VINTAGE RACER GROUP
VRG NEWSLETTER
DEC. 07 • VOL 4.5

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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 2008

Pittsburgh Area Social - TBD
FEB. 9 - Winter Warm-up F1 Boston Braintree, MA
APR. 18-20 - VDCA Wild Hare Run, VIrginia International Raceway, VA
MAY 16-18 - NHIS Vintage Celebration Louden, NH
JUNE 10-22 - Mosport Vintage Festival with VARAC, Mosport, Canada
JULY 11-13 - PVGPHistoric Races BeaveRun, PA
SEPT. 19-21 - New Jersey Motorsports Park, Millville, NJ
OCT. 17-19 - VRG at the Glen, Watkins Glen, NY
NOV. 28-30 - 12th Annual Turkey Bowl, Summit Point, WV

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

VRG AT THE "GLEN"

In 1971 I went to the *Concert for Bangla Desh* at Madison Square Garden in New York City. The following week *Rolling Stone's* article on the event was written by Jonathon Cott entitled "I dreamed I saw Bob Dylan." That for me was the rock concert of all rock concerts. It was the ultimate concert to end the rock music age of the sixties, and Janice Joplin was dead, I was about to get married (which I did not see coming), and to sell my new race boat (which I did not see coming).

In 1994 I went to the SVRA Zippo Grand Prix at Watkins Glen, for the 40th Anniversary of the Collier Cup. As I drove up the highway for the first time to see the grandstands looming over the track with clouds in the sky as a backdrop, I thought that I was about to arrive at race car heaven. I think that we had 75 MG's that year, Don Martine blew two engines, Larry Fisher blew one, and my TC was leaking so much oil from a scuffed cylinder wall that for the car to be in the panoramic photograph it had to be pushed on and off the track. That for me was the first of many Collier Cups and of many returns to Watkins Glen. I might as well have dreamed that I had seen Bob Dylan.

In 2007 VRG had its first vintage racing event at Watkins Glen. 140 entered and 121 showed up. The weather forecast was for rain all weekend so the brave 121 were rewarded with mostly dry weather for their optimism. The weekend was shared with EMRA. They invited VRG to partner the three day event, and Watkins Glen management issued two contracts to give EMRA one day and VRG two. We were very appreciative of the EMRA invitation and welcome working with them again.

Group 1 consisted of pre 1960 production and sports racing cars under 2 litres on 70 series tires, a few Formula Juniors, and a few over 2 litre production cars whose lap times would be slower than the "ground pounders." There were 4 beautiful Austin Healy's, including Frederic Fisher's 100S, 3 FJ's including Larry McKenna's Stanguellini, 3 Sprites, Mari Ryan's Lotus VI, Dotti Bechtol's Elva MkIV, Dick Fryberger's Lotus XI, which was clearly the fast car in the group. It was a good group and it was good clean and safe racing.

Group 2 was pre 1972 small bore production cars consisting of Porsche 911's and 914's, Datsun's, Alfa Romeo's, Triumph's, MGA's. Rich Kushner in his Volvo that he takes the kids to school in was amazingly fast and showed those Porsche owners how to get where you want to go -- on time. Mack

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WATKINS GLEN (con't.)

McCormack in his Mini Cooper S put on a show for a lot of cars behind him who thought their cars were faster on "a horsepower track." It was the largest field of the weekend. The first three cars: the Volvo, Bob Tkacik's Triumph GT6, and Damon Josz" Porsche 911 ran their own race, followed by Russell Poole, Jim Hartman, Daniel Jones, Robert Hurley in Porsche's and another 35 cars whose picture I hope we have in the newsletter. It was a great group of cars.

Group 3, aka "Ground Pounders" lived up to its billing as the noisiest group of the weekend. What is about V8's? What this non observer enjoyed was seeing Thomas Grudovich's Elva Mk 7 sandwich himself between the Ford and Chevy V8's of Patrick Baselice and Frank Grimaldi on this "horse power" track. Three of the four Datsun 510's of Ed Wolff, Larry Doll, and Tim Rooney ran lap times that were preset by a clock – good racing! Back in the 60's, when Janice Joplin and Jimmy Hendrix were alive, so was the Shelby GT 350. How they survived and Joplin and Hendrix did not is a mystery to me. Do you think that if they had roller cams they would have lived? It is great to see them and the Corvette's fighting out to see who is the biggest and "badest" V8 on the hill.

Group 4 got Dick Barnes to write an article which is published in this newsletter. Go read about the oil slick and 35 bags of Speedy Dry there.

"Friday was mostly dry, and at noon, as the lunch break began, it began to rain." It stopped and the groups after lunch raced on a wet track with no rain…until Group 3 went out about 2:30. "They, frankly, just got dumped on. Group 4, when we sent them out we just made it a wet practice session as it was way too much rain to race in for a qualifying session. We moved the qualifying session to the Group 4 warm up on Saturday morning. The only victim of the rain was Doug Durrell in his Canadian special, a KIKI Mk3, which he made back in the day, and has been racing ever since. He came down through the "toe of the boot" and he said the water was cascading down through there -- he lost it and went backwards into the wall. It did a fair amount of damage and his crash was the most serious incident we had all weekend." – Bob Girvin

"Quality of the driving was good. No car to car contact all weekend. Some people managed to go off the track and hit something all by themselves." –Bob Girvin

Saturday weather was good – cooler, but sweatshirt weather rather than t-shirt weather. Randy Clarke volunteered to be our pace car driver for the weekend in his friend's Mini Cooper S. They did a great job." – Bob Girvin

"The feature race on Saturday afternoon was a 40 minute *Enduro*, with a required pit stop long enough to include a lap of not less than 9 minutes. We did this by telling the drivers that we need to see on the timing and scoring a 9 minute lap…so that your stop in the pits, plus your lap, equals 9 minutes. It seems pretty simple and yet it was amazing how many people disqualified themselves! Not everyone participated, and some drivers doubled up in one car." – Bob Girvin

Special nonmention to those 15 cars who disqualified themselves – good going guys. – Ed.

