VINTAGE RACER GROUP
VRG NEWSLETTER
SEPT. 07 • VOL 4.4

11th Annual Turkey Bowl
Entry Form and Flyer Enclosed

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

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VRG RACE SCHEDULE 2007

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

BeaveRun
July 6 - 8, 2007

As soon as we came up the drive, we were greeted by the smiles and handshakes of friends and acquaintances. Familiar smells wafted in the air, the sun shone brightly as everyone were involved/playing/doing some activity. No, this was not our 4th of July picnic, but the BeaveRun racetrack outside of Pittsburgh. It was a wonderful weekend, where the weather cooperated the entire time and everyone had a smile to offer. Special thanks need to go to the people who spend all the time and energy to make sure we can all get out and play, both on the VRG and PVGP staff. As usual, friendships and memories were forged hand in hand.

Photo by A1 Foto's

The lunch breaks, usually a well deserved downtime for the drivers and many times scouting expeditions for crew to find needed parts from fellow racers, were anything but quiet as cars took to the track for charity laps. Almost every car not receiving urgent care made it out to the grid to delight spectators with the experience of seeing the track from the front seat. Robert Andersson's Cobra was a crowd favorite and took the honor of raising the most money from the rides.

Photo by A1 Foto's

The Spridget-Powered reunion race on Sunday brought plenty of British noise to the track. Paul Bova in his green Turner MK1 started at the front, and only gave it up towards the end to Derek Chima who charged his red Midget from a mid-pack start to take the checkered in the end.

con't. on pg. 2

BeaveRun - 2007 (con't.)

Photo by A1 Foto's

The Group 5 race offered the spectators a very eclectic group of cars to watch. From Bill Kushner's beautifully prepared white Volvo Amazon to the deep blue Ford Pinto of John Ziegler to the Porsche 914 of Michael Dube the group offered excitement from the front row to the back row.

The cars of Group 1 put on an exciting show, with the top 8 cars turning in best times within 2 seconds of each other during the Sunday race. At the end, however, the Lynx B proved to be the strongest of the bunch. The top 3 spots were all Lynx B's with Gordon Drysdale, Mike Kitzmiller, and Frank Newton taking the top honors respectively. The Group 6 race brought similarly close results, with Tom Grudovich taking top honors in his Elva Mk7.

Photo by A1 Foto's

Photo by A1 Foto's

Group 3 filled the track with beautiful and noteworthy machines. The wonderful Ginetta G15 of John Sambrook taking the checkered in front of Les Roub's Porsche 356A followed by John Faulkner's MGA. Sharing the track were Len Schrader's bright yellow Saab 96 with body work that would make a Formula 1 car jealous, Dan Leonard's exceptional Speedwell GT, and Hervey Park's blue/silver Elva Courier Mk1. Always the crowd pleaser, the Group 2 race did not disappoint with the roaring V8s. Tivvy Shenton in his Jaguar XK140 put on a valiant effort as he was surrounded by bigger, louder engines. While yellow flags brought the race to parade lap speeds for several laps, the last few laps saw a good battle between Hal MacCarty's race winning Shelby GT350, Robert Andersson's 427 Cobra and Frank Grimaldi's Camaro Z-28, who finished in this order.

Photo by A1 Foto's

Almost as enjoyable as the race days, was the Saturday night luau dinner. Everyone was in great spirits, and many almost walked away blind after the sea of colors from everyone's Hawaii shirts. The drink was good, the food great, and the company the best. Nothing reminds us more clearly as to why we all congregate at the track countless weekends than seeing those that make it all worth it.

Photo by A1 Foto's

Ted Andersson

BeaveRun Formula Vees

Photo by A1 Foto's

Part of the two weeks of traditional Pittsburgh Vintage Grand Prix festivities that range from black tie receptions to a downtown *concours* to celebrity appearances in and around Pittsburgh, the 4th Annual PVGP Historic Races organized and directed by VRG allow more modern cars to compete on the BeaveRun racing circuit the weekend before the famous Schenley Park street race. Both races benefit the Autism Society of Pittsburgh and Allegheny Valley School. Once again this year, both VSCDA and VDCA designated the Historics as part of their respective 2007 championship points series.

The first Vintage all-Vee Series was started in 1999 as an outgrowth of the Vintage Sports Car Drivers Association (VSCDA). A small group of enthusiastic Vee racers in the upper Midwest had the suspicion that there were lots of old, venerable Formula Vees sitting silent and gathering dust in various garages and barns throughout the Midwest. To generate enthusiasm among drivers who owned Vees, and those who were interested in them, and to get those Vees back out on the racing circuit, long time Vintage Formula Vee competitor and VSCDA Board member Phil Cull inaugurated an "all Vintage Vee" series at several VSCDA events in 1999. The success of that inaugural year led to an enhanced four-race schedule in 2000.

