VINTAGE RACER GROUP
VRG NEWSLETTER
AUG. 08 • VOL 5.3

"Thunderbold Historics" and
"The Glen" Entry Forms Enclosed

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
✓	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
NEXT EVENT	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

PITTSBURGH VINTAGE GRAND PRIX
BEAVERUN 2008

On the VRG Newsgroups I read that we had 225 cars at BeaveRun. I counted a few less. It was not the 190 that we had last year, but we and the Pittsburgh Vintage Grand Prix Association think that it was a roaring success. On Saturday evening a silent auction organized by Darry Bova raised in excess of $2,000 for the charity. "What a swell party it was," and to all of you that contributed and to all of you that bid – THANK YOU!

Your editor was involved with his own car, up on the hill, and did not see much of the other racing or talk with enough of you. He can report that the Group 5 open wheel entries had some pretty good racing. Tom Grudivich brought his recently restored Brabham BT21 Formula B, which we were very pleased to see. It withdrew due to engine problems. Who "flew" was John Bechtol in his Super Vee. Clearly the fastest car in the group, the racing took place within the Formula Ford/Club Ford entries, the four fastest being Richard Barnes, Bob Bruce, Barry Durham, and Chris Shoemaker. The Sunday race was made possible by Barry Durham, a NASCAR mechanic for Roush Racing, who diagnosed Bob Bruce's ignition problem on Saturday, fixed it, and in the last corner of the last lap with Bruce's Crossle in his slipstream on the back straight, was passed and took second after leading Bruce for most of the race. I think that Chris Shoemaker spun once (was it on Saturday or Sunday?). He was fast and was leading at one point on Saturday, or was it Sunday? Richard Barnes was pretty equal to Durham and Bruce but did not get in their mix. He was fast. Ivan Franz, Rick Little, Bob Romanansky and Bill Hollingsworth seemed, at times, to be tied to one piece of string, and had good racing Saturday and Sunday. Sandra Carlino, Rex Miscovitch, Cal Trumbo, Larry McKenna, Joe Mendel, Charles Foss, Dotti Bechtol, Paul Meis, Nick Kachur, Marcus Jones, Bob Houston and Keith Lawrence (in his rebuilt V breaking in a new engine) had their races within the pack. Paul Bova recently purchased a Crossle 40/45F, which was either hit, or had a structural failure to cause the car to spin off the track and take off its front and rear left corners. Paul was banged up, OK, and we are grateful that what could have been serious was damage only to the race car. He may have something to add prior to the newsletter deadline.

The balance of this article is going to be a variation of a chain letter in that it is going to be forwarded to some of the participants who are going to add a little of their own perspective, and pass it on.

Bill Hollingsworth
whiii@aol.com
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The event was a great success, not only did we make some good money for the charity, but we had some great racing. I only got to see a few of the run groups as I was very busy with race duties and with sorting out a new car. This was my first test of open wheel racing and I hope we can get more FVs out in future VRG events, so ""bring out your dead"" FVs for some new racing life (no cheaper vintage racing). It was nice to see all of the cars running strong and many of the dices went well thru the weekend. There was lots of great driving and great cars and great partying.
Next year, we plan to make it bigger and better. We may open the karting rentals for all weekend (for both kids and adults) and we will try to have a live band for the Saturday night party. If you have any other ideas, please shoot them to me. See you in 09!

Keith Lawrence
Keith.Lawrence@FedEx.com
Beaverun PVGP Co-chairman 2008
Chairman 2009

(Since this was written Keith has purchased a Zink Z10 Club Ford in need of restoration. – editor)
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(con't on page 5)

PVGP Historic Races

Beaver Run Motorsports Complex

VINTAGE RACER GROUP VRG

July 11-13, 2008

Photos by Lu & Walter Pietrowicz
www.september8th.com

PVGP Historic Races

Beaver Run Motorsports Complex

July 11-13, 2008

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My weekend plan was to sort out my newly acquired Crossle' Club Ford. Friday went as planned with 6 track sessions for testing and tuning. With the able assistance of Bill Hollingsworth, Bob Bruce and Chris Shoemaker, the car was slowly sorted out and was performing well. On Saturday morning during the first practice session, a rod end on my left rear lower trailing arm broke on the back straight, right at the kink, sending the car into a 360 degree spin ending at the Armco. Fortunately I came away with nothing more than a badly bruised shoulder.

Lessons learned from this incident are:

1. When you buy a "race ready" new car, take it apart before you put your butt in the seat.
2. My Hans device worked well and saved my head and neck.
3. VRG is a great group of concerned, knowledgeable and helpful racers. (I knew that)

Paul Bova
paul@bovaracing.com

(Paul scared the hell out of us. His initial thinking was that he was hit. No one saw another car. He bought a very well maintained Crossle 40/45 from a known racer in Savannah. He had used what is the standard rod end supplied for the car, that are cast and not forged as are the ones made by Aurora. The rod end had rusted inside – not noticeable in an inspection – scary. All the rod ends are going to be replaced in the Crossle. – editor)

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This year was my second BeaveRun - I fell in love with the track almost immediately. It has everything to make a track interesting: elevation changes, blind apexes and a nice little combination, when taken accurately, is "fast delight" (instead of a "tasty delight" – ed.). I would not say it's a difficult track to get around but I do think it rewards study of its little nuances; turn in just here and you'll be rewarded with the clipping point just appearing in the right place as if by magic; the exit on that turn has a little rising tarmac and is a little faster than you think. It's the little details that make the game so much fun.