Dinner Friday night was provided by the Watkins Glen caterer at the facility to take the place of the *burned down to the ground Glen Club.*
"The caterer, put on a really good dinner and we had him provide coffee, decafe, and hot water for tea with pastries each morning at registration. He did a great job. He did what he said he would do. Dinner was $30 per person – VRG made $.93 on each dinner."—Bob Girvin

"The timing and scoring gal and her pal were terrific. The SCCA volunteers who ran the pre grid were very good. All were very cool." – Bob Girvin

At dinner Friday night Larry McKenna was awarded the VRG Vintage Spirit Award. "He does a really nice job with his Stanguellini. It is nicely prepared, very vintage, and he drives it very well…and he is a super guy. I thought he was very deserving of the award." – Bob Girvin

"I think we sent people home happy." – Bob Girvin

"The track offered to cater lunches for $10 per person – make your own sandwich, soup was provided – a social event, midday. Lots of people who had not run with us before, new to the track – the catered luncheon gave them a chance to meet somebody. There were no major problems." – Mark Palmer

"I thought it was a great event. It just had a very good feel to it. People were smiling…and happy to be there. We had a little bit of rain. It is fun to be at Watkins Glen at a low key event -- to get a lot of track time for a reasonable cost. The idea was to have a simple event, have some good racing, and go have a beer and dinner with some friends." – Mark Palmer

Bill Hollingsworth

VRG AT THE "GLEN"

Photo by Michael Casey-DiPleco
www.michaeldipleco.com

Watkins Glen In the Sun

Photo by Michael Casey-DiPleco
www.michaeldipleco.com

Watkins Glen In the Rain

Photo by Michael Casey-DiPleco
www.michaeldipleco.com

GROUP 4 AT WATKINS GLEN

There is nothing like coming back to the Watkins Glen in the heart of the Finger Lakes in the height of the fall season. The air is clear, the lake is a long calm mirror in the afternoon sun and the foliage is stunning with all the yellows, reds and other myriad shades of greens and browns. Just ask David Fenton who wanted to be there so much he arrived two weeks early for the VRG event at Watkins Glen (WG).
David's early arrival didn't deter him as he came back on the proper weekend with his Crossle to join 30 other assorted Group 4 Formula Pro (FP) Van Diemen Formula Continentals, Sports 2000s, Club Fords and Classic Formula Fords.

The skies for our first session on Friday morning were threatening but the rain held off letting everyone who went out to get a clear fast track. No times were taken but the runners had a good fast session learning and relearning the long fast Watkins Glen track. The "Glen" is an intimidating track with its emphasis on high speed corners surrounded closely by blue Armco – made even more intimidating by the new WG policy that any damage to the Armco would be paid for by the *damager*.

Shortly after the morning session, the rains started, making the track extremely interesting with rivers running across it in several places. Nonetheless, several drivers ventured forth for the 2pm session, among them David Fenton (Mr. Eager), Chris Shoemaker (Royal RP 16), Cal Trumbo (Royal RP 16) and new racers Tony Cove (Crossle 45 - VARAC), Bill Gaudreau (Crossle 20) and Gary Valone (Zink 10C). They were joined by several FP drivers who threw up blinding rooster tails of spray from their large rain tires.

The 4:30 afternoon session was similar to the early session but marginally drier. The above-mentioned hardy souls were joined by Larry Rossi, Cap Chenoweth and David Clubine (VARAC) in their S2000s as well as Richard Barnes (Merlyn 11A with rewelded motor mounts), Nick Kachur (Merlyn 41A) and Rex Miscovitch (Royal RP 21). All the vintage folks splashed around, avoided several spinning FP cars and had a fine time with no incidents.
Saturday dawned dry and chilly. Due to the rain on Friday, this session served as the timing session for the grid for the sprint race. The first three groups ventured out on a dry track but a few drops started to fall before the Group 4 cars started out. However, this was a temporary condition and the session was fast and dry. Track familiarity helped Richard Barnes and Tony Cove head the FF/CF field at 2:17 and 2:20 respectively with a fair gap back to the rest of the Fords which were led by Cal Trumbo and Bob Romanansky at 2:32 and 2:35. Chris Shoemaker was battling mechanical demons with his normally-fast car and didn't get much time as were Bob, Brad Marshall and David Fenton. Jay Their got his Macon out for a couple of laps as did Nick Kachur in his Merlyn.

The Sports 2s had a great session. David Clubine in his Swift (2:02) was bested only by the 2 fastest modern Continentals. Great show!! Larry Rossi scorched around in 2:04 followed by Cap (2:08) and Jack Donellan (2:12). All of the S2s were having good dices with the Van Diemens. The field was such that everyone had someone to play with.

The start of the sprint race at noon provided everyone with the usual jolt of adrenaline as everyone roared into turn one, three and four abreast on the wide Watkins Glen track. The 6 laps fled by as the cars split into two groups – the S2s and Continentals up front and a 6 to 8+ second gap back to the head of the FF/CF group. The qualifying order didn't change much save for Chris Shoemaker and Bob Romanansky who got the bit in their teeth and moved up smartly. Chris improved to a 2:24 while learning to manage his way around sans first and second gears. Bob appeared to have his problems solved and moved up to second in the FF group ahead of Cal and Nick.

In the Sports 2s, David Clubine continued his super drive finishing third overall and getting down to a 2:01. Larry Rossi (2.02) pressed him hard but was

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GROUP 4 AT WATKINS GLEN, con't

DQed as he had to drive through the bus stop to avoid another car. With Larry's DQ, Cap moved to second while Bob Willis not only took five seconds off his qualifying time but took the last podium spot as Jack Donellan had mechanical problems. Bill Magness took 2 more seconds off his qualifying time and was able to open a gap on Mike Crumay.

The Enduro and Feature race was a tour de force for several. The pit stop timing caught several people out including Richard Barnes who crossed the timing strip while coming to his pit. His ensuing lap was not long enough thus DQing the fastest FF/CF. Chris Shoemaker finally figured out how to get his two-gear car around quickly – don't slow down - and he set fast lap at 2:16. However, his lack of low gear cost him a good start and he lost the top spot in the FF/CF group to Tony Cove. Jay Their drove a steady race to finish ahead of Cal Trumbo, Bill Gaudreau, and Bob Romanansky, despite a fast lap 4 seconds slower than Cal and Bob. Great pit strategy -- only took two tires! Mechanical problems and race duties prevented David Fenton, Rex Miscovitch and Brad Marshall from starting.

In his Swift S2, David Clubine was spectacular – taking first overall and getting down to the low 2:01s. David turned the second fastest lap time by less than a second but triumphed by being more consistent. His average speed was over one mph faster than the second place Van Dieman. Cap Chenoweth set a personal best by getting down to 2:06 in his Historic Tiga. Great drive!!. Not to be outdone, new S2 driver, Robert Willis took another 4 seconds off his qualifying time running with Cap and ahead of Jack Donellan until his oil line decided to separate at the bus stop on the last lap. His best time of 2:06 was nine seconds better than fast lap in the morning session. Look out Historic S2 drivers!! Don't we all wish we could get comfortable that quickly!! Bill Magness (2:17) drove a solid race taking another two seconds off his sprint race time until he retired at the pit stop. Mike Crumay had his usual steady drive dicing with various FF/CFs during the course of the 45 minute race. Larry Rossi drove another great race, running with the overall leaders and lowering his best time to 2:02, until he had to retire with a blown head gasket at mid-race. Special mention should be given to John Bueche, Robert Willis' brother-in-law, another new S2 driver from northern Maine. John didn't go out in the rain on Friday due to an excess of good judgement and a lack of rain tires. As his comfort level increased, his times came down from a 2:27 in the morning to a 2:19 in the enduro.

