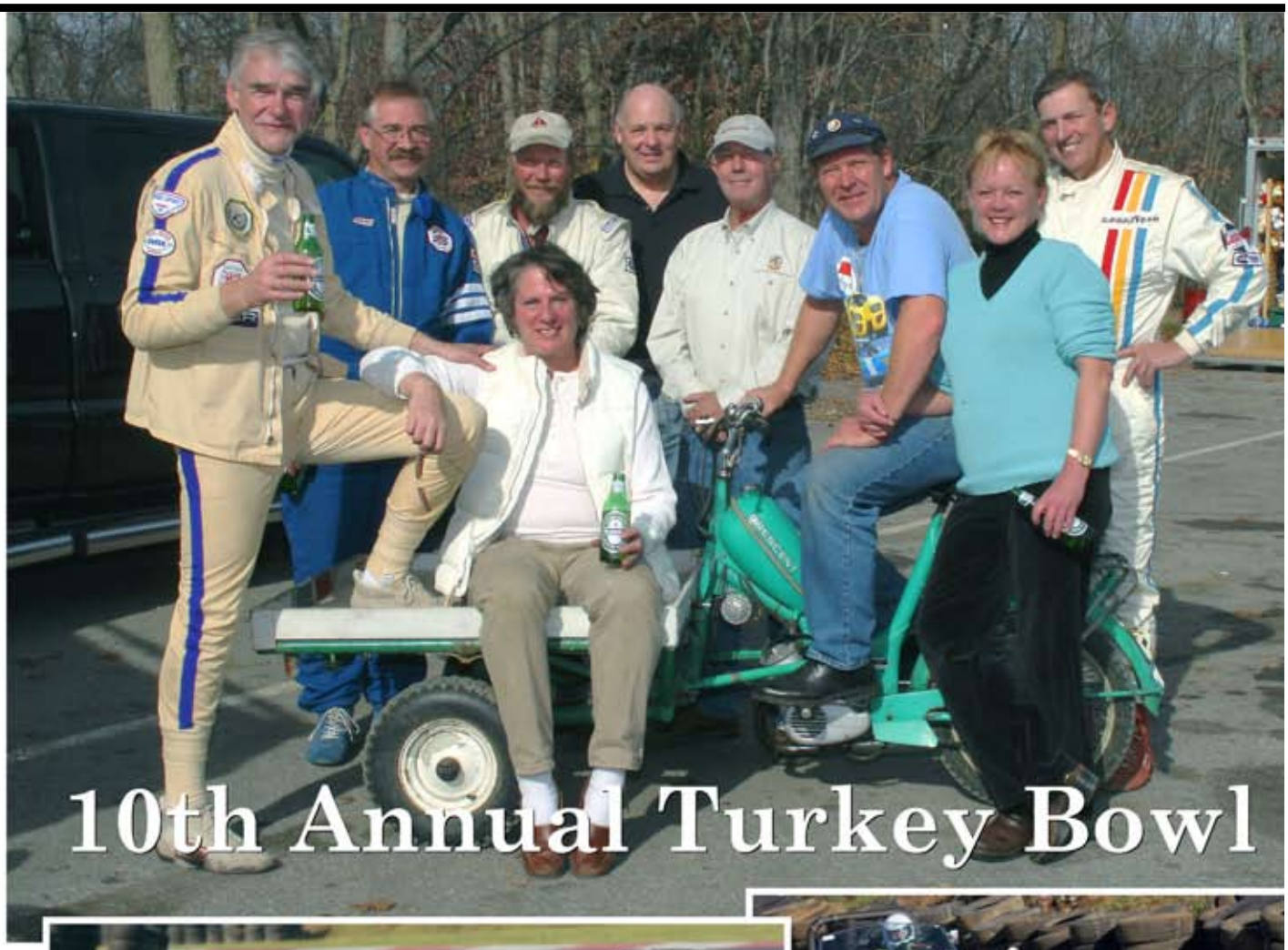
**NOVEMBER 24-26, 2006**

***Photos by Lu & Walter Pietrowicz***
***www.september8th.com***

# 10th Annual Turkey Bowl

## NOVEMBER 24-26, 2006

***Photos by Lu & Walter Pietrowicz***
***www.september8th.com***



*Photos by Lu & Walter Pietrowicz*
*www.september8th.com*

# PVGPA/VRG Historic Races at Beaverun

July 7-8, 2007

This event has quickly become a mainstay on the VRG calendar, and a great summertime tradition. As part of the Pittsburgh Vintage Grand Prix Association's "Week-long Festival of Speed", you can enjoy the special camaraderie of a fine vintage race weekend and fantastic Pittsburgh volunteers, while raising money for two deserving charities.

