VINTAGE RACER GROUP
VRG
NEWSLETTER
JAN. 09 • VOL 6.1

ENTRY FORMS FOR VDCA at VIR, JEFFERSON 500 and NEW HAMPSHIRE INTERNATION SPEEDWAY
ALSO - WINTER WARM-UP AND PITTSBURGH WINTER DINNER

253 BRIDLE PATH RD • BETHLEHEM, PA 13017 • PH 610-867-0288 • FX 610-954-9489 • WWW.VRGONLINE.ORG

VRG RACE SCHEDULE

2009

FIRST EVENT 2009

FEBRUARY 21, 2009	**WINTER WARM-UP - GRAND PRIX NEW YORK, MT. KISCO, NY** **Event Chairman: Darry Bova, Tel: 203-329-9710 Email: pbdb35@optonline.net**
MARCH 14, 2009	PITTSBURGH AREA VINTAGE RACERS WINTER DINNER Event Chairman: Keith Lawrence, Tel: 412-995-7101 or Email: KLawrence@EDMC.edu.
APRIL 10-12, 2009	VDCA WILD HARE RUN, VIRGINIA INTERNATIONAL RACEWAY, ALTON, VA Event Chairman: Mike Jackson, Tel: 561-622-7554 Email: vdca@vintagedrive.com
MAY 1-3, 2009	"JEFFERSON 500" AT SUMMIT POINT, WEST VIRGINIA Event Chairman: Steve Limbert, Tel: 717-432-4116 Email: limbertsteve@cs.com
MAY 15-17, 2009	VINTAGE CELEBRATION - NEW HAMPSHIRE MOTOR SPEEDWAY Event Chairman: John Kieley, Tel: 603-878-1220 Email: john.kieley574@gmail.com
JUNE 19-21, 2009	VARAC MOSPORT VINTAGE FESTIVAL, BOWMANVILLE, ONTARIO Event Chairman: Peter Jackson, Tel: 705-325-8740 Email: ptrt@rogers.com
JULY 11-12, 2009	PVGP HISTORIC RACES, BEAVERUN, WAMPUM, PA Event Chairman: Keith Lawerence, Tel: 724-941-5330 Email: klawrence@EDMC.edu
SEPT. 18-20, 2009	"THUNDERBOLT HISTORICS", NJMP, MILLVILLE, NJ Event Chairman: Mark Palmer, Tel: 610-867-6014 Email: mgrvrmark@hotmail.com
OCT. 16-18, 2009	VRG AT THE GLEN, WATKINS GLEN, NY Event Chairman: Bob Girvin, Tel: 508-429-2818 Email: rgirvin@.com
NOV. 27-29, 2009	TURKEY BOWL XI, SUMMIT POINT, WESTVIRGINIA Event Chairman: Cal Trumbo, Tel: 704-248-0321 Email: caltrumbo@carolina.rr.com

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

TURKEY BOWL XII
November 28-30, 2008

Turkey Bowl XII and the 2008 Vintage Racers Group race season are in the books. The weather was near perfect on Friday and Saturday with clear skies, cool temperatures and lots of track time on the main course at Summit Point Motorsports Park.

As in the past we had a wide variety of cars spread across four groups (3 vintage, 1 modern). All the vintage groups were mixed and matched around speed and less around car type except the big bore cars. Each group had ten to twenty cars in it so everyone could find space to run and with no timing or scoring it was clear we were here to have fun and complete the season on a good note.

Friday is reserved mainly as a practice day with more than an hour and half of track time per group. Many of the drivers and crews showed up throughout the day after traveling on Friday from the Thanksgiving festivities.

The day was almost incident free among the vintage racers until just about dusk. The big bore group was just finishing up their last practice for the day when we got a call over the radio that a car is having a mechanical (flat tire???). As the information continued to flow, the situation got only more bizarre. I think Sam Smith (Alfa Romeo Giulietta Spider Veloce "Luigi") summarized it the best in his race report: *"No TBowl weekend is complete without some local wildlife encounter – this year a perfectly wonderful 68 notchback Mustang that WAS a Shelby Trans Am series team car went mano e' mano with "Mr. Buck" between turns eight and ten at the bridge. The left front of Gary Barnes' old warrior Mustang took the brunt of the confrontation – the owner promised he'd be fixed and ready for the Jefferson 500 in May coming. As for "Mr. Buck", a corner worker lady was heard to say: "I have first dibs"."*

Each Turkey Bowl the corner workers vote on their favorite cars from each group. On Saturday, during lunch, Howard Weiss (2x4 Safety Services) announced the winners. The first Worker's Choice Award went to Alan Patterson III and Alan Patterson Sr. who brought the gorgeous family 1952 Allard J2X. The vintage big bore winner was a 1975 Datsun 280Z driven by Mike Murphy. Perhaps the corner workers loved this car like we all love a good underdog; Mike's great driving among the muscle cars. Herb Wetanson's beautiful 1970 Royale RP4 Sports Racer was selected from group 3 and last but not least, Mike King and his 1975 MG Midget in the Modern Group. Congratulation to each of this year's Turkey Bowl Worker Choice Award winner who where each presented a Turkey Bowl XII stainless steel thermos to keep their coffee nice and warm while racing in those chilly November mornings at Summit Point Raceway, be careful not to spill your coffee while avoiding the wildlife!

During the Saturday feature race for group 3 we had an opportunity to welcome back a good friend to vintage racing after a long illness and a challenging recovery. Turkey Bowl was the first race event for Bob Schoeplein and his 1960 MGA "Honey Bee" since suffering pneumonia earlier in the year. As a welcome back tribute we asked start/finish to throw the checker for all cars except for Bob and allowing Bob to take one more lap. On that lap the corner workers waved their flags and the VRG drivers and crew were waiting in the pits to greet Bob.

Bob's reaction was both surprise and profound appreciation. We want to thank everyone who participated as well as reprint Bob's heartfelt thanks from the VRG Newsgroup:

"Thanks to all at this year's Turkey Bowl for my "Welcome Back" celebration. It would be a gross understatement to say that I was touched. I don't count laps, so I didn't realize that after coming in last in my fast group I was given one extra lap all by myself. Our corner workers at each station waved all their flags. My reaction at the first four corners was, "These workers are the greatest! They're waving their flags at all the vintage racers for our last race of the day."

con't on page 4

TURKEY BOWL XII

Photos by Cal Trumbo

TURKEY BOWL XII (con't)

Then I came into the pits and all you guys and gals were assembled there clapping. I've spoken with folks from other sports who are amazed at the close bonds we vintage racers hold for each other. We racers, spouses and crew really are a close knit family in a mutually reinforcing way."