I had refreshed the engine over winter and tried to sort it out at New Hampshire. Three laps into the weekend I broke an axle and which prevented any sort of engine tuning so BeaveRun was a bit of an unknown quantity. Saturday, I had some timing problems and some difficulty getting into second on the last turn but we sorted out the timing anyway. I was thinking the second gear problem was me as it was somewhat intermittent. Sadly, my playmate Mark Palmer blew a head gasket and had to drop out on Saturday…. he was back on Sunday though, for the warm up.

The evening dinner proved to be a great success and the food was fantastic. Sunday dawned rather grey, in contrast to the heat of the previous day, and threatened rain. The MGA was running well in the warm up although the second gear thing was still plaguing me. Next up was charity rides, to my mind one of the most fun parts of a race weekend. My first passenger was a little girl who could barely see over the dash, in fact when we came back into the pits the grid worker called over another passenger not realizing she was still sitting in the car! She had fun though. A couple of rides later I was taking someone around, just changing up to 4th gear and couldn't select it…or any other gear. "OK," I told my passenger, "this is all about energy conservation," and attempted to coast back to the pits. No such luck, I pulled to the side of the track and waited. While waiting I fiddled with the gear shift and it slipped into first. With that and a nod from the track worker I made my way back to the paddock and apologized to my passenger.

All this did have an upside…I got see the race! It's not often I get the opportunity so it was rather fun to stand on the balcony with Chris Meyer cheering Les Roube, Mark Palmer and Mike Oritt on, along with other great racing going on throughout the field. We were asked if we got that excited in the car but we said, "no, we're always cool, calm and collected!"

John Faulkner
faulknerjm@verizon.net

(John is another MGVR and VSCCA alumnus. We have gone to many MG wars together and if he is not at an event I feel as if someone is missing. He has recently accepted the responsibility of records keeping for VRG. Thank you. – ed.)

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(con't on page 7)

PVGP Historic Races

Photos by Lu & Walter Pietrowicz
www.september8th.com

Group 2 included the older small-bore production cars (pre-59 Under 2 litre), plus a couple sports-racers and Pete McManus in the Ardent Alligator, sporting new and stronger wheels this year; and there were lots of Elva Couriers! With the national MGA convention in nearby Seven Springs Resort, there were many MGA's at BeaveRun from far and near, including father & son Ralph and Michael Zbarsky all the way from Vancouver. Jim Holody brought his MGA Twin Cam down from Ontario, and Bob Watkin was driving Hugh Burruss's historic factory Sebring Twin Cam. It was great to see Dan "Break-a-Leg" Leonard back in action, in his Speedwell GT. California sent us Don Queen in a very pretty and quick Alfa Giulietta, Bruce Miller in his Lotus Eleven, and Mike Barstow in the MG TD.

Michael Clifford seems to have the Couriers pretty well dialed in. I'm not sure if all these guys are customers, but they've probably all benefited in some way from Michael's experience with these cars. Hervey Parke, Michael Oritt, and Nate Scigliano all ran near the front. I missed some of the action on Saturday with a blown head gasket, which John Faulkner and Rich Prignano replaced while I was attending to Drivers Committee business – thanks guys!

We had a few new drivers at BeaveRun, all with some level of experience but new to the VRG scene, and Steve Limbert and Bob Houston conducted a mini-Drivers School on the Friday, in conjunction with the Test Day. Capably guided Jim Byers (MGA), Darren Stonesifer (Porsche 914), and one open-wheel driver (forgive me, the name escapes my limited memory!) the new VRG drivers learned the in's and out's of vintage racing. Many thanks to Steve and Bob! The "students" all performed well during the weekend, and earned their VRG wings.

Head re-gasketed, I was able to re-join the Group 2 fray on Sunday. A brief shower during the lunch break had wetted the track, which discouraged a few drivers from venturing out for the feature race, but whetted the appetite of others including myself – I really enjoy racing on a slick surface (sick, huh?). Had a race-long dice with Les Roub, after just managing to get around Michael Oritt. I could stay close, right on his tail some places, but only managed one pass in traffic – Les just didn't make any mistakes that I could capitalize on. And he'd just power away on the uphill hairpin & front straight. Great driving, Les! Just behind us, there seemed to be some tight battles for position throughout the pack, with Michael Zbarsky and Alain Raymond (Abarth) in close formation, among others. Jim Holody finished a very strong third overall in his Twin- Cam. Sadly, a few others had mechanical difficulties: Chris Meyers (another MGA Twinkie), John Faulkner (MGA), and Tom Dick (MGA) – a rare bad weekend for the MG troops.

From a organizer's perspective, the event seemed to go well, with the PVGPA folks doing their usual terrific job of staffing the corners, throwing the parties, providing "trophies" (some decent booze!) and so forth. They're all first-rate, but I'd like to single out Donna McDonough for her very thorough job of Registration – I wish we could get Donna to do all our events! And I'm extremely pleased that Keith Lawrence has accepted the job of VRG Race Chairman for 2009. He'll do a great job, I know.

