VINTAGE RACER GROUP
VRG NEWSLETTER
MAY. 09 • VOL 6.2

BEAVERUN ENTRY INCLUDED
JULY 11-12, 2009

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

VRG RACE SCHEDULE 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 XIII, 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

WINTER WARM-UP
February 21, 2009

If you missed the VRG Winter Warm-Up at Grand Prix New York, you missed a happening.

The group arrived at GPNY at the appointed time only to find that the Enduro that was currently being run on both 1/4 mile tracks combined was behind schedule. That was the bad news. The good news was that to save time after the Enduro ended, they would forego reconfiguring the track and we would get to race on the full ½ mile course.

Talk about track time! 16 participants got to run a 7 lap warm up, two 9 lap qualifiers, and a 12 lap feature race.

It was hard to tell that the first session was a warm up, as the red mist rose early. It was clear that the competition would be intense. The two qualifying sessions were based on lap times with Fred Denapoli finishing the first session with a 1:03.39 to take top honors. Chris Shoemaker took top honors in the second session with a lap tome of 1:02.55.

The competition was set for the finale which would be scored by finishing position. Fastest qualifiers started up front, slowest in the rear. The karts were lined up LeMans style for a standing start. Mercifully the drivers did not have to run to there karts, that would have been messy.

The start was not without incident as 16 karts thundered towards turn one. Bumping, jostling, spins we had it all. Fred Denapoli, who would wind up recording the fastest lap of the day, (1:01.88) found himself shunted to the rear. Chris Shoemaker led the pack and managed to fight off challenges from Neil Hamilton, Jeffery King and Graham Long. Michelle Cohen was shown no quarter by Graham who unceremoniously punted her off the track in his single minded attempt to avenge prior punishing losses to Shoemaker. In the end Shoemaker successfully defended his title. A podium ceremony featuring the top three finishers was well attended by throngs of onlookers and a Shoemaker fan.

The lunch which followed the ceremony was alive with alibis, explanations and assorted whining about greasy tires or lack of revs. Your writer asked many of the participants why they failed to beat Chris Shoemaker? Here are some of their answers:

- Neil Hamilton – "would not want to see Chris cry"
- Jeff King – I lost too much momentum taking out Graham"
- Graham Long – "Jeff King took me out on the first lap"
- John Danskin – "I can't drive" (Ed note- the only honest answer.)
- Michelle Cohen – "After holding up Graham for four laps he ran me off the track"
- Norman Berke - #!?@..! "4 spins"
- Paul King – "Graham hit me when I wasn't looking"
- Mack McCormack – "Need'a more gas'a and less'a brake"
- Simon Mason – "I drive like my Nan"
- Paul Bova – It would be unseemly for the event organizer to win the event"
- Nial McCabe – 'my helmet cam slowed me down"
- Fred Denapoli – "My driver's suit wasn't wet sanded" "Damn"
- John Greller – 'I don't know how to drive, need to learn"
- Suzanne Shoemaker - "I was blocking for my husband"
- Alan Sosnowitz – "260 Lbs, 5hp, enough said" (ed note- Alan did not take advantage of the salad bar at lunch)
- Nana Greller – "Because I was a spectator – Great!"

All in all a great time was had by everyone. GPNY served an outstanding lunch with fresh salads, homemade chips, great panini sandwiches and yummy cookies. You need to put this event on your calendar for next year.

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Photos by Tom Pasquarelli

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Photos by Tom Pasquarelli

5th Annual Pittsburgh Vintage Racer's Dinner

The 2009 5th Annual Pittsburgh Vintage Racer's Dinner on Saturday March 14th was a huge success. Despite being overrun by college age hooligans (it's was the Pgh's St Patrick's day parade night – screw up by yours truly that I plan to not repeat in the future), we had 55 people attend and the weather and food was fantastic!!!!!