"When I was in that California hospital for 30 days in April, I said to myself, "I'm getting out of here. I'm going to walk again. I'm going to take rehab each and every week. And I'm going to do one race this November at the Turkey Bowl!" To those few of you who have not had a race at the Turkey Bowl, there is nothing quite like this special weekend. (Inside joke: Alaska has their moose; Summit Point has deer.) Ain't nothin' better than the Turkey Bowl, you betcha!!!" Bob Schoeplein 1960 MGA #76, "Honeybee".
On Saturday night we held our annual VRG Turkey Bowl dinner at the newly renovated George Washington Hotel. Many of the 57 in attendance commented on the fabulous food and service. VRG would like to thank Tom and Trish Dick for recommending and making the introduction to this fine establishment.

As is the custom with the annual Turkey Bowl Dinner is the selection of the 2008 Turkey Award recipient. This year's recipient was selected by last year's winner, Robert Anderson (GT40/Shelby Cobra). It was an easy choice as we all agreed anyone who could be so in touch with the local the wildlife deserves to win an award that happens to be a Tom "the talking" Turkey. Congratulations to Gary Barnes! This ceremony would not be complete without the traditional activation of Tom "the talking" Turkey by Hank Giffin (1959 Elva Courier) and good laugh.

At the end of the last Turkey Bowl (2007), several drivers suggested we add a charity fund raiser to our racing event. After discussing some ideas we decided that adding something like this to our event fits perfectly with the Vintage Racers Group. This year we chose the Tommy Dick, Jr. Cancer Foundation, took a variation on the walk-a-thon and created the first Turkey Bowl race-a-thon. Many of the drivers coerced their friends and family into pledging a donation either in whole or per lap during the 15 lap feature race. The race-a-thon raised a total of $1,309 and we would like to thank everyone who participated in this wonderful cause.

The goal of the Tommy Dick, Jr. Cancer Foundation is promoting education and public awareness about cancer and its prevention, promoting research of the causes of cancer, and offering assistance and improvements to the quality of life for those living with cancer. Tom Dick, Sr. is an active member of VRG (1962, MGA MKII) and it is great that we can help a fellow racer with a wonderful charity that benefits so many families in a difficult period of their life. It is not too late to make contribution. If you would like to make a donation please contact Tom or Trish Dick at tjdjrcrcfd@millerandanderson.com or at:

THE TOMMY DICK, JR. CANCER FOUNDATION
4150 MARTINSBURG PIKE
CLEAR BROOK, VA 22624
540 667 4757

In the Turkey Bowl/Thanksgiving spirit we are grateful for all we have, family, great friends, a safe race weekend and a safe return home. We are thankful for the many volunteers that make our race weekends safe and enjoyable. Howard Weiss, Sara Brookfield, Roger Bacon and the many workers from 2x4 racing. Steve Hyatt and crew working grid, the emergency management team, John McCaulley's wrecker service, Mark Raspi and Janet Westlund for helping out with registration, just to name few. It is the dedicated effort of all those who work our race events that make them run so smoothly.

We want to wish everyone a safe, happy and prosperous New Year and look forward to seeing everyone in 2009.

Cal Trumbo
Turkey Bowl Event Chairman

Entry List for Turkey Bowl XII: November 28-30, 2008

Group 1: Vintage A

Car Number	Last	First	City	State	Year	Make/ Model	Group
76	Byers	James	Alexandria	VA	1960	MGA	1
41	Chamberlain	Nick	Beaverdam	VA	1965	Austin Healey/Sprite	1
439	Childers	Shawn C. S.	Chesapeake	VA	1959	Elva Courier	1
147	Dick	Tom	WInchester	VA	1962	MGA 1600 MK2	1
43	Giffin	Hank	Norfolk	VA	1959	Elva Courier	1
72	Holden	William	Sandy Springs	MD	1959	Lotus 7	1
55	King	Mike	Haymarket	VA	1970	MG Midget	1
157	La Costa	Tomas	Gladstone	NJ	1962	Alfa Romeo Giulia TI	1
253	Lesnowski	Joe	Williamsburg	VA	1965	Alfa Romeo Spider	1
2	Mumford	David	Arlington	VA	1960	Austin Healey/Sprite MKI	1
195	O'Malley	Paul	Capon Bridge	WV	1964	Triumph TR4	1
82	Oritt	Michael	Solomons	MD	1958	Elva Courier	1
72	Patterson III	Alan	Pittsburgh	PA	1952	Allard J2X	1
21	Patterson Sr	Alan	Pittsburgh	PA	1952	Allard J2X	1
14	Rock	Rich	Pottstown	PA	1970	TVR Vixen	1
131	Shenton	Tivvy	Danville	VA	1956	Jaguar XK141	1
173	Smith	Sam	Waldorf	MD	1960	Alfa Romeo Giulietta Spider Veloce	1
555	Spadaro	Santo	Rye Brook	NY	1958	Alfa Romeo	1
36	Lawrence	Keith	McMurray	PA	1964	Autodynamics MKI FV	1
36	Wild	Ken	Simi Valley	CA	1962	Alfa Gulietta	1

Group 2: Vintage Big-Bore

Car Number	Last	First	City	State	Year	Make/ Model	Group
174	Aliberto	Bob	Rhinebeck	NY	1965	Mustang Shelby GT-350	2
80	Andersson	Robert	Parkton	MD	1965	Ford GT40 Mk V-P1115	2
25	Calfo	Ed	Greensboro	NC	1972	Datsun 240Z	2
47	Cetola	Tom	Hockessin	DE	1998	Chevrolet-Busch Monte Carlo	2
50	Foglia	Joe	Hackettstown	NJ	1969	Chevy/Corvette	2
63	McDonnell	Frank	West Chester	PA	1966	Ford Mustang	2
2	Gable	Gilbert	Ridgely	MD	1974	Ford Capri	2
37	Grossnnickle	Nelson	Wrightsville	PA	1966	Ford Mustang	2
18	Limbert	Steve	Wellsville	PA	1970	Porsche 914-6	2
34	Moran	John	York	PA	1965	Ford GT350	2
75	Murphy	Mike	West Chester	PA	1975	Datsun 280Z	2
523	Patterson	Peter	Pittsburgh	PA	1967	Jaguar XKE Roadster	2