As a post-thought, Robert Willis shed enough oil to cause the WG cleanup crew to use 35 bags of Speedy Dry to clean up the shiny line. This caused much controversy on the VRG board when Bob Girvin revealed that the club had been charged for the 35 bags at $15 per bag. Being "old school," Robert accepted the responsibility for the oil slick and offered to reimburse VRG for the expense. Thanks, Robert!

Everyone agreed that this was a great event with loads of track time at one of the premier venues in the country. When I drove across New York State on Sunday to Erie, the leaves were in full bloom - a perfect fall day.

Richard Barnes

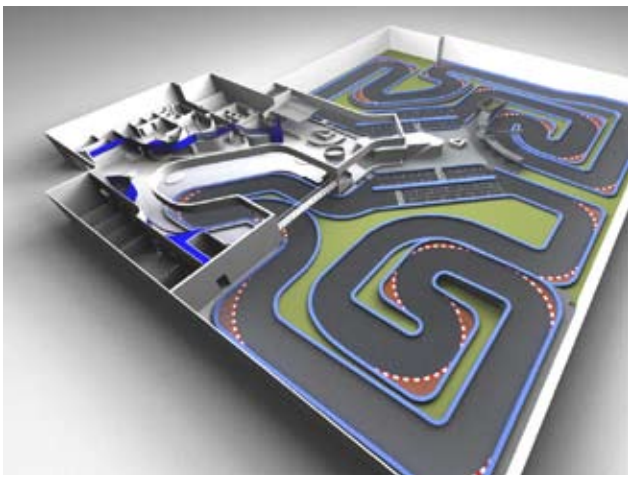
Grand Prix New York

An Exciting Way to Get in Some Winter Wheel-to-Wheel Action

With the leaves falling and the weather getting less predictable, I find myself wondering how many more days I will get to enjoy an open sunroof driving around the beautiful winding roads of New England. Every year it seems our Indian summer and best time to take those weekend drives gets shorter and shorter and, before we know it, winter has brought us freezing rain, snow, and no way to get our therapeutic driving fix.

Fortunately, we are not the only ones with a penchant for motoring who choose to live in a four-season climate. An exciting alternative is about to fulfill our year round need for speed. Opening January 10, 2008 in the town of Mount Kisco, New York, is an indoor racing facility called Grand Prix New York. Grand Prix New York is a driver-designed, owned, and built facility that boasts two quarter-mile-long combinable race tracks with elevation changes. This 120,000-square-foot, climate controlled facility houses business facilities, an award-winning restaurant, an elegant bar and lounge, as well as a gaming lounge.

The facility's flexibility provides driving enthusiasts with six different track configurations, racing leagues, driver education courses, and the ability to hold a corporate outing for team-building and incentive programs. The entire track area is set-designed with a New York City theme. You will be able to do what no one has ever experienced - drive through Times Square with no traffic at 40 mph and then into Central Park to see who might be eating at Tavern on the Green. The Sodi RX7 Karts chosen for the facility are the latest in indoor racing kart technology and are powered by Honda 4-Stroke 6.5 horsepower engines. Each kart has steering wheel mounted instrumentation that informs you of your speed and race position. The tracks are 24 feet wide to provide ample room for passing. Every session is a race for position with race results and data printouts provided for each racer after the finish.



Grand Prix New York
333 North Bedford Road
Mount Kisco, NY 10549
914-241-3131
www.gpny.com

While the weekdays are mostly booked for social and corporate events, the nights and weekends, when available, are strictly for arrive and drive, leagues, and driver education. Grand Prix New York will be the answer for so many local driving enthusiasts and a much better option for off-site corporate outings than just another trip to the golf course. Their Web site is **www.gpny.com** and has more information about the overall facility and what it has to offer.

Paul Bova

NOTES FROM THE EDITOR

The wife wants to know how much longer I am going to "that thing," this newsletter. With Darry and me, it is month to month now. I don't know how much longer we can (will) continue. What makes it work are the contributions of the members, the photos of Walter and Lou, the articles from the many contributors, and the enthusiasm of the VRG membership. We find ourselves poking along with "this thing," and because the bulk of you are happy to receive the newsletter via email (and in living color), it reduces the additional burden and cost of sending printed copies (in black and white only) via the U. S. Postal Service. We welcome contributors and if someone out there is aspiring to become an editor of a newsletter, call me.

It is about to be Christmas here, just like there. On the north shore of Long Island it is snowing today, the shops are decorated and filled with shoppers. In the village where Sabrina was spotted waiting for a ride in the remake of *Sabrina*, Christmas music is playing through loud speakers and the train passes through eight times a day. It is a pretty nice setting for a Californian who lives in the east, who spent Thanksgiving nights, when he was a little boy, with his dad going to Gilmore Stadium to watch the midgets run a 100 lap feature race known as Turkey Night. That was in the forties.

In the fifties a good friend's dad bought a Ferrari. He then backed Ernie McAfee in a Siata 208S that was entered in the Mexican Road Race. Ernie crashed the car but soon his dad entered into a more of a business partnership with McAfee and bought a Ferrari 750 Monza, then the 121LM. They had become the best of friends. I would get a pit pass handed to me through the fence at the Cal Club races and spend my time in the pits hiding from the guys who were looking for kids to evict who had snuck in. When McAfee was killed at Pebble Beach, that killed it for us too. That was the fifties.

In the sixties I was at college less than ten miles from the Pomona Fair Grounds where the NHRA Winter National Drag Races took place each January – during our studying for finals. I never went – too busy, but we could certainly hear it! We went to the Times Grand Prix at Riverside Raceway each fall. It was a drunk for most of the spectators but the racing was the best. The first time the Chapparal showed up with skirts to the ground (made of Lexan) and a Briggs and Stratton lawn mower engine in the rear I sensed the world, as I knew it, was in trouble. When the lawn mower engine started, just prior to or just after the big block Chevy engine started, the two vertical fans it powered caused the car to act as if it were a vacuum cleaner – the whole car lowered as the car was attempting to suck up the pavement. Of course the SCCA outlawed it. Ground affects, however, were on the way. Shorty Templeman and later, Bobby Unser would drive Eddie Meyer's *offy* midget. Parnelli Jones was the fastest and smoothest guy I ever saw in a race car. Janice Joplin did not survive, I graduated from college, spent two years in the army, got too many speeding tickets, and began racing inboard hydroplanes, and went to work – to support the habit. That was the sixties.