The new restaurant location was a big hit. Bob Gomes (Mini) and Mark Maehling (Abarth Scorpion) provided a fantastic environment for our party. They divided their restaurant, Nakama Japanese Steakhouse in the South Side of Pgh, so that we had our own area for the entire time. Their food was excellent and got rave reviews – I hope they get some additional business from the few folks who were new to the restaurant.

This year was the first year for having some goodies to hand out for door prizes. Thanks go to RacEquip.com (Jacket won by JJ Rodman), many PVGP items and Apex Performance.net. Please remember them when you need supplies prior to the season start.

We also had E. Paul Dickinson attend and he handed out many autographed copies of his book "The Ace Factor". Please contact him if you are thinking of driver coaching. It's the best way to spend your racing budget. His website is Epaul.com.

See you at the races (real soon).
Keith Lawrence
Pittsburgh PA
1964 AutoDynamics FV
1978 Zink Z-10C FF

Reporting Car Contact

At any VRG event, during *any* session, **if you make contact with any solid object or sustain damage of any kind** to your car, you MUST immediately come into the pits and report to either the Black Flag Steward or a member of the Drivers Committee, or both.

Do not begin repairs, and do not go back out in another session (in the damaged car *or* any other car), until cleared by the Drivers Committee. Also, please do not pack up and go home until you have spoken to someone on the D.C.

This rule applies regardless of the extent of the damage, no matter how "soft" the contact was. Applies too all sessions, practice, qualifying, warm-ups, races, enduros, everything.

VERY IMPORTANT: *this applies even in the case of a* **single-car incident.** Even if you spin or slide off the track and barely nudge a tire wall, you must still see the Drivers Committee -- even if the damage is minimal.

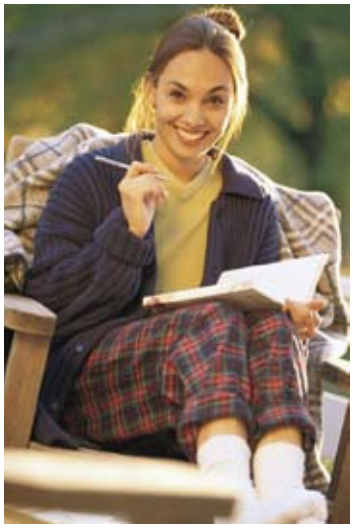
ALSO IMPORTANT: If you **witness** any contact by any other car on the track, please find someone on the Drivers Committee after the session and report what you saw. It is impossible for the D.C. to identify & locate all possible witnesses. Even if you were just watching the session from the fence or grandstands -- if you had a clear view of the incident, *please* voluntarily report to the D.C.

We fully realize that you may have to spend some time looking for a Drivers Committee member. At most events, our D.C. members are also racing or busy with other tasks, so we do not have a fixed location, they are often roving the paddock investigating other incidents. Ask around, ask other officials or other drivers, someone will know where one of the D.C. members is. It is usually easier for you to find them, than for them to find you.

This info is always in your registration packet and we nearly always mention it at the Drivers Meeting, but we still have people who miss this. Please help us by cooperating in this manner at all our events.

Mark Palmer

DIARY OF A DESPERATE CARWIFE *by Maria Andretti*



Dear Diary,

My adorable just returned from a "weekend." You do remember diary dear, what a car person's definition of "weekend" is? To remind: it is any amount of time, no matter how stretched-out, that encompasses a Saturday and/or Sunday. In keeping, the adorable left at 5 AM Wednesday and drove to some god-forsaken outpost in the Ozarks and just returned, late Sunday night! "Weekend"! Got it?

He said people were missing my column. (I've been trying to stay positive!) And trying to guess who I really was. Well, I'm Maria, and I want to know who's been snooping in my diary!

In truth, I know the snoop. My adorable. I've been leaving my diary open by his bedside so he can at least begin to understand how a non-car-person (me) relates to his hobby. Do you think he gets it by now?

My biggest issue is neglect. I truly don't take issue with the countless hours he spends in the garage tinkering with that damn piece of metal. At least I know he's safe and off the streets.

