VDCA's Sixth Annual *Wild Hare*
Entry Enclosed
April 18 - 20, 2008

VINTAGE RACER GROUP
VRG NEWSLETTER
MAR. 08 • VOL 5.1

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

VRG 2008 SCHEDULE

✓ February 9, 2008 — WINTER WARM-UP – F1 BOSTON, BRAINTREE, MA
Event Chairman: Ivan Frantz Tel: 781-740-4523 Email: ifrantz@tufts-nemc.org

✓ March 8, 2008 — PITTSBURGH AREA SOCIAL
Event Chairman: Keith Lawrence Tel: 412-298-0180 Email: klawre2685@aol.com

April 5, 2008 — NEW JERSEY MOTORSPORTS PARK, MILLVILLE, NJ
NEXT EVENT
SPRING TOUR AND SOCIAL
Event Chairman: Mark Palmer Tel: 610-867-6014 Email: mgvrmark@hotmail.com

April 18 - 20, 2008 — VDCA WILD HARE RUN, VIRGINIA INTERNATIONAL RACEWAY, ALTON, VA
Event Chairman: Mike Jackson Tel: 561-622-7554 Email: vdca@vintagedrive.com

May 16 - 18, 2008 — VINTAGE CELEBRATION -- NEW HAMPSHIRE MOTOR SPEEDWAY
Event Chairman: John Kieley Tel; 603-878-1220 Email: john.kieley574@gmail.com

June 20 - 22, 2008 — VARAC MOSPORT VINTAGE FESTIVAL, MOSPORT, CANADA
Event Chairman: Peter Jackson Tel: 705-325-8740 Email: ptrt@rogers.com

July 11 - 13, 2008 — PVGP HISTORIC RACES, BEAVERUN, PA
Event Chairman: Mark Palmer Tel: 610-867-6014 Email: mgvrmark@hotmail.com

Sept. 19 - 21, 2008 — NEW JERSEY MOTORSPORTS PARK, MILLVILLE, NJ
MG VINTAGE RACERS FOCUS EVENT
VRG Event Chairman: Mark Palmer Tel:610-867-6014 Email: mgvrmark@hotmail.com
MGVR Event Chairman: Chris Meyers Tel: 860 675-0719 Email: cvair1@comcast.net

Oct. 17 - 19, 2008 — VRG AT THE GLEN, WATKINS GLEN, NY
Event Chairman: Bob Girvin Tel: 508-429-0436 Email: rgirvin@aol.com

Nov. 28 - 30, 2008 — TURKEY BOWL XI, SUMMIT POINT, WEST VIRGINIA
Event Chairman: Cal Trumbo Tel: 704-248-0321 Email: caltrumbo@carolina.rr.com

Regalia Price List 2008

Sweatshirts (s - xl) Men's Gray, Pine	$30
Denim Shirts (l - xxl)	$28
T-Shirts Men's (m - xxl) Gray, Pine or White Women's (s - xxl) Yellow or White	$15
Long Sleeve—Black Unisex s-xxl	$22
Caps Black or Stone	$20

New!

Patches - $5
Stickers
Car—$5
Trailer—$20

New!

Stickers - $3

PVGP BeaveRun Video

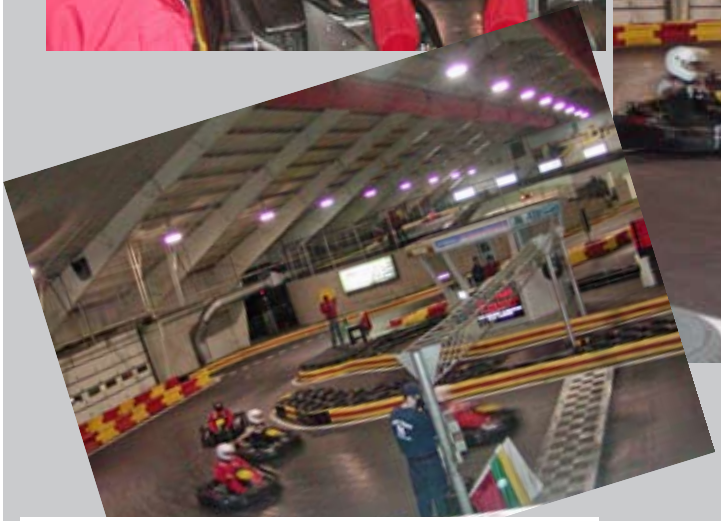
2006 & 2007 $15
2007 only $10

New!