Merry Christmas and a Very Happy New Year,

Bill Hollingsworth

PRESIDENTS MESSAGE

2007 has been a good year for VRG. Membership has grown to 350, our operating cash balance is up to $65,000, and we have added Watkins Glen as a major new event.
For 2008 we will have added another major event at New Jersey Motorsport Park in September. We are working with Summit Point management to add one more major event to our schedule in 2009. While the future of NHIS is uncertain with the change of ownership, we are told to expect no changes for 2008. If there are changes at NHIS we will work to maintain our presence there. These events, and our involvement with the PVGP at BeaveRun, and our continuing the tradition of The Turkey Bowl, gives VRG a full schedule. We continue to encourage our membership to participate in our support events: VDCA at VIR and VARAC at Mosport.

Four years ago VRG did not exist. During the spring of 2005 the concept was formed to start a new club that would hold events for vintage racers with cars pre 1972 serving an region within 500 miles of New York City. Our emphasis to be on the drivers: safe drivers, protected by their conduct and their car preparation, by their attitude and spirit on and off the track. VRG has been accepted as an active member of the Vintage Motorsport Council. We have come a long way in less than four years.

I will be stepping down as President at the end of this month. Our by-laws limit the term of the president to 3 years. The formation of VRG was more work than I bargained for, but the results to date has been very satisfying. VRG has a strong team of people that have been responsible for our success. The support of the many members that have helped with their efforts and/or financially to get VRG off the ground is greatly appreciated. Mark Palmer will be our next President. I wish him continued success. Ralph Steinberg will take Mark's place as Secretary and Brad Marshall will continue as Treasurer. I will continue to be active in the management of VRG as Vice President.

I look forward to our new event at NJMP September 19-21 and we will be joined by MGVR as their eastern focus event. The MG mark was one of the major brands represented in the early road racing events of the 50's. I recall being at Watkins Glen as crew member in, I recall, 1954. There was a large turn out of MG's. The awards ceremony was held in a public building downtown. A young fellow who won the MG race was returning to his seat, with his trophy, wiping tears of joy from his cheeks. It is the only thing I really remember about that event. His name was Bob Holbert. He and his son went on to great success in motor sports. Bob just recently passed away at 80 *something*.

I am also looking forward to our second coming at Watkins Glen. In 2008 we will have 3 days at this great facility – **save the date**. **OCTOBER 17-19, 2008**.

Have a great Holiday Season, and get that car ready for 2008.

Bob Girvin

Complete Guide for Long-Term Storage and Maintenance of Exotic Cars

The article was written Mike Odierna, owner of Auto Concierge in Greenwich, Connecticut. Mike has owned and maintained classic and sports cars for over 20 years, specializing in detailing, storage and restoration. He can be reached at 203-622-8717, mikeo@autoconc.com, or on the web at www.autoconc.com.

Introduction

You're passionate about your exotic car. You want to walk into your own garage on a beautiful sunny day, take a seat in your prized automobile, turn the key and have it fire right up and look as good as – or even better than – the day you bought it, no matter how long you've been away or unable to drive it. This article will help you make that happen. I will provide you with some pointers and a checklist on how to properly store your car and provide preventive maintenance to enhance ownership and keep the value of your exotics. Please note that this information is generic and it is important to review your owner's manual and consult with a technician for specifics pertaining to your automobiles.

Storage Preparation

Begin with the obvious. Remove any items stored in the car, particularly any metal objects that may start to rust if dampness occurs. I very lightly coat them with oil and store them in a dry area in the home, keeping them like new for the next concours event or when you're ready to sell your car.

Cleaning: Wash the exterior of the car, but never put it away wet. Drying your car with a handheld leaf blower also helps getting water out of crevices. You might try to anticipate the advent of rain or snow and clean your car and drive it a little to help it dry before storage.

Polish and wax the car: There is no blanket product recommendation. Much depends on the condition of car and the level of perfection you require. I can provide further details on a number of good products if you email or contact me.

Clean and vacuum interior very well: Spend time everywhere, like behind the pedal cluster and all the nooks and crannies. Don't forget also to clean inside the trunk and other closed spaces – this is essential to prevent mold, mildew and critters damaging your precious interior. Treat leather and vinyl with quality conditioners. The cleaner your car is, the better it will handle storage and potentially avoid rodents moving in.

After cleaning, place a container of baking soda and a package of desiccant in your interior and trunk to absorb moisture, preventing mildew and odors. I also place Bounty drying sheets in the interior for potential rodent deterrent and a fresh aroma. Keep the windows opened slightly to allow air to flow into the car. If a car is being stored for a very long time, I often keep doors, engine and trunk compartments ajar so the rubber seals don't over-compress.

Undercarriage and chassis components should be free of dirt and salt deposits.

Clean the engine and engine compartment as well. This is also a great time to spot any leaks or deposits that could indicate a developing problem you should nip in the bud.

Condition body seals and rubber: Clean them all and treat with a good rubber conditioner to preserve all the trim you can find anywhere on the body.

Thwarting the Creepy Crawlies: Determined and pesky, nature's threats to your prized auto come in many forms, from hungry mice to hornets looking for a protected place to make a nest. Mice seem to do the most damage when they are looking for comfort from the cold weather and searching for water and food inside homes. They chew wire harnesses, seat upholstery and seat foam, and make nests anywhere, from under seats to around engine cylinders. While the mice may get blown away when you try starting your car in the spring, their happy little home will do a great job of preventing cylinder cooling. Without preventive steps, you could end up towing your car in for repairs before summer arrives.

First check your garage. Is there any open food or water sources? When possible you want to seal all food and water sources. I've found much success by covering all engine openings (exhaust, intake, etc.), with plastic or steel wool. Mothballs in old socks or peppermint oil in containers work wonders around the engine compartment (particularly near the wiring harness, air intake) in the trunk, and even in the interior.

Don't forget the checkups. Every two weeks or so, it's probably a good idea to take 10 minutes to look at your stored car. Have any mice setup housekeeping?

Wheels: Brake dust is very corrosive. You don't want it sitting on your wheels for extended time. Clean the wheels inside and out. Some amount of a wheel cleaner (P21-S makes a good one) may be needed to get them very clean. Then wax the wheels: if you keep them waxed you will find that brake dust does not adhere to them as quickly or as well. They will also clean up with much less work.