My gripe is the "weekends" he's away. I'm all alone. Friends sympathize. Some tell me how lucky I am that he has, in his retirement, a hobby he loves. That doesn't keep me warm on these endless "weekends." Why don't I go with him? Let's start with boring. There is absolutely nothing about car parts that I find remotely interesting. How about noisy. Just love that peace and quiet. And dusty - who needs this? Not this car wife.
So, adorable. keep snooping into this diary and, hopefully understand. I love you, but NOT your damn car,

Love Maria

THE JEFFERSON 500 2009
OR HOW IT CAME TO PASS…

About 21 months ago Bob Houston and I were enjoying an adult beverage after a race at Summit Point lamenting that "what a shame that we can't run our vintage cars any more at this track"…and we all know how an adult beverage can convince us that we can do almost anything.

With Bob's connection to Bill Scott and mine to Brian Redman we started to put a plan into place that produced the 2009 Jefferson 500. Along the way we both worked with Bill's son Jens, who returned to Summit Point to help his dad run some of the day-to-day operations of the track. Jens was named the General Manager of SPT just after the first of the year. He is a remarkable young man with all the drive and enthusiasm of his dad.

At the Turkey Bowl in 2007, Bob put Jens into his FV, which was the FV that Bill Scott had driven some 30 plus years ago. It would be hard to explain just how big a smile came on Bills face at seeing Jens in the car. As many know, the VRG folks, others, and myself had several false starts, believing that once again an event would take place on the main track.

Once we realized that a race might be possible, Mark Palmer, Bob Houston, Jens Scott and myself started to have meetings to discuss how we could make it happen. VRG would be the sanctioning body, providing the infrastructure and manpower to " git it done". On the SPT side Jens was now the go to guy, listening, but with tons of questions on how we would do it.

Bob worked closely with Jens, and with Bill's approval, was more like a mentor to Jens in getting him up to speed. Since I had opened my mouth, saying that I would do whatever was required to make it happen. Mark said, "you can be the Event Chairman;" and little did I realize what a commitment I had made.

During the summer of 2008 both Bob and I made numerous trips the SPT to update Jens on our plans and progress. Many times Mark joined us in these planning sessions as I was often there to help Jens on the organization of his Bill Scott Formula Car Series on the Shenandoah Circuit, get "up to speed." Bob kept working with Jens in the car on the track.

My dear old friend Sue Rothel, now living near the Road Atlanta race track, I thought, would be the perfect catalyst to help bring "all the D C workers " to support the event. While Sue is getting up in years she is very much on the ball, having recently stopped working for IMSA. If I could get her to be our "Honorary Chief Steward", we would be home free. Several folks helped me convince her that she needed to be a part to the revival. Sue is a good friend of Bill's so he was now really pumped -- and the Washington D C folks were "on board."

Bob and his wife dealt with a caterer out of Frederic, and he knew of this local winery that would work with us on those special bottles, with pictures of Bill and Brian. That did not happen overnight. The bottles had to be approved by the VA liquors board, which took long term planning – and thanks to Bob it worked. I learned of a midwinter special on wine glasses that could be etched with the Jefferson 500 logo and date, so we placed the order.

My friend Brian Redman was not firmly convinced that a revival of the Jefferson 500 was the best idea. In the last few years he had lost money and saw the entries fall off because of various issues. He did not want to be the organizer with all the work involved, but eventually said he would help – persuaded, I think because of his deep affection for Bill and his fond memories of the Jefferson 500. Brian also had his friend Sam Holt, a PR guy, contact me to try to get radio and TV involved in the Shenandoah Valley. He did a super job with the media.

In 2008 I was volunteering at the Hershey Hill Climb and met a young fellow who was putting up a tent for the Hill Climb dinner. I asked him how far south he traveled with his "circus tent." He said that he put one up in Berryville Va. and while he didn't know SPT, he would be willing to give us a quote on our requirements. After checking with my area tent folks and those in the SPT area it was clear that "High Tents" had the best deal.

