VINTAGE RACER GROUP
VRG NEWSLETTER
MAY. 08 • VOL 5.2

BeaveRun and Mosport Entry forms enclosed

We are planning to do a Charity Auction for PVGP Charities at BeaveRun. Please bring an item we can auction off. It doesn't have to be car related.

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
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

NEXT EVENT

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 — THUNDERBOLT HISTORICS -
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

SHADE TREE GARAGES
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integrating design & engineering

OUR *WALK AROUND* AT NEW JERSEY MOTORSPORTS PARK

The Millville Airport was dedicated "America's First Defense Airport" on August 2, 1941 by local, state, and federal officials. In less than a year, construction of military base facilities began, and in January 1943, the Millville Army Air Field opened as a gunnery school for fighter pilots. Gunnery training began with Curtiss P-40F "Warhawk" aircraft, but after a few weeks, the P-40s were gone, and the Republic P-47 "Thunderbolt" ruled the skies over Cumberland County. During its three year existence, thousands of soldiers and civilians served here, with about 1,500 pilots receiving advanced fighter training in the Thunderbolt. 14 pilots died while training at Millville.

The P-47 "Thunderbolt" was the inspiration for the Thunderbolt Circuit at the spectacular New Jersey Motorsports Park in Millville, New Jersey. The site is adjacent to the Millville Airport which is famed for being "America's First "Defense Airport". Millville Army Airfield was the site of advanced pilot training on the P-47 Thunderbolt.

The new Motorsports Park was visited by a sizeable contingent of 56 VRG members and friends on Saturday, April 5th. We started our adventure in late morning, meeting at Lucia's Italian Restaurant for lunch and a brief but informative slide show about the new facility narrated by Joe Volpe. The Park will consist of two spectacular road courses and an excellent Karting track.

The Northern Course will be known as the Lightening Circuit at 1.9 miles in length with 10 corners is the circuit we will be using on September 19 – 21. The layout features a slight uphill approach to turn one which is reminiscent of Mt. Tremblant. The balance of the course will be fast and challenging with several high speed sweepers and an interesting 15 degree banked "light bulb" corner. Ralph Steinberg was heard to mumble "finally a course where my Jag can beat Bova's Turner" (ed note- This is yet to be proven) The infield of the Lightening Circuit is spacious, with a 20 acre paddock and electrical hookups as well as concession areas, timing towers and school and drivers meeting room facilities.

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The Southern Road Circuit at New Jersey Motorsports Park will be their signature Thunderbolt Raceway featuring over 2.25 miles of asphalt, 14 challenging turns, a one half mile straightway and approximately 40 acres of full service paddock space. Amenities on this circuit will include concession buildings, event garages, twenty (20) VIP Suites, banquet rooms, a covered false grid, and a three (3) story timing tower with media center and VIP facilities

We learned the details of the Driver's Club Membership Plan which makes available to members year round access to both the Thunderbolt and Lightening road courses. In addition members can enjoy full use of the clubhouse, pool fitness center, tennis and volleyball courts. An added bonus, membership at NJMP carries reciprocal privileges at VIR. Plans are underway to build luxury villas with track views, as well as garage suites with luxury boxes. Membership currently costs a one-time fee of $10,000 plus $2,400 per year in dues.

After lunch we were treated to an on-site tour conducted by Managing Partner Lee Brahin. We walked the excellent karting track layout which can be broken into multiple configurations. This was followed by a driving tour of the lightening Circuit. (Several members who shall remain nameless were heard making VROOM VROOM noises with their mouth and one purist was actually downshifting, complete with blips – we really do need to get this season started!) We learned while there that during the VRG weekend at the track there will be a Vintage Air show at the adjacent Millville Airport. We should experience some spectacular fly-overs as well as a good number of curious spectators. We were impressed with the number of local attractions around the track. We will publish information about things to do in the Millville area on the VRG website. You may want to consider bringing your significant other to this event.

Our thanks go to Mark Palmer for planning such an outstanding tour and to Lee Brahin (Managing Partner), Don Fauerbach (General Manager), Joe Volpe (Motorsports Director), and Jamie Beeler (Sales Assistant) for their time and gracious hospitality. This is one event on our calendar you are not going to want to miss.

Paul Bova

Wheels & Warbirds and the Thunderbolt Historic Races

Since our meeting on April 5th, plans have begun to take shape for our September event at New Jersey Motorsports Park. We're absolutely delighted that track management has selected this weekend for the ***"Wheels & Warbirds"*** show, a continuation of the Millville Air Show of previous years. This year, the air show will focus exclusively on vintage aircraft, especially the fighters and bombers of World War II. Over twenty of these planes are expected to attend, including several of the few remaining P-47 Thunderbolts. We are extremely grateful to **Lee Brahin**, **Don Fauerbach**, and **Joe Volpe** of NJMP for making this happen! In recognition of the importance of our event in the overall "Wheels & Warbirds" program, the VRG vintage race has been christened "The Thunderbolt Historics". It is sure to become one of the major events on the busy fall schedule of important festivals at Lime Rock, Watkins Glen and VIR. We're looking forward to getting off to a great start, with the special support of the **MG Vintage Racers** and the **Allard Owners Club** at this year's event. Stay tuned!

Mark Palmer

Thunderbolt & Lightning

New Jersey Motorsports Park

VINTAGE RACER GROUP
VRG

April 5, 2008

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Photos by Lu & Walter Pietrowicz
www.september8th.com

Thunderbolt & Lightning

New Jersey Motorsports Park

VINTAGE RACER GROUP VRG

April 5, 2008

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Photos by Lu & Walter Pietrowicz
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NOTES FROM THE EDITOR

We are finally into it, the vintage racing season, I mean. Mike Jackson ran a terrific event at VIR for the VDCA last month and John Kieley ran a terrific event at NHMS this past May weekend. We have forty new members and a new event at New Jersey Motorsports Park, the Thunderbolt Historics which will include the 2008 MG Vintage Racers Focus Event. Another VRG at the Glen comes in October.

What accompanied me from New Hampshire Sunday afternoon were the impressions of the good clean racing and the nice mix of cars and people. I seemed to confine myself to the company of my car and my immediate surroundings, who were Ross Smith, Rich Kieley, and Rex Miscovitch. My regret was not getting around to the other garages and not meeting others whom I do not know. I wandered to the infield camping area and there was a mini city out there of which I was hoping to get the list to publish its residents. Jeffery Renshaw, Ivan Franz, Paul Fitzgerald, Phil Roettjer, Bob Girvin are only a few of the many settlers staking their claims into the infield of NHMS. I wanted to give every one a mention as it looked like a great place to be on this warm and sunny May weekend.

On the track we had good racing. It seems that most every one "gets it." Racing with VRG is about the driver's attitude, on and off the track. There are no trophies and no points. It is not merely "exercising" one's car – it is racing. Keeping the racing part in the perspective of what we are doing out there, that it is "just for fun" and with your old or new "best" friend is what racing with VRG is about. We had no incidents, a few spins, good clean driving, and, from this chair on Tuesday after the weekend, "we had a real good time." Many of you will drive to Canada in June to join our Canadian cousins at Mosport. It is a great event at a great track. If you have not raced at Mosport you have missed something.