Mark Palmer
mgvrmark@hotmail.com

(Mark Palmer has done a terrific job, wearing too many hats and we thank our "rain maker."- editor)

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PVGP Historic Races

Beaver Run Motorsports Complex

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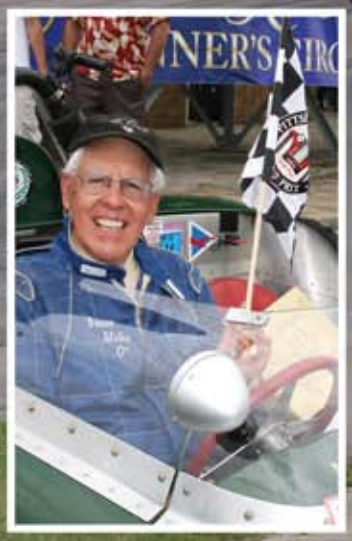
PVGP Historic Races

Beaver Run Motorsports Complex



Photos by Lu & Walter Pietrowicz
www.september8th.com

Wearing both my VRG hat & my PVGPA hat I thought the weekend went very well.
We expected the attendance to be down a little and it was but what we lacked in numbers, we more than made up in the mix of cars and the level of competition.

We ran a true over and under 2 litre TransAm race and it was a hoot to watch. It was also a hoot to watch a new driver to our event trying to figure out how to get around the Ardent Alligator in his MGA. What a tale he will tell when he get's home to Canada!

With my PVGPA hat on I just have to say thanks to everyone. My staff of volunteers tells me the VRG is great. And I have to agree. From coming to driver's meetings and doing what we ask on the track, people came in to tell me they made a mistake before I even new there was one, to coming out with their cars and doing laps for charity. Candy and her team raised $2000.00 and that was with a grey start to Sunday that kept the crowds down. One of our BMW racers told me the rides are his favorite part of the weekend. He then got the surprise of his life and wore a grin from ear to ear when he came back from a lap and his rider unbuckled her belt leaned over and planted a "big ole kiss" on him - it made his day!

The driver's reception got off to a slow start but picked up once the food arrived. The food was good. Next year: bigger and better and live music!
See you all then

Ralph Steinberg PVGPA/VRG
ralph@cloverleaf-auto.com

(Ralph is the catalyst that forged our relationship with PVGPA and the glue that keeps it together. If there is one person to thank for this terrific weekend it is him. – editor)

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I think I have attended every PVGP Beaver Run Event since its inception and continue to be impressed with how the event has grown since the beginning. Does anyone remember the first year when there were fewer cars, long practice sessions and a feature race that seemed as thought it would never end? I can remember begging for a checkered flag to put an end to sore arms, legs and the heat!

There are many reasons for the success of the event.

BeaveRun is a nice track with a user friendly feel.
Where else can you sign up Thursday for a test and tune day and be told you can drive the track after registration just "don't do anything crazy". New member, Paul Tout (sharp looking MGBGT) and I had a blast cruising the track.

Some very cool cars. Every year you get to see something different. I had never heard of an *Ardent Alligator* until the event.

Track workers/volunteers are friendly.

Plenty of friendly racers who are willing to help with a part, tool or advice.

Finally, VRG leadership has done a great job of putting together a first class event. Thank you Ralph for getting this event on solid footing. Good Luck next year Keith!

Vic Schuster
vschus8282@comcast.net

(Vic, we thank you for your enthusiasm and your contribution both on and off the track. Pete McManus, owner of the Ardent Alligator is an enthusiastic, respected, and universally liked vintage racer who will be pleased to have been singled out, eh Pete? – editor)

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(con't on page 12)

PVGP Historic Races

Beaver Run Motorsports Complex

Photos by Lu & Walter Pietrowicz
www.september8th.com

The Friday practice sessions were overwhelming – seven sessions of about 20 minutes each---Whew. What a workout. Most drivers took at least one session off.

It was wild start to the Saturday qualifying race. Chris Shoemaker anticipated the green flag to perfection and rocketed up from the third row to claim the lead going through turn one with Bob Bruce, Barry Durham and Dick Barnes following in close pursuit. Chris hung on to the lead for several laps though the group was nose-to-tail and side-by-side. At about half distance the pressure caused Chris to overcook the last corner and he spun himself out of the lead. Bob took over the lead for a few laps until Barry got a good draft down the front straight and passed him going into turn one. Despite lapped traffic, the running order stayed the same until the checker.

Another great start on Sunday by Ivan Frantz in his Merlyn FF who shot out of the third row to take the CF/FF lead in turn one after John Bechtol in the Super Vee. Ivan held his lead for a few laps despite much pressure from Bob Bruce, Barry Durham, Dick Barnes and Chris Shoemaker. Bob, Barry and Dick finally got by Ivan as the race wore on and were able to gradually open a gap on the rest of the field. Bob and Barry were able to put distance on Dick as the race wore on due to lapped traffic even though having a super dice lap after lap as they picked off slower cars. On the last lap, Bob was able to draft Barry down the straight and executed the pass as they came to the kink at turn nine. Barry was unable to repass in the short distance to the checker. John Bechtol maintained his lead from the pole throughout the race to take first overall.