Over the six years since then, the average turnout of Vintage Vees at VSCDA events has increased from five or six, to twenty or thirty, and sometimes more. As more and more "retired" Vees have found their way onto the track, more and more experienced drivers and drivers completely new to vintage racing have discovered just how much fun these little formula cars can be--and just how challenging. Since the cars are prepared to a narrowly proscribed formula, first established in the early 1960's, and must meet the Monoposto requirements for period-correct restoration, the emphasis is not so much on engine or car prep advantage, although, as in all racing, that is important. The Vees must run 1200cc Volkswagen engines, VW generators and fan belts, treaded racing tires and stock VW front suspensions. This formula puts the edge in driving skill and strategy. Far from flashy, the class has always seemed to attract the "thinking man": engineers, inventors, scientists, mechanics.

The class is rapidly gaining popularity in the Southeast too as the Vintage Drivers Club of America [VDCA] has established its own Vintage Vee Championship Series named in honor of Grant Reynolds, long time SCCA Vee driver and official in the DC Region. Eight Vees ran at VDCA's April race at VIR. Not yet generating enough numbers to deserve their own group, they run with the small bore cars, usually with a split start at the green flag. Many Vee drivers belong to both clubs, and BeaveRun is on the VDCA schedule as well.

Photo by A1 Foto's

This July the BeaveRun Historics attracted Vintage Vee drivers from throughout the Midwest, Northeast, Mid-Atlantic and Southeast. Coming to the event to test their driving skills against drivers they get to race only rarely, this year they numbered fourteen and made up the overwhelming majority of Group 1. These hot shoes provided exciting racing all weekend. No groups out shine the Vees for really close racing, tight drafting, and multiple breathtaking

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BeaveRun Formula Vees (Con't.)

Photo by A1 Foto's

passes, and this hammer-and-tong racing occurs throughout the field, not just at the front of the pack.

Three drivers threatened to dominate the racing for the weekend, finishing 1,2,3, in Saturday morning's Sprint race. Garrett Van Camp, former SCCA National Vee Champion from Detroit, drives the same Lynx today he drove to the championships in the '70's. Mike Jackson out of south Florida pilots Harvey Templeton's revolutionary Shadowfax, the first Formula Vee to pioneer zero-roll suspension in 1969. Frank Newton, also from Michigan, drives a Lynx he meticulously restored himself a few years ago as well as a Formula Ford. Unfortunately, an incident in Saturday afternoon's qualifying race put Van Camp out of contention for mechanical reasons, and forced Jackson and Newton to start toward the back of the grid for Sunday's Feature race. The incident threw open the field and enabled Gordon Drysdale out of Florida to capture Sunday's pole, followed closely by Mike Kitzmiller, Ricky Del Rosario and Jeff Janus, all VSCDA regulars. Meanwhile, back in the pack, Paul Meis, Bob Hann, and John White were enjoying some tight racing of their own.

On Sunday, after making a brilliant start, Gordon Drysdale led all fifteen laps of the Feature Race. No one could get near him. Jackson, who was forced to start ninth, had managed to claw his way through traffic to third place by Lap 3, followed by Newton who had started tenth. Tightly contesting the second place spot, Mike Kitzmiller of Ohio put on a thrilling show holding them both off. Jackson put himself out of contention in lap 9 when his brakes failed and he steered off track to avoid contact. Kitzmiller finished second behind Drysdale, with Newton taking third place. Ricky Del Rosario took a close fourth, Jeff Janus, a very consistent fifth, and Eric Copppock , sixth. Paul Meis, after battling mechanical problems all day Saturday, bested both John White and Bob Hann. As the winners of Group 1, Drysdale, Kitzmiller and Newton were the first to be presented with trophies and Crown Royale

There are still two races to go in VSCDA's Vintage Vee Series for 2007: Grattan (Grand Rapids, MI) in August and Mid-Ohio in October. Information about the series and can be found at the VSCDA website: http://www.vintagevees.com. Three races also remain in VDCA's schedule for its Vee championship: Roebling Road (GA) in Sept., Moroso (FL) in Nov., and Roebling Road again in Dec. Information about their events can be found at VDCA's website: http://vintagedrive.com.

Photo by A1 Foto's

Coming up in 2008, VDCA is already a key organizer of the *Formula Vee Birthday Party*, a race which will celebrate the 45th anniversary of the formation of the class. The event will be held at Roebling Road the first weekend of April, 2008. This 3-day weekend will be strictly for VW powered race cars and will also include race groups for current FVs, non-Monoposoto-compliant FVs, VW powered sports racers, and more. In addition, a Noble FV engine will be given away to some lucky entrant--no raffle tickets to buy! Monoposto-compliant FV cars from throughout the nation will enjoy a spectacular racing opportunity.