Fuel Tank: Add a fuel system stabilizer like Stabil before filling the tank with gasoline. Drive your car several miles to allow the stabilizer to mix in with fuel. This will save your fuel system from oxidation and will also displace any condensation that may currently be in the system.

Tires: Increase tire pressure about 10 to 15 lbs above the recommended pressure and then check pressure every few weeks to watch for slow leaks. You can also roll (not start) the car a little every month or two. If tires are on concrete, place a rubber mat and/or a piece of carpet under each tire. Of course, remember to lower the pressure back to the recommended level when you're ready to drive the car. A tire cradle

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Complete Guide for Long-Term Storage and Maintenance of Exotic Cars (con't)

is another option.

Some people put car up on jacks. I don't. I've never noticed any problems from letting a car sit on the ground for a few months. Even flat spots seem to smooth out rather quickly when a car is driven a bit and tires become warm.

Climate Control: The air conditioning system should be in good working order and fully charged.

Windshield/Headlight Washer: Check and correct antifreeze/cleaning solution level as necessary.

Engine: Change oil and filter to get all the contaminants out of the block since they could damage internal parts if left to sit there for an extended idle time (because of acidity). Fresh oil also allows you to drive right off when there is favorable weather.

Antifreeze/Coolant: Check antifreeze concentration and correct if necessary.

Brakes: You really should flush (not bleed) the brakes and if equipped, the clutch slave cylinder. Its hydrophilic (it absorbs moisture) and condensation and dirty fluid sitting in the components, especially on newer cars, means future braking problems. It's important to put your car away with fresh fluid. If you run your car on the track this is even more important.

Do not engage the parking brake as the pads or cable may become fused over the storage period. Manual transmissions should be engaged in 2nd or 4th gear.

Battery: Be sure that it is fully charged going into storage. This is best achieved these days by use of an "intelligent" battery charger which will trickle charge the battery once it is fully charge. It is a good idea to make sure the battery is vented properly. Too often I see acid batteries with no vent tubes and acid gas escaping inside the compartments. Not good! Check electrolyte levels and fill with distilled water if necessary before commencing any charging (unless a gel battery is already fitted).

If the battery area seems suspect with corrosion, remove the battery and clean the area and tray with baking soda and warm water. Clean the battery mat underneath to prevent future corrosion. If your battery is more than three years old, it is inexpensive insurance just to replace it, or buy a maintenance-free or gel battery.

Undercarriage: If parked on a concrete floor, moisture can keep your car's undercarriage damp for months and encourage rust. Prevent it by parking your vehicle on a sheet of heavy plastic (not a woven tarp which is permeable). The plastic will serve as a barrier between the floor's moisture and your exotic.

Insurance: This may seem an odd part of a storage prep to-do list, but I suggest you contact your insurance carrier to determine if it's beneficial just to maintain comprehensive insurance for theft, damage, vandalism, and fire. You will also need to determine, for when we have a nice day during the storage period, if full coverage insurance can be reinstated with just one "quick" call. Carriers vary: for some it takes only one call, even on the weekend, while others require much more time to reinstate full insurance coverage.

How about cold starting the car? Experience has proven this to me: don't start the engine during storage unless you are going to drive the car for at least 30 minutes to get all mechanicals including air conditioning up to operating temperature. Starting after engine has been sitting for many weeks or months puts lots of stress on parts which are probably sitting around colder temperatures. Most engine wear occurs in those first few minutes when a car is started because the oil hasn't fully circulated. It's questionable if the car's just idling whether you will get the engine hot enough to burn off condensation, acids, and other harmful agents. This cold starting run-off during a raw idle ends up contaminating that clean oil you put in the car. Just check the inside of the oil filler cap when the weather is cold outside. Did you ever notice that gummy residue? This residue does not get burned off when it's too cold.

You do not need to start the engine during storage if you've adequately prepped it. Having said that, I do recommend, if possible, that about once month you remove the fuel pump relay (if equipped) and crank the engine to circulate the engine oil back up through the cylinders. Then just reinsert the relay and let your car continue with storage. The best alternative, if you can manage it, is to drive the car every 60 days for about one hour, and put it back into storage. But that's not always possible and it is time-consuming to put your car back into storage.

Car covers: Clearly the car should be covered to keep dust, sunlight and other finish-busters off your car, even inside the garage. I actually prefer high-quality flannel sheets to cover my cars, though fitted car covers also work very well.

Putting your car back in service: You can find a checklist at www.AutoConc.com, first reconfirm your insurance policy is active. Remove intake duct and tailpipe sealing. Remove all socks with mothballs and/or peppermint oil containers. Check for nesting creatures under the hood, trunk and interior. Check for evidence of fluid leaks and deal with them. Reinstall the battery if it was removed. Remove the fuel pump relay and crank the engine until you see oil pressure, then reinstall the relay and start the engine. Keep the engine running at idle RPM – do not run the engine at high RPMs during warm-up. Check again for any fluid leaks. Adjust tire pressure to specified settings.

And a final caution: your brakes may not have the highest braking efficiency after long storage. Go easy and apply the brakes several times at nice, low road speeds. Drive car under 3K/4K RPM until it's fully warm.

Lastly, enjoy the ride!

Mike Odierna, Auto Concierge LLC

RAMBLINGS FROM YOUR VICE PRESIDENT

Just last week ended my racing season with perhaps my favorite event, The Turkey Bowl – probably the best kept secret in vintage racing. In my view, this year's event brought together all that could be hoped for, for the VRG and the vintage racing experience in general

As a tech inspector I get to wander around and see old friends and meet new and get filled in on all of the gossip, both good and bad. I did not hear any bad but I did hear plenty of good. The following is a snippet of one conversation: I was "teching" a marvelous little "Bug-Eye" and having fun talking to the owner/driver as we reminisced over last year's Turkey Bowl and how ***big*** he discovered a Jaguar can be. And then he said the things that can only make you feel good, when he proceeded to tell me how he has found the VRG one of the best clubs he has ever raced with. After doing a couple of events with us he is convinced we run the safest, most organized and fun events he has been to. He approves of how we strive to get the cars (and driver) in the proper groups. He likes the blend and mix of cars within the groups, and while they may appear to be a strange mix on paper we wind up with races that have very few incidents and lots of grins and tall tales. Next year he wants to bring a whole group of "Bug-Eyed" friends to play with us.