Dick Barnes
barnesrd41@comcast.net

(Good "seat of the pants" reporting from our Pittsburgh correspondent. He had a new race car as the Lotus 51 has been sold. In the VSCCA we have a "Fast Eddy." Can we have in VRG a "Quick Dick?" – editor)
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This was my second time to the VRG/PVGPA Historics and as soon as I got out for Saturday's practice I remembered why I had such great memories of last year's event. The track seemed great and there was a wonderful field of cars for Group 2.

My recollection of Saturday's events are pretty much all black and silver--the colors of Hervey Parke's Courier--as at all times in both sessions, Hervey was either in my mirrors or I was in his, and we had some fine dicing. The racing within our group was fast and clean, and in a very sportsmanlike gesture two frontrunners (Don Queen in an Alfa and another fellow in a Lotus 11) moved themselves up to a faster group during the weekend.

It rained just before our race on Sunday and I hadn't had too much seat time in the wet, so I pumped the Dunlops up a few pounds and went out to get some! Once Les Roub, Mark Palmer and Jim Holody got away I was pretty much on my own and as the track slowly dried I used the balance of the event to learn the rain line and the benefits of steering, accelerating and braking more gently. It was a great learning experience.

As always folks were friendly and welcoming, with good fellowship and food at Saturday night's dinner, including three varieties of brownies! Thanks to all for a fine weekend and put me down for next year.
Best—Michael Oritt
Awgertoo@aol.com

(We'll keep supplying the brownies. – ed.)
##############

Aside from the rain I had a great weekend. The group 1 race on Saturday was the highlight for me. Frank G. and I had a great race right from the start and it continued to end of the 18 laps. My only regret is that weather prevented us from doing it all again on Sunday. I want thank everyone for a great job and especially Mike and other BeaveRun staff for again supplying us with water for the swimming pool.

Thank you – Sam Viviano
samvi@comcast.net

(Sam, in his modesty, also supplies the noise as he brings with him a Z-28 Camaro. We love the "ground pounder" group with all of its accompanying drama. Thanks for being our "in seat" correspondent. – editor)
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Your editor wishes to thank all of the participants in this "piecing together" a race report for BeaveRun. It is an "OK" first effort that can be improved on. He will attempt to better organize the car group "in seat" correspondents for future events so that each group gets its due coverage. Volunteers?

PVGP Historic Races

THANK YOU LU & WALTER FOR SUCH GREAT PICTURES

Photos by Lu & Walter Pietrowicz
www.september8th.com

PVGP Historic Races

Beaver Run Motorsports Complex

Photos by Lu & Walter Pietrowicz
www.september8th.com

PLANNING AT TRIP TO THE THUNDERBOLD HISTORICS? – MAKE SURE YOUR SEATBELTS ARE CURRENT!

It is a perfect summer morning and you cannot stop thinking about this new track. Early reports from the first events reveal that The New Jersey Motorsports Park (NJMP) is full of excitement. NJMP is a 700 acre facility with two incredible tracks, Thunderbolt and Lightning. Even after your last track session of the day, you don't have to go back to your hotel room. A top notch, outdoor, 1.1 mile karting track is waiting for you, just in case you didn't get enough seat time during the day! A new track, a new day, and meeting new people will surely prove to be another experience to share with other motorsport enthusiasts. But as you go down your list for a final check before heading out to NJMP, there is one item that you have to pay very close attention to, especially when attending this incredible venue.

ITEM CHECK: SEATBELTS AND SAFETY

Many safety issues at NJMP are regulated by the NJ State Police Motorsports Regulations – including seatbelts. **You must have belts with current FIA or SFI tags** and the NJ State Police have the right to - and may very well do - a spot check of your harness belts. If your belts are not current, you will be asked to leave. For those of you who are not up on the details, I will try to help you out with a simple primer on harness belts.

First, here are a few of the critical quotations from then New Jersey regulations for road course racing:

13:62-3.7 ***Safety belts, shoulder harness and crotch belt***

(a) SFI 16.1 or SFI 16.5- seat belts shall be valid for two (2) years from the month and year punched or indicated on the SFI tag. There shall be one original tag attached to one of the two shoulder belts, one original tag attached to one of the lap belts, and a third original tag attached to the crotch belt.

(b) FIA 8853- seat belts shall be valid for five (5) years from the year of manufacture. Belts are stamped or printed with an expiration year. FIA seat belts expire on December 31st of the year printed or stamped on the FIA tag. FAI tags are located on each leg of the shoulder belt and lap belt, and on one leg of the crotch strap.

(c) Minimum of a 5-point safety belt for each occupant meeting one of the following standards:

(d) Safety belts must be installed according to the manufacturer's recommendations and to the guidelines of the Sanctioning Organization.

(e) 4, 5, and 6-point seat belts may not be used in conjunction with any original equipment vehicle seat which has integrated headrest without a direct pass thru for proper installation of a double shoulder belt.

(f) Crotch straps, in any installation, may not be routed around the front of a seat.

What does all this mean to us? You better check SFI or FIA tags on your seatbelts AND the way they are installed. No sub straps around the front of the seat cushion!

SFI 16.1 & SFI 16.5 CERTIFICATION

To check your SFI belts, look for the SFI tags. There should be three per belt assembly, one each on a shoulder, a lap, and the sub strap. The tag, as pictured to the right, should be punched with the month and year of production. If a belt was punched AUG 06, it would expire the last day of August 2008 and would no long be accepted in NJ as of September 1, 2008. If your belts do not have tags in **all three locations**, the belts must be replaced.