We'll have two full days of racing (Saturday & Sunday) with plenty of track time for each group, plus an optional Test & Tune Day on Friday, July 6th. ***New this year:*** **we're offering a VRG Driver's School on Friday!** Similar to our highly praised Driver's School at NHIS, the BeaveRun school will teach car novice and intermediate car control skills, and continue with coaching during the practice and race sessions during the weekend. Ed Valpey will once again serve as Chief Instructor.

PVGPA's Marque of the Year for 2007 is Mercedes Benz, and we're hoping to see a few of these cars on the track for the BeaveRun event. In addition, we're hosting a **Spridget Reunion** for all Austin Healey Sprites and MG Midgets. The Spridgets will have their own separate feature race during the weekend, plus a special paddock area and other perks.

**Bobby Rahal** will be our very special guest of honor at BeaveRun this year. Plans are being developed for several activities with Bobby, so you'll get the opportunity to meet him and learn more about his amazing career.

We're thrilled to have the support of our valued partner clubs again this year, VDCA and VARAC, and look forward to many entries from Canada and the Southestern U.S. This event has really attracted a great group of **open-wheel** cars, especially Formula Ford, Club Ford, and Formula Vee, and we're looking forward to even more of the big-bore cars again this year such as Mustangs, Cobra's, Camaro's, and Corvettes that are so popular with the Pittsburgh crowds.

Please join us and be a part of the Pittsburgh experience, and help raise money for the Allegheny School and the Autism Society. These kids need our support, and the racing at BeaveRun is terrific!

*Mark Palmer, VRG Event Chairman*

*Photos by Lu & Walter Pietrowicz*
*www.september8th.com*

# OFF SEASON RACE PREPARATION

January is traditionally the time when racers access their off-season race car projects, in preparation for the upcoming season. Fortunately, most of these have a longer life than the New Year's resolutions we often pen at this time of year. But let's not overlook the connection between some of those all-too-soon discarded resolutions and preparing for the racing season. While we are often reminded of the age of our vintage race cars, we often forget that we are also aging. (Okay, maybe some of us don't need to be reminded). The key elements to a successful racing season is not just the mechanics of your car, or the skill of the driver, it is the physical and mental condition of the driver.

There is no avoiding this aging thing, but we can make it much less painful (literally) by taking good care of our bodies. Research has shown that the major diseases – cancer, diabetes, cardiovascular disease and obesity – can all be reversed and prevented through physical exercise and good nutrition. A lot has been written about physical training for racing (see side bar "Read on…"), but many of these suggestions follow the same fundamentals of any good exercise and physical training practice.

When considering what you should be doing to improve your physical condition, there are four basic elements to consider – cardio respiratory function, relative leanness, muscular strength and endurance, and flexibility.

To address the cardio respiratory function, means activities that use large muscle groups such as walking, jogging, running, swimming, or cycling to elevate your heart and breathing rates. The recommended level of activity for adults is to engage in moderate-intensity physical activities for at least 30 minutes on five or more days of the week, as prescribed by the Centers for Disease Control and Prevention/American College of Sports Medicine or engage in vigorous-intensity physical activity three or more days per week for 20 or more minutes per occasion as prescribed in the CDC's *Healthy People 2010* publication. Intensity level is measured by increased breathing and heart rate. Think about those times when you have come in off the track, soaking wet and winded, feeling like you just ran a mile. Cardio respiratory training will help you with the increased heart rate and breathing associated with intense on-track sessions. The general formula for targeted maximum heart rate is 220 – age. Typically you would want to exercise at or above 50% targeted maximum heart rate to improve cardio respiratory function. You should not exceed 80% of targeted maximum heart rate without a physician's approval. You can learn more about target heart rate from the American Heart Association at http://www.americanheart.org.

Relative leanness is a function of body weight or more specifically, body fatness. Taking steps to achieve a 'normal' body mass index rating, will prove to increase your overall health. Body mass index is calculated with a formula that uses a person's height and weight to assess whether they are "overweight" and, therefore, at increased risk for chronic disease – notably heart disease, hypertension, and diabetes. A person is considered to be overweight if their BMI is between 25 and 29.9; an obese person has a BMI greater than 30. Don't know your BMI, go to www.mayoclinic.com, in the search bar type in 'BMI calculator' and see where you rate.