And, of course, everyone is looking forward to coming back next year to the VRG organized PVGP Historics at BeaveRun for another showdown.

Sandy Jackson, VDCA

NOTES FROM THE EDITOR

Your Editor waits until the newsletter is about to be put to bed before he decides to have his say. This evening as Darry Bova finishes the layout I am about to have an early evening as I leave for VIR in the morning. The issue is one of photographs, mostly by Walter and Louiseann Pietrowicz. If ever we as a club have a debt of gratitude to someone(s) it is to Walter and Lou.

I met them in the 1990's with Mark Palmer at the M G Vintage Racers Focus Events. They supplied photos to the MGVR Newsletter when Mark was "The Editor" and their enthusiasm was always welcome at the track. As VRG has evolved and they shoot photographs at the SVRA, HSR, VRG, and VSCCA events for Victory Lane and Vintage Motorsport, they have become our biggest supporter. The magazines pay "peanuts" and it is mostly "an out of pocket expense" for them to attend race events. If Lou did not have a real job and if Walter were not a professional photographer photographing layouts for magazines, they would have neither the time nor the money to indulge this vintage car passion: photographing the events for us. Your editors do not know what they would do with out them. All the contributors have made their mark but the pages of photographs, including the photographic layouts, we neither have access to, nor expertise in. They are exceptional and they are the Pietrowicz's gift to you (VRG). I thank them and I want all of you to thank them. They have two web sites: www.september8th.com and www.VintageAutoSports.com Photographs of your cars at our events are there. They would be delighted to sell you one. They have an email: autorace@september8th.com

Tell them how much you appreciate their contribution to this newsletter. If you do not get it via email, in color, you are missing the quality of their presentation.

VRG at The Glen is coming soon. Your editor cannot be there, but he hopes that most of you are. It is a great track in a beautiful area. Walter and Lou will be there. I extent my best wishes to them and thank them for being there. You can thank them also.

Bill Hollingsworth

PRESIDENTS MESSAGE

Our event calendar for 2008 is beginning to take shape. It looks as if we will add at least one and perhaps two new events next year. That may approach the limit of how many events an all volunteer organization can do effectively, as each event takes a lot of effort on the part of a small group of people. At this stage of our growth I think five or six events are the most we should try to manage, and at that level we need to get more members involved in the organization of these events. There is also a limit to how many vintage race events the market will support. Given that, when an opportunity to add another good venue to our schedule comes along, we will act quickly or it becomes a lost opportunity. There is still a high demand for track time.

The vintage events that survive or enjoy some growth will do so by offering something other events fail to provide. Our place in the market seems to be: providing the vintage racers an opportunity to have great time on a modest budget -- something they should look forward to doing again next year. This provides us the opportunity to do some competitive racing with drivers that will respect and care for each other in well organized events. It also provides us the opportunity to get to know our fellow competitors off the track in a social atmosphere.

Our event at Watkins Glen is an important step in the growth of VRG as it is the race track our membership voted most desirable. I had worried that we might never get a date there: and while we were concerned that there is a potential for cold weather, we felt that we had to grab this opportunity. Be prepared by bringing warm clothes and an umbrella. Chances are that it will warm and sunny and a weekend of great racing. It is a great facility and a great race track.