The weekend after 4th of July is the beginning of the ten day vintage festival in Pittsburgh. Our portion of the event, at BeaveRun, is becoming a larger event each year on a fine race track. Each year the Pittsburgh Vintage Grand Prix Association puts on this event to raise money for Autism. Autism is an epidemic in America. No one knows why. Your participation helps raise money to find the answers and deal with the disease. Very many of us think this is an event we will not miss, because of the track and because of the cause. If you were there last year we are pretty sure that you will be there this year. If you were not, for a lot of good reasons you need to enter if you can. Generally it is sunny and warm, not unlike New Hampshire in May 2008.

Bill Hollingsworth

PRESIDENT MESSAGE

This is my first column as President of the club, and I want to begin by thanking all of you – the members – for supporting VRG over the past few years. I also want to thank **Bob Girvin**, my predecessor as President, for his monumental effort and great leadership during the formative years of our club.

I'd like to talk about our upcoming events, and how they fit into the overall plan for VRG. After all, the fundamental attraction of any club is the events: that's the real reason you join. In business terms, our events are our "product". We have to offer the best product, at the best possible price, to succeed. And this is exactly what your Board of Directors has endeavored to do, since the very beginning of VRG.

Right from the start, we felt strongly that VRG should develop about six really good events, spaced fairly evenly throughout the season, at a variety of venues. We specifically did *not* want to create too many events and spread ourselves too thin. Five or six well-attended events would be better than 10 or 12 marginal ones. And, we felt strongly that we should not become overly dependent on any single track. The founders of the club felt that most VRG members would be willing to travel a bit further, to run on an interesting track – rather than run on a so-so track simply because it is close by.

We have been incredibly fortunate to get key dates at the most desirable tracks in our area. This year, we are offering five of our own events, plus two great invitations from our partner clubs VDCA and VARAC. This gives our members **seven strong events, at seven different tracks, spread evenly across 8 months**. The pace is near perfect, with one event each month from April to November (with the exception of August). Very few vintage racing clubs have been able to develop a schedule like this, even clubs that have been operating for 20 or 30 years. We are very fortunate, indeed.

With the proud addition of the **Jefferson 500** in 2009, I think our schedule will be full. Although we continue to monitor the potential development of new tracks, I do not foresee us adding more events. Our strategy, as I see it, will be to continue to build the strength of our existing events. I think the majority of our members find it most enjoyable to attend an event with a total entry of roughly 100 to 200 cars. This number balances plenty of friendly competition on the track, with lots of track time. There may be a couple exceptions: the Turkey Bowl will always remain a smaller event, and the Jefferson and Thunderbolt Historics will have more of a festival atmosphere and may develop to 200 – 250 entries over the next few years.

With higher fuel prices and an economic downturn in areas, we realize that many vintage racers will be choosing their events carefully this year. We hope you'll find the VRG events attractive, and put 3 or 4 of them on your schedule. If you're still making choices, I urge you to especially consider the **Thunderbolt Historics** and our **Watkins Glen** event in the fall. We have a significant financial commitment at both these facilities, and your entry is encouraged!

See you soon, and thanks again for all the support you've given to VRG.

Mark Palmer

VIR – Wild Hare Run

Beautiful weather, a packed paddock and fun for all greeted participants of the 6th Annual VDCA "Wild Hare Run," ardently supported by the VRG faithful and, even though not held on Easter this year, kept its name and it's fine reputation as a terrific event on the spring schedule. What with all of the activity on track and off, it made for pretty packed days where almost everybody got plenty of track time. Unlike last year, when the rains came and the Sunday races were a washout, this year was fine and almost on the tropical side. Perhaps that was why we were blessed with a larger than average turnout from our wonderful neighbors-to-the-North, the sizable Canadian contingent!

Practice 1 for the first of three combined groups saw 58 cars set a time with the two V-8 cars up front and the usual suspects where they should have been, most remarkably the awesome Tivvy Shenton (there is simply no other word to describe his performance) in fifth overall! It was a forecast of good times for many with groups of four, five and even six cars throughout the group covered by tenths of a second! It was very nice to see Hervey Parke's stunning yellow Ginetta G4, David Hughes back out in his Aston Martin DB-4 and Tiga SC as well as everyone's favorite professor of law and Morgan exponent, Michael Mulroney. 35 cars took the green for first practice of the combined formula car/sports racer group, one that provided excellent entertainment all weekend. It was very nice to see the proud "father" of the burgeoning Hankook Pro Formula Ford 2000 Series, former SCCA National Champion, as well as VIR veteran from the early Seventies and beyond, Mike Rand show everyone "how it's done" in his attractive Van Diemen Club Ford. Dean Baker in the Ferret and others were there to keep him honest, though! The popular Sports 2000 group fielded seventeen entries among them with the twenty-three year old American Swifts's filling the top four spots in the group. It was going to be interesting to see how Formula Vee ace Gordon Drysdale adapted to the power and the grip of Formula Ford. As always the "small bore" group was well represented with 36 cars out for first practice, a gaggle of Lotii to the fore but bolstered by a fantastic turnout of Formula Vees, no less than nine examples present.

A shortened Practice 2 saw Perry Genova's attractive and effective yellow BMW 2002 zoom to the top of the charts with Skip Bryan slotting into fourth overall followed by Triumph driver Henry Frye. The very quick MGB's of Butch McKenzie and Marcus Jones were covered with a blanket while the black Ginetta G4 of Ralph Salomon edged VDCA founder and frere Alex Quattlebaum's Elva Courier. It was nice to see Vic Schuster's sanitary and attractive Turner Mk III as well as Whit Ball's "Healey-on-steroids." In the 2/5/7 shortened session, professor-of-VIR Jeff Wright led the way yet again in his immaculate red Swift, ably assisted by the most attractive and talented crew chief in the paddock, his lady Eve, as well as son Callum (the grandson will be driving karts soon!). Anyone who has ever been ever been gobsmacked by the sight of Eve "toting" tires or finishing up a gear change while Jeffery gets ready to head out just doesn't know the talents of this formidable and gracious (all at once) lady. A great family effort. Transplanted Canadian and former formula car ace Jack Velden, who I've had the delightful pleasure of several hard but fair tussles on track, edged David Clubine for second by a few hundredths of a second. George Nelson's performance in the Lotus 23-styled Brahma was nothing short of tremendous, holding off the 300+ horsepower slick-shod Royale RP17 of Larry Wilson and turning a stunning 2:08 on treaded tires! Brad Baker and Dave Handy had a nice close dice while Dean was the class of the Club Ford field with local Jeff Horne holding up the Classic honors in his Lola T-202. Again, a very short Practice 2 for the small bore cars really jumbled the order, but Doug Meis in the screaming Honda S-800 was on his game out of the box. The Englehardt/Zorowski/Schipprack FV duel looked like a lot of fun and it was good to see Beau Gable's Turner out circulating.