Muscular strength and endurance training consists of doing regular exercises that appropriately overload all the muscle groups. For more strength and endurance, increase the overload. Strength training helps maintain strong bones. A regular routine of strength training two to three times a week can build muscle strength in a matter of weeks. Specific areas to consider for racing preparation are upper body strength for steering control and neck for overall stability and cervical strength.

Flexibility training helps keep our joints healthy. While we're not looking to do Lemans-type starts anytime soon, flexibility helps with overall body maintenance. Consider static stretching exercises as part of your warm-up and cool-down routine and by doing activities that move joints in a full range of motion during your workouts.

If you already have a regular physical activity regimen – congratulations! – keep up the good work. If not or if you are a weekend warrior, consider taking small steps and setting realistic, achievable goals for increasing your physical fitness.

# OFF SEASON RACE PREPARATION, con't

This season the VRG is requiring medicals for all participants in race events. Safety is a foundational tenet of the VRG and this requirement supports that. Scheduling your physical exam with your physician is a great first step to improving your health. Talk with your doctor about what activities are right for you.

The right physical training program can provide you with a competitive edge.

**Read On…**
If you, like many racers have an extensive motor sports library, then here are a few titles that you might want to consider on this topic:

*"Motorsports Medicine: Race Faster! Longer! Safer!"* by Dr Harlen Hunter & Rick Stoff, Lake Hill Press, St. Louis, MO, 1992, paperback, ISBN
0-9634819-0-8 (Note: Hunter was medical director for SCCA for many years. This is an expensive book, at close to $250.)

*"Fit for Motorsport",* Dr R.S Jutley, Haynes Publishing, Sparkford, Somerset, UK, 2003, hardbound, ISBN 1-85960-876-0

*"Strength Training for Performance Driving",* Mark Martin and John S.
Comereski, Motorbooks International, Osceola, WI, 1994, paperback, ISBN
0-87938-843-9

You will also find chapters devoted to fitness in some race driving books, notably Carroll Smith's "Drive to Win", and Ayrton Senna's "Principles of Race Driving".

Mari Ryan races a 1954 Lotus VI and is a member of the VRG Board of Directors. Mari is co-founder of *AdvancingWellness*, a company that delivers programs that empower healthy lifestyles. www.advwellness.com

*Special thanks to Mark Palmer for his review of his extensive motor sport library for these reading suggestions.*

*Mari Ryan*

# VRG Book Review: "Speed Secrets: Professional Race Driving Techniques" by Ross Bentley

Somehow this book had escaped my attention until recently. It was published in 1998 by Motorbooks International, and since then Mr. Bentley has written five more books in the "Speed Secrets" series. So far, I've read the first one (pictured above) and "Speed Secrets 2".

I'd recommend both of these for most vintage race drivers. Well written and concise, they are easy reads – taking no more than two or three evenings per book. Bentley seems to take a common-sense approach to driving. He describes the techniques without getting stuck in analysis. A basic understanding of some technical subjects would be helpful before reading his books, such as friction circle, slip angles, etc, but not essential. If books like "Going Faster" and "The Technique of Motor Racing" are too detailed and boring for you, then Bentley's books could be the answer – he goes into much less detail on the technical aspects.

I'm not familiar with his driving career, and I just don't follow modern race series that much; but apparently he has had some success in sports cars and open-wheel racing. While he may not be a Schumacher, he is a good teacher, and that requires a different set of skills than just driving the car. Many of his "secrets" made perfect sense to me and agreed with my personal experience, and I certainly had a few new revelations while reading the books. I particularly like his approach to practicing certain skills on the street – not at high speed, but by simply paying attention to your visual habits, smoothness of applying the throttle and releasing the brakes, etc. This would seem to be very useful to vintage racers like us, who get precious little track time to practice (compared to a professional racer).

Both books are readily available used, at Amazon.com, for just a few dollars – a real bargain! For very little money, and relatively little time, these could help improve your race skills for next season. I can foresee myself reviewing these again throughout the season.

*Mark Palmer*

# FORMULA FORDS IN VINTAGE RACING

You want to go vintage racing, but can't decide which car to start with? How about a Formula Ford? I raced a Club Ford for a decade or so in the SCCA, and Brad, Ivan, Chris and Ed have run vintage Fords for years. David has raced his Ford in both vintage and the SCCA. We thought we'd put some of our ideas together (loosely, as you'll see) for the VRG Newsletter.