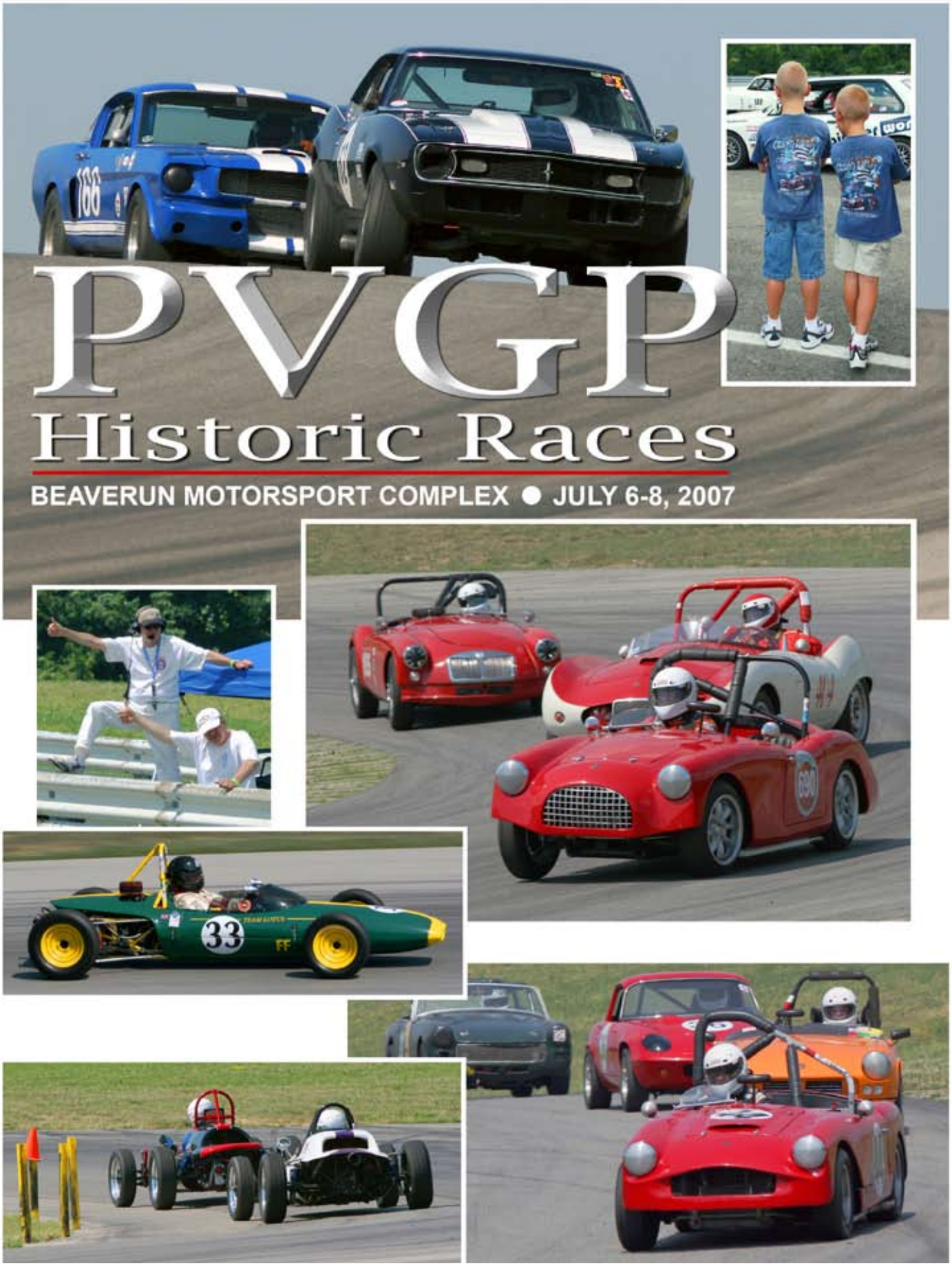
We are going to add another new venue to our schedule next year at New Jersey Motorsport Park. The track is on schedule to open in June 2008. We have a deposit on a three day event September 19-21. This promises to be an excellent facility and is located near the geographic center of our membership.

There is also hope that we may finally get a date on the long course at Summit Point.