The final Practice on Friday saw order restored in the 3/6/8 "big bore" group with the V-8 Pontiac and MGB/GT V-8 of Les Gonda returning to the front. Marcus Jones kicked it up in his MGB to take fourth, edging local ace McKenzie by two-tenths. Randy Williams did a nice job in his TR-3, one of several present and Hunt Cowan and his lady Sallie held up Volvo honors along with Richard Schnabel.In 2/5/7, Jack Velden led the top four covered by nine-tenths of a second, indicating no walkover in the fastest race group of the weekend. Mike Rand edged Dean Baker by six tenths in Club Ford and Dave Handy pipped Jeff Horne by less than that in Classic Ford. Bernard Bradpiece led Chris Shoemaker, Scott Fairchild and Brad Baker in Classic Ford, all covered by less than two-tenths! In the longer Practice 3 for the small-bore cars, Ray Morgan in his pretty Merlyn was the meat in the Lotii sandwich of Fryberger and Baxter Phillips. John Gaither outpunched his weight, finishing fourth overall in his Zink FVee, heading son and father Doug and Paul

Con't on page 10

Wild Hare Run
VDCA at VIR

Photos by Sandy Jackson

VIR – Wild Hare Run, con't

Meis. Mark Gobble was terrific in his Bugeye and Mike Oritt showed well in his down on power Elva. Brian Thomas in his stunning polished aluminum Lotus XI and Mari Ryan in her Mk VI looked good out there together. On to the "Wild Hare Run," an Australian pursuit race handicapper and the final on-track session of Friday. I don't have a result sheet, but it was a terrific race with Mike Krueger coming out on top.

Saturday dawned crisp and clear, practice continued and the results of the qualifying races were exciting, to say the least. The first qualifying race was the 2/5/7 formula car and sports racer event that saw Dave Handy put on a masterful display in his BT-29 Formula B car, but a ding-dong battle with David Clubine leading Kevin Wittman, Jack Velden and Jeff Wright, all covered by just over half a second in the 2:03's! Cap Chenoweth did a new personal best in the 2:07's in his Historic Class Tiga SC with Dean Baker besting Mike Rand in the Club Ford battle, both of them in the high 2:11's/low 2:12's. Dave Fairchild in his beautiful Merlyn Classic Ford just pipped Barry Durhams Club Ford Crossle with local Mark Drastal ahead of Canadian great Tony Cove, both in Club Ford Crossles. Our own Bill Hollingsworth had an exciting battle with the Lola of another well-known Canadian, Brian Evans. In the 1/4 small-bore qualifying race, Dick Fryberger was again the class of the field, a position he knows well, in his Lotus XI. Jack Cassingham and a rapidly improved Larry Smith had a battle of the MG Midgets. The pair of rare Imp-powered Ginetta G15's of John Sambrook and Rick Rose were looking good. John Gaither led home Paul Buttrose an Paul Meis in a great FVee battle with Mark Silverberg, John Harkness, Doug White and Bo Lemmon were all covered in an FVee blanket. Sam Blanton's mighty Fiat 850 bested the pretty Alfa Giulia Spider of Joe Lesnowski, both covered by less than a tenth! The 3/6/8 qualifying race provided great dices throughout the field with a great Triumph battle between Mike Jackson, Leo Oddi and Jeff Snook that had spectators on their feet! Carl George looked good, keeping his MGA just ahead of Pete Van Rossum's Mercedes SL. Mie Bradford had a nice dice with Don Marshall, too. With that, all retired to the sumptuous banquet at the Gallery for more "bench racing," food and spirits.

The Wild Hare Enduro again saw successful racing among disparate cars and wide variations in lap times, proving it's more in the head than in the car how well people accommodate each other! As expected, David Clubine along with Brad Baker won handily in David's Swift, but Bob Hooks gave him a great run for his money! Tony Cove starred as a model of consistency finishing third overall in his Club Ford Crossle and David Hughes really turned in on in his Tiga. Mike Krueger and his son Scott shared the pretty March/Apache finishing fifth with the first "fender car," Will Bonner (and fast lap co-driver Mark Lemmon) in his BMW 2002. Chris Shoemaker showed well in his Club Ford while there was a terrific battle between Al Taylor's BMW, Richard Schnabel's Volvo and Hervey Parke's Ginetta for eighth overall. Good racing overall and a pleasant way to get even more track time.

The 2/5/7 race saw David Clubine set a new course record for the venerable Sports 2000 class at a stunning 2:01.7, besting a furious dice between Jack Velden, Jeff Wright, Larry Wilson and a rapid Kevin Wittman, all covered by six-tenths of a second! In spite of turning a tremendous 2:10.7 in the Ferret, Dean Baker was beaten by the race-savvy Mike Rand for the Club Ford win, with Barry Durham in third. Jeff Horne led Chris Shoemaker and the young Scott Fairchild in the Classic Ford race. Next up was 1/4 with the top four unchanged and virhistory.com author Nick England finishing fifth overall, first in class in his pretty Beach Mk 4B. The FVee battle was tremendous, with the top four covered by not much more than four-tenths, Paul Buttrose leading the tight train of Paul Meis, Mark Silverberg and Doug White. Just as riveting was the Nick Chamberlain/Harland Shorter Sprite battle further back. Great stuff! Final trace of the day was 3/6/8 feature. Dennis Moser's GTO and Les Gonda's MGB GT V-8 were a treat to the ears, but Butch McKenzie, Ceasar Cone and Will Bonner were fun to watch. Todd Wetzel led the great Porsche proponent Steve Limbert home in their 914/6's and Bob Breed's 2002 was in close company with Scott Nettleships's pretty Lotus Seven just edging Hervey Parke at the line. The race was marred by an errant driver in a Sprite who will not be invited back any time soon, the beauty of VDCA's fine driver deportment policies.

All in all, it was a wonderful weekend, blessed with great weather, interesting people and cars and a fine banquet. With over 151 cars posting a time throughout the weekend, the track was busy but nearly everyone had someone to race with. Thanks to our hosts, Mike Jackson, Chief Steward Bud Merrill, Tech Chief Beau Gabel and Tech Chief Doug Meis for a marvelous time that we look forward to attending next year!

Peter Krause

29th International Vintage Racing Festival

Mosport International Raceway
June 20 - 22, 2008

Official Use Only
Car # _____
Class: _____
2nd Driver: _____

Driver Information

Name _____
Address _____
Hometown _____
Prov/St _____ Code _____
Phone _____ Fax _____
Email _____
License No. _____ Issued by _____

Entrant Information (If other than driver)

Name _____
Address _____
Hometown _____
Prov/St _____ Code _____
Phone _____ Fax _____
Email _____

Car Information

Year _____ Make _____ Model _____
Colour _____ Displacement _____ Class (see over) _____
Car Number Request: 1st _____ 2nd _____ 3rd _____
Transponder # _____ (If renting, complete Transponder Rental form)

Crew Information

Entry includes Driver and two (2) Crew Members. Additions/Deletions may **only** be made by Driver or Entrant at Registration. Please indicate Children 12 and under.

1. _____ (included)
2. _____ (included)
3. _____ (Add $30)
4. _____ (Add $30)

Entry Fee Information

Race Entry Fee includes: Three (3) Race Credentials, and two (2) Banquet Tickets. Children 12 and under are free. All fees are in Canadian dollars.