During one of our meetings when trying to decide how to get the entries, Jens suggested, "let's give them a free test day. That should help." Being the *old sales guy* and now the keeper of the funds, I piped up and said if you are serious let's use that as a "come on" for early entries so that we get a handle on just how big this might become. Mind you, we now had the *Walter Mitty* the same weekend in Atlanta!

In September, Bob and I took Jens up to the Glen for the Zippo to show him just how big a deal vintage racing was becoming. He was very impressed. All of us visited with many of the major race teams wearing our "celebrate the Jefferson 500 'T' shirts and pressed the flesh. Jens brought the enthusiasm, and Bob and I were the old age and treachery factor.

All of us agreed that our advertising monies would be well-spent using Victory Lane and Vintage Motorsport as our primary outlets. I started calling Pam at Victory Lane in California and Tammy and Toni at Vintage Motorsport in Florida to set deals on our advertising. I worked with them along with Walt and Louis Ann Pietrowicz to get photos of some past Jefferson 500 events to make up ads. After several proofs we settled on a layout and the rest is history.

The goal was for the VRG and Summit Point to make a profit on the Jefferson 500. We were driven by the need to have all the participants, workers, drivers, crews and spectators leave with a smile on their faces hoping that the Jefferson 500 would be back to stay at SPT.

To that end I believe we have been successful. We were overwhelmed by the size of the entry and the enthusiasm of the returnees. While the financials are not complete and the rain "shot the gate between the eyes," we are optimistic that we came out "OK." The volunteers, and there were many, were **fantastic**! Bob Houston, Mark Palmer and myself will always remember the great support and backing we have gotten from Jens Scott, pulling this off.

Steve Limbert

2009 REGALIA ITEMS AND PRICE LIST

ITEM	COLORS	SIZES	PRICE
Men't T Shirts	White, Gray, Green	M-L-XL-XXL	$15.00
Women's T Shirts	White, Yellow	S-M-L-XL-XXL	$15.00
Sweatshirts	Gray, Green	L-XL-XXL	$30.00
Longsleeve T	Black	S-M-L-XL-XXL	$22.00
Longsleeve Shirt	Blue Denim	M-L-XL-XXL	$28.00
Caps with Logo	Gray and Black	Adjustable	$20.00
Small Oval VRG Sticker			$3.00
Medium Square VRG Sticker for car or trailer			$5.00
Large Square VRG STickers for Trailer			$25.00
VRG Patches			$5.00
BeaverRun DVD's		2006	$10.00
		2007	$10.00
		Both	$15.00

To order Regalia please contact Michael Oritt - e-mail address - awgertoo@aol.com

410-326-0265 (Home) or 305-793-9467 (Cell)

PRESIDENTS MESSAGE

The **"HELP WANTED"** sign is always out at VRG. We've been very fortunate to have quite a few club members volunteer for many tasks, but there are more things that need doing! So if you are interested in any of the following, please contact me or any other Board member.