Photos by Cal Trumbo

In the Sun

Group 3: Vintage B

Car Number	Last	First	City	State	Year	Make/ Model	Group
76	Andersson	Ted	Parkton	MD	1965	Mini Cooper	3
44	DelVechio	Frank	Trumbull	CT	1970	Mallock MK XI B	3
44	Evans	Marc	Huntington	CT	1970	Mallock MK XI B	3
19	King	Paul	Dudley	MA	1972	Triumph GT6 Mk3	3
36	Lawton	Michael	Harvard	MA	1962	Alfa Romeo Giulietta Spider Veloce	3
330	Miller	J. William	Columbia	MD	1973	Porsche 911T	3
2	Mumford	Ed	Cedar Rapids	IA	1960	Austin Healey/Sprite MKI	3
88	Netterstrom	Jim	Arnold	MD	1961	Lotus Super 7	3
185	Palmer	Mark	Bethlehem	PA	1957	MG/MGA	3
76	Schoeplein	Robert	Reston	VA	1960	MGA	3
23	Manaker	Ralph	Marshall	VA	1969	Chevron B16	3
87	Sevier	Jay	Pasadena	MD	1953	Austin Healey/Sprite	3
248	Trumbo	Cal	Waxhaw	NC	1972	Royale RP16	3
39	Wetanson	Herb	New York	NY	0	Royale RP4	3
35	Williamson	Ken	Bellefonte	PA	1968	MG/C-GTS	3

Group 4: Modern Sports & GT

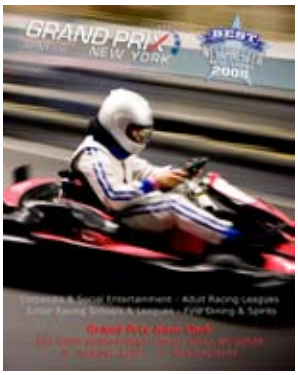
Car Number	Last	First	City	State	Year	Make/ Model	Group
99	Arey	Paul	Brookeville	MD	1973	Porsche 914-6	4
64	Crosby	Pete	Winchester	VA	2008	Ford FR500S Mustang	4
85	Jackson	Matthew	Charlestown	WV	1991	Mazda Miata	4
83	Mitchell	Melanie	Smithfield	VA	1989	Alfa Romeo Milano	4
82	Mitchell	Allen	Smithfield	VA	1986	Alfa Romeo GTV6	4
172	Myers	Wesley	Cockeysville	MD	2002	Corvette	4
76	Pihlaja	Bob	Mercersburg	PA	1987	Porsche 944	4
63	Ratcliffe	Alex	Beryville	VA	2002	Lexus 15300	4
5	Raymond	Jack	Frederick	MD	1992	Mazda Miata	4
2	Schmidle	Robert	Washington	DC	1992	Mazda Miata	4
0	Schwarz	Mike	Monkton	MD	1994	Mazda Miata	4
87	Stahlman	Erick	Mt. Wolf	PA	1982	Alfa Romeo GTV6	4
158	Vietz	Michael	Westminster	MD	1993	Porsche RS-America	4
14	Winkler	George	Frederick	MD	2008	Ford FR500S Mustang	4

Watkins Glen

Winter Warm-Up
Saturday, February 21, 2009
Mt Kisco, New York

Join your VRG friends for some winter fun

GRAND PRIX NEW YORK



An afternoon at GPNY, a brand new indoor karting facility in Mt Kisco, NY. A chance to hone your driving skills in the off season on one of two quarter mile tracks at this state of the art facility. This event is open to VRG members, non-members and friends.

Event Details

Place:	Grand Prix New York, 333 N. Bedford Road, Mt Kisco, NY 10549	
	Phone: (914) 241-3131 *Check out their website at www.gpny.com*	
Time:	1:00 pm	Arrival Time
	1:15 pm	Safety Briefing
	1:45 pm	Racing, Downtown Track
	2:45 pm	Late Lunch, includes Non-Alcoholic Bar
Cost:	$120 includes driving and lunch	
	$35 lunch only	
	Cash Bar for Alcoholic Drinks	

Name: _____

Address: _____

City, ST, Zip: _____

Phone: _____

e-Mail: _____

Driving & Lunch: _____ # @ $120 per person

Lunch Only: _____ # @ $35 per person

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

RSVP to Darry Bova by February 13, 2009
Phone: 203-329-9710 or e-Mail: pbdb35@optonline.net
Send checks payable to VRG and send to:
Darry Bova, 35 Chatham Road, Stamford, CT 06903

NOTES FROM THE EDITOR

It is already February, 2009 and I have not had one offer from you readers on offering to take on the volunteer job of Editor, which was mentioned in this column in November 2008. I take that to mean that no one reads this column. We hope that you look at the pictures!

We have just had an election (the Editor is not elected) and we welcome Mack McCormack and Paul Bova. We will miss the Board involvement of Chris Shoemaker and Mari Ryan and thank them for their service through these formulative years of VRG. Chris' babies have been the Website and the growth of open wheel (especially the FF &CF group). He has been a master webmeister and we have over 20 FF or CF in VRG. Mari's brainchild has been the Update, which has relieved the pressure on the "staff" of the Newsletter and has taken on (very temporarily) the Website. We are looking for a volunteer for each – but if as many of you read this column as read this column in November we might as well go out in the street and shout (so much for the internet and the written word!).

As I mentioned in November (here is your chance to read that column if, by chance, you are reading this one) VRG could not have grown without the great volunteer effort of the many members. It is the glue that seems to bind us together and as we look to the 2009 VRG season it will be that bond of relationships that will accompany us through it. We don't see how anyone cannot be affected by the present downturn in the economy. It has to affect everyone. VRG is attempting to do its part by keeping its events (Watkins Glen was on the chopping block), keeping the event costs down, and attempting to give its membership value for its entry. Non Profit has nothing to do with profit and loss. The volunteer effort of the many members saves "big time." We thank you. Bring your cars, your spouses, your pets and children (if the track rules do not prohibit pets and children), your friends, and most importantly, your marvelous attitude about vintage racing. While a few started VRG – it is your club and we few thank YOU THE MANY.

This issue has two in particular interesting pieces. Brad Marshall, who for those who did not know has traded his Merlyn for a horse and has taken up mending fences and cutting brush – in Texas) has related the story of his shipping the Merlyn to its new owner in Japan (who traded Brad the horse). In viewing how the frame was attached to the floor of the container I could not wonder at the progress we have made when in earlier times we would have merely nailed the tires to the floor. Ed Valpey, who along with Brad continues to serve on the Board of Directors has given us the second in a series driving instruction. Read it once, read it again, and save it to read again before you go to the track. Please appreciate the years of knowledge and driving it takes to articulate this invaluable advice. If any of you are lucky enough to have Ed behind you on the track, consider yourself luckier to have him ahead of you (which he will be shortly). Follow him. It will be another lesson.

To all our volunteers in the newsletter, regulars and newcomers, we thank you for your contribution. At this time we really are not looking for someone to takeover as Editor, but it was worth asking to see if anyone reads this column. Apparently not (yet).