There are two SFI standards for harness belts – 16.1 the original SFI harness belt standard which allows for 3" lap and shoulder belts with a minimum 5th point sub strap. 16.1 will allow a 2" shoulder strap for use with a HANS®. The "new" SFI 16.5 standard was originally developed in cooperation with NASCAR and is now being adapted by many other organizations. 16.5 standard allows 2" lap and shoulder belts and is generally provided with 6-point sub-straps. The 16.5 standard requires and additional 1,500lb test load on the SFI "body block" test over the 16.1 test.

SCHROTH®
SAFETY PRODUCTS

FIA CERTIFICATION

FIA belts are a bit easier to check, for those of you who are mathematically deprived, you simply have to look for the year printed, stamped, or punched on the FIA tag and your belts are good until December 31 of that year. New belts purchased in 2008 should have a tag labeled 2013. So if you buy your belts early in the season, you actually get 6 full seasons out of an FIA belt. A sample of the FIA tag is pictured to the right.

FIA tags must be attached to each shoulder belt, each lap belt, and one to the sub-strap – **five tags per belt**. All tags should be dated with the same year.

SO NOW YOU NEED NEW BELTS

Now that you have found out that you have to replace those relics that look nearly as old as your car here are all of the things you should consider in selecting new belts:

WEBBING MATERIAL

First and foremost, I strongly recommend polyester webbing over the old favorite Nylon. Polyester belts maintain their stiffness over time much better than Nylon belts. There is less of a tendency for them to "slip" through the adjusters and thus the need to keep retightening the shoulder straps, especially if they get damp or wet. They are much less susceptible to damage from UV or from moisture, dirt, grease, or battery acid. Once a Nylon belt gets wet, it can lose up to 30% of its strength and elongation properties and it does **not** return to 100% when dry.

All current FIA belts (Schroth, Sabelt, Willians, etc.) are made from Polyester as well as some of the SFI belts from Simpson, Safecraft, and G-Force.

REWEBBING

Some manufacturers of SFI belts will re-web their hardware. This is not a practice I recommend. Hardware can age with time, adjusters get worn and don't work as smoothly, and there are better, lighter, and easier to use designs coming out all the time. Manufacturers do not have the equipment to evaluate old hardware other than to visually inspect it. For something as important as your seat belt, why take a chance on used hardware when the time comes that you actually need it?

Rather than spending the money to reweb SFI harness belts, you will probably save time overall by starting with a five year SFI belt.

BELT DESIGN

There are many more options available to you today than 5 or 10 years ago. Make sure that before you buy belts that you know how they are to be attached (bolt-on or snap-on), what type of lap belt adjuster (pull-down or pull-up), and what type of sub-strap configuration (5-point, t-bar, formula, hybrid) you need. Take dimensions from the mounting point of the lap belts to the optimum position of the lap belt adjuster to ensure that it will clear the lap belt opening of the seat.

Since you are upgrading your belts, now is the perfect time to change from a 5-point sub-strap to a 6-point sub strap. A **6-point sub-strap** allows for a rearward routing of the subs and thus a more direct loading to the lap belt. NASCAR has yet to have a single sternum injury with a driver using a 6-point belt where it was a common injury with 5-point belts.

The **two-inch lap belt** has become widely accepted, and if you have not tried it, you should. It solves many installation problems because the hardware is smaller. It does not get bound up as easily in the lap belt openings of the seat. It fits better within the crest of the pelvis allowing the belt to be 1"-2" tighter while still being more comfortable than the three-inch lap belt. Two-inch lap belts are now the predominant belt in IRL, F1, Porsche & BMW Club Racing, and are even accepted in NASCAR! The two-inch laps meet the same strength and elongation requirements of the three-inch webbing.

If you are using a HANS® or Hutchins Hybrid device, you should consider the two inch **"HANS Specific" shoulder belts**. Since the surface on the HANS® and Hybrid devices where the belt goes over the shoulder is about two-inches, the

two-inch shoulder belt fits much better as none of the webbing is "hanging" over the edge of the device. The two-inch shoulder belt also clears the small shoulder openings in most seats without getting folded.

TIME OF PURCHASE

Make sure that the dates on the belts that you are purchasing are current. FIA tags for this year should be marked 2013. SFI tags should be at least the same month and date that you are purchasing them. Manufacturers are allowed to punch belts three months forward at the time they ship them to their retailers to allow time for them to be sold to the end user as "fresh belts". There is nothing worse than not checking the dates on an SFI belt and later realizing you only have lost six months to a year of the useful life of the belt.

When it is time to install your new belts (or even to check your current installation), be sure to check all of your mounting points and belt angles. Rather than rewrite all of that here, you can download the critical information from the Schroth Racing website at http://www.schrothracing.com/main/Documents . I recommend the "Competition Harness Instructions" and the "Installation Quick Checklist".

Have fun and be safe!

by Joe Marko

Joe Marko is the owner of HMS Motorsport, the US importer and Manufacturer of Schroth Racing Harnesses. Joe is a recognized expert in integration of harness belts, head & neck restraints, and seats, in all types of vehicles. He is the National Safety Steward for BMW Club Racing and on the advisory panel for PCA. He works directly with a number of NASCAR and IRL teams where SCHROTH is the leading supplier to both organizations.
www.hmsmotorsport.com, 888-467-3269.