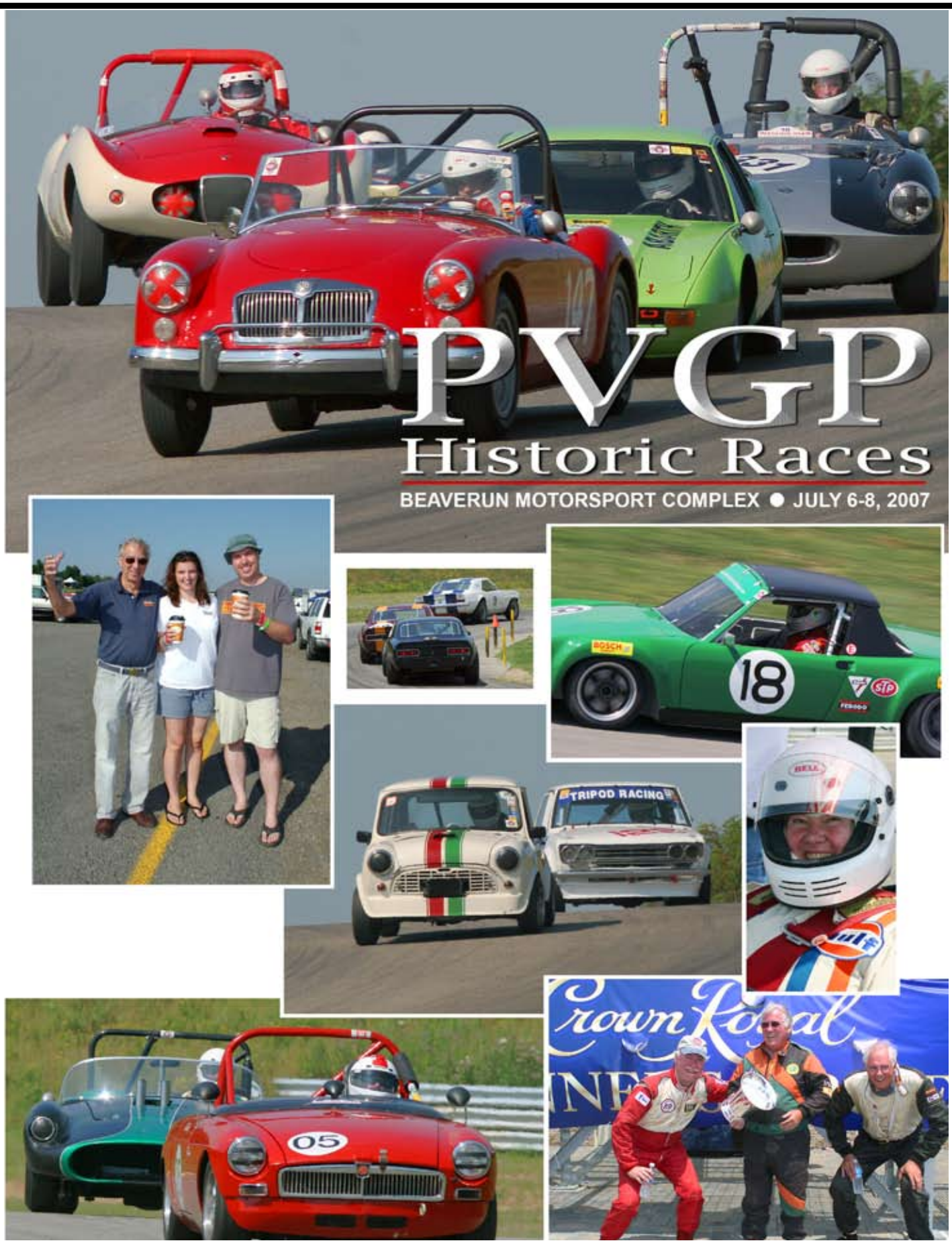
While this is quite tentative, it is promising. This would most likely be a spring event close to May 1. If we are able to make this a reality it would give us a full schedule. Together, Watkins Glen, NJMP, and Summit Point would involve significant financial risk, which is not as large a concern as having unpaid volunteers to staff these additional events. We can manage the financial aspects of an event, but having the unpaid staffing willing to work some part of these events is a big challenge. While it may not seem wise to take on Summit Point as well as NJMP in 2008, if the Summit Point date becomes available we had better embrace it or it becomes a lost opportunity. If we find we can not develop the volunteers to staff these events so that they are well run, we may have to drop one or two them. I am hoping that will not be the case.

If all these pieces of the puzzle fall into place, along with Turkey Bowl, it will give us six race events to manage. If the Palmer track does get built, that is another opportunity. That takes us to 2010, and in the mean time, see you at The Glen.