Send orders to regalia@vrgonline.org

WINTER WARM-UP - F1 Boston, Braintree, MA

Ladies and Gentlemen Start Your Engines



One in the Penalty Box Above and 2 in the Penalty Box Below

Having Fun On Track

WINTER WARM-UP - F1 Boston, Braintree, MA, Con't.

Chalk Talk

While the weather may have dampened the attendance at the VRG Winter Warm up held at F-1 Boston, it certainly didn't dampen the competitive spirit of the participants. Other than the bar (after the racing) the penalty box was the most crowded space of the evening.

The hearty souls who made it to the track were treated to a well run (thanks Ivan and Barbara) event with good food, good racing and some good story telling. The timing of the event is perfect for clearing those winter cobwebs and re-infusing the "red mist".

The competition pitted open wheel drivers against sportsracer and production car enthusiasts. Each track session saw good natured but spirited jousting which brought out ample use of the black flag both furled and unfurled. The penalty box had to institute a "reservations only" policy. Of course, each recipient of the dreaded black flag had an elaborate and suitable alibi usually delivered post race with appropriate arm waving and gesticulating. At the end of the day Chris Shoemaker did manage to achieve a non-age adjusted overall victory in the feature race.

For those of you who have not attended this fun event in the past, I heartily recommend it. Ivan Frantz does an excellent job of organizing a low key, fun event. The F-1 facility is well laid out and provides the opportunity for some challenging driving. There is ample, reasonably priced lodging nearby. Put this event on your calendar for next year, you won't be sorry, besides we need someone to beat Shoemaker.

Paul Bova

Relaxing After Racing

Rules & Regulations

Rev 7.1 1/28/2008

Introduction: *We intend for our rules to be similar to those of other major vintage-race sanctioning bodies in the region, so that drivers need not make extensive changes to existing cars in order to participate with our club.*

Please refer to the VRG Mission Statement for our general philosophy regarding safety, driving behavior, and performance modifications. Our mission is to promote the active use of vintage cars in a format that emphasizes safety and enjoyment. It is appropriate to recognize that vintage racing is an amateur sport, where the pleasure of taking part must exceed the desire to win at all costs.

No set of rules can cover every situation, particularly in the case of a broad range of vintage vehicles, whose production spans many decades.

These rules include our requirements, and numerous recommendations. Recommended items are not strictly required, but such recommendations should be given serious consideration by the car owner and driver.

1. DRIVER ELIGIBILITY

1.1. General: Driver eligibility will be determined on a case-by-case basis, after review of the Membership Application or Event Entry Form, in accordance with the guidelines below.

1.2. VRG Driver Orientation Program: VRG will conduct Driver Orientation Programs at several events throughout the racing season. All drivers will be required to attend a DOP.

1.3. VRG Driver School: VRG will offer a comprehensive Drivers School. The VRG Drivers Committee may require certain drivers to attend this School prior to competing. Other drivers may also attend at their option.

1.4. Experienced Drivers – General Guidelines:

1.4.1. Vintage Drivers: VRG will accept drivers who have current credentials, and are in good standing, with any VMC-recognized vintage racing club. These drivers will be required to attend a VRG DOP within their first three VRG events.

1.4.2. Non-vintage Drivers: Drivers with a current non-vintage road racing license (SCCA, FIA, COM, PCA) will normally be required to attend a VRG DOP before, or during, their first VRG event.

1.5. New Drivers: Drivers without prior experience or a current competition license will generally be required to successfully complete a recognized professional three-day road racing school, followed by the VRG Drivers School or DOP. Rookie stripes will be required on the car for the first three events.

1.6. Physical Condition: Vintage racing is dangerous and can be very stressful. Each VRG driver must be examined by a physician, and submit a standard race medical form (VRG, SCCA, or SVRA form). This must be renewed every two years. Drivers over age 40 will be required to have an EKG as part of the medical examination.

2. CAR ELIGIBILITY AND CLASSIFICATION

2.1. Eligible cars: The VRG Technical Committee will resolve any questions about eligibility. Subject to the definitions below, the following types of cars are eligible.