	Member	Non-Member	
Race Entry Fee	$460	$495	_____
Early Bird Fee (must be received by May 25, 2008)	$420	$450	_____
2nd Car (same driver only, no additional crew passes) Please submit a separate form describing second car.	$300	$300	_____
2nd Driver (same car, no additional crew passes) Please submit a separate form for second driver.	n/c	n/c	No Charge
Test Day (Thursday, June 19th)	$195	$195	_____
Enduro/Relay Fee ❑ One Car Team ❑ Two Car Team Name of Co-Driver _____	$125	$125	_____
Number of Overcrew ____ @ $30 each			_____
Number of Extra Saturday Banquet Tickets _____ @ $35 each			_____
Transponder Rental (complete Transponder Rental form)	$80	$80	_____
VARAC Membership (if desired, but not required)	--	$85	_____
	Total Fee		_____

Method of Payment: ❑ Cheque ❑ MC ❑ VISA

Credit Card #: __ __ __ __ - __ __ __ __ - __ __ __ __ - __ __ __ __ Expiry Date: __ __ / __ __

Card Holder Name: _____

Payment Information

Credit card charges will be billed in Canadian funds.
Cheques/checks may be in Canadian or US funds. **The exchange rate US$/CAD is at par.**
Make cheques/checks payable to VARAC.

Official Use Only
Date Entry Rec'd: _____ Amount Rec'd: _____
❑ Agreement ❑ License ❑ Contact Info
Received at Registration: _____

Car Classifications

Class 1: Classic Monoposto
- ☐ JF Front Engine Jrs.
- ☐ JE Early Rear Engine Jrs.
- ☐ J Late Rear Engine Jrs.
- ☐ V Formula Vee
- ☐ F Formula Ford
- ☐ FB Formula B
- ☐ F2 Formula 2

Class 2: Vintage Production Sports Cars - Pre '62
- ☐ 2A MG T Series
- ☐ 2B Under 1.0L
- ☐ 2C 1.0L to 1.5L
- ☐ 2D 1.5L to 2.0L
- ☐ 2E Over 2.0L
- ☐ 2F Light Clubman[1]

Class 3: Historic Production Sports and GT Cars - '62 - Pre '73
- ☐ 3A Under 1.3L
- ☐ 3B 1.3L to 2.0L[2]
- ☐ 3C 2.0L to 3.0L
- ☐ 3D Over 3.0L[4]

Class 4: Classic Sedans
- ☐ 4A Under 1.3L
- ☐ 4B 1.3L to 3L
- ☐ 4C Over 3.0L[4]

Class 5: Sports Racing Cars
- ☐ 5A Vintage SR 1.1L to 2.0L
- ☐ 5B Vintage SR Over 2.0L
- ☐ 5C Historic SR 1.3L to 2.0L
- ☐ 5D Historic SR Over 2.0L
- ☐ 5E Historic Clubman[3]

Class 6: Wings and Slicks
- ☐ 6A F1, F2, FAtlantic, F5000
- ☐ 6B SuperVee, Club FFord
- ☐ 6C F70 Sports Racers
- ☐ 6D Sports 2000

Class 7: Group 70+
- ☐ 7A VARAC Class E
- ☐ 7B VARAC Class F
- ☐ 7C VARAC Class G

Race Group 8: Sprite Feature
- ☐ 8A Under 1L
- ☐ 8B 1L to 1.1L
- ☐ 8C Over 1.1L

Race Group 9: MG Simms Cup
- ☐ 9A Pre-War and T-Series
- ☐ 9B Midget
- ☐ 9C MG A
- ☐ 9D MG B
- ☐ 9E MGC and BGTV8
- ☐ 9F Specials

Race Group 10: Can-Am
- ☐ 10A Unlimited
- ☐ 10B Monocoque, small block
- ☐ 10C Big block
- ☐ 10D Tube frame, small block

Race Group 11: Enduro
Open for all closed wheel cars
- ☐ 11A One car with one driver
- ☐ 11B One car with two drivers
- ☐ 11C Two cars

Notes:
1 Class 2F includes Lotus 7, Ginetta G4/G15, Canada Class under 1.1L
2 Class 3B includes "Improved" Vintage Porsche 356
3 Class 5E includes Ginetta G4 1.3L and over, Lotus Super Seven 1.5L and Lotus 26R
4 V8 American Muscle Cars ("groundpounders") will run in Race Group 7 with Class 7 cars

VARAC reserves the right to re-classify cars at the time of scrutineering based on degree of modification. Classes may be combined into safe, competitive race groups depending on the entries received. VARAC reserves the right to realign, combine or eliminate classes in order to ensure adequate race fields and maximize competitive appeal. Some allowances for re-classification may be given on individual request.

Refund Policy

Cancellations must be via mail, fax or email. For cancellations received by May 25, 2008, a full refund will be provided. For cancellations received after May 25, an administration fee of $50 will be deducted. A 50% refund may be claimed if a car has completed less than 5 laps. All claims for must be approved by the Festival Director and made prior to registration closing Sunday noon. **Claims made after this time will not be accepted.**

In Case of Emergency

Notify_____ Relationship _____ At Track? _____ Phone _____

Address_____ City _____ Prov/St_____ Code _____

The applicant, in signing this agreement and in consideration of the right to use the race course at his/her own risk, thereby releases and discharges the Vintage Automobile Racing Association of Canada, Mosport International Raceway, Panoz Motorsport, the Canadian Automobile Sports Clubs, the organizers and race officials together with their successors, assigns, officers, agents, employees or representatives for all liability for injuries to person property or reputation suffered by him/her or his/her employees crew or guests as a result of the race or races or events contemplated under this application, or practice or preparation therefore, and whether caused by any conditions of the road course or grounds or the conduct of any officer, agent representative or employee of the Vintage Automobile Racing Association of Canada, Mosport International Raceway, Panoz Motorsport, the Canadian Automobile Sport Clubs – Ontario Region, the organizers and race officials, or conduct of said race. It is further agreed that the applicant, in signing this application has studied the rules and regulations indicated in this application and any supplementary rules or regulations required by the organizers and agrees to abide thereby. He/she further agrees to ensure that all crew members, guests and drivers designated to drive the car are similarly acquainted with the aforementioned rules, and shall agree to abide thereby. Applicant agrees to indemnify and save harmless Vintage Automobile Racing Association of Canada, Mosport International Raceway, Panoz Motorsport, the Canadian Automobile Sport Clubs – Ontario Region, the organizers and race officials from any co-driver, crew member or guests failure to conduct himself in accordance with the rules and regulations. Applicant agrees to ensure that he/she and any of his/her employees, crew or guests will sign the necessary insurance waiver forms as required.

Driver _____ Date_____

Entrant _____ Date_____

Send completed form with payment to the VARAC Event Registrar:

Peter Jackson, 385 Peter St N, Orillia L3V 5A6, (705) 325-8740, fax (705) 325-0919, ptrt@rogers.com

PRESS RELEASE

Vintage Racer Group and MG Vintage Racers Announce Inaugural Event at New Jersey Motorsports Park

BETHLEHEM, PA – February 11, 2008 – The Vintage Racers Group (VRG) announced today the date for their inaugural event at New Jersey Motorsports Park, where MG will be the featured marque.