Bill Hollingsworth

PRESIDENTS MESSAGE

The election (well, the other election!) is over and our new Board of Directors is in place for 2009. I'd like to welcome and congratulate new Directors Paul Bova and Mack McCormack. Paul and Mack are both excellent additions to your Board, and I'm looking forward to working with them this year. Also, congratulations to Bill Hollingsworth, who was re-elected for another 3-year term. I'm particularly pleased to disclose that we have received full assurances that Bill, Paul, and Mack do not owe any back-taxes!

I would also like to thank the outgoing Directors Chris Shoemaker and Mari Ryan for their fine service to VRG. Chris was a Director from the club's inception, and has done a great job over the years on the club's web site, setting up our regalia program, and helping to build the very successful VRG open-wheel race group. Mari was the first woman on the Board, and spearheaded improvements to our communications and marketing efforts such as the regular "VRG Updates" via e-mail.

And we thank all of the candidates who were nominated this year, John Faulkner, Bob Romanansky, and Steve Limbert. Each of them would have been a fine addition to the VRG Board, and I'm sure you will be seeing their names again in the future. We're fortunate to have so many good candidates who are willing to serve the club.

On another topic – the 2009 season. As I look out the window at one more "snow/sleet/freezing-rain" storm, it seems a little hard to imagine that we'll be racing again in just ten weeks or so. I'm sure many of you are making plans for the year, and I'd like to ask each member for your support during the 2009 racing season. All of the vintage organizers are concerned about the effect that the current economy may have on our entry lists this year. Fortunately, your club is in pretty good shape entering the year: the club has been fiscally well-managed from the beginning, and we have a fairly comfortable financial cushion. But holding our own events at big-name venues like Watkins Glen, New Jersey Motorsports Park, and Summit Point requires significant financial commitment on our part. As you make decisions about which races to enter, I ask you to consider the importance of supporting your club, a non-profit volunteer-driven organization. There are plenty of good events out there to choose from, hosted by VRG and many others. We're in good shape financially, but this year we'll strong participation especially at the Jefferson 500, our New Jersey event in September, and our Watkins Glen event in October. Thanks for your enthusiastic support of VRG!

Mark Palmer

MERLYN DOES YOKOHAMA

Following the 2007 winter racing prep period, concluding with the NHMS race weekend, I decided to sell my Merlyn Formula Ford and retire from racing "to explore other hobbies". I put a FOR SALE sign on the car at the NHMS weekend, got one strong bite, but the smallish cockpit of the Merlyn was too small, so Paul bought a CROSSLE CF, known for being spacious. Others presented me with questions and interest, but needed to sell the other car first.
It seems that there are too many FFs available and too few buyers. However, since I first got the car, we have seen a large influx of new CF& FF racers due in some part to the promotion by VRG, spearheaded by Chris Shoemaker. A bit of outflux to S2000's has created some down side.

As a selling tool, I tried the VGR Yahoo site, VARAC, APEX SPEED, etc, but no real action resulted. Free advice consultants recommended trying www.RaceCars.com, a branch of Peter McLaughlin's Chicago Soft company, which at first look required a lot of homework and laborious typing. In this case, free advice was worth a lot.

In July, I soon had several seriously interested potential buyers within days. In most cases, shipping was a stumbling block, or "gotta sell the other one". I finally accepted a full price offer from Naotaka Sasaki of Yokohama, Japan in August. The next day a frantic caller from the UK wanted to boost the offer and called several times, "really wanted a Merlyn". The Yokohama deal included that he pay for the shipping and crating. Following a request for help in shipping to Japan on the VGR Yahoo site, Dave Fenton connected me to the lowest cost shipper on the planet. My house to Yokohama $1436! To London $1255! I hate to pay for work which I can do (JoAnn hates this character defect), so I decided to build the crate, and make a few more YEN. Turned out to be a great learning adventure, though of little use on my resume.

The other hobby is going well, JoAnn and I are building a barn and house on 15 acres in the Hill Country of South Texas. The barn is 50ft x 55ft. I traded the Merlyn for a 34 HP, 4WD, 3 cyl. Diesel tractor with a shredder and post hole digger. Come on down!

WHEEL STUDS STRAPPED TO WOOD FRAME

The crate adventure. The shipper offered to help, but his people would not cooperate as they wanted to make the box. The coordinator referred me to another dead end. Internet searches led me to some fearsome IBM specs, further soul searching resulted. JoAnn pushed for a real crate builder. Finally I got a tip from the shipper, "You need to use Heat treated (HT) wood". HT is necessary to kill insects which carry things like Dutch Elm Disease. A few calls for HT plywood yielded a price of $128 for a sheet of ¾ in. plywood. More calls, all plywood is HT and exempt. Now for the 2x4s. After some more mysterious crazy prices, I was told that most framing lumber is heat treated, just make sure that the HT stamp appears in the wood. So now any lumber yard has the proper HD wood. Make sure that the HD stamp is showing everywhere possible.
Dave suggested removing the wheels to save size, a good idea. The buyer wanted the spare nose and spare Cortina engine, the box grows! Finally the box is 4 ft wide, 12 ft long and 5 ft high weighing around 1200 lbs.

MERLYN SITTING ON THE CRATE BOTTOM
The shipper advised that if they did not like my crate, they would destroy it and charge me a lot to build a correct box.

Horror stories emerged about a car body in a crate being destroyed when the shipper put 50 gallon drums of glue on the cover of the box, falling through, which then enveloped the body with glue. Shipper said that they seldom put loads on top of a crate. Key word is seldom. So I doubled the top and wall thickness of the box, and added internal bracing.

MERLYN IN THE BOX WITH SIDES ATTACHED,< RADIATORS TIED DOWN
The shipper said that they would come to my house and put the box on a truck. When the day arrived, a new truth emerged that they needed a fork lift, which was not in the plan.

MERLYN IN BOX WITH CORTINA BEING ADDED

A local slant bed car hauler estimated a cost of $500 to get the box to Boston. So my 16 yr old grandson and I winched, pushed, jacked squeezed it into my race trailer. Shipper agrees that they can handle this option. Drive to Boston in a thunderstorm, shipper's loading dock guy says need to be at loading dock height and storms off.

During the rain, he got religion and came out to tell me that he had a slant truck coming, we finally made it.

The car went from Boston by train to LA, then to Yokohama arriving around 22 September. On October 1, I got a picture from Naotaka-san, big smile box opened car is in perfect condition.

If anyone wants help in such an adventure, please feel free to contact me.

Brad Marshall

NAOTAKA GOT HIS MERLYN

FROM THE OTHER SIDE OF THE FENCE

A workers view.