2.1.1. Sports cars in series production before 12/31/1972. Examples: SCCA A/Production through I/Production from the 1940's through 1972.

2.1.2. Selected sedans, in series production before 12/31/1972, as recognized by SCCA or FIA. Examples: SCCA A/Sedan through D/Sedan, Trans Am, Trans Am 2.5 Litre Challenge

2.1.3. Sports-racing cars, including prototypes, limited-production sports and GT cars, "modified" cars and "specials", manufactured before 12/31/1972 on treaded tires. Examples: SCCA C/Modified through H/Modified; D/SR through H/SR; FIA World Sports Car Championship, World GT Championship, World Championship of Makes; USRRC and early Can-Am cars on treaded tires.

2.1.4. Formula cars eligible under current Monoposto Classic rules, in production before 12/31/1972. Examples: FJr, FVee, FF, FB, F1, F2, F3

2.1.4.1. Formula Fords ("Club Ford") eligible under current Monoposto F70 rules, in production after 12/31/1972 but before 12/31/1981. At a minimum, one end of the car shall have outboard suspension. Tires must be as specified for all pre-1972 Formula Fords.

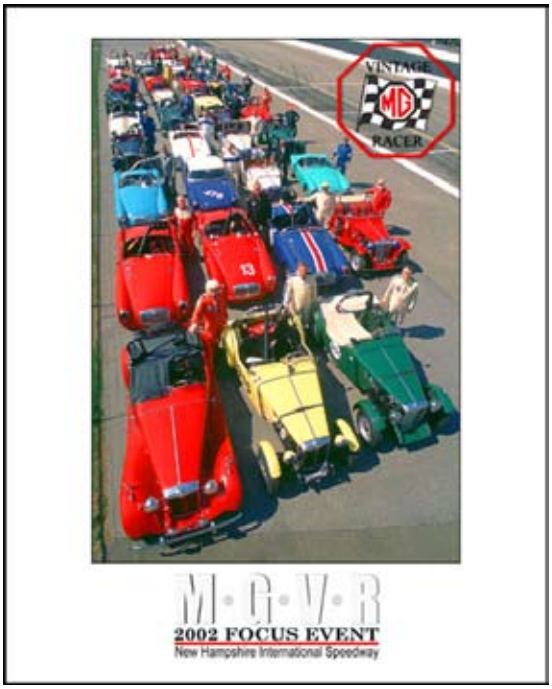
2.1.5. Pre-war sports and racing cars of compatible performance.

2.2. Definitions

2.2.1. Continuation cars: A car in continuous production after the cut-off date, but identical in specification to cars in series production before the cut-off.

Evolution of MGVR "Focus Events"

The MG Vintage Racers (MGVR) have designated VRG's September race weekend at the New Jersey Motorsports Park as their "***Focus Event 2008***". But just what is a Focus Event? Flashback – 1981. Vintage racing is still wearing diapers. There are only a few vintage racing organizations, and even MGA's aren't eligible in some of them. MGTD racer Greg Prehodka founds the ***MG Vintage Racers' Newsletter***. It helps coalesce the MG racers in a number of ways, including encouraging vintage racing organizations to stage MG races. Participation and sharing – not winning – are emphasized by the newsletter. MGVR is successful and grows. In 1994, MGVR works with SVRA to celebrate the 40th anniversary of the MG "Collier Cup" at Watkins Glen. A record breaking 60 MGs show up to race in it! In 1995 Mark Palmer takes over MGVR and based on the Collier Cup success, he suggest the idea that MGVR should designate one event a year for all MG racers to attend – a "Focus Event". For 1996, Waterford Hills becomes MGVR's first "Focus Event". Its format is simple. MGVR works with the event organizers to get special "MG races" included in the event. Plus MGVR compliments it with their own dinner, awards, and special activities. Based on that success, more "Focus Events" follow with different organizations and tracks, and are moved around: SVRA, VSCDA, VARAC, VSCCA, etc, at VIR, NHIR, Watkins Glen, Road Atlanta, Road America, Hallett, Mosport, Mid Ohio, etc. Where possible, they also coincide with special celebrations (like the 50th anniversary of Watkins Glen). The formula "Works"! Ever year since 1996, MGVR has had a successful "Focus Event". They have ranged from Canada to Georgia, to Hallet Oklahoma (where MGVR celebrated its 25th anniversary with an All MG race weekend!). The largest turnout of racing MGs EVER in North America occurred at Watkins Glen in 2004 where the 50th anniversary of the Collier Brothers Memorial Trophy Race was celebrated. It was a "Focus Event" and for it an unbelievable 143 MGs turned up to race – who would have ever believed! And now for 2008 – for the first time – MGVR is having TWO "Focus Events" - one on the west coast, and one on the east coast. The West Coast one is with HMSA at Laguna Seca in March, and of course the East Coast one is with VRG in September. Along the way two MGVR awards evolved supporting their Focus Events. The first was the "**MGVR Spirit Award**" – also know as "The Big Copper Bucket". MG racers at the event vote for the MG racer they feel most embodies the spirit of MG Vintage Racing. It has nothing to do with winning any races. The second award to come along was the "**Bill Parish Memorial Award**". It is in memory of fun loving MG racer Bill Parish. It is awarded to a person at the event (usually a racer, but not necessarily), who is just out to have fun and enjoy it all! These two awards have now collected a notable list of MG racers and supporters over the years.