Bob Girvin



Photos by Lu & Walter Pietrowicz
www.september8th.com



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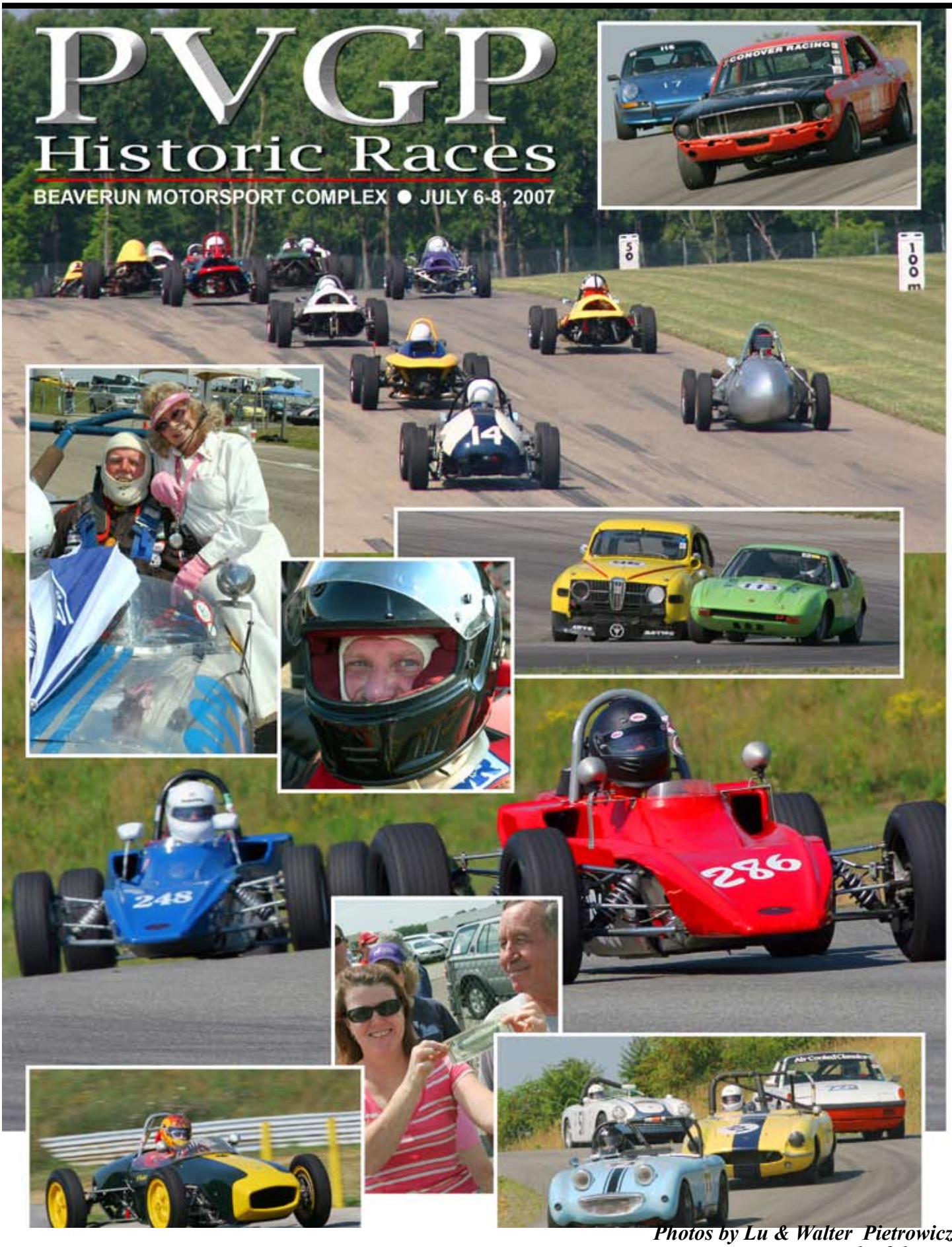

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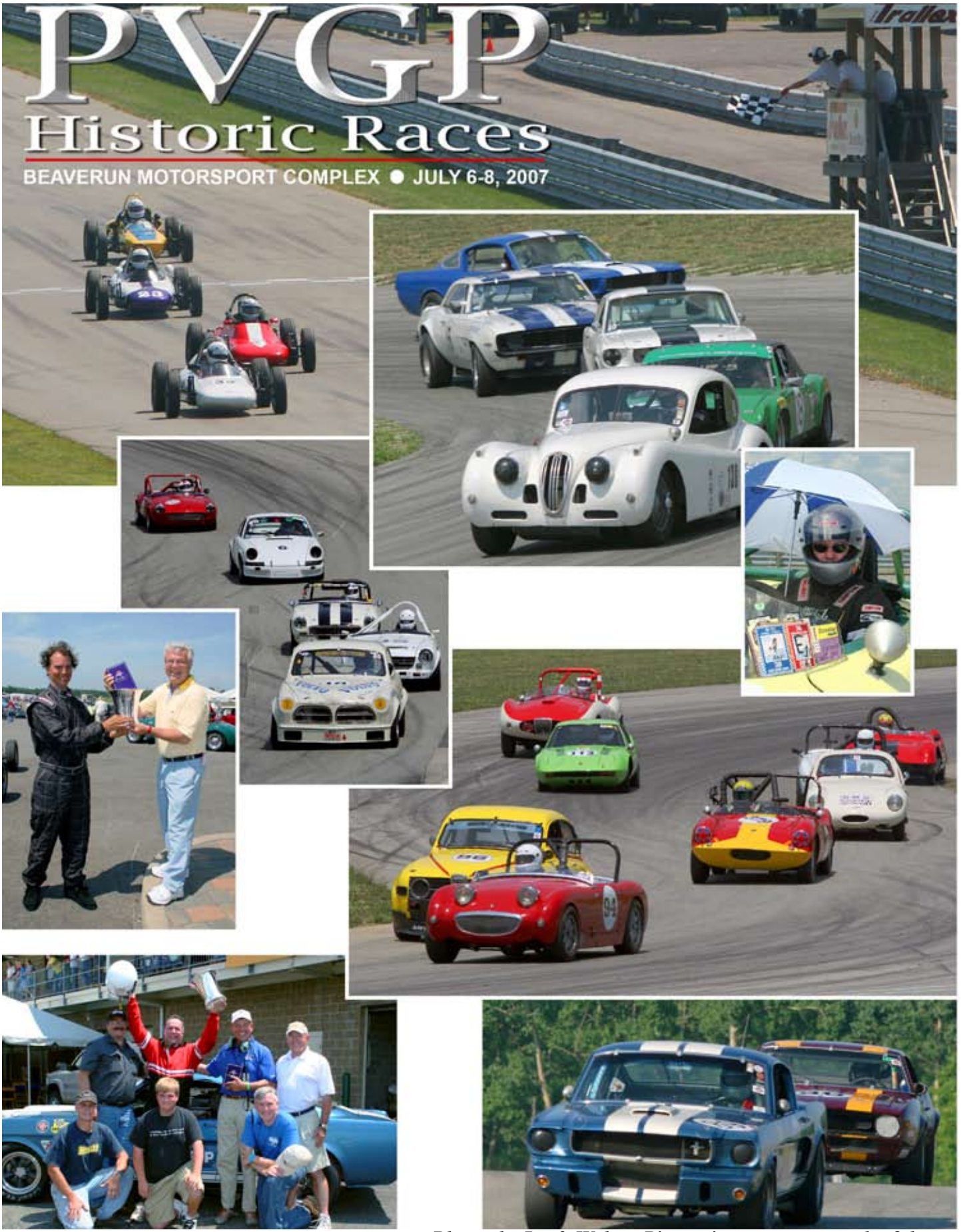