VRG will host the three day vintage racing event at the New Jersey Motorsports Park in Millville, New Jersey on September 19-21, 2008. This event is also the MG Vintage Racers (MGVR) East Coast Focus Event for 2008. "We are pleased to be able spotlight MGs at this exciting new venue" said Mark Palmer, VRG President. "We will provide a special feature race and a special paddock area for MGs during the race weekend."

The New Jersey Motorsports Park is the first completely new racing complex to be built in the eastern US in decades. This new complex, built on 500 acres, serves many facets of motorsports fun, including two sports car racing tracks and a first class karting circuit. This event will run on the 1.9 mile long, 10 corner "Lightning" circuit.

VRG is a racing organization based in the eastern United States that offers four to six race events per season. The VRG is a non-profit, volunteer-driven organization that emphasizes safety, value and most importantly – fun! For information on the VRG and this event, visit the club web site at www.vrgonline.org or send questions to info@vrgonline.org.

MG Vintage Racers is the oldest, single marque vintage race newsletter in North America. It is non-profit, staffed by volunteers, and focused on its subscribers and MG vintage racing. For information on MG Vintage Racers, visit the club website at www.mgvr.org or send questions to pr@mgvr.org.

Can Am Thunder Returns to Mosport

There is still time left to get your entry in to the 29 Annual VARAC Vintage Festival at Mosport June 20-21-22 with optional test day June 19.

If You have never attended a VARAC event, this shoud be the year you should try it Of course if you have been there in past years, then you will know what a thrill it is to compete at this challenging world class racetrack while enjoying the great Canadian cameradrie that has become the "hallmark stamp"of this event

As in years gone by there will be lots of track time, Reasonable entry costs, Large race groups for almost all classes of cars...1st, 2nd, 3rd place trophies for all classes...Closed wheel enduro... feature races for MG,s (the Simms cup)... special 50th aniversary Sprite feature .

We even expect thousands of spectators to come out to cheer for you Crossing the U.S./ Can border is not a problem. (we Canuks do it all the time attending U.S. events) for info see our website

We believe... If one party is good, then two parties is even better, bring your partner for a hoedown on Mosport's front straight Sat evn. Yee Hah!!

For entry pkge, accomadtions, travel info,... go to....www.varac.ca John Greenwood .....905 723 9334 . haggisbasher@sympatico.ca

PRESS RELEASE

Vintage Racer Group and Summit Point Motorsports Park Announce 2009 Jefferson 500 Date

BETHLEHEM, PA – April 15, 2008 – The Vintage Racers Group (VRG) and Summit Point Motorsports Park announced today the 2009 date for the Jefferson 500.

Summit Point Motorsports Park will host the three day vintage racing event, sanctioned by VRG, on May 1–3, 2009. "VRG is pleased to be working with the team at Summit Point to bring back this perennial favorite of the vintage racing calendar." said Mark Palmer, VRG President.

The Summit Point Motorsports Park will be celebrating their 40th anniversary in 2009 and looks forward to hosting this event on the recently repaved main track. Driving activities are planned for the other circuits, along with various marque car corrals. The legendary Brian Redman will be the Grand Marshall, pace car driver, driver advisor, and with his special wit and humor will help to celebrate Summit Point's 40th anniversary. All past participants of the Jefferson 500, as well as current vintage drivers, are invited to participate in this event. Jens Scott, Summit Point's Director of Special Projects said "We are pleased to be working with VRG and to have this popular event back on our calendar." The Jefferson 500 will be fun and a true classic in the spirit of vintage racing and sportsmanship

VRG is a racing organization based in the eastern United States that offers four to six race events per season. The VRG is a non-profit, volunteer-driven organization that emphasizes safety, value and most importantly – fun! For information on the VRG and this event, visit the club web site at www.vrgonline.org or send questions to info@vrgonline.org.

Summit Point Motorsports Park is a 700-acre road racing and driver training facility located about 80 miles west of Washington, D.C., in Jefferson County, West Virginia. The facility features three separate road racing circuits, along with extensive unimproved roadways and off-road courses for driver training. Originally constructed in 1969, it is owned and operated by Bill Scott, the 1970 Formula Vee World Champion. For more information on this facility, visit their web site at www.summitpoint-raceway.com

Application – PVGP Test & Tune Day - Friday, July 11, 2008

I would like to participate in the PVGP Test & Tune Day at BeaveRun on the 1.6 mile North Course. The PVGP race group I am registered to participate in is _____ .

Registration will begin at 8:00am with "on-track" time running from 9:00am to 5:00pm with a one-hour lunch time break. A small number of Run Groups will be established as necessary. This is a great opportunity to get some runs in on our road course and work on your setup for future competitions.

REQUIREMENTS

1. Driving suit & safety equipment required for driver per applicable race event.
2. Must have a race-prepared car conforming to the requirements of the sanctioning body conducting the race event for which you are registered. (VRG, VSCCA, PCA or BMW)
3. 18 years or older and valid Road Racing Competition License required per applicable race event.
4. Muffled exhausts required (95 DbA limit or meeting the requirements set for the race event).
5. Drivers are responsible for the preparation and safety of their cars in accordance with the competition rules for the applicable race event.
6. No incomplete applications accepted.

Name _____

Address _____

City _____State _____ Zip_____

Phone _____E-mail address _____

Sharing Car With _____

Name & Phone of Emergency Contact _____

Make _____ Model _____ Year ____

Engine Displacement _____ Color _____ Permanent No.* ____

**(ONLY if permanently attached numbers on both car sides. Leave blank if magnetic or temporary)*

REGISTRATION FEE $150.00

Make Checks Payable to Pittsburgh Vintage Grand Prix Association

Mail registration form and entry fee to:

Mike Connolly/Race Director Hotline 412 471-7847 Fax 412 221-1923

Pittsburgh Vintage Grand Prix, 548 Baldwin Street, Bridgeville, PA 15017

The PVGP is a 501 (c) (3) non-profit organization. All proceeds benefit the PVGP charities: the Autism Society of Pittsburgh and Allegheny Valley School.