Photos by Lu & Walter Pietrowicz
www.september8th.com

The MGVR Newsletter started with about 40 subscribers in 1981, and now it has over 250 subscribers who race MGs, mostly in North America. Cars from Pre-War MGs to MGB-GT V-8's, all sharing in the sport and love of MG. Newsletter content comes from its members, and it does not accept advertising. It is the largest single marque newsletter in vintage racing and is run by volunteers. Subscription requires racing an MG. MGA racer Chris Meyers currently heads the group (e-mail: cvair1@comcast.net), and MGVR has its own web site at: MGVR.org. MGVR looks forward to a fun weekend with VRG this September at NJMP.

Greg Prehodka

VDCA's SIXTH ANNUAL *WILD HARE RUN*

VIR America's Motorsport Resort
VIRginia International Raceway

April 18-20, 2008
Pre-Registration
Please fill out **one entry for each car or driver entered**

Driver name: _____ Owner/Entrant: _____

☐ Second driver -- must submit a separate entry form for tech sheet. No additional charge, but membership/ driver credentials required

Car Make/Model: _____

Address: _____ Year: _____ Color: _____

City: _____ State: ___ Zip: _____ Displacement: _____

Day Phone: _____ Tires. Manuf: _____ Type _____

Eve Phone: _____ Front size: _____ Wheel Width: _____

Cell: _____ Rear size: _____ Wheel Width: _____

E-mail: _____ **Transponder #** (required) _____

VDCA or VRG Member #: _____ Ex. _____ Please submit a car registration form if not done before,available by mail/fax or web at www.vintagedrive.com

Emergency contact: _____ Phone: _____

At track? Yes ☐ No ☐

Please check all that apply

All drivers **must be** VDCA or VRG members

VDCA Membership	$ 50 ( )
3 day race entry, **postmarked by April 7**	$400 ( )
At-Track Entry	**$450 ( )**
extra crew (2 included with entry)	ea $ 30 ( )
I need to rent a transponder ( )	$ 50 ( )
$450 deposit check required, **(separate from entry check)**	$450 ( )

All rentals **must be returned** by the end of the last session on Sunday for deposit refund

Amount paid: $_____

For Registrar Use: _____

Car number requested: list three

1 _____ 2 _____ 3 _____

—New Member Applicants only—

Competition license issued by: _____

License number: _____

Medical Expiration: _____

Mail entry and payment to:
Vintage Drivers Club of America
13505 Running Water Rd
Palm Beach Gardens, FL 33418-7933

For Information, contact:
Mike Jackson, Race Director
561-622-7554
vdca@vintagedrive.com

List crew (2 free); minors under 12, no charge

1. _____ 3. _____($30)

2. _____ 4. _____($30)

NEW HAMPSHIRE MOTOR SPEEDWAY
May 16 - 18, 2008

While the snow continues to accumulate on the track in Loudon, plans are well underway for this year's three-day event at the newly named New Hampshire Motor Speedway. The track was sold a few weeks ago to Carlton Smith who owns several NASCAR tracks across the United States; I am pleased to report that not only does the new management support the Vintage Celebration but they have some good ideas on expanding the car show and flea market aspects of it.