*First, what are the advantages of a FF?*

BRAD: Compared to a production car, they feel fantastic. They're light, nimble, super-responsive. As purpose-built race cars, they don't break all the time like production cars do, which were never meant to be raced. They're easy to work on. Going fast depends more on driver skill than money spent. And they look very cool.

PAUL: I agree with most of this. On the track, a formula car is every driver's dream come true. Everything happens quicker than you've ever experienced before– braking, cornering, accelerating, shifting. In a bend, the car can be balanced by just a hint of extra gas or slight pressure on the wheel. It's wonderful. And in race traffic, you're Right There, with a view past your front wheels to your competitor's gearbox a few feet away.

DAVID: After you drive a single seater of any kind it's impossible to be satisfied with anything else. The level of precision one can obtain is far beyond what's possible with a car with fenders. The FFs are incredibly easy to drive. In just a few laps you find yourself going quicker than you ever thought possible. Yet to go really quickly demands far more skill and attention than others do.

CHRIS: WOW! What can I say that is not already mentioned and correct? They give more performance and thrills than most race cars I have run, and have less upkeep. More on this later, but upkeep is an advantage I speak about often to FF newbies.

*What will I have to pay for one?*

PAUL: Typical vintage Fords change hands for something between $14K and $20K. At the low end of this range are clean, good-looking cars with up-to-date safety equipment and maintenance: fire system, harness dated within a couple of years, certification that critical chassis parts like front uprights have been recently magnafluxed, new rod ends in high-stress places like rear A-arms, fresh cooling hoses. You pay more for a famous make like Lotus, a low-time engine from a big-name builder like Quicksilver, or a glittering chromed and polished concours winner. Recently the number of vintage-eligible Fords in existence has perhaps tripled, with the decision to give SCCA Club Fords vintage status. This should keep prices stable for quite a while, and those who hunt down discarded Club Fords in basements may find some bargains.

DAVID: Keeping in mind vintage race cars are not ever cheap, FFs are the best buy going. With the inclusion of Club Fords into the ranks of VRG one can obtain a winning car for as little as $8K or $9K. The other neat thing about Fords is that they are all relatively competitive, with the quickest less than a few seconds faster than the slowest. Ivan has one of the older cars yet regularly beats even the Clubs.

BRAD: CFs can be had for $8K or so, versus about twice that for an early vintage Ford. However, recently fewer FFs are seen in competition at well known venues, implying that many more are for sale. Recent price reports support the declining price theory. But buyer beware! Several of my friends have bought "winning cars" or those maintained by well-known shops, only to find that major components have been switched. A common switch is to replace the uprated engine with an earlier Cortina engine, which produces less power and has inferior valve lifters. Or replaced with a worn-out piece of junk. I got one of these. Hewland gearboxes are another quick switch and can be very expensive to repair. Some of the well-known shops are selling cars for their customers which are in mint condition with extensive maintenance history, a safe buy at the top end of the price curve.

ED: With a little patience, a little digging and a little luck, a very good vintage FF can be purchased for well under $15K. The occasional "barn find" pops up

*con't on page 15*

# FORMULA FORDS IN VINTAGE RACING, con't

for less than $10K. In either case, however, I would highly recommend having the car thoroughly inspected by somebody who works on the breed professionally. Ric Hiland, who owns Ric Racing, has saved me from learning several things the hard way.

CHRIS: I have helped many people over the past 2-3 years find a competitive Formula Ford. The ranges I have personally experienced have been 5K (complete car needing assembly) to 36K (fully 'prepped' formula car with a prestigeous history). Typically you will find CFs (Club Fords) cheaper than VFFs (Vintage Formula Fords). Keep in mind these cars are all comparable, and though there are different marques, as well as preferred components, designs, etc. that can affect your final competitive capabilities, the final piece to any racer is 'YOU' the driver. My recommendation is to find something you like at a reasonable price and then come out to play!

PAUL: You should be aware that in SCCA racing, FFs are crashed *constantly*. I remember a qualifying session where almost a third of the field returned to the paddock on a tow hook, missing a corner. This kind of use, over a competitive life of 30-plus years, results in a lot of seriously worn-out race cars.

DAVID: I bought mine after its previous owner had knocked the right front corner off, which was shortly after he had knocked the left front corner off, which was just a month after he had knocked the right rear corner off.