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NEW JERSEY MOTORSPORTS PARK BREAKS GROUND

Construction is well underway at Thunderbolt Raceway/New Jersey Motorsports Park, located in Millville, NJ. Ralph Steinberg, Greg Kozuhowski, Fred Fischer, Bruce Earle and I attended the official groundbreaking ceremony on September 19th. This ceremonial groundbreaking was a bit misleading, as construction has been going on for several months. Nevertheless, the ceremony was well presented, very professional, and attended by at least three hundred people. Typical of these public events, politicians and dignitaries gave speeches, those in the crowd applauded, people shook hands -- every politician is running for office and voters were in the audience. It was very clear that this project has had tremendous political support, from the town, from the county, and from the state -- good news for the racing community and good news for VRG.

The race track is scheduled for use in June of 2008, and VRG is working on securing a race weekend in late September. Track management tells us they expect to finalize their '08 schedule by October 1 or shortly thereafter. The VRG Board anticipates it's being able to add a major event at Thunderbolt Raceway in 2008.

The facility will include two separate tracks: the Thunderbolt circuit (slightly over 2 miles) and the Lightning circuit (slightly less than 2 miles). In being able to view the drawings, either one will be fun! These are not "Mickey Mouse" tracks with lots of tight turns, in fact, this is going to be a serious racing facility -- there is a nice mix of fast sweepers, medium-speed turns, and decent straights. While there isn't much natural elevation change in this area (southern NJ is pretty flat!) the design incorporates enough change to make it appear interesting.

As of our preview on September 19, and from our viewing the construction site, the clearing and rough grading looks complete for the Lightning circuit. Drainage has been installed. It appears to me that they are ready for finish grading, and should be laying roadbed this fall. While the infrastructure may take longer to complete, the developers are ahead of schedule on the Lightening circuit's scheduled June 2008 opening. We didn't get a chance to look at the Thunderbolt circuit, but we were told that it is slightly later in development than is Lightning.

The principals on this project are Lee Brahin and Harvey Seigel (Siegel was the principal in the resuscitation of VIR, Brahin is a Philadelphia based real estate developer and a very involved vintage racer), along with a number of other investors. We were also very fortunate to meet many of the officials from the South Jersey Region of SCCA while we were there -- we'll be relying on them to supply flaggers and other workers for our events at Thunderbolt. They're a very friendly group, and absolutely ecstatic about finally getting a race track in southern New Jersey to replace the long-lost Vineland track.

Just in case you've never been to Millville ... it's about 50 miles due south of Philadelphia, less than 200 miles from NYC, about 100 miles from Baltimore and less than 150 from Washington. With this location and the level of facilities that are planned, we see this as a major venue for future VRG activities.

We wish Harvey Siegel and Lee Brahin and there partners great success in the development of Thunderbolt Raceway.

Mark Palmer

Turkey Bowl

November 23rd — 25th , 2007
Summit Point Motorsports Park
Summit Point, WV

Join the VRG for the final event of the '07 season.

VRG and Mid-Atlantic Motorsports are proud to announce the **11th Annual Turkey Bowl** at Summit Point. This event promises to give your more seat time than any other event! This 3-day event, over **Thanksgiving weekend**, is held on the 2-mile, 10-turn, 3,000' straight **Main Course**. This course is great for all cars — big and small alike. This is a low-key, fun family event with plenty of track time.