- **"VRG Updates":** this is the e-mail update that all members receive about once a month. Mari Ryan has been doing this for us for some time now, and the time has come for someone else to step in and take this over. Basically consists of collecting information from Event Chairmen and others, composing the Update and sending it to our e-mail list – Mari can show you how.
- **Press Releases:** another task that Mari has handled for a few years. We already have a list of contacts for all the vintage magazines, and a standard format for the releases. So the job consists of gathering the info (mostly from Event Chairs), writing a release, and e-mailing it to our contact list. We'd like to see this person be pro-active i.e. "remind" our Event Chairs to provide the info for each event in a timely fashion.
- **Event Flyers:** another Mari item … the format is all set up, just needs someone to prod the E.C.'s to provide info so you can compose the flyer and post it on the VRG web site.
- **Advertising:** Bob Girvin handled this for a few years, and yours truly is barely handling it now. I'd like to find someone who could do this without the distractions of lots of other responsibilities like our Board members have. Job consists of working with our graphic designer to create the ads, and working with the magazines to determine pricing, get BoD approval, and then place the ads and monitor them. Most of the work occurs in the fall, for the following year.
- **Surveys:** we have occasionally done surveys (via the internet) and would like someone to coordinate this, so we could do them more often. Again, Mari Ryan has things pretty well set up for this, using an on-line service that automatically tabulates the results, etc. So most of the work consists of composing the questions, working with the Board or Event Chairman, then setting it up on "SurveyMonkey" and monitoring the results. We'd probably like to do 2 or 3 surveys a year.
- **Event administration:** so many tasks here … at almost every event, we'd be delighted to have volunteers to help with Registration, planning our social function (dinner, barbecue, etc), help with Regalia sales, etc. Contact the relevant Event Chairman and see how you can help. Best to do ahead of time, but even if you just walk up and say "how can I help?" at the track, we usually have last-minute things that need some assistance.
- **Writing for the Newsletter:** Bill and Darry are ALWAYS looking for people to write race reports, or at least part of a race report. Also sometimes we need photos, if our friendly professional photographers are not there. Contact Bill Hollingsworth if interested. We could use articles other than race reports, also.
- **Timing & Scoring:** we use different T&S people at different tracks. It would be great if we had one point of contact who could coordinate the T&S effort at each event. You wouldn't need to actually do the timing & scoring, just coordinate with our various T&S providers to make sure each event is covered and T&S has what they need. This could eventually develop into a larger role, if someone is interested in learning how T&S works and possibly taking on the task directly at some of our events – but for now, it would be great to get someone on board who would just coordinate this for the various Event Chairs, make sure it gets done, make sure the results are available to the press, and perhaps on mylaps.com

We all enjoy vintage racing, but obviously the events couldn't happen if we didn't have volunteers doing these things. The Board of Directors can't do it all, and the Event Chairs can't do everything. We always need help from the members. So please consider giving a little of your time to the club, to help make our activities more enjoyable for all.

Mark Palmer

VDCA and VRG at VIR

The marvelous "circus" of VDCA and VRG racing returned to the wonderful 3.27-mile VIRginia International Raceway circuit April 10-12 in conjunction with the BMWCCA Club Racers and Mike Rand's terrific Hankook Tires F2000 Pro Series. This time, the BMWCCA CR and F2000 crowd started a day early and finished a day early, which gave the VDCA and VRG crowd a more relaxed and rewarding on-track experience on Sunday. The weather was fine, as it nearly always is this time of year, and while there were fewer entrants than last year's blockbuster, it was good to see everyone out this year. It was great to have Bud Merrill, our most esteemed Chief Steward, "in the chair" for both the BMWCCA CR and the VDCA/VRG crowd. Very reassuring and of great value.

Beau Gabel did his usual great job at Tech. It's always hard to find someone so gruff, curmudgeonly and an absolute gem at the same time, but Beau is just that and a treasure! Tivvy Shenton assisted and all was well for the start of on-track activities. As usual, the Production and Sedan classes were quite crowded, but everyone seemed to play nice and there were fewer incidents than in the past few years. In Practice for the small bore (VDCA Group 1, 4 and 9) cars, Doug Meis and Hugh Tompkins put on a great show and it was good to see Tom Mittler bring out his jewels to share. Admiral Ebert was giving the Dreyer-Ford a caning and really putting on a car control clinic! Mike Jackson led John Gaither in the nine-car Vee battle by five hundredths (yes, .05 seconds!?!?!) and Beau Gabel's Turner ran well. It rained for second practice and third practice (all in the same day) was fine. Larry Smith in his dark green Midget continues to impress and it's always fun to see Michael Oritt drive his Courier REALLY quickly! In the big-bore (VDCA Group 3, 6 and 8) group, the V-8 cars of Dennis Moser (Pontiac) and Les Gonda (MGB-GT/V8) were flying but a great battle ensued behind with Najeeb Khan's stunning and well driven ex-Ned Yeaton E-Type and the Ginetta/Lotus/Alfa horde of Lee Talbot, Denny Wilson and Ceasar Cone were going at it tooth and nail! Tivvy Shenton continues to amaze in the Jaguar and Bob Stadel brought his marvelous old P1800 Volvo out for a spirited drive. Michael Jukes brought out two Lotii, an Elan and Seven and had a great time fettling each! In the smaller formula car/sports racer (VRG Group 2,5 and 7) gathering, my favorite was Tom Grudovich's new Formula B car, although there were plenty of delectable selections to choose from. Tom was really doing a great job of getting used to this potent, immaculate car and he would come very good by Sunday! Hobie Buppert's Lola T-70 and Tom Mittler's Maserati Bridcage were just icing on the cake.