When Tivvy, and then Bob, Brad & Mark, first approached me about forming a new club, this is what I had hoped for. When they *shanghaied* me into being the Vice President, this was my only true goal: **a club where you can safely have fun with your car, regardless of your skill level or your car's level of preparation**. It appears, from comments like this, and ones that I have gotten all season, we have accomplished this. Now my goal, our goal as a club, is to keep it.

The other thing I got to watch this weekend is another one of those things that makes vintage racing and the VRG so much fun. I got to watch a young person who I have known for years, race in his first real wheel to wheel race. And I got to watch him show me his heels by the end of the day, Saturday.

I met Tivvy Shenton shortly after I started vintage racing. For whatever reasons, we have become friends both on the track and off the track. I have known his son Cully almost as long. At first just as a young kid coming to the track with his Dad, and then as he grew and Candy and I started to make yearly visits around Christmas we got to see him grow and add grey hair to Tivvy and worry lines to Yvonne. And then one day, probably much to Tivvy & Yvonne's surprise, he grew into a fine young man (I really get a kick out of this since I did all that Cully did, and added a few twists for good measure). It showed it on the race course. He handled his Dad's car with respect and verve. He listened when we talked about his driving, and he then went out and practiced what we discussed. When the weekend ended he had the biggest grin I have ever seen.

As this season rolls to a close and we plan that of 2008, it is nice to reflect. We have created a club which provides a safe, fun, family orientated (ask me about the discussions on ghosts and meta-physics I overheard between young children and mother) place we can play with our cars. Now our goal is to keep it that way

Thanks for making this possible and have a Safe and Happy Holiday season,

Ralph Steinberg

IMPORTANT NEWS FOR THE 2008 SEASON

First of all, Happy Holidays to all VRG members and friends! There were important issues discussed, and decisions made, at our VRG Board meeting this fall (held on October 19th at Watkins Glen). These changes will become effective for the 2008 racing season, so we felt we should highlight the new information in this newsletter.

1) **Fuel Cell requirement**: As we announced previously, VRG will require fuel cells for 2008. However, after much discussion and consideration, we decided to re-state our fuel cell rule as follows: **"Fuel cells are required. FIA FT3 specification cells, or equal, are highly recommended.**" It is difficult to fit a standard-design cell in some types of cars, and we are aware that some owners have gone to great expense to have a custom cell fitted that might not have formal FIA FT3 certification. So we have agreed that we will accept cells that appear to be properly designed and fabricated, in the judgment of our Tech Inspectors. Tech will be looking for the traditional cell components: a bladder of puncture-resistant material, internal foam baffling, and check valves/flappers to prevent fuel spillage in the event of a rollover. In most cases the flexible bladder should be protected within a metal container. If you have any questions regarding your existing cell, or a new cell you are considering, please contact the VRG Chief of Tech, Tivvy Shenton, to discuss.

2) **Discounts on Entry Fees for 2008:** We have decided to try to make our discounts more consistent from event to event. *This is not always possible,* due to certain constraints that are unique to specific events, but our intent is as follows:

   a. **Member Discount:** We will offer a discount of about $25 for VRG members at every event. When we started VRG, we wanted to encourage non-members to enter our events, so initially we offered the same entry fee to everyone. Now that so many people have joined, we feel it is time to reward the members with a discount.

   b. **Earlybird and Late fees:** At most events, we will offer a three-tier entry fee: Earlybird (discounted); Regular Price; and Late Entry Fee. The exact amounts and time-frames will vary somewhat from event to event.

   c. **Multi-car discount:** At most events, we will offer a discount for the second car entered for the same driver. Usually, this discount will be about 20% of the full entry price. This recognizes that most entrants with two or more cars, normally don't drive every session with every car.

3) **Cancellation Policy:** The Board feels that we need to have a consistent cancellation policy that is fair to all entrants, but also protects the club's financial commitments. To date, the relatively small numbers of cancellations haven't been a problem. But tracks require up-front financial commitment from us, and a large number of very late cancellations could create a problem. So for 2008, we have adopted the following policy:

   - Cancel up to 10 days prior to the event: Full refund
   - Cancel within 10 days, but prior to the start of event: Credit 50% of entry fee towards a future VRG event.
   - No-shows (i.e. did not cancel prior to event start): no refund

   Your Board recognizes that there are always special cases that may require exceptions. Rest assured, the Event Chair and Board will use good judgment and be reasonable in such cases. We are not trying to profit from anyone's hardship.

Any questions, please discuss with a Board member. Our goal is always to make VRG events as enjoyable, hassle-free and pain-free as possible. The Board did not take any of the above issues lightly! We feel this represents the best interest of everyone involved.

Mark Palmer *Looking forward to seeing all of you in 2008*

See you in 2008!

Turkey Bowl #11
November 23 - 25, 2007

About two weeks prior to the event chatter about the Turkey Bowl picked up on the VRG email group and it was clear that a lot of folks were thinking "Beyond the Bird". Though the NWS forecasts were at that point less than encouraging, event chairperson Mark Palmer insisted that things would be good, and he could not have been any more right as all the precipitation cleared through by Thanksgiving day..

Friday dawn broke cold but clear and I got to the track about 7:30 AM and secured a good parking spot down by the tech shed. Tivvy Shenton quickly signed me off and I was able to make the first session which combined Groups 1 and 3. The mix of vehicles was interesting and not overly large as folks were arriving throughout the morning.

There was a good amount of talk about the track's having been recoated and that most of the old reference points (concrete patches, etc) were apparently no longer visible and that some of the turns were a bit different. Since I had only driven on the Summit Point course once before I regarded all this as "leveling the field" a bit in my direction and I spent Friday sessions getting to know the track and generally following the fast guys.

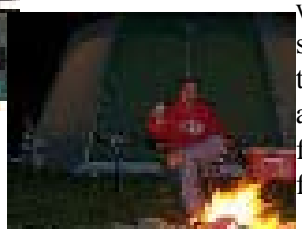
Saturday offered us another day of wonderful and slightly warmer weather and, practice sessions completed, we started out of a grid in the usual manner for all remaining events. My favorite session was that morning's Qualifying race: I was gridded in 7th slot and at the green flag got a lucky jump up through the pack. For the first lap or two I led the group with Brian McEachern (Sprite), John Faulkner (MGA), Vic Shuster (Turner) and Bill Scott's son (Formula Vee) close behind. The lead changed numerous times over the next several laps and at a few points we all could have been covered with the proverbial blanket until the Vee finally broke clear and the rest of us finished in close order.

In Saturday afternoon's Group 3 race the Vee, Vic Shuster and Mark Palmer (MGA) quickly pulled away and I spent the balance of the session motoring around pretty much on my own, my isolation interrupted only when Cully Shenton roared by in his Dad's fast Jag coupe. I'm told this was his first race and from the looks of it Tivvy has passed along his talent.