PVGPA/VRG

Official Entry

Historic Races at BeaveRun - July 11, 12, 13, 2008

Driver(s) Name_____ E-mail _____
(PLEASE PRINT E-MAIL CLEARLY)

Address _____City_____

State/Province _____ Zip _____ Country_____

Phones: Daytime:_____Evening:_____

I have a vintage Competition License: Club _____ License Number _____ Expires _____
--- *OR* ---
I am a Member and Qualified Driver with the following vintage racing organization(s): _____

Are you currently on probation or suspended from any vintage racing club? Y/n _____ if yes, explain on reverse side →

Emergency contact Name:_____ Phone: _____ At track? Yes/No _____

Car: Year_____ Make_____ Model_____ Color(s) _____

Actual engine displacement _____ Carburetors: number/type/size _____

Tires: Manufacturer/model: _____ Size: F _____ R _____ Treaded? y/n _____

Wheels: Type (alloy, disc, wire)_____ Width & Diameter F_____ R_____

Race number: 1st Choice: _____2nd Choice: _____ 3rd Choice: _____

Your lap time: BeaveRun _____ VIR long course _____ Mosport _____ Summit Pt _____ Other: _____ _____
NAME OF TRACK *LAP TIME*

Transponder Number _____

Total size & type of your tow vehicle and trailer_____

Fuel Cells and Arm Restraints and/or Window Nets will be required
Please send in the PVGPA medical form along with your entry

FEES: ***Members of VRG, VDCA, HRG and VARAC please use member discounts***

Early Bird (posted by May 31, 2008) Member $240.00 Non-member $280.00	_____
Regular (posted by June 27, 2008) Member $310.00 Non-member $345.00	_____
Late (posted after June 27, 2008) Member $355.00 Non-member $395.00	_____
2nd car same driver: additional flat fee of $225.00	_____
Friday Test & Tune: Full day - $150.00; ½ Day $85.00; Per session $60.00	_____
Saturday Party & Dinner: Adults: Number ____ x $25 =	_____
Children under 12: Number ____ x $15 =	_____
Garage Rental $250.00 per stall *(holds one regular car or two very small cars)*	_____
Additional voluntary donation to our charities	_____

Total: ***********Make all checks payable to PVGPA ********** _____

By signing this entry form, I acknowledge that vintage racing is a dangerous activity. Serious injuries and fatal injuries can occur. I have no physical or mental problems that would prevent me from safely participating in this speed event. I release Vintage Racer Group, Pittsburgh Vintage Grand Prix Association, BeaveRun Motorsports, all officials, employees, volunteer workers, and other participants from any liability for injuries or damages.

PUBLICITY RELEASE: The entrant/driver grant to the Pittsburgh Vintage Grand Prix Association the use of her/his name, voice & or likeness in electronic or printed media for news, publicity or future program use. I further stipulate that no other agreements with other parties conflict with this agreement

Signature(s) _____Date_____

MAIL TO: **Keith Lawrence 102 Sandcreek Drive McMurray, PA 15317**

18th ANNUAL VINTAGE CELEBRATION
NEW HAMSHIRE MOTOR SPEEDWAY
MAY 16 – 18, 2008

PERFECT WEATHER! I remember in the 1950's a couple I knew had five boys. A betting man, the husband when his wife had a surprise pregnancy as she neared 40, bet his friends it would be a girl. It was, and he made a *haul*. If I were a betting man, which I am not, I would have given odds that this past weekend in Loudon, New Hampshire, would be dry. It was, and we had great weekend of racing.

There were 100 entries, which is about what we usually have, and we shared the track with the vintage motorcycles at the conclusion of a two day circle track event. Arlen Kurtis was the Grand Marshall and would have stayed for our event if he had had earlier notice. Bette French, Director of Operations, was in the hospital recovering from a septilateral bypass, and we missed her presence and wish her a speedy and complete recovery. She made the start up of VRG possible and we could very well consider her a founder. Rick French, her husband, kept us informed of her progress, and as the Safety Steward, is invaluable to the safe operation of the event. Her assistant, Wanda Dumas, filled her absence very well, and we thank her. Steve Baron, Chief of Timing and Scoring, does his job so well, that one would ask oneself, "why attempt to do it yourself?" Fred Neergaard, Public Relations Director, is the public face of the track, a warm and friendly one, and he introduced us to the new president of NHMS, Jerry Gappeins, who at the drivers meeting outlined the future plans of the new ownership and its commitment to the Annual Vintage Celebration. He used to race sprint cars in Indiana so he was cut from the right cloth.

John Kieley, as Event Chairman, ran an excellent event, as the successor to Brad Marshall's excellent events in previous years. It started with Bob Valpey and the VSCCA, and the event chairmanship was passed to Kim Eastman, and was then passed to Dave Fenton before being passed to Brad Marshall. When the VSCCA abandoned the event in a scheduling conflict with Lime Rock, Brad Marshall and Bette French breathed air into it, VRG formed from an idea into reality, and had its first race. New Hampshire is very special to the founders and they make VRG feel very welcome. When we would go on the grid and come off the track, John would be there seeing his troops off to battle and welcoming them safely home. It was run seamlessly, changes were in writing, the drivers meetings were organized, no incidents (in spite of a few off track rabbit hunting excursions), well organized sessions on the track…and ample track time. Brad was a good mentor and the event is in good hands.

We had good track time, considering that we shared the track with the vintage motorcycles. There were two practice and a qualifying session on Friday, two half hour races on Saturday, and a half hour race on Sunday – plus an *all comers* race.

Group 1, consisting of mostly early 50's sports cars under 1500 cc was dominated by Phil Roettjer in his Lotus 7 and Paul Wilson in his Jabro. The bulk of the field made up of T-Series MG's, Elva's and a mixture of interesting cars: Kevin Fitzgerald's Arnolt Bristol, Raymond Quassao's Sunbeam, George Holman's prewar Plymouth, Vince DiCesare's Ginetta, Doug Fraser's Turner, a total of 26 cars and too many to mention. MGVR was represented by Frank Filangeri, Paul Fitzgerald, Frank Mount, Jeffery Renshaw, James Warren, George Smith, Mark Sherman, Jason Meyers, Peter Ross, Caroline Tucker, Skip Day, and John Kieley in his Gemini FJr. Most of the group ran in the mid 1:30's and had great races with the nearest competitor. John Kieley, who only had time to race his car in the final race on Sunday, gridded last, finished second (that's a drive). **Frank Mount** was honored at the drivers meeting for his 50 years in racing. In the fifteen years I have know Frank and Connie Mount, there is nothing that has not been asked of them that they have not enthusiastically given; in return they ask nothing. If there is a person, or a married couple, who most fully represent the ideal of what we think vintage sports car racing embodies, and we are talking about people, not cars, it is the Mounts – they honor us with their presence. We thank them.

Con't on page 18

Group 2, was a dog fight between the first two competitors of Joe Ware in his Mini Cooper and Kim Eastman in his Kurtis Kraft 500. The tortoise won on Saturday in the morning, lost its brakes to the hare Saturday afternoon and roared back on Sunday from last on the grid to second. Not far off the pace were Bob Girvin in his Allard coupe and Bob Tkacik in his Triumph GT6, in another example of nimbleness being rewarded at the expense of horsepower and weight. Paul Bova's Turner, Michael Lawton's Alfa Romeo, Mark Palmer's MGA, and Lee Walsh's Turner were in the third group of closely competitive cars, followed by James Stein's Porsche, Richard Kieley's Ferrari Dino, Norman Berke's Elva, Paul King's Triumph GT6, Randy Clarke's TVR, and 16 other cars having there own good outing in the May sun. John Faulkner arrived only on Saturday, broke an axle and was loaned by Mark Palmer his MGA for Sunday's race. Good job guys. As an addendum to the Sunday race, Paul Bova was given the First Annual Cone Management Award for knocking down and moving the apex cone on turn three, three consecutive times before carrying the cone away completely. (He was wearing his VRG Instructor's T-shirt. Ed.)