Weekend Racing Highlights

- Each group will get 8 sessions, totaling over 2.5 hours of track time. A great value for the money.
- ***New*** This Year! Special feature race for all ***Spec Miata*** cars
- ***New*** This Year! Race group for ***Lotus Elise & Exige***
- Vintage race groups for all VRG classes: Pre-war and conservatively prepared cars, small and big bore vintage, and open wheel.
- Race groups for Legends cars, and newer sports and GT cars through Joe Blacker/Mid-Atlantic Motorsports.

Warmer weather than you might think—average daily high is 52 degrees for November 23—25 at Summit Point

Photos Courtesy of September 8th Photography

Questions:
Vintage—Mark Palmer 610-867-0288
Legends/Lotus/Modern GT—Joe Blacker 410-964-1212

For more information about VRG visit the VRG website at www.vrgonline.org

11th Annual Turkey Bowl

November 23—25, 2007
Summit Point Raceway
Summit Point, WV

And
Mid-Atlantic
Motorsports

DRIVER

Name: _____Telephone (H): _____

Address: _____ Telephone (W): _____

City: _____ Province/State: _____ Zip: _____ Country:_____

Email: _____ Cell: _____

Emergency Contact: _____ Telephone: _____ At Track?_____

Driver Medical Info: Doctor's Name and Phone: _____

Date of last tetanus _____ Blood Type: _____List allergies: _____

Driver Background:

Current Racing License: (Club Name)_____ License #: _____

Or Qualified Driver with the following club:_____ Current Med. Expires: _____

Are you on probation from any other racing club? If so, explain _____ _____ _____ _____

_____ _____

Last 3 races _____

_____

CAR

Year: _____ Make/Model: _____ Car #: _____ 2nd Choice _____

Color: _____ Actual Displacement: _____ Carburetors (#, type) _____

Wheels : Type (alloy/wire/steel): _____ Treaded Tires: (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.)

Lap time at Summit Point _____ BeaveRun _____ Other _____

ENTRY FEES

First car with Driver and Crew	$250.00 Early Bird before November 10, 2007	_____
	$275.00 received Nov 10—21, 2007	_____
	$300.00 walk-in entry at track	_____
Second car, same driver	$200.00	_____
VRG Dinner at Piccadilly Pub, Winchester, VA—$38.00 pp		_____
Total Enclosed		TOTAL $_____

WARNING Auto racing is dangerous and can result in serious injury or death. I hereby enter the above vehicle(s) for the 2007 VRG Turkey Bowl event. I will abide by the rules set forth by the track owners (Summit Point) and the governing sanctioning bodies (VRG, Inc. and Mid-Atlantic Motorsports). I hereby agree that I will not hold the event organizers, Summit Point or its employees and/or volunteers, or any party involved or connected with the above named event responsible for personal injury, damages to the entered vehicle(s), parts or other items displayed on my behalf during this event. This includes theft, or any type of damage related to racing or displaying this vehicle or vehicles. I know of no physical or mental problem that would prevent my safe participation in this event.

Vehicle Owner's Signature: _____ Date: _____

Driver's Signature: _____ Date: _____

Send your entry and check payable to VRG to:
Cal Trumbo, 8605 Samantha Court, Waxhaw, NC 28173

Questions:

Vintage (pre-1972) cars
Mark Palmer mgvrmark@hotmail.com (preferred)
610-867-6014

Legends & post-1972 cars:
Joe Blacker joblacker@aol.com
410-964-1212

VINTAGE RACER GROUP

VRG

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

WWW.VRGONLINE.ORG

VRG ANNUAL MEETING

Turkey Bowl Nov 23-25 at Summit Point!

Please join us for the last event of the VRG season, on the **MAIN COURSE** at Summit Point Raceway, on Thanksgiving weekend: the traditional Turkey Bowl! This is a full three-day event, Friday/Saturday/Sunday. *Remember the weather last year?* It was fantastic, 60 degrees and sunny all three days – and with global warming it is sure to be even better this year! (Even the *average* daily high is 52 degrees). All VRG cars are welcome, as are non-members in compatible cars. You'll get plenty of track time (well over 2 hours!) on the full 2.0-mile, 10-turn Summit Point course. This is a great track for small & large cars, with a 3000' straight and a great mix of turns. It's probably the most low-key event of the season, just one last time to see good friends and do a little racing before winter arrives. And, a great excuse to miss your Aunt Millie's Thanksgiving leftovers.

As usual, we will be partnering with Joe Blacker's groups, so if you know someone with a modern race car (SCCA, EMRA, etc), tell them about it.

Dinner is at the Piccadilly Brew Pub this year, a great new place located right in Winchester, just a mile or two from our headquarters hotel. Cal Trumbo has signed on as Assistant Race Chair this year. Please fill out the enclosed entry form and mail to Cal soon. ***Earlybird discount by November 10th – don't miss it!***