IVAN: Dave's comment reminds me that Formula Fords have often been treated as disposable cars by racers hoping to move up the ladder to become Formula One stars. The cars we are driving are the survivors, with few having the provenance of many of the vintage cars we race with. Nonetheless, we drive them with the same attitude as all vintage racers, with respect for both machine and fellow competitor.

DAVID: But here's the difference: if it had been a sports car the repairs would have taken months to repair and have required equipment beyond my resources. Instead I had the car back together in a day. If you have a reasonable amount of aptitude these are incredibly easy cars to work on. Body sections come off in seconds and everything is right there.

BRAD: Sometimes there are structural problems, though, which are hard to spot. Bent frames and suspension bits are not noticed without careful professional measurements, and are very costly fixes. I got a bent frame along with trash engine.

IVAN: A lot of these issues apply to any used race car. Many are advertised as "turn key," but few are. Most sellers are honest, but a few are not. Most of the currently raced cars are known to other active racers, who can be a good source of information and referral.

PAUL: While we're talking about checking over a car to buy, be sure to see if you fit into it. Some cars have more room than others, but most are a tight fit for anyone above average height or girth. Since you can't move the engine or steering rack, or widen the frame, there isn't much you can do if the cockpit is too small.

DAVID: Another difference between makes is parts availability. Any part for a Crossle is available overnight out of CA and at very reasonable prices. This isn't true for most of the others.

*And how about running costs?*

PAUL: Some running costs in vintage racing are the same, whether you're racing a Formula Ford or something more exotic. Race entries are usually around $350, and travel expenses and motels about the same again. Add $200 (minimum) for what the car consumes during the weekend--gas, tires, brake pads, etc. Almost any racecar takes a minimum of ten to twenty hours of preparation–cleaning, checking, and adjusting–per race weekend. If you can do routine mechanical tasks yourself, this just takes time; otherwise add another $500 to $1000 to your race budget.

*con't on page 16*

# FORMULA FORDS IN VINTAGE RACING, con't

BRAD: A big difference between production car racing and open wheel FF/CF is alignment. Each of the 4 wheels is adjustable in all three axes–for toe, camber and caster. These should be checked after any off-course excursion, and at least once a year in any case. Also you have adjustable damping and roll bar adjustments. Roll bar adjustment will vary with track, weather and driver preference. In rain, remove one leg of the front and rear bars, pump up the tires and enjoy the understeer. The setup of suspension requires some training and minimal equipment. Ivan, Dave and I took a two-day course on this and other subjects at Ric Racing, located in Bow NH.

IVAN: The course was well worth the cost.

CHRIS: There are also some good online forums on FF prep, such as http://www.apexspeed.com.

PAUL: In repair costs, at least, Formula Fords really are cheap, relative to anything else on the track except a Formula Vee. Much of the car (engine, gearbox, steering rack, brakes, etc.) is generic–most makes use the same stuff, and it's mostly affordable. Many parts like suspension links can readily be homemade. Bodies are light detachable fiberglass panels, which racers sometimes make up themselves with their own forms.

CHRIS: For Ford 1.6 liter motors, the stock powerplant of a Formula Ford, parts can be readily found at NAPA amongst other sources. Tires are by Dunlop and although a bit pricey, they can easily last 2 seasons; try that with a kart or any other high-performance vehicle. The frames are steel tubular space frames with copper-brazed welds and riveted aluminum floor pans, sidewalls, and firewalls, all of which are readily available materials as well as easy to work with when rebuilding or repairing. Finally, the marque specific components are–guess what? Still out there!

IVAN: The parts for cars produced in volume continue to be available, but I would not necessarily call them cheap.

BRAD: There can be some ugly surprises. I paid $7500 for a NOS Hewland, only to find that it had the wrong input and output shafts. It cost me another $2 to $3K to adapt it.

PAUL: And don't think that stock-looking engine really *is* stock. Speaking from experience, if you put in a do-it-yourself race engine, you'll go very slowly until (very soon) you break the crank, which destroys everything. At least my blowup didn't trash the gearbox as well, which it can.

BRAD: Yes, you have to have an engine from a specialist builder. Figure on spending $10K, and doing a $4 to 5K rebuild every few years. This can be done at home, though, for lots less.