Hopefully this wills the first of a long line of VRG worker columns. I am Stephen Hyatt and along with my wife Tracy, daughter Taylor, and son Dominick, will be helping the VRG event chairman's and VRG BOD establish a workers group to provide consistent competition where ever VRG goes racing. The Hyatt family has been involved in racing activities for many years on both side of the fence. Currently, we do not have any drivers but that may change soon!!!.

VRG will be launching a volunteer Yahoo group at VRGVOL (http://sports.groups.yahoo.com/group/vrgvol/).

Please feel free to contact me if you have anybody willing to help at any of VRG's events.

I can be reached at 301-573-7315 or email at vrgworkers@atspeed.org.

We are looking forward to a great season.

Stephen Hyatt

MEMBER-GET-A-MEMBER

Membership renewal notices will be coming out soon.We are anxious to continue growing our club roster so we are offering a discounted renewal and discounted new membership fee to any member who brings in a new member. Details will be forthcoming with your renewal form.

THANK YOU

Thanks to all at this year's Turkey Bowl for my "Welcome Back" celebration. It would be a gross understatement to say that I was touched. I don't count laps, so I didn't realize that after coming in last in my fast group I was given one extra lap all by myself. Our corner workers at each station waved all their flags. My reaction at the first four corners was, "These workers are the greatest! They're waving their flags at all the vintage racers for our last race of the day." Then I came into the pits and all you guys and gals were assembled there clapping. I've spoken with folks from other sports who are amazed at the close bonds we vintage racers hold for each other. We racers, spouses and crew really are a close knit family in a mutually reinforcing way. Amen.

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Bob Schoeplein 1960 MGA #76, "Honeybee"

Pittsburgh Area Vintage Racers WINTER DINNER March 14, 2009

Pittsburgh Area Vintage Racers WINTER DINNER – at a new location, owned and managed by fellow Pittsburgh Vintage Racers!!!

The 5th Annual Pittsburgh Vintage Racers Social Dinner is scheduled for Saturday, March 14, 2009 at the Nakama Japanese Steakhouse in the Historic Southside (new location).

Date: Saturday, March 14, 2009
We had a little trouble with the cold weather last few years, so we schedule it a little later than before…

Location: Nakama Japanese Steakhouse,
1611 East Carson Street, Pittsburgh PA 15203 in Pittsburgh's Historic South Side (just over one bridge and minutes from downtown Pittsburgh)
This restaurant is owned and managed by two of our own Pgh vintage racers, Bob Gomes (Minis) and Mark Maehling (Green Abarth Scorpion and many others), so come out
and support your racing habit and their fantastic restaurant.

Schedule: Cocktails start at 6.30 pm, dinner 7.30ish, socializing and mayhem to follow.

Food and Drink details: A much better dining experience than in previous years!!!!! And again, you will order and pay for only what you consume.
Nakama specializes in Hibachi style Steak dinners and has many other different types of food (steak, seafood, chicken) and they have the best sushi in Pittsburgh.
We will have our own private dining area and rumor has it that some famous Pittsburgh professional sports figures may be there also. May want to bring a Steelers
or Penguin item to be signed – you never know.
Menu and additional information available at www.eatatnakama.com

RSVP: Please RSVP with number attending (spouses, new members and guests encouraged) by March 1st via phone 412-995-7101 or email (preferred) KLawrence@EDMC.edu.
I can also provide discounted hotel info if you plan to stay overnight. Best choice for hotels would be in downtown Pittsburgh and stay over to the next day to see many of the great city
highlights – museums, art galleries, the new Superbowl trophy # 6 at Heinz Field, etc).

I hope to see you all there.

Keith Lawrence
1964 AutoDynamics Mark I FV
1978 Zink Z-10c Club Ford

[Author's Note: The following is the second submission in what will become a fairly regular column in the VRG Newsletter. The initial suggestion came from our President, Mark Palmer, who felt that a column on driving techniques would be a welcome addition to our club's publication. While the format and timing of submissions was being bandied about, our Editor, Bill Hollingsworth, suggested a piece on what to do if we spin... this evolved into "Testing The Limit", which appeared in our last newsletter. With that piece submitted, we've decided to simply dive right in. While there are ample random topics to keep us busy going forward, we would much prefer to address specific topics and questions from our members. If you'd like to have a certain topic covered, or a certain question answered, please email Ed Valpey at vmax@metrocast.net. Further, we would welcome submissions from those members who have either written or read pertinent articles. All submissions will be reviewed by an informal editorial board, and we ask that permission for the use of third-party works be procured in writing, in advance, by the member making the submission.]

The Eyes Have It

In the last article, which covered testing the limit, I mentioned that the use of our eyes was worthy of its own article. Of the many aspects of driving that a racing instructor must influence the use of the eyes is one of the most difficult. If we're instructing from the passenger seat we can easily look over, especially in right-hand corners, to see where the driver is looking and when. In this case it's fairly easy to yell "LOOK FOR THE APEX!!!" when approaching the turn-in point. Most racing cars don't have passenger seats, however, so it's nearly impossible to see exactly where the eyes are looking and absolutely impossible to do anything about it. Very often the eyes are focused 30 or 40 feet in front of the car while the driver's hands make quick adjustments in an attempt to hit an apex reference point perfectly. The eyes then dart up in search for the track-out reference point and the hands once again make adjustments to place the car accurately next to that reference point. These drivers are, as we say, "connecting the dots." The problem with this is effectively illustrated by a child's attempt at drawing, say, a teddy bear in a connect-the-dots exercise. The drawing is recognizable as a teddy bear, but its form is made up of rather linear components. It is, perhaps, how Pablo Picasso would draw a racing line. Instead of fluid arcs, the driver alternates between smaller and larger radius lines in an effort to hit all of the reference points perfectly. Such a driver is compromising the car's potential in 90% of the corner in an effort to be accurate in the remaining 10% (that portion immediately adjacent to the reference points). Almost every driver starts out this way, and then gradually improves until his erratic lines begin to follow the smooth and continuous arcs that are his perceived goal. Yet this level of driving represents a plateau that most drivers don't recognize. Their lines have become fairly constant arcs so they assume that they've reached the limit of the car's potential. In most cases, however, these drivers are unable to truly drive the car at its limits because their eyes remain low and close the car, a habit formed when focusing on reference points. If the car begins to slide – which it will when at the limit – the driver is unsure how this slide will effect the car placement further though the corner because his eyes are not looking that far ahead. The driver subsequently eliminates the slide instead of maintaining it.