Saturday dawned cloudy but clear and in the small-bore group, Doug Meis' Honda S-800, John Jones Midget and Hugh Tompkins' rare and unusual Fiat Abarth resumed battle at the front. Randall Yow joined the Vee battle, pipping Mike Jackson by four and a half tenths. Michael Oritt continued to lead Dick Fryberger's Lotus Elite and Dan Leonard showed the MG colors well. In the Saturday race, Jack Cassingham beat John Jones by the slimmest of margins (less than a tenth and ahalf) for second in the battle of the Midgets (sounds like a perverse sci-fi movie) and Fred Burke in his rare Healey just nipped Michael Oritt's Elva. The Formula Vee battle was decided by twenty-five THOUSANDTHS of a second with Mike Jackson pipping John Gaither to the line and Dan Leonard triumphed over a tight bunch of three at the line in his MG. In the big-bore race, Tivvy was just stunning, as usual, leading one of the quicker MGB's and TR-4's home in the Jag. Perhaps they were just scared to try and pass a car that was sideways in the corners EVERY LAP! Hah! The battle of the "boxes," the numerous BMW 2002's in attendance, was won by Bob Breed in his Inka Orange example. It was great to see VSCDA President Emeritus Bob Wismer racing his "Thunderbolt" Triumph special. In the formula/sports racer group, Tom Grudovich led the crowd home in his FB car leading a fantastic four-car CF/FF battle led by local ace Mark Drastal over father and son Fairchild and SCCA SARRC Champ Barry Durham. Tom Kane and his son Matt shared Tom's Tiga Sports 2000 car for the S2 win.

For Sunday, the small bore group saw Larry Smith do another terrific job, edging John Jones to the line for second overall. Dick Fryberger got the Elite just FLYING and ended up sixth overall after a terrific three-way battle with Fred Burke and Michael Oritt. Those guys were covered with a blanket! Michael Jukes, Scott Ebert and Nick Chamberlain represented VRG well. In the big-bore group, Tim Murray showed well in his BMW with Tivvy leading home a tight battle with the Triumphs of Leo Oddi and Tony Drews as well as the MGB of Tolksdorf finishing behind Tivvy's remarkably well driven Jaguar! In the formula/sports racer group, Tom Grudovich again chipped a second and a half off with the B car and Scott Fairchild in his Royale FF pipped Barry Durham's CF Crossle by less than a tenth at the line. Great weekend, great event. The welcome reception Friday night was fun and the Saturday feast was a great way to celebrate once again, the Wild Hare Run at VIR.

Peter Krause

APRIL 10-12, 2009
VDCA
WILD HARE RUN
AT VIR

photo's provided by
Sandy Jackson

PVGPA/VRG

Official Entry

Historic Races at BeaveRun - July 10, 11, 12, 2009

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

Address _____City_____

State/Province _____ Zip _____ Country_____

Phones: Daytime:_____Evening:_____

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

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

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

Car: Year_____ Make_____ Model_____ Color(s) _____

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

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

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

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

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

Transponder Number _____

Total size & type of your tow vehicle and trailer_____

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

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

Early Bird (posted by June 1, 2009) Member $235.00 Non-member $275.00	_____
Regular (posted by June 27, 2009) Member $310.00 Non-member $350.00	_____
Late (posted after July 1, 2009) Member $365.00 Non-member $400.00	_____
2nd car same driver: additional flat fee of $225.00	_____
Friday Test & Tune: Full day - $150.00; ½ Day $85.00; Per session $60.00	_____
Saturday Party & Dinner: Adults: Number ____ x $27 =	_____
Children under 12: Number ____ x $15 =	_____
Garage Rental $250.00 per stall *(holds one regular car or two very small cars)*	_____
Additional voluntary donation to our charities	_____