The dates this year are May 16-18 with the vintage oval track cars running through that Thursday. Note that with your entry you have access to the oval track event so plan to get there early to watch some of their races.

The entry forms and registration for the garages were just mailed by the track. The entry fee is still the best deal in vintage racing....$130 for three days and a ton of track time. Note that a new system of pit passes for competitors and crew has been implemented this year. Because the track is open and the registration booth manned 24x7 you can arrive at any time, pay for a pit pass and get into the infield with your trailer. When VRG registration is open you will be able to both pick up your entry packet and purchase a pit pass. This is intended to eliminate the problem experienced in other years when racers or crew arrived late and wanted to enter the track.

If you did not receive an entry form they can be found on the VRG website www.vrgonline.org or by e-mailing me at johnkieley574@gmail.com.

A free Friday night party at the track is planned again this year. We are currently working with the track on arrangements to have our traditional clam and lobster bake at the track.

Photos by Lu & Walter Pietrowicz
www.september8th.com

NEW HAMPSHIRE MOTOR SPEEDWAY, Con't
May 16 - 18, 2008

There are a lot of hotel options in the Loudon area. The closest one is the Red Roof Inn (603-228-6880). Information on other hotels can be found on www.concordnhchamber.com by clicking on "visitor information" and then "lodging".

Watch the VRG website for more information. In the interim if you have any questions just e-mail me.

Photos by Lu & Walter Pietrowicz
www.september8th.com

John Kiely

NHMS DRIVERS SCHOOL
May 15, 2008

VRG will once again conduct a Drivers School at our May event, held at the New Hampshire Motor Speedway. The skills portion of the school will take place on Thursday, May 15 and once again accommo-

date both Level 1 and Level 2 drivers. Newcomers and experienced drivers with no previous skills training should sign up as Level 1. At this level we will cover the basics of vehicle dynamics and practice fundamental car control skills. Those with both track and skid pad experience should sign up as Level 2. At this level we will cover more advanced vehicle dynamics and practice advanced driving techniques such as corner entry rotation and throttle steering. We're going to integrate a larger, faster skid pad this year to accommodate cars with stiffer suspensions and taller gears. The autocross used last year will also be modified with some faster consecutive corners.

On Friday, May 16 Level 2 drivers will join their normal run groups. They will be welcome, however, to attend lectures, participate in exercises and request to be observed by an instructor while on track. Level 1 drivers will attend lectures, conduct lead/follow, side-by-side and mock-start exercises, and then be observed during practice. Following Friday's activities, Level 1 drivers will join their normal run groups, where they will be observed and given feedback by instructors. The fee for the school is $200 for both levels.

To register, please contact *Ed Valpey* via email at vmax@metrocast.net or call 603-387-2082.

NOTES FROM THE EDITOR

It is the ides of March. The 12 Hours of Sebring has begun. Formula 1 qualifying in Australia today has Hamilton on the pole and Florida awaits, in two weeks, the IRL race at Homestead that reunites the IRL with Champ Car.

While the VRG calendar shows that we have had a few social events this year, the racing season begins with the **VDCA at VIR** on April 18. Dave Handy mentioned as he was sitting in his car at Sebring for the start of the SVRA enduro that he has been told of 15 Formula Ford entries planning to be at VIR. I was recently told that we have 5 additional Formula Fords in VRG. It is a movement, of sorts. Named the "Wild Hare Run," VDCA puts on a fine event, possibly with too much track time (could that ever be), encompassing the entire track. For those of you who have never raced at VIR, you have missed something, and "wild horses" could not keep you away if you had. Chris Shoemaker is hosting a VRG cocktail party in the paddock Friday after the course closes.

New Hampshire Motor Speedway has changed ownership and its name and is sticking with **The Vintage Celebration**. Many of our Canadian Cousins join us in search of warm weather – the place where "snowbirds" and they meet for their spring ritual. Generally the **Drivers School** can depend on the skid pad staying wet. Get a garage and bring an umbrella. None of us ever miss it. We have been told that the circle track portion of the event is to be expanded next year.

VRG rejoins it's Canadian Cousins at the VARAC **Mosport Vintage Festival**, Mosport, Ontario, in June. This follows Murray Smith's event at Mt Tremblant which gives many vintage racing teams a Canadian Tour. Great racing at great tracks.