CHRIS: I believe all the statements above are accurate, depending on your view of the sport and level of competition desired. I can not LIE, as in any form of motor racing there are costs. Bottom line, though, is that I find upkeep costs to be an advantage of this particular class. Personally speaking, I do much of the work on my car, including engine builds, refresh , etc… and am consistently in the front of the pack. As such, I make the following statement based on my personal experience not only with Formula Fords, but numerous other marques: "BEST BANG FOR THE BUCK."

*What about the safety issue?*

PAUL: In my opinion, this is the big disadvantage of a FF, or any open-wheel racecar. The safest racecars are big and slow. Formula Fords are small and fast. They have no big frame or bodywork to protect the driver, so they are not very crashworthy, and the open wheels can flip you in a collision.

BRAD: Their crashworthiness should at least be maximized. The SCCA now requires side intrusion bars, which should be added to older FFs that lack them. And all FFs should be fitted with HANS devices. I added a HANS device in 2004, requiring some rollbar welding. In 2005, I got hit from behind by a misguided

*con't on page 17*

# FORMULA FORDS IN VINTAGE RACING, con't

tire hitting my helmet. The HANS prevented a very sore neck.

CHRIS: On the topic of personal safety items, I find these to be a driver preference. Sanctioning bodies struggle with what should be REQUIRED and what is SUGGESTED. Each item–HANS, driver restraints, 3-layer suits–has a solid reasoning behind its use. Bottom line is that CFs are safer in design than their earlier counterparts, as much was learned over the years. Should a VFF be modified to be more like a CF? I say NO! Buy a CF or VFF, whichever you want, but maintain the car's integrity.

ED: I would definitely recommend using a HANS device. And although some would disagree for aesthetic reasons, the addition of side impact protection and forward braces from the rollbar can make these cars significantly safer. Another safety issue is that it's important for a FF driver to recognize when the car's setup is wrong for a particular track. At BeaveRun I had the wrong gearing, which simply meant that I was slow down the straights, but the car's setup allowed me to comfortably rotate the car and drift it through the corners. At Shenandoah, however, even though I had the right gearing, the car was twitchy, with a tendency to push or snap oversteer. Had I pushed harder–as hard as I did at BeaveRun–I'm sure I would have gone off course at some point or another. The limits of a FF vary considerably depending on the track and the setup, and the driver has to respect this. A perpetually competitive and safe FF isn't purchased, it's developed track by track through testing and record keeping.

IVAN: Perhaps the most important safety factor is driver attitude. Monoposto Racing has long taken the lead in driver policing at events it supports. This is so much the case that some event organizers defer to Monoposto when an incident involving open wheel cars occurs. This has resulted in driver intolerance of bad conduct on track. Many of the drivers now involved with VRG are also Monoposto members, and the VRG philosophy on driver conduct is very much like that of Monoposto which hopefully will result in intense but sportsmanlike racing.

CHRIS: I believe that Ivan is "spot on" in that driver attitude is the most important safety factor–for this class especially–and will be a key point of focus as the class grows and more and more cars are on the grid.

PAUL: Another safety problem: because they're *very* fast, accidents happen at higher speeds . Up to 100 mph or so, a Formula Ford accelerates faster than almost any streetcar you can buy. On the results sheets from a recent vintage event at Summit Point, the fastest Formula Ford was around 1:23, right with the Lotus 23B and the Lister Jag, about six seconds faster than a Jag E-Type or Lotus Eleven, and about the same amount slower than a Chevron B19 or Lola T70. On slicks in SCCA racing, even Club Fords get within a couple of seconds of the T70 and Chevron.

BRAD: A further safety problem is that they're sometimes put in race groups with scary speed disparities. Looking just at lap times, race organizers sometimes put FFs in with cars that are 50 mph faster on the straights, and correspondingly slower in braking and cornering.

PAUL: Certainly the inherent danger of open-wheel racing is much reduced if the cars in the group are similar.

BRAD: If our vintage FF fields continue to grow, we can achieve this. At the May 2006 VRG races in New Hampshire, where we had vintage Formula Fords and Club Fords, all running treaded tires, in one race group, we had an initial entry of 18 cars, which is significantly bigger than in earlier years and bigger than many more famous venues. I also think that the potential danger causes drivers to be more careful. In my four years of FF racing, I have found that the driver skill level is higher than other classes.

*So what's your final verdict?*

BRAD: Warning, if you spend a few race seasons learning to love a FF, you will *never* be able to return

*con't on page 18*

## FORMULA FORDS, con't

to a lumbering beast. I raced my 1959 356 Convertible D during a repair cycle on the FF. It was like herding a mule.