NOTES FROM THE EDITOR

I have been to the *Promised Land* and it is called **New Jersey Motor Sports Park**.

Last week SVRA had its inaugural event at Thunderbolt Raceway. I went for the practice day on Thursday. Driving into the facility, which is easy to find, one feels as if one is arriving at a new Daytona International Speedway. The sports racing complex is enormous. It is a work in progress: lots of graded earth, very little planting, a terrific club house, two race circuits, garages, rental suites, acres of black top, and weeds. When it is finished it is going to be magnificent. SVRA got caught in the summer vacation period in which family vacations took priority over car racing. The car count was way off and Carl Jensen and Jack Woerhle were not happy. Those who attended were, and those to whom I have spoken since had good racing, liked the track, and are looking forward to returning. SVRA did its usual excellent job of providing a well planned event at a great facility, organized by a professional staff. I had three sessions on the track, liking it better each time. It is technical and the tight sections feel tight, where there is an advantage to a good handling powerful small car. In the faster sections of the track horsepower will rule. Watch the Grand Am race on Labor Day Weekend. While there we went to look at the Lightening Circuit at which the Bertil Roos Racing School was using the course. It looks terrific. It is fast like Lime Rock and as it was completed first, is more finished in appearance. The 15 degree banked turn looks great. Its facilities are not as elaborate, but for an all volunteer VRG it will be very, very, very good. It is too bad that SVRA is not on Thunderbolt on the same weekend that we are on Lightening, in September – a full vintage weekend on the ground and in the air.

On Tuesday I went to the open test day at Lime Rock. It is "as smooth as a baby's ass." Skip Barber has done a great job of rebuilding the track. The additions to the track were in place, but not used at the open test session, so they were "drive by's." If you are a "Lime Rock kind of guy," you will love it. Bob Bruce, myself, Mike Rand, and Sam Posey, all in Formula Fords had the open wheel sessions pretty much to ourselves (guess who was the fastest?). There is more to be done, but the best part, the paving of the original race track, is completed to a very high standard.

Bill Hollingsworth

PRESIDENT MESSAGE

It's always a challenge to decide what to write about for the President's column in the newsletter. Our faithful Editor, Bill Hollingsworth, suggested that I just write about whatever is on my mind … well, right now, Flagging is on my mind!

Why flagging? Because we're having a tough time finding enough good flaggers for some of our events – notably the Thunderbolt Historics next month at the new track in New Jersey. As drivers and race entrants, most of us don't give much thought to the flagging crew. I think it's important that our members have some understanding of the current situation. Let me tell you, there is a near-crisis in Flagging & Communications in our area. There are so many events (not just vintage, but SCCA, Porsche Club, BMW Club, NASA, EMRA, and many more) and too few workers. Many are burned out, and some are getting older and hanging up the whites. It is very, very difficult to attract new people or young people into the F&C specialty.

In the good "ole" days, most vintage clubs relied on the local SCCA Region to provide flaggers for vintage events. The flaggers were volunteers (i.e. not paid), who worked for the enjoyment of watching old cars on the track, and a free lunch and beer party and/or a T-shirt. Those days are pretty much gone. Most SCCA Regions are having trouble staffing their own events, let alone somebody else's, so they are reluctant to send Flaggers to a vintage event (or any non-SCCA race).

I can hear some of you saying "can't we just rent workers from the track?" Well, yes, sort of … but that is no magic bullet either. Tracks are having great difficulty "hiring" workers. Would you want a job where you work most weekends, sometimes on short notice, stand outside in all kinds of weather for 8 or 9 hours a day, and get paid maybe $10/hour if you are lucky? And frankly, the training & skill level of track rental workers is sometimes not the best. Some are great, some are the same people who volunteer for SCCA – but some are just local folks who need a job and don't have much interest in cars or racing.

This has put a huge burden on our VRG Event Chairmen. We are fortunate at some of our races (BeaveRun, Watkins Glen) that workers are provided for us by others. However, it is becoming much more time-consuming for our Race Chairmen at tracks like Summit Point and NJMP.

So here's the pitch: what I would love to see, is a Chief of F&C for VRG. This would be a person who would take charge of coordinating the Flaggers for us at all of our events. As I see it, this would operate a lot like Tech does today: Tivvy puts together the Tech Inspectors for every event, trains new people, keeps a list of the contacts, etc. The Event Chairman makes one phone call – to Tivvy – and Tivvy does the rest. I'd like to have the same set-up for F&C. Big job, no doubt - but several of our events are pretty well self-sustaining at this point: BeaveRun, Watkins Glen, and to some degree, NHMS. Steve Limbert has flaggers lined up for next year's Jefferson 500. I would like to establish a Chief of Flagging & Communications, who would concentrate on the Thunderbolt Historics and the Turkey Bowl. You have heard about "energy independence." This would be flagging independence for VRG.

Is there anyone crazy enough to take this on? If you are crazy enough to want to race a car, or crazy enough to love the one who races a car, or you have hung up your helmet and Nomex, this may be your opportunity to stay involved, and provide invaluable service to VRG.