While we rely on various symptoms to diagnose "low" eyes on the race track, we can be absolutely certain of the problem when instructing a driver on a skid pad because we can stand in the center and watch their eyes as they circulate. Once the basics of oversteer and understeer correction are mastered, drivers are asked to powerslide, or drift, their car around the skid pad with the tail hung out and the rear wheels spinning. Assuming there isn't a mechanical deterrent to this exercise, such as inherent understeer, an open differential, front-wheel-drive or combustion anemia, the driver who is unable to maintain a powerslide is almost always falling victim to his own low eyes. These drivers are focused on the cones they're afraid of hitting and totally neglect to judge their drift relative to the cones on the far side of the skid pad. Many students manage to get their eyes across the skid pad, only to have them fall down again as the car begins to slide. With coaxing and remonstrations the eyes finally stay up and they are able to maintain a powerslide. There was a particular student who stood out because he was unable to get his eyes up at all. He could correct oversteer, although a bit sloppily, but when asked to maintain a drift he would look a cone or two ahead and spin every time. Finally, I tipped a cone over on one side of the skid pad and then stood next to a cone on the opposite side. He was instructed to induce the slide at the tipped over cone while looking me in the eyes, and keep looking me in the eyes while he kept the car sliding. For six or eight attempts he couldn't do it... his eyes could barely glance at me. Finally, after a couple of stops spent berating himself, he determined to keep our eyes locked. The next time he did so and he held the drift until he went flying past me, eventually looking back over his shoulder trying to keep our eyes locked, which, of course, made him spin. When the car settled he sat scowling into space for a moment, and then, before I could walk over to say anything, he took off around the skid pad again. In half a lap he kicked the car sideways and

began drifting it like a pro, and kept drifting it lap after lap after lap until I had to walk on to the skid pad and kick him off. His driving skills had made a very rare quantum leap in the span of about 30 seconds. At the end of the session there was no pride or hubris, no chest-pounding or fist-pumping, he merely expressed how dumbfounded he was that his eyes could have such a dramatic impact on his ability to control and place the car where he wanted.

So what does this have to do with driving at the limit on the track? Quite simply, the skills that allow us to powerslide a skid pad are the same skills that allow us to rotate a car into a corner, maintain the drift through the corner and end the drift with a third of our tire hanging off the edge of the pavement at our track-out point. But if we can't keep our eyes far enough ahead, this will never happen. I used to work with an instructor who once had a student who apparently couldn't raise his eyes higher than the hood of his car. While the student was off having lunch, the instructor scoured the pits for a large piece of cardboard, and while the student was finishing his french-fries the instructor cut and taped the cardboard onto the inside of the student's windshield so that the lower half was completely covered. The student wasn't initially impressed with the instructor's handiwork, but he was coaxed on to the track and his driving immediately improved.

I don't think we need to see a bunch of VRG drivers out there with cardboard and duct tape flapping in the wind, so I'll suggest a couple of alternative reminders to help us to get our eyes up. The following photos, taken in Turn 1 at Beaverun, are a good place to start. The first photo shows what our brain sees from the turn-in point if our eyes are low and close to the front of the car...

The next photo shows what our brain sees from the turn-in point if our eyes are up and looking ahead...

The Eyes Have It (con't)

Keep in mind that both of these photos were taken from the turn-in point. Note that the "heads up" driver not only sees the apex of Turn 2, he also sees the track out of Turn 2 and the pit exit (where a car could be entering the track). There's something else you may note when looking at the second photo. If you focus your eyes on the leading edge of the apron in Turn 1 you don't get much information about Turn 2. But if you focus your eyes on the apex of Turn 2, your peripheral vision is still able to register the apron of Turn 1. Now imagine yourself drifting on a line that carries you to the apex of Turn 1 (two thirds of the way around the apron). This reveals an important point... your peripheral vision works very well on objects closer than your point of focus, but very poorly on objects beyond it. In the real world, where this scene would be in 3-D, the difference is even more pronounced. One last thing, this photo was taken from about 5.5 feet above the pavement. Those driving formula cars likely won't see the apex pylons for Turn 2, but they should still be looking for them.

The next series of six photos shows the view entering Turn 9 at NHMS. Photo 1 shows a grassy knoll just appearing to driver's left. At this point in the corner we should be looking at the grassy knoll. By the time we get to the position shown in Photo 3, we should be looking "through" the grassy knoll to find the stack of tires that will mark our apex for Turn 9. At this point in the corner most drivers are still looking at the pavement in the middle of Turn 9.

Photo 1 Photo 2 Photo 3

Photo 4 Photo 5 Photo 6

In Photo 4 we can just see the tire wall starting to peek from behind the grassing knoll, and in Photo 5 we see it in full. Note also in Photo 5 that we can now see our apex and much of our exit for Turn 10, thus allowing us to judge our path through both turns long before we get to the apex of Turn 9. Photo 6 shows that your author doesn't actually apex at the tire wall, but some distance before it. What the photo doesn't capture is the drift that prevents me from climbing the curb any more than is shown in Photo 6. My turn-in is roughly adjacent to the tire wall and generally a foot or so away from the edge of the track as I pass it. These photos were taken on the "13/13" line through Turn 9, which is covered every year in a Power Point given in the paddock. If we look at the front left tire, we can also note

The Eyes Have It (con't)

that the steering angle changes very little all the way through Turn 9, and this illustrates the advantage of the "13/13" line, which allows us to use a larger and faster, constant radius arc through the corner. If these same series of photos were taken on the conventional line (where we double-apex Turn 9 and straight-line brake out into the middle of it), Photo 1 would show the car following a line further to the left, but pointed further to the right, and the left front tire would be straight (or straighter). As the photos progress through Photo 5, we would see steering angles that would be increasing and ultimately greater than those shown in these photos.

The last thing we'll examine on this topic is driving using the "sight picture," which is how a marksman lines up his gun sights with his target. The relative positions of near and far objects tell the marksman whether he is properly aimed, and they can tell the racing driver the same thing. Instead of focusing on traditional reference points, we look through the corner, focusing on no particular feature, and allow the relative position of many features to tell us where we are. This method is extremely effective, but generally requires a great many laps to perfect. The following pictures, also taken in Turn 9 at NHMS, show how the technique works.

Picture 7

Picture 8

Notice in Picture 7 that the gap in the grandstands is offset relative to the edge of the wall in Turn 10, as illustrated by the red arrows. At our turn-in point, the gap and the edge of the wall are aligned. Instead of looking for a cone or other mark that is whizzing past our head on the left, we are instead looking as far through the Turn 10 as possible... our eyes are pre-placed to the greatest advantage. The gap in the grandstands and the edge of the wall are only two examples of the dozens that our eyes and brain will register, and we want to avoid attempting to identify any of them specifically. Instead, we incorporate a benign version of the thousand-yard-stare as we repeatedly travel through each corner. In doing so, our brain will use these relationships to provide us with a very accurate determination of our position in the corner not only at turn-in and apex, but through every foot of every corner.