IVAN: I agree with Brad on this one. I never thought I could have more fun than when driving my Lotus Seven. I wouldn't call it a lumbering beast, but now when I get back into it, it takes a few sessions to figure out there is nothing wrong, it is doing the best it can.

PAUL: Brad's like the guy who once offered me some white stuff, saying "Try this, it will make you feel good." True enough, but addictions are hard to kick, and may not be good for you. I sold my FF.

BRAD: But you were racing with those crazies in the SCCA. Vintage Ford racing is not like that.

PAUL: For sure, they're a blast to drive, and relatively economical to run. If they're also safe, they're the best deal out there.

ED: I view the experience of driving a FF more as a different discipline. They reward smoothness and finesse. I also spend a fair amount of time driving real lumbering beasts (track prepared Caprice Classics), which respond to being driven hard–thrown into corners and muscled out of them with tires hanging off the edge of the pavement. Rally driving, which also occupies some of my time, requires balance and timing to greater degree than the other two. They are all different disciplines in my view, and a FF is the perfect choice for enjoying one of them.

CHRIS: Bottom line, how do we attract people to Formula Ford? Education! How do we attract people to vintage racing and ultimately the self-preservation of the sport? I hope, Formula Ford! By providing an economical, fun, easy-to-maintain class of cars for newbies interested in racing, we are also providing an opportunity to introduce them to the VERY unique cars that comprise the other groups within our sport that may not be as cost effective but are just as important to the history of racing.

*Paul Wilson*

## 2006 VRG DRIVER AWARD PROGRAM

The VRG Driver Award Program was introduced for the 2006 season. The intent was to recognize those drivers that supported the majority of VRG track events. The award has nothing to do with performance, just participation. First place will receive a free entry at one our 2007 events and the next 4 finishers will receive a $50 discount at the VRG event of their choice. Sixth thru tenth place get a certificate of thanks for their support.
As it turned out we had a tie for third and an eight way tie for fifth place. Since fifth place is a $50 discount we could have divided 50 by 8 and given each a $6.25 discount, but decided to break the tie by drawing one name from a hat. The drawing was held in the Eastman's motor home in the central Arizona desert. Patti Eastman pulled Les Roub's name as our fifth place driver. So our final results are as follows.

| | |
|---|---|
| First place. | Vic Schuster, one free 2007 entry |
| Second place. | Micheal Dube, $50 entry discount |
| Third Place tie. | Ivan Frantz, $50 entry discount |
| | Bob Bruce, $50 entry discount |
| Fifth place | Les Roub, $50 entry discount |
| Sixth place tie. | John Faulkner |
| | Wade Fuller |
| | Keith Lawrence |
| | Christian Morici |
| | Bob Schoeplein |
| | George Vapaa |
| | Stefan Vapaa |

I want to thank everyone that supported our events and made 2006 a successful season. We look forward to another great season in 2007. See you at the track.

*Bob Girvin*

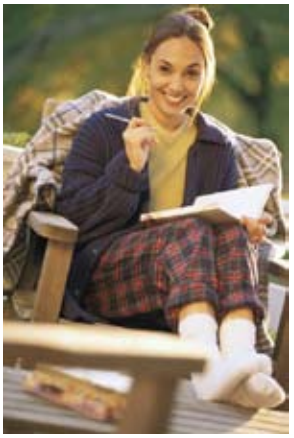
## Mont Tremblant Fall Classic September, 21-23

VRG will again share this date with VARAC. This is a track run event. We will have two race groups, fast and not so fast. The paddock will be crowded and the track management is not that hospitable. However, the track is first class, the ambiance of the area is outstanding, restaurants are great and it's fall foliage time. On balance well worth doing, if you have never raced at this venue, you should put this one on your calendar.

## VRG at "THE GLEN", October, 19-20

The Glen was our member's first choice in our 2005 survey. We have been fortunate to secure a date at this great venue. Our plan is to have only four race groups so that everyone gets plenty of track time. Each group will be on track three times each day. Total on track time should be about 2.5 hours. We need to have at least 100 cars to keep costs in line. So please put this one on your schedule. While weather can be an issue in mid October, it can also be nice. Actually, weather can be a problem at anytime of the year. Bring some warm clothing. Garage rental will be reasonable. It is a Friday/Saturday event so you will be back home Sunday and ready for work on Monday.