PVGP continues to expand its interest in the back to back weekends, beginning with the VRG event at **BeaveRun** and ending with the VSCCA event at Schenley Park. The races at BeaveRun continue to grow in stature and entries each year increase. "Wild horses" would not keep me away, and fortunately it is past the wedding season of June and the holiday weekend of the 4th of July, and, for VRG, is **the great summer weekend of racing**.

On the 3rd weekend of September VRG has its inaugural event at **New Jersey Motorsports Park** on the Lightening Circuit (a SCCA Regional event will be taking place on the Thunderbolt Circuit). **MG Vintage Racers** will make this their eastern Focus Event (please read Greg Prehodka's article) which if history cam guide us we may have at least 100 MG's. Your editor's expectations are a VRG entry in excess of 200 cars. Lee Brahin, the facilities principal owner has scheduled a **vintage air show** for one of the days of the weekend and is planning on this being the major vintage racing event at the marvelous new racing complex. We have a key date, the weekend before the SVRA Formula Car Festival at VIR at which we should attract racers on their way south (you remember the meeting of the Canadians and "snowbirds" at NHMS – this is the reverse migration). For most of us in the northeast New Jersey Motorsports Park in Millville (southeast of Philadelphia), New Jersey, is about as convenient a location as we could have for a home track. They have not adopted VRG and VRG has not adopted them, but there is definitely a "courtship." We are looking forward to our first kiss.

Less than a month later we return to **VRG at the Glen,** at Watkins Glen, NY, to what many think is America's finest road racing facility. It was a wonderful event last year, so this will be the *Second Annual* VRG at the Glen. This is another "you can't miss this event" weekend, another "wild horses" thing…unless one's wife has planned a trip, or it is "parents weekend" at your child's school – otherwise, there are no excuses!

Here comes the "excuse" weekend, aka **The Turkey Bowl.** It has become many racer's traditional Thanksgiving, which shows how culturally diverse we have become as a nation. Event Chairman Mark Palmer has retired to being VRG President and Cal Trumbo is taking his place. They both are to be thanked and congratulated (being an event chairman is not a thankless job, it is just that the pay is poor). Good event.

For 2009 the **Jefferson 500** returns on the first weekend of May. Right, we are talking about next year but it is never too early to make plans. This event was a mainstay of the vintage calendar under Charlie Gibson's fine hand. Brian Redman, in whose name the event was sponsored sold it to HMSA, which found the logistics of promoting an event from California… complicated. Your board has wanted to provide an event at Summit Point in less restrictive time slot than The Turkey Bowl and we think that that Summit Point management considered our events at the Shenandoah Circuit good "due diligence." We hope that all of you are looking forward to its return.

Bill Hollingsworth

Annual Pittsburgh Vintage Racer's Dinner

The 2008 4th Annual Pittsburgh Vintage Racer's Dinner was once again negatively impacted by the poor weather despite the date change, but all who attended had a great time!

We sat 18 people on Saturday, March 8th for dinner, drinks and lots of bench racing.

No presentations were made (despite several firm requests from a few), but everyone attending had a very good time and was deep into conversation before the first dinner was ordered.

A majority of the attendees were VRG members with their spouses, and the VRG picked up a new member or two during the course of the night.

Even with the projected bad weather warnings (we only got about an inch of snow at the restaurant); it was a very nice time. We will do our best to find a weekend for the 5th annual with better weather for next year, and we may even look for a new venue to hold it at.

See the pictures for names and faces…

See you at the races.

Keith Lawrence

Burt Young joins the VRG ranks

Dave Thomas, I told you these race folks are alright

Chris Shoemaker & Sue, the name tag is covered

Chris Shoemaker trying to make a point

OK, now we get it!!!
It helps to cheat!

Keith Lawrence and Harrison Gilbert - passing the Turner over.

Keith Lawrence and Dottie Becthol in back ground - new year my beer will be this big.

VINTAGE RACER GROUP
VRG

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

WWW.VRGONLINE.ORG

Gord Lowe

1944-2008

All of us at VARAC are deeply saddened by the recent death of Gord Lowe, long time vintage racer and a championship winner on motor cycles and in both the Bulova Series in the 70's and more recently in the Formula Ford series.

Reprinted from www.varac.ca

VRG is deeply saddened by his death. Died of Cancer at 63 years old.