Ed Valpey

VDCA's SEVENTH ANNUAL *WILD HARE RUN*

VIR America's Motorsport Resort
VIRginia International Raceway

April 10-12, 2009
Pre-Registration
—*Please fill out* ***one entry for each car or driver entered***

Driver name: _____ Owner/Entrant: _____

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

Car Make/Model: _____

Address: _____ Year: _____ Color: _____

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

Day Phone: _____ Tires. Manuf: _____ Type _____

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

Cell: _____ Rear size: _____ Wheel Width: _____

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

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

Emergency contact: _____ Phone: _____

At track? Yes ☐ No ☐

Please check all that apply

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

VDCA Membership	$ 50 ( )
3- day race entry, **rec'd by Mon. Ap. 6 snail mail, fax or e-mail**	$400 ( )
At-Track Entry	**$450 ( )**
extra crew (2 included with entry)	ea $ 30 ( )
I need to rent a transponder ( )	$ 50 ( )
$450 deposit check required, **(separate from entry check)**	$450 ( )

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

Amount paid: _____

For Registrar Use: _____

Car number requested: list three

1 _____ 2 _____ 3 _____

—**New Member Applicants only**—

Competition license issued by: _____

License number: _____

Medical Expiration: _____

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

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

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

1. _____ 3. _____($30)

2. _____ 4. _____($30)

JEFFERSON 500
May 1-3, 2009

Just a reminder that we are now less than 3 months out from what should be the biggest vintage undertaking in the history of the VRG. While the race is some ninety days away

EARLY ENTRY DATE IS MARCH 15, 2009 FOR THE FREE, YES FREE TEST DAY

Jens Scott, Bills son, gave this free test day to us to promote a solid car count and help us manage the expenses for the event. Since this test day has a value of $225.00, and is managed by Summit Point, if you do not register early you will be required to pay that fee. After the 15th of March if the test day is not sold out then it will be open for anyone wanting to test. So please get your entries in as soon as possible.

We have combined the old format of mainly the enduros and added more sprints races. The schedule is not firm in concrete, but best said it is now starting to dry. We will have the free test day on Thursday the 30th of April, followed by two qualifying sections on Friday and the Eifel race for Porsches at days end. Saturday will start out with a short warm up section with two one hour Enduros, these are the Weyer and Cunningham races from the previous Jefferson's, plus 15 lap races for all groups. Sunday will be almost the same with 12 lap races, so we can wind up at a reasonable time for travel and our volunteer worker force.
The timing a placement of races is still being developed.

The sport 2000 group, ARK Project cars, will have a 20-lap sprint race on Sunday.

I have been able to recruit the SCCA workers and Emergency services folks to support our event. The Jefferson 500 was always one of their most enjoyable weekends and we all know that we can give them another memorable vintage experience. We will have a little longer lunch brakes on all three days so the workers can get to see the cars in the paddock areas.

Did I mention the FREE TEST DAY cut off date is MARCH the 15th?

Our May weekend will also be the Cherry Blossom Festival in Winchester, where most folks have traditionally stayed when running at SPT. We have been in touch with several motels in Charlestown, which is only about 8/9 miles from the track, and they do have rooms. The Holiday Express, that is only two years old, will be holding rooms until April 15th at a good rate. This will be race headquarters; you might just get to have breakfast with some interesting drivers.

I'll try to firm up the schedule so that you will not be running from an enduro to a sprint race back to back or visa versa. You can run various combinations of cars or drivers in the enruros, remember we want this to be fun.

I did mention the FREE TEST DAY cut off date is MARCH the 15th any questions call me at (717) 432 4116 or at LimbertSteve@CS.com regards TRAVEL SAFE

May 1-3, 2009
Entry Form

DRIVER #1 (PLEASE TYPE IN PDF FILE AND PRINT OR PRINT CLEARLY)

NAME:_____ TELEPHONE (H)_____

ADDRESS:_____ TELEPHONE (W)_____

CITY:_____ PROVINCE/STATE:_____ ZIP:_____ COUNTRY:_____

EMAIL:_____ FAX:_____ CELL:_____

EMERGENCY CONTACT: _____ TELEPHONE: _____ AT TRACK: Yes ☐ No ☐

CURRENT LICENSE: _____ WHICH CLUB: _____ LICENSE#: _____

CURRENT MEDICAL EXPIRES: _____ SHIRT SIZE: S ☐ M ☐ L ☐ XL ☐ XXL ☐

CREW (2) NO CHARGE 1. _____ 2. _____

ADDITIONAL CREW ($25. EACH/LIMIT 4) 1. _____ 2. _____

3. _____ 4. _____

DRIVER #2 (FOR ENDURO IF NEEDED)