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

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

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

Signature(s) _____Date_____

MAIL TO: **Keith Lawrence 102 Sandcreek Drive McMurray, PA 15317**
klawrence@edmc.edu

PVGP Historic Races
July 10 - 12, 2009
BeaveRun, PA

FAQs & Facts

Entry? Early bird special pricing before June 1, 2009.
Enrty Confirmation? Will be sent via e-mail, beginning in June.

Refund Policy? Full refund if you notify Event Chairman by Wednesday, July 8

Race Program deadline? To appear in the official race program, your entry must be received by May 15th.

General Schedule, Registration, and Tech?

Track gates open: You can drop off your car any time after 5:00 PM on Thursday, July 9th; gates are open daily from 7:00 AM to 10:00 PM; there is a security guard making rounds after 10:00 PM who can let you in or out if you are camping. Security Guard has cell phone, 724-350-4273
Registration hours and location: Friday 3:00 – 6:00 PM and 7:00 – 9:00 PM; *and S*aturday 7:00 – 12:00; Sunday by appointment; located next to Garages on hill
Tech hours and location: Roving tech on Friday 9:00 am to 5:00 PM; Saturday 8:00 – ?; Sunday as needed. *Cars DO NOT need to be tech'ed for the Test & Tune Day on Friday.*

General Directions to track? PA Turnpike Exit 13, take Route 18 North 3 miles, left on Penndale Road

On-track activities: In addition to the regular practice sessions, qualifying, and race sessions:

Special Feature? We are hosting a Mini only race group for the weekend.
Optional test day? YES – Friday July 10th, full day, half day, or per session. See entry form.
Optional Enduro? Sorry, not at this event.
Track touring, charity rides, worker rides? Charity and worker rides Saturday & Sunday during lunch, please bring your car – this make slots of extra money for the charity!!!

Driver Training Activities:

VRG Driver Orientation Program? YES – time will be indicated on final race schedule
VRG Driver School? We are offering a Driver Clinic on Friday, intended for experienced drivers who want to qualify for VRG credentials, contact Event Chairman to register for Clinic (must be registered for Friday Test & Tune Day). A full driver's school may be offered – please contact the event chairman for more info.

Special car requirements:

Sound restrictions? 100 dBA, measured 50' from track edge (most unmuffled cars are OK); quiet hours 8:00 PM to 8:00 AM Friday & Saturday; 8:00 PM to 9:00 AM Sunday
Antifreeze permitted? No
Transponder required? We will be utilizing transponders this year. Battery-powered units may be available to rent at the track. Cars without transponders will be gridded by Timing & Scoring, may start in back.

Crew and spectators:

Crew passes? Four crew included with each race entry
Spectator event? YES, tickets at gate, $12 for one day, $20 for Sat/Sun.

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Social Activities:

Friday Go Kart Rentals: available at the Kart track next to the garages for kids (possibly open for adults and kids on Sat and Sunday).

Friday Drivers Reception? YES, FREE at the track, approximately 5:30 - 7:00 PM!
Saturday dinner? YES, Saturday night from 6:30 – 9:00 PM at the track, for all drivers, crew, friends, and workers. $27 per adult, $15 children under 12.