Sunday's enduro was a fabulous event with quality seat time and it was a wonderful opportunity to work on the racing line. I don't know who finished where as the compulsory fuel stop upset the order of cars, but I don't think this mattered to anyone. By event's end the temperatures had climbed to 60 degrees and I can testify that "Turkey Bowl" and "perspiration" are not mutually exclusive.

I'm sorry that I can't provide details on the racing in groups 1 and 2, though Tivvy Shenton and Cindi Shaffer were fast as always in the former and I believe that Larry Rossi, Joe Blacker and Paul Wilson were front runners in the latter. By the way, it was good sharing the track with Joe's group and those Legend cars are really fun to watch.

Beyond the racing, there was plenty of fellowship in evidence, and this was definitely a great family event. The Shoemakers' and Trumbos' boys seemed to have a great time both at the track and the Saturday night dinner and it was great seeing them and other future fun. It beats eating leftovers!



I'm a relative newcomer to VRG and I appreciate the laid back atmosphere of this event and the friendly and welcoming spirit displayed, with competitors sharing the pleasures of other competitors: Keith Lawrence's bringing out his barn-find Formula Vee, Sam Smith's getting his Alfa back on the track after a broken crank at PVGP, and Bill Scott's seeing his son racing—and winning in--his former car.

I'm eagerly looking forward to next year's events. Thanks for a great time.