Mark Palmer

VINTAGE RACER GROUP

VRG

First Annual
Thunderbolt Historics
September 19th – 21st, 2008
New Jersey Motorsports Park
Millville, NJ

DRIVER

Name _____ Tel. (H) _____

Address _____ Tel. (W) _____

City, State, Zip _____

Fax _____Cell _____ E-mail _____

PLEASE PRINT E-MAIL VERY CLEARLY

Competition license: Club name _____ License # _____ Expires: _____

-- *OR* -- I am a Qualified Driver with the following club(s): _____

Last three races entered: _____

Current medical on file with (club): _____ Medical expires: _____

Are you currently on probation or suspension from any club? *Yes* ____ *No* _____

If yes, explain on back side of this form ⟶

Emergency contact: _____ Phone: _____ At track? _____

Driver Medical Info: Doctor's name: _____ Phone: _____

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

CAR

Make: _____ Model: _____ Year: _____

Car color: _____Race number: _____ 2nd choice: _____

Log book: issued by (club): _____ Log Book number: _____

ACTUAL engine displacement (cc's or ci): _____

Carburetors, number/type/size: _____

Tires: Make & designation: _____ Treaded? y/n _____

Tire diameter, front: _____ Rear: _____ Tread width, Front: _____ Rear: _____

Wheels: Type (steel, cast alloy, wire) _____

Wheel diameter, front: _____ Rear: _____ Rim width, Front: _____ Rear: _____

AMB Transponder Number: _____ -- or – will rent at track ____ no transponder ____

(OK to run without a transponder but will not be timed and scored, and may be gridded at back)

Lap time at Summit Point: _____ BeaveRun: _____Watkins Glen: _____

Other (specify track): _____

MOSPORT 2008

Each year VARAC features a different group of racecars and this year it was the turn of the mighty Can-Am cars to come back to the track where some legendary battles were fought at Mosport in the sixties. There was also a large field of other cars of all descriptions, seven grids

in all. Including the iconic Can-Am racers the total count was 225 cars, a great turn out despite soaring gas prices and a slowing economy. It was an excellent showing by vintage racers from all over Canada, the United States and England. The VARAC Festival organizers did a terrific job putting on the weekend. It's a huge job and was extremely well done, much appreciated by every racer who came to Mosport.

There was an optional test day on Thursday and then on Friday the event proper opened with each race group running three practice sessions. Friday evening featured the extremely popular "Pot Luck Dinner" with VARAC spouses and members providing lots of great food for all the entrants and wine provided by the Black Prince

Winery and Reif Estate Winery. A big thank you to all concerned. It was most enjoyable.

Qualifying races started on Saturday with seven different race groups including monoposto, small bore production sports cars, classic sedans, and two groups of sports racing cars. This year marks the 50th anniversary of the Bugeye Sprite and they were appropriately featured and rewarded with reproductions in stained glass, sponsored by Hoyes, Michalos & Associates Inc.

The weather was great for the final race on Saturday, the one hour Relay/Enduro with rules which include a

mandatory pit stop (no refueling) and allow for various combinations of the number of cars and drivers on each team. You could enter one or two cars, one or two drivers, with all the permutations you can think of. It's a fun event and no-one pays too much attention to who wins, and besides, how often do you get to be passed by a Can-Am car anyway?

23 cars participated with everything from a couple of McLaren Can-Am cars to a Fiat Abarth taking the track. Esterer leaped from last to first by the end of the first lap in his Can-Am McLaren and the fun was on. Almost every type of car you can

think of was out there battling for glory, each at their own speed and in their own way, all having great fun. There were various Porsches, Jamie Shelton's unusual GSM Delta, Andrew Celovsky's Fiat 124, Alain Raymond in his diminutive red Fiat Abarth, three or four Ginetta G12's, an E-type Jaguar, there were Triumphs, Alfas, Datsuns, Mallocks, BMW's, a Marcos, a Lotus Seven, Travis Engen's Lotus 23B, a Honda, a Spitfire, a Turner, well, you name it, it seems that they were there! It was tough keeping track of who was where what

with the driver changes, team car changes and so on but who cares when you're having fun? The father/son team of Walter and "Young Walter" Davies were as high as second in their lovely '78 Lola T492 during the stops, but despite restricting their rpm to save fuel (did we mention that refueling is not allowed?) they ran out of gas at turn

three on the last lap. It was a great race and fun for all who participated and all who watched.

After the Enduro the Lola Heritage awards were presented at the Saturday night banquet to Dan Lipetz, '71 Lola T222; Doug Lorraine, '78 Lola 492; Seb Coppola, '70 Lola T192; and Fred Kaimer, 76 Lola T296. The Sasco Sports Award of a set of tires was presented to Tom Simpson.

Sunday morning the weather was again beautiful and the race schedule got underway on time. The Wings and Slicks cars were out on the track for a while and then it all went very quiet. The race had been red flagged. There were rumours of an accident. An announcement was made calling for an important drivers meeting. Race Director Stefan Wiesen informed everyone that Dino Crescentini had suffered a fatal accident driving his ex-Gilles Villeneuve Wolf-Dallara. The Ontario police were investigating the scene. The remaining races were cancelled.

Those who knew Dino said he was a great guy, a real ambassador for the sport, always ready to talk vintage racing, always willing to let a kid sit in his car for a picture. Dino's fellow competitors are amateurs who race for the sheer joy of driving these wonderful cars and sharing the experience with vintage race fans, as Dino did.