NAME:_____ TELEPHONE (H)_____

ADDRESS:_____ TELEPHONE (W)_____

CITY:_____ PROVINCE/STATE:_____ ZIP:_____ COUNTRY:_____

EMAIL:_____ FAX:_____ CELL:_____

EMERGENCY CONTACT: _____ TELEPHONE: _____ AT TRACK: Yes ☐ No ☐

CURRENT LICENSE: _____ WHICH GROUP: _____ LICENSE#: _____

CURRENT MEDICAL EXPIRES: _____ SHIRT SIZE: S ☐ M ☐ L ☐ XL ☐ XXL ☐

CREW (2) NO CHARGE 3. _____ 4. _____

ADDITIONAL CREW ($25. EACH/LIMIT 4) 1. _____ 2. _____

3. _____ 4. _____

CAR #1 Vintage ☐ Monoposto ☐ ARC ☐

MAKE/MODEL: _____ YEAR: _____ COLOR: _____

CAR#: 1ST CHOICE_____ 2ND CHOICE: _____ LOG BOOK (FROM WHICH CLUB): _____

Vintage Cars only complete this section

ENG. DISP. CC.: _____ CARBS-NUMBER/SIZE: _____

TIRES (MFG/TYPE) : _____ TREADED: YES ☐ NO ☐

SIZE DIA FRT: _____ REAR: _____ TREAD WIDTH FRT:_____ TREAD WIDTH REAR: _____

WHEELS (ALUM-WIRE-STEEL): _____ TRANSPONDER #: _____

CAR #2 Vintage ☐ Monoposto ☐ ARC ☐

MAKE/MODEL: _____ YEAR: _____ COLOR: _____

CAR#: 1ST CHOICE_____ 2ND CHOICE: _____ LOG BOOK (FROM WHICH ORGANIZATION): _____

Vintage Cars only complete this section

ENG. DISP. CC.: _____ CARBS-NUMBER/SIZE: _____

TIRES (MFG/TYPE) : _____ TREADED: YES ☐ NO ☐

SIZE DIA FRT: _____ REAR: _____ TREAD WIDTH FRT:_____ TREAD WIDTH REAR: _____

WHEELS (ALUM-WIRE-STEEL): _____ TRANSPONDER #: _____

ENTRY FEES

EARLY BIRDS – Received By March 15, 2009 **INCLUDES:** Free Test Day and Entry drawing for free event entry 2 Jefferson 500's Dinner Tickets		**$395.**	$395
REGULAR ENTRY – Received By April 15, 2009 **INCLUDES:** Entry into drawing for free event entry 2 Jefferson 500's dinner tickets		**$395.**	
LATE ENTRY - Received After April 15, 2009		**$395.**	
Enduro Entry Or a Second Race		**$150.**	☐
Additional Crew ___ @		$25	$0
Additional Participants Event Shirts ___ @ Shirt Size: **S** ☐ **M** ☐ **L** ☐ **XL** ☐ **XXL** ☐		$25	$0
Extra Jefferson 500 Dinner Tickets ___ @		$40	$0
Marlboro Reunion Dinner Friday, May 1 ___ @	$40	$40	$0
***Test Day April 30th If Not Registered By March 15, 2009**		**$225.**	$0
		Grand Total	$395
☐ Eifel Cup Race (Porsche's Only)	@	$50	$0

Check for Eifel Cup Race

*Please make check payable to **"Jefferson 500"** and mail to:*
Cal Trumbo, 8605 Samantha Court, Waxhaw, NC 28173
Questions should be addressed to:

Event Chairman: Steve Limbert
e-mail (preferred): info@aircooledracing.com
Phone (preferred): 717-432-4116

Event Registrar: Cal Trumbo
e-mail (preferred): calvintrumbo@carolina.rr.com
Phone: 704-905-6509

Waiver

WARNING: Auto racing is dangerous and can resulting serious injury or death. I hereby enter the above vehicle(s) for the 2009 Jefferson 500. I will abide by the rules set forth by the track owners (Summit Point Raceway), and the governing sanctioning body (Vintage Racer Group). I hereby agree that I will not hold the event organizers, Summit Point Raceway, or their employees or volunteers, or any party connected with the above event responsible for personal injury, damages to 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: _____

VRG Entry Form
May 15 - 17, 2009

VINTAGE RACER GROUP
VRG

Driver's Last Name:_____ Driver's First Name: _____ Driver's MI: _____

Physical Address: _____

Mailing Address: _____

Home Phone: _____ Cell Phone: _____

Email: _____

Owner's Last Name:_____ Owner's First Name: _____ Owner's MI: _____

Physical Address: _____

Mailing Address: _____

Home Phone: _____ Cell Phone: _____

Email: _____

Make _____ Model: _____ Year: _____ Color(s):_____

Actual Displacement (cc): _____ Carburetors: number/size _____

Tires: Mfr/model_____ Size F_____ Size R_____ Treaded/slick_____

Wheels: Type (alloy, disc, wire) _____ width & diameter F _____ R _____

Racing Number: 1st Choice: _____ 2nd Choice: _____ 3rd Choice: _____

AMB Transponder (optional) #: _____ If Renting at Track ($30) Check Here: _____

WARNING Auto racing is dangerous and can result in serious injury or death. I hereby enter the above vehicle(s) for the 2009 NHMS Vintage Road Course Program. I will abide by the rules set forth by NHMS and its organizers (VRG, Inc.), and/or governing sanctioning body (VRG, Inc.). I hereby agree that I will not hold the event organizers, NHMS 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.

Owner's Signature: _____ Date:_____

Driver's Signature: _____ Date: _____

VRG Entry Form (cont'd) May 15 - 17, 2009

VINTAGE RACER GROUP
VRG

Entry Fees	
First Vehicle	$130
Additional Vehicles	$90 each
Transponder Rental	$30 per weekend
Garage Space	$25 per car
Garage Request Form must be completed and attached	
Grand Marshal Barbeque Saturday, May 16 at 6:30 p.m.	$20 per person, advance reservations needed
Total:	

NOTE: Infield passes are no longer available in advance; they must be purchased at the gate for $25 per person. Children aged 11 years and younger are free.

Please make checks payable to NHMS. We accept US funds only.

If paying by credit card, please fill out all the following information. We accept MasterCard, Visa and Discover. Sorry, we DO NOT accept American Express.

Name on card:_____ **Card type (please circle one): VISA MC DISCOVER**

Account #: _____ **Exp. Date:**_____

By signing this I authorize NHMS to charge the above credit card account accordingly for this event:

Signature: _____ **Date:** _____

Card entries may be faxed to (603) 783-8323. Entry confirmations will be sent via email. Please be sure to include your email address if you wish to receive confirmation. Registration is open from 7:00 a.m. to 5:00 p.m. at the Main Gate. Please stop and sign-in.

Facilities			
Camping	Water, AC Power (Free)	Tire Air	Available
Scooters, ATVs, Trail Bikes	Allowed (Must be 18+ & Insured)	Water	Available
Dogs, Pets	Allowed (Leashed & Cleanup Required)	Race fuel	Available 3 times per day
Access	24 hours/day (Starting May 17)	Food	Available

Information			
New Hampshire Motor Speedway			www.nhms.com
Bette French	(603) 513-5724		bfrench@nhms.com
Wanda Dumas	(603) 513-5728		wdumas@nhms.com
Vintage Racer Group			www.vrgonline.com
Brad Marshall	(603) 496-1171	(508) 671-9908	brad@vrgonline.org

Please mail this completed form to:

NHMS
Vintage Racing Celebration
PO Box 7888
Loudon, NH 03307-7888

THIS BOX FOR NHMS ONLY:

Rec'd: _____

Paid: _____

Garage request: YES NO

Garage Assigned: _____

Transponder rented? YES NO

VINTAGE RACER GROUP

VRG

RALPH STEINBERG, SECRETARY
8 NORTH CONSTANCE DRIVE
GLEN RIDDLE, PA, 19037

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

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

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Mack McCormack

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William Hollingsworth - Editor-wihiii@aol.com

Darry Bova - Layout and Production
pbdb35@optonline.net

MEDICALS FOR 2009
Time to make a doctor's appointment.

CHECK EXPIRATION DATES ON YOUR EQUIPMENT - helmets, belts, gloves, arm restraints, etc.

Anyone interested in going to Sebring March 18-21 and/or Palm Beach March 26-29, call VRG member Greg Kozuhowski at 609-238-2749. Greg is transporting some cars from PA & NJ to these events and has room on the trailer for another car. Give him a call if interested.