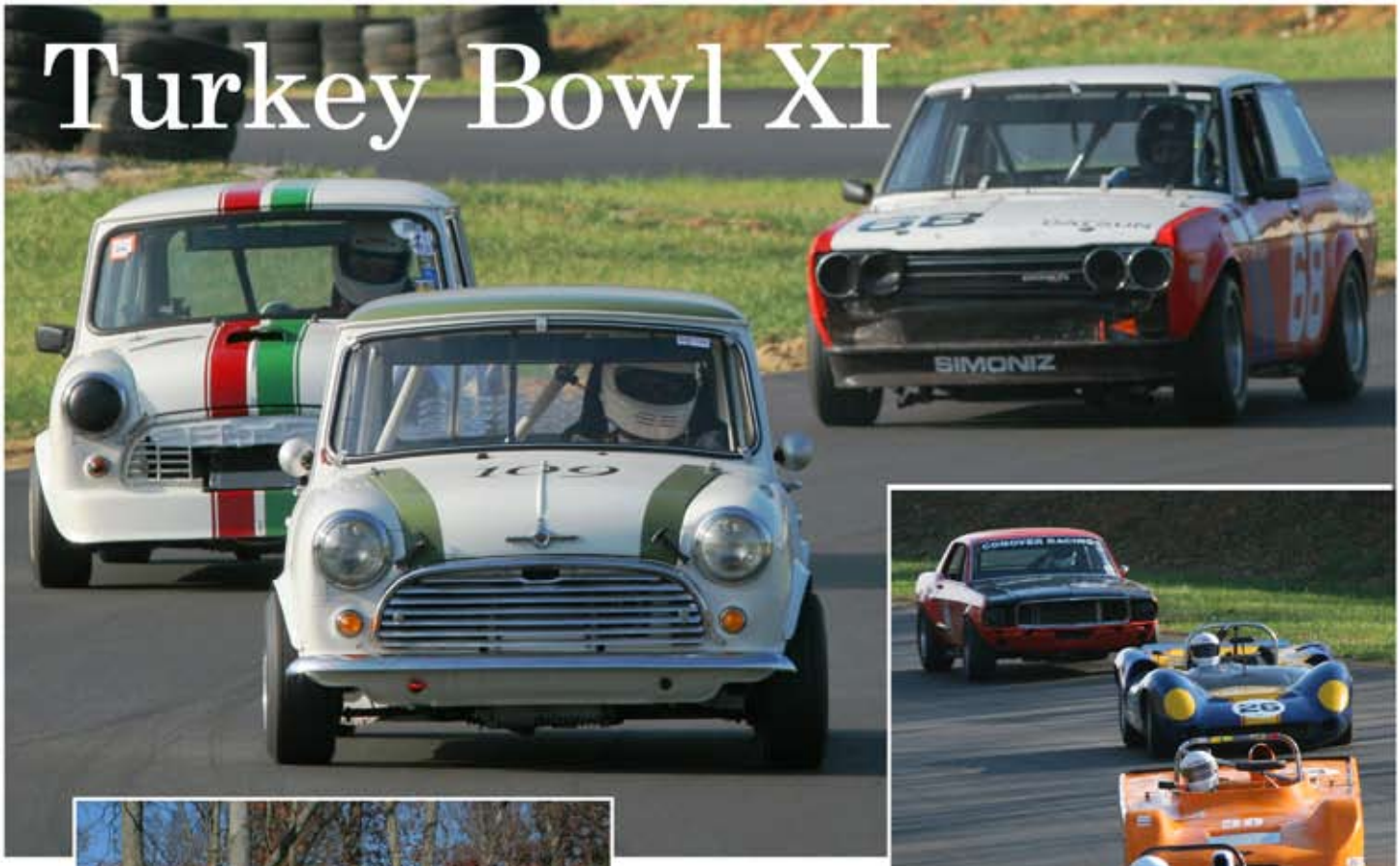
Michael Oritt

Turkey Bowl XI

SUMMIT POINT MOTORSPORTS PARK • NOVEMBER 23-25, 2007

Photos by Lu & Walter Pietrowicz www.september8th.com

Turkey Bowl XI



Photos by Lu & Walter Pietrowicz www.september8th.com

Turkey Bowl XI

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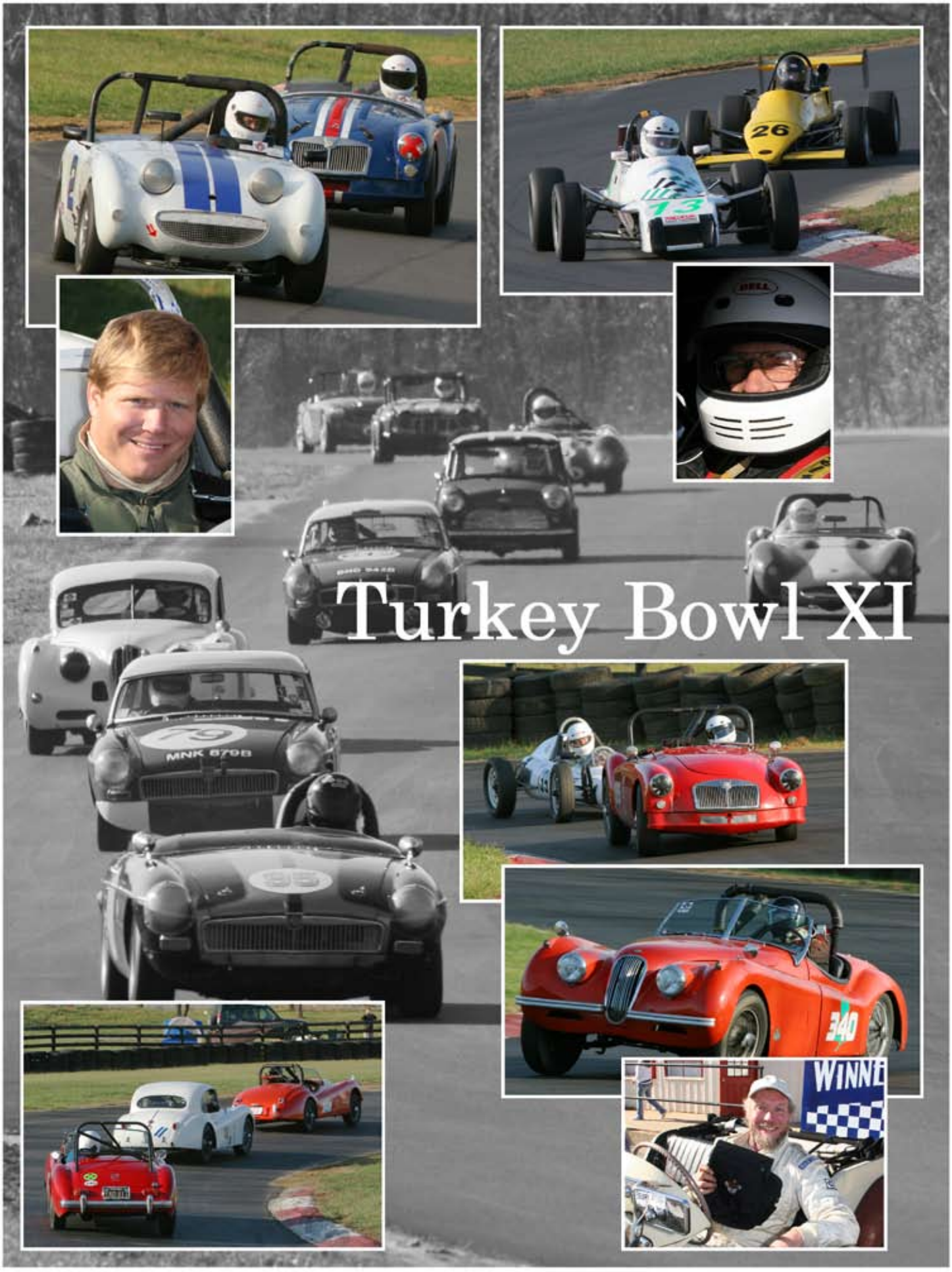

Photos by Lu & Walter Pietrowicz www.september8th.com

Turkey Bowl XI -

Photos by Lu & Walter Pietrowicz www.september8th.com

Winter Warm-Up

Saturday, February 9, 2008

Braintree, MA

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 02184 781-848-2300 www.f1boston.com
Time:	6:00 pm Driver Orientation (Mandatory) 7:00 pm Track Time 8:00 pm Dinner
Cost:	$150 includes driving and dinner $130 early bird (members only) by January 5th $50 dinner only Cash bar

Name _____

Address _____

City, ST, Zip _____

Phone _____

eMail _____

VRG Member Yes □ No □

Driver & Dinner _____# @ $130 (Early bird by January 5th)

Driver & Dinner _____# @ $150 (After January 5th)

Dinner Only _____# @ $ 50

Your event reservation is not considered confirmed until your check is received.

RSVP to Ivan Frantz by **January 31st**

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

VINTAGE RACER GROUP

VRG

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

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VRG ANNUAL MEETING

Update on New Track in New Jersey

Construction is well under way at **New Jersey Motorsports Park**, in **Millville, NJ**. I attended the official ground-breaking ceremony in September, and much of the rough grading and drainage work for the "Lightning" circuit was complete at that time. On December 3rd, the crews started to pave the Lightning course. The developers plan to have the facility open in June, 2008, and **VRG has a race date on the Lightning course on September 19-20-21.**

Many other new tracks have been proposed, only to run into barriers with permits or zoning or fundraising. This one is for real! All the permits are in place, the funds have been raised, it has immense support from local and state politicians and businesspeople, and construction is proceeding on or ahead of schedule!

The principals in this project are both vintage racers: Lee Brahin of Philadelphia, PA, and Harvey Siegel of New York. Harvey is well-known as the man who re-developed and re-opened the VIR course in 2000. There are additional investors, and certainly Lee and Harvey have learned a lot about what works, from the success at VIR. NJMP will be a first-class facility when it is completed.

When complete, there will be **two separate tracks**: the north course is called Lightning, which will be 1.9 miles with 10 turns. This course will live up to its name, with fast, sweeping turns. The track map reminds me of the old Bridgehampton layout in some ways. The south course will be called Thunderbolt. Originally, this name was to be used to identify the entire facility, but that has changed: the overall facility is to be called New Jersey Motorsports Park, consisting of two circuits called Lightning and Thunderbolt.

The Thunderbolt circuit will be 2.2 miles, with 14 turns, a somewhat tighter layout than Lightning with more 2nd-gear turns. It looks like both tracks will be fun! The Lightning circuit will be completed first, with the Thunderbolt course to follow approximately two months later.

Originally, the developers planned to link the two tracks to make a "long course", which would have been over 4 miles. However, they have now decided not to link them, but to leave them as two separate circuits – because each circuit is long enough, and has enough turns, to be interesting and challenging.

Millville is in southern New Jersey, about 40 miles due south of Philadelphia, PA – basically halfway between Philly and Cape May, NJ. There are excellent local attractions for your significant other and family: Atlantic City is just 40 mile away, Cape May is a gorgeous Victorian shore community, and there is a world-class art glass center right in Millville. Your Board of Directors decided on a fall race date, to avoid the summer shore traffic in the region. There are plenty of modern hotels nearby. Travel time from major cities (barring any unusual traffic) should be less than an hour from Philly; about 2-1/2 hours from NYC; about 2 hours from Baltimore; and less than 3 hours from Washington, DC.

We're looking forward to our inaugural event at this exciting new facility, right in the heart of our "home" region! Save the date, and stay tuned for more details as our plans develop.

Mark Palmer