VARAC and the entire vintage racing community send our thoughts and prayers to Dino Crescentini's wife, his children, his family and his many, many friends.

Jeremy Sale

(We share the grief with our Canadian cousins in the death of Dino Crescentini. VARAC and its members have been vital supporters of VRG. We express our prayers and send our best wishes to Crescentini's family. – ed.)

VRG at "The Glen"
October 17-19 , 2008
Watkins Glen, NY

DRIVER (Please print clearly)

Name: _____Telephone (H): _____

Address: _____ Telephone (W):_____

City: _____ Province/State: _____ Zip: _____Country:_____

Email: _____Fax _____Cell _____

Emergency Contact: _____ Telephone: _____ At Track?_____

Driver Background:
Current Vintage License: _____ License #: _____
Current Medical Expires: _____

CAR

Year: _____ Make/Model: _____ Color: _____
Car #: _____ 2nd Choice _____ Logbook from VMC Recognized Club: _____

Engine Displacement: _____ Carburetors—Number/Size _____

Tires: (Manufacturer/Designation) _____ Treaded (Y) (N)
Diameter—Front _____Rear____ Tread width—Front _____ Rear _____

Wheels : Type (alloy/wire/steel): _____Rim Diameter/Width: Front _____ Rear _____

AMB Transponder Number: _____

ENTRY FEES

	Member	Non-Member	
Early Bird Discount, received by Sept 12	$395	$420	_____
Regular entry, received by Oct. 10	$425	$450	_____
Late entry, received after Oct 10	$475	$500	_____
Enduro	$100	$100	_____
Garage space, per car	$100	$100	_____
Camping in Paddock (3 nights)	$ 30	$ 30	_____
Dinner at Tower Suite Sat Night ____ @ $35 each			_____
Make check payable to: **Vintage Racer Group**.....Total			_____

Mail to: Michael Lawton, 94 Old Shirley Rd. Harvard, MA 01451

WARNING: Auto racing is dangerous and can result in serious injury or death. I hereby enter the above vehicle(s) for the 2008 VRG Watkins Glen event. I will abide by the rules set forth by the track owners (Watkins Glen) and the governing sanctioning body (VRG, Inc.). I hereby agree that I will not hold the event organizers, Watkins Glen or its employees and/or volunteers, or any party involved or connected with the above named event responsible for personal injury, damages to the entered vehicle(s), parts or other items displayed on my behalf during this event. This includes theft, or any type of damage related to racing or displaying this vehicle or vehicles. I know of no physical or mental problem that would prevent my safe participation in this event.

Vehicle Owner's Signature: _____ Date: _____

Driver's Signature: _____ Date: _____

For additional event information and FAQs,
visit www.vrgonline.org

VRG at "The Glen"
October 17-19 , 2008
Watkins Glen, NY

FAQs & Facts

Entry Confirmation: Will be sent via e-mail starting mid-September

Refund Policy: Full refund if cancelled by October 7th, 50% to a future event if cancelled thereafter.

General Schedule, Registration, and Tech:

Track gates: Use Gate #2. No track entry before 6pm Thursday Oct. 16th. Please do not get there early as there is very limited parking at the track entrance. If you are early continue on County Route 16 past the Gate 2 entrance to Bronson Hill Road, 2nd left, and park in the field behind the registration building. Entrance gate #2 will be open at 6pm until 10pm and will reopen at 6am Friday.

Registration: Will open 7pm to 9pm Thursday and 7am to 10 am Friday in the garage building.

Tech: Will open in Garage #1 at 7pm to 9pm Thursday and reopen at 7am Friday.

General Directions to track: www.theglen.com
From Rt.14 in the town of Watkins Glen take Rt. 414 south toward Corning. At the top of the long hill turn right on County Rt. 16. The track will be on your left.

SPECIAL NOTICE: Anyone arriving with a race car will be allowed entrance to the track at Gate 2. If you or any of your crew will arrive at the track at a time other than with your race car, your names must be on a guest list. You MUST send a list of anyone arriving at the track, at a time other than your race car, to lawtonmk@gmail.com

On-Track Activities: See schedule posted on www.vrgonline.org

Optional test day: No

Optional Enduro: Additional charge of $100

Driver Training Activities: Sorry, not at this event

Special car requirements:

Sound restrictions: No

Antifreeze permitted: Yes

Transponder required: Yes, if you want timing and scoring.

Crew and spectators:

Crew passes: Everyone must sign a track waiver at Gate 2 and VRG waiver at registration in the garage.

Spectator event: No

Social Activities:

Friday: A reception will be held at the Watkins Glen Motor Racing Research Center from 5:30-7:30 pm.

Saturday: Buffet dinner in the Tower Suites at the track for $35 per person. Cocktails starting at 6 PM, dinner at 7PM.

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

Wednesday, August 13, 2008

Lime Rock Park was closed down for an hour and half today to honor Paul Newman. He was attended by his family, close friends, Skip Barber, mechanics on his race team, and those who happened to be at the track. PLN toured the track in his Corvette race car with his Buick V8 powered Volvo station wagon following. He had come to say goodbye. Diagnosed with terminal cancer he is not expected to live beyond September. Race driver, actor, humanitarian, family man and friend – they did not come any better.

Lime Rock Park, Sept. 2005, when Paul Newman was 80 and still driving