Group 3, was another dog fight between the two fastest cars of Peter Faill's Porsche 911 and Jim Peterman's Mustang. They split the wins on Saturday but on Sunday, Peterman failed to finish and the rubber match is yet to come. The story of Group 3, and probably story of the weekend is **Peter Brittingham**. I have known Peter since the early 1990's when he would arrive late for the Vintage Fall Festival at Lime Rock and share a paddock space inside Big Bend with Jim Bok and myself. He would drive his 356 Porsche coupe from his home in Great Barrington. Peter was on his second or third liver transplant then. He is quiet, unassuming, articulate, and handsome, the guy that goes home to his wife and children each evening, works on and drives very well his 1600cc Porsche coupe. I have not been to the Vintage Fall Festival in three years and have not seen Peter. This past weekend he is there with a restored and race prepared 1969 Porsche 911 which he raced the hell out of on Friday and Saturday, finishing third. From July 2007 to December 2007 he was in the hospital receiving another liver and recovering from the transplant. It was announced at the clambake on Saturday night how many liver transplants he had had. It was more than four. He had gone home after the afternoon's race. It has always been a privilege to know him. It is a honor to have him with us. Be well, Peter. Group 3 is dedicated to your gracing us with your presence. Thank you.

There were three Datsun 510's, six 911's and one 914, two Volvo 142's, three Shelby GT350's, three XKE's, three Alfa's, an Austin Healy, a Lotus Elan, a very noisy Sunbeam Tiger – 34 entries total. Good racing and good cars and a good group that makes a huge racket when in the garage warming up. Paul King turned in a well written race report that space did not allow us to print – thank you Paul.

Group 4, from the retiring Brad Marshall:
The Last Race Weekend
"After 25 years of Vintage racing, my Merlyn Formula Ford was for sale this weekend, so I had the privilege of watching the last two races from a spectator viewpoint. 1st practice, I got black flagged. Second practice, black flagged (no comment, but confirms time to sell the car when brain fade prevails). I did two more races turning in slow times and hung up the spurs.

The FF group is made up of old and new friends, so I had no favorites, other than my son in law, David Stearns. Who was having his first race in his new Merlyn, recently purchased from Dick Barnes. Dave did well and will become one of the top contenders, with a very competitive, must win, yet safe attitude. Chris Shoemaker generally had the checker for four races, but got a serious challenge from VRG Driving Instructor, Ed Valpey. Chris got a huge jump on the last Saturday race (10 seconds?? Or a slingshot), but Ed was reeling him in at 1 second per lap. As Ed had to go to Sears Point on Sunday, Chris was saved the race with Ed for another day. Chris also set the weekend record for spins and parties. Rick Little proved to be the Sunday threat, having his first weekend in his recently purchased from GMT, Jeff Shur's Caldwell D9. He climbed all over Bill Hollingsworth in pursuit of Chris, forcing another spin only to miss a shift, ending up in the briar patch – finishing third behind Bill and Chris. Last year he bought Shur's Lotus 7, to replace an SCCA Mini. We are pleased to have him. Rex Miscovitch bought out newly restored Royale CF which he had campaigned in the late 80's, but left in the barn until 2007 -- another story about family vs.

racing budget. Rex is back and ran well while trying to sort it out. Bill Hollingsworth, known in another life with a MGTC, has gotten more comfortable with his Crossle CF, and ran very close to Chris (2nd, 3rd), and got by him (another spin) for several laps. Bob Romanski was quite quick this weekend, probably took a Bondurant or private coaching, ran 3rd or 4th. Ivan, my many times partner in jaunts to VIR had a SKIP!!, which started at VDCA/VIR 2 weeks ago. After replacing everything but the ailing bit, he fought the problem until the "all comers" race late Sunday. Suddenly the old Ivan was again the guy to beat. No firm real idea what fixed it, just motor magic again, or… the Prince of Darkness, LUCAS. Dave Fenton again had a few teething problems with a car fraught with gremlins. Dave is fast, could win, but often DNF's trying, ala Sterling Moss, too much, after coming off a case of pneumonia last month. Dave Fromer ran better than my last dice with him at Mosport last year, and despite a starter problem, ran 2nd to Chris on Friday and came from 14th on Sunday to finish 4th. Ross Smith, one of my favorite competitors from Quebec**,** who has raced FF's for 35 years, lost a wheel in the first practice on Friday, and could not repair the problem. Two years ago Ross earned the name of Fireball Smith as he caught fire in front of a photographer. Bill (Goody) Guadreau ran well again, but got to us late and missed a couple of practices, then had a SKIP for a few sessions and dead Xponder. By the time it was fixed he had to start last. Nick Kachur, with a sister car to my Merlyn, was braking in a new MWE engine and sharing the car with his son Damon, who flew in from California for the school and the race. The Sunday feature saw Chris, Bill, Rick, trading places at an ever increasing pace, however, Chris prevailed despite the spin(s), Bill was 2nd because of Rick's wild hare hunting, who was third, and Dave Fromer was 4th.

I wish I had been part of the fray."

The **Clam Bake** Saturday evening in a tent behind the Makris Lobster House was a wonderful evening organized by Rich Kieley (the guy in the Dino Ferrari). Rich, a caterer, began the clam bakes during the VSCCA era at a local ski resort 10 miles north of the track. That proved too long a drive for some and last year it was at Makris, inside and served. This year, outside and buffet, was terrific. For those who do not like lobster there was steak – potato salad, cold slaw, clam chowder, corn on the cob…and steamers!

After dinner John Kieley presented the annual awards, formerly given at the conclusion of racing on Sunday (with many of the entrants having left).

Group 1- Weaver Cup	Don Dingman Jr.	Osca Formula
Group 2 - Marty Therrien Cup	Paul Bova	Turner Mk I
Group 3 - John Sherrigan Cup	Peter Brittingham	Porsche 911
Group 4 - Charlie Gibson Cup	Bill Hollingsworth	Crossle 32F
VRG Cup	Rich Kieley	Ferrari Dino
Belknap Cup	Frank Mount	MGTC
Malcom Labat-Simon Cup	Ed Valpey	Royale FF
MG T Series Cup	Paul Fitzgerald	MGTD

Congratulations to all of you!

Come back next year. We cannot make a promise about the weather but we can promise that you will have "a real good time."

Bill Hollingsworth

THANK YOU...THANK YOU...THANK YOU:

RACE CAR DRIVERS - Outstanding conduct on track; and, fantastic racing! There were many awesome dices within race groups; so much fun to watch! Workers were thrilled with your beautiful cars, your driving, your sportsmanship, & how wonderfully you treated them! Thank You!

BETTY "BLUENOSE" and crew ... KELSEY & MANDY - Outstanding work getting everyone parked, garaged, and informed! Also, for those of you who don't know, Betty is the Grid Chief for motorcycles and wears many other hats ... and she is awesome! Thank you, ladies!

CHRIS HOMER - Outstanding! Thank you for trusting us with your firstborn ... MANDY!!! I hope she had a good time!!!

TECHNICAL INSPECTORS - Outstanding! More work than most can even guess at and crazy hours! I don't know who all worked TECH at this event so I'm not naming the two I do know of. Thank you so much!