## DIARY OF A DESPARATE CAR WIFE



Dear Diary,

It's me again, Maria. I'm back, albeit reluctantly. I had assumed, most erroneously as it turns out, that a genuine, full-out OTT (that's over-the-top, geeks) nervous breakdown was the perfect segue into retirement. Wrong. I hid under the bed for two whole days, for god's sake -- monumental retreat from reality. Sadly, my beloved found me after twenty minutes, the snoop, but I swore him to secrecy and total discretion. He brought me water, chicken soup and white wine every four or five hours, the dear, so a diet was not a total success, but no one else found out where I was. After forty-eight hours of no phone, friends, or hassles, I emerged a new woman, two pounds lighter, rested and ready for the holidays.

Oh, the holidays! Sadly, they were a bit of a problem for my beloved. In a nutshell, dear diary, we were not -- not invited to one single car party for the entire holiday season. I didn't lose a bit of sleep over that rejection, I can assure you; but he, poor dear, was completely undone. Looking back, perhaps I can attribute it all to that sad little incident last holiday season. I was, I must admit, beyond bored at the biggest car cocktail horror of the season. In desperation and for my own survival I locked myself in the powder room with an abridged copy of War and Peace that I stumbled upon in our host's library. Apparently I sent some sort of message and caused some discomfort to some car men. It was, in retrospect, truly unfortunate that the powder room was the only powder room available in the entire house. When I finally emerged my welcome was less than welcoming. Those nine men waiting outside my powder room had clearly had too much to drink and really should be ashamed of themselves. Their language was less than gentlemanly and I think totally inappropriate in the holiday season!

But, dear diary, that was last year. This year after I recovered from my two-day nervous breakdown I was ready to roar -- but not one single invite to roar to. My beloved was devastated; he simply did not understand, the dear beloved man that he is. Really, he said, we are SO attractive. There are at the very least five parties that we have not been invited to. He was in agony. Why, why, why? The poor innocent man; thankfully, he was not one of the notorious nine who waited with crossed legs outside that one and only loo.

So I went to my best pal who is one of the few women I know who understands car men. She explained it quite crudely, I thought. "Really, dahling. One simply cannot send an invitation that says come, but do not under any circumstances bring your ghastly wife!!!" I cannot imagine how she could possibly twist that little loo-lock into a social faux-pas.

For my darling's sake, however, I have made a New Year's resolution. I will make much more effort to understand car people. And I will even learn how to spell carborator. Carburator? Carborrator? Oh well-- Happy New Year, car people everywhere.

Love, Maria

VINTAGE RACER GROUP

VRG

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

***Sam Smith - Alfa & Jay Sevier - 53 MG TD***
***photo by Jim Weslager***
***A1 photos.com***

WWW.VRGONLINE.ORG

SHANENDOAH FALL CELEBRATION

VRG is a volunteer driven organization. The following volunteers help us manage the VRG events and committees. If you are interested in assisting the club as a volunteer, please e-mail Mark Palmer at mark@vrgonline.org or call him at 610-867-6014

***Committees***

| | |
|---|---|
| Corner Workers | Patty Eastman |
| Driving Schools | Ed Valpey* |
| Marketing | Bob Girvin*/Mari Ryan*/Christopher Shoemaker* |
| Medical Forms | Les Roub |
| Newsletter | Bill Hollingsworth*/ Darry Bova |
| Nominating | Made up of 1 Board Member and 2 VRG Members |
| Regalia | Christopher Shoemaker* |
| Technical Inspection | Tivvy Shenton* |
| Logbooks and Numbers | Patty Eastman |
| Web Site | Christopher Shoemaker* |

***Events***

| | |
|---|---|
| Spring Social Pittsburgh | Keith Lawrence |
| Spring Tech Philadelphia | Ralph Steinberg* |
| Winter Warm Up Boston | Ivan Frantz |
| Vintage Celebration | Brad Marshall*/John Kieley |
| PVGP Historic Races | Mark Palmer*/ John Bectol |
| Shenandoah Festival | Chris Shoemaker* |
| VRG at the Glen | Bob Girvin* |
| Turkey Bowl | Mark Palmer*/Cal Trumbo |

* Denotes Board Member

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

**VRG 2007 Directors**

Bob Girvin, President
Ralph Steinberg, Vice President
Brad Marshall, Treasurer
Mark Palmer, Secretary
Ed Valpey
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