Paddock Accommodations and rules:

Special paddock areas? Special paddock area set aside for all MINIs.
Garages available? YES – limited number of garages for rent; $250/weekend, see entry form.
Race Fuel, air, water available? YES: Sunoco race fuel, leaded & unleaded, various octanes, self-service pumps 24 hours with credit card, or pay cash at office. Compressed air & water in garage area.
Tires? Sorry, no tire dealers are expected at this time.
Food available? Food vendor in building on site daily for breakfast & lunch.
Rules for ATV's, scooters, pit bikes, golf carts, bicycles? All are allowed, no permit required. Please limit use to adults, keep all vehicles on pavement, and at reasonable speeds.
Pets allowed? YES, please keep on leash and please clean up after your pet.

Camping:

Motorhome/camping at track? YES, $10 per night per vehicle, get camping pass at track office. Limited number of electrical hook-ups at $25/day. Nice, clean showers & bathrooms available next to the garages.
Tent camping at track? YES, $10 per night per vehicle, get pass at office.
Track gates open overnight? Gates closed overnight but Security Guard will be making rounds and can let you in or out, Security Guard has cell phone, 724-350-4273
Local alternatives? Hart's Campground, Beaver Falls, 724-846-0005, 15 minutes from track

Local accommodations: **hotels indicated by asterisk make a contribution to the PVGP charities*

1) **RACE HEADQUARTERS HOTEL: Marriott Pittsburgh North**, 100 Cranberry Woods Drive, Cranberry Twp, PA, 16066 … 16 miles from track, rate $114/night including breakfast for two, phone 724-772-3700, tell them you are with *Pittsburgh Vintage Grand Prix*. This is a very nice hotel with first-class amenities, many nearby restaurants, malls, etc. Highly recommended. Directions: from track, take PA Turnpike east (NO TOLL charged) to Exit #28, Cranberry, then follow signs to I-79 North. Take Exit #78 (rte 228) Turn Right and the hotel is on the right.
2) **Four Points Sheraton,** 910 Sheraton Drive, Cranberry Twp, PA, 16066 … 16 miles from track. Preferred rate for Pittsburgh Vintage Grand Prix or BeaveRun. Phone 724-776-6900
3) **Holiday Inn Beaver Falls/Wampum**, 7195 Eastwood Drive, Beaver Falls, PA, 1.6 miles from track. Phone 724-846-3700. Close to track, but limited amenities.
4) **Bed & Breakfasts:** Boyer's Countryside Inn, 724-535-3040 or www.boyersbnb.com ; Forest Breeze, 724-758-0190 or www.forestbreeze.com ; Ber-Nita B&B, 724-752-1455
5) **Other hotels:** See BeaveRun web site, many other hotels at Cranberry exit, 16 miles … AmeriSuites, Super 8, Motel 6, Hampton, Comfort Inn, Holiday Inn Express, Fairfield, etc.

Local tourist info:

Chamber of Commerce: Beaver County 724-773-6504
Visitor Center: 526 Brady's Run Rd, Beaver Falls, 1-800-342-8192
Local sites & attractions: Grove City Outlets, Safari Sam's, Brush Creek Park, Buttermilk Falls, Air Heritage Museum, Beaver Valley Mall, McConnells Mill State Park … lots to do in downtown Pittsburgh! (just 30 miles south).

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CONTACTS:

VRG Event Chairman:
Keith Lawrence, 412-770-8267 or KLawrence@EDMC.edu
VRG web site: www.vrgonline.org
Pittsburgh Vintage Grand Prix Association: Ralph Steinberg, Ralph@cloverleaf-auto.com
Phone 610-647-5954
PVGP website: www.pvgp.org
Track office: 724-535-1000 www.beaverun.com

PVGPA Medical Form 2009

Name_____

Medical Information: Age_____ Blood Type _____ Date Last Tetanus _____

Drug Allergies_____

Current Medication(s)

_____

_____

Special Conditions: Hemophilia ___ Epilepsy ___ Asthma ___ Diabetes ___
Contact Lenses ___ Other_____

Personal Physician _____
Telephone #_____

Name & Phone # emergency contact (indicate if trackside)

_____

Attach this form to your entry and mail them both together!!!!

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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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