GRID WORKERS - ALLEN WARD & WENDI MAITLAND - Outstanding work! You guys are always there rain or shine! Checking cars and drivers, getting cars positioned properly, helping drivers with whatever they need ... even a push now and then, and keeping drivers informed with timing signals. Thank You!!! And, THAT, goes to anyone else out there on Grid that I didn't know about ... Thank You!

ALLAN MCDONALD (SCCA GRID CHIEF) - Outstanding work; and training grid workers! You were more than we could have hoped for! See, Allan (sp?) also worked as pick-up at 3/10 when motorcycles were on course AND would run out to flag for cars when the last group went on course! He had a banner day on Sunday as Sportscar Grid Chief, motorcycle 3/10 pickup, sportscar flagging, and getting to play in traffic for a hot pick-up during sportscar racing! Thank You!

CHRIS SHOEMAKER - Outstanding Worker Bar-B-Q Party Friday night! This followed the Wine, Beer, Cheese Party Friday night for drivers, crew, workers, friends, et al put on by VRG! Thank You!!!

JOHN BUTLER (START) - Outstanding work! By the way, START also keeps us on time (as much as is humanly possible) by timing each race group and taking into account any pick-ups, etc. that need to be done; plus,
START is a flagging & communications station! Johnny B. did all the same work for motorcycles, too! Busy Guy! ...Thank You

MACK MCCORMACK & LEIGH MCBRIDE - Outstanding! An example to us all: Mack's Mini had a mechanical on Thursday (engine related) and he put it back on the trailer ... then, he and Leigh put their "whites" on and corner-worked for the weekend!!! Plus, Leigh helped big time getting SCCA corner workers to come and help us out!!! Thank You!

RICHARD FRENCH (CHIEF STEWARD) -Outstanding! Only a few of you got to meet him this weekend which is a good thing ... for both the drivers and your cars. CHIEF STEWARD (also referred to as "SAFETY STEWARD" this weekend) talks with drivers who have been given the black or meatball flag and then sends the driver/car back on course or into the paddock to fix whatever. Always head's up and good decision-making! Thank You!!! By the way, BETTE FRENCH, even though she was in the hospital having bypass surgery & recovering, insisted that Rick WAS going to be at NHMS and WAS going to be VRG's Chief Steward. Thank you, BETTE!!! Bette should be coming home this week ... yee haw!!!!!! Someone else stood in as CHIEF on Sunday when Rick had to go to a meeting at the hospital ... I don't know who it was ... whoever it was did an Outstanding Job ... Thank You!

SANDY MCPHERSON (RACE CONTROL) - Outstanding! Sandy worked CONTROL for both sportscars and motorcycles. Cool and calm throughout. Sandy's forte is CONTROL for motorcycles ... and, she was awesome as CONTROL for sportscars! Flag Stations, Grid, Start, Chief Steward ... we all radio any concerns/observations re: track condition/possible mechanical issues/possible driver issues, flag conditions, incidents, unsafe condition for disabled race car, information, etc. to CONTROL who then decides very quickly what will be done and directs the appropriate person(s)/station(s) to do so. CONTROL is an enormously busy position! Sandy orchestrated equipping the stations very early Friday morning, conducted the worker meetings each morning and did station assignments. ...Thank You!!!

STEVE BARON (TIMING & SCORING) - Outstanding! Probably the most popular guy in town to the racers!!! I don't know if you had any help there. Basically, TIMING & SCORING does just that ...which is a huge job; and presents grid sheets to each group. Thank You!

WRECKER PERSONNEL - Outstanding! A few drivers had the opportunity to meet you on course... thankfully, not many! You guys are awesome in your response speed and the care you take with the cars and the drivers! Sitting there all day ready to go when needed! ...Thank You !

AMBULANCE & RESCUE PERSONNEL - Outstanding! In your vehicles, ready at a moment's notice to save someone's life! You guys and gals are awesome! Thankfully, you didn't get the chance to meet any drivers on course! Thank you big time for bringing water to the stations in the afternoons! You take care of us all!!! Thank You!

FLAGGING & COMMUNICATIONS (CORNER WORKERS) -Outstanding! Great radio work, flagging, response to disabled cars & motorcycles. You guys and gals always awe me! I cannot tell you how much I appreciate your coming out for this event! A few drivers got to meet some of you on course(thankfully not many) and you helped them out immeasurably. I hope you enjoyed flagging for motorcycles ... a "now for something completely different" thing! Great work on that hot pick-up, too! Thank You!

BRUCE RICHMOND- Outstanding! Thank you for both flagging everyday AND thrilling us while racing your sidecar!!!

And last, but very far from least, JOHN & RICH KIELEY (RACE CHAIRMEN) - Outstanding! Race participants couldn't even begin to guess at all the time you guys spend and all the work you guys do to make an EVENT like this happen so smoothly! You make it look like it just... happens. All three days from the weather to the parties; drivers' meetings; organizing all of the people/positions listed above; keeping everybody happy! You guys did an absolutely awesome job!

Thank You! My Hat's Off to All of You!!!

Patti Eastman
VRG Lifer, NER SCCA F&C

VINTAGE CELEBRATION

New Hampshire Motor Speedway

Photos by Lu & Walter Pietrowicz
www.september8th.com

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VINTAGE CELEBRATION

New Hampshire Motor Speedway

May 16-18, 2008

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VINTAGE RACER GROUP

VRG

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

Are you missing out on the latest VRG News?

VRG publishes an email newsletter with the latest breaking news and reminders to club members.

To ensure this reaches you, add VRGUpdate@vrgonline.org to your email contact list.

If you have questions or aren't receiving the VRG Update, email this same address.

WWW.VRGONLINE.ORG

Make sure you sign up and get entered for one of the premier vintage events anywhere, the VRG/PVGPA Historic Races at BeaveRun!

This will be the 5th year that the Pittsburgh Vintage Grand Prix Association has put on the Historic Races at BeaveRun as the kick off event for the entire PVGPA festival. Five years ago the event began with about 40 cars and a track, and very little else. The following year PVGPA hooked up with the VRG and it has been full speed ahead ever since! We now attract around 170 entries and BeaveRun has grown into a fantastic place to have an event.

We offer three full days of festivities. Friday is basically a test and tune with gobs of track time to sort out your car or learn the track. Saturday starts with a practice sessions for each group and then moves right into qualifiers and races. We always have a great party Saturday night; and Sunday finishes off the weekend with more track time and a great feature race for each group. During Saturday's and Sunday's lunch break we have a great tradition of doing track rides for our spectators. For a modest fee, all proceeds going to our charities, charged to the rider, you, our driver's, take the spectators for a fast lap around the track. I am not sure yet who has the bigger grin, the driver's or the riders, but all have a great time!

So... come on out and be part of this great event. Where else can you run your car, have people yell and cheer you on, and help people that really need your help.

Thanks and see you there,

Ralph Steinberg
PVGPA Director of Competition BeaveRun
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Our Charities - Autism Society of Pittsburgh & The Allegheny School

We are planning to do a Charity Auction for PVGP Charities at BeaveRun. Please bring an item we can auction off.

It doesn't have to be car related.