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NEWSLETTER
JUNE. 09 • VOL 6.3

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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	"NEW JERSEY HISTORIC RACES", 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

The Jefferson 500, Reborn!

Many of our VRG members had not had the pleasure of racing at Bill Scott's wonderful "racetrack in the apple orchards," Summit Point, before the Herculean efforts of Steve Limbert, Bob Houston, Bill's son Jens, Brian Redman and the crew in VRG leadership yielded a "re-run" of this popular event this past May. Not only was this a bigger event, it seemed to be better despite the spotty Spring weather. The prevailing mood in the paddock throughout the weekend was one more focused on being glad to be among friends, on track and off.

The Jefferson 500 was begun in 1992 by Brian Redman and his company, Intercontinental Events, as a logical extension of his popular Targa 66 track days into a weekend racing event focusing on the great endurance races of the Fifties and Sixties. Brian's friends and past competitors were welcome participants and guests at the event and provided much color and pizzazz. Don Marsh, Henry Payne and the Collier Collection brought out the venerable Porsche endurance racers like the 908, 910 and 917. The guest drivers included Tony Dean, Bill Adam and "Quick Vic" Elford. There were D-type Jags from Tom Mittler and others and a TON of 2-liter Chevrons, some of which were driven by Redman himself! It was quite a show and a place where cars not normally seen in the wild would come out and play.

Just because there were "big" cars there didn't mean the smallest and "least quick" cars were ignored, quite the contrary. Two of the best feature races of the weekend were the action packed Eifel Trophy, limited to the hordes of 356 Porsches around at that time, and the one-hour Lola Cars Cup, an endure for under 1300cc up to 1972 production cars and sedans and under 1500cc up to 1960 sports racing cars. These two races routinely fielded thirty-five to forty cars each and were very exciting to watch! The Marlboro Cup races were for over 1300cc but under 2500cc British and Italian open sports cars and provided a fine entry of Triumphs, Morgans and MG's, often won by the writer and Amelia Island Concours impresario Bill Warner in his ex-Group 44 Triumph TR-6. The beauty of Warner's entry was that the original shop that built it was only a few miles away in Winchester and many of the original crew would come out and assist in his effort! Bob Tullius himself would often fly his warbirds overhead.

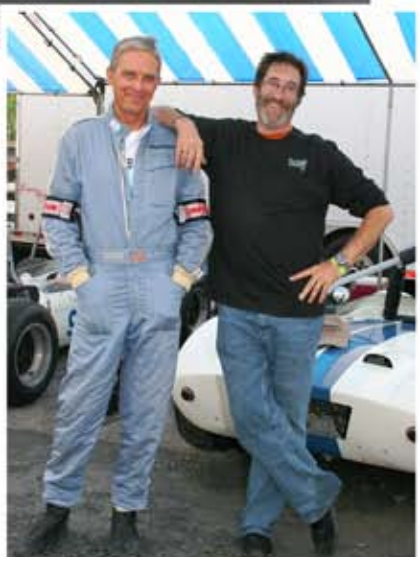
Of course, the main events were the two three hour (half each day) Enduros, the Briggs Cunningham Cup for older vintage (pre-'65) cars and the John Wyer Cup for the newer historic ('65-'80) production cars and sports racers. The perennial battle in the Cunningham Cup for a few years was the great Girvin-Shenton show, with pitched competition between Bob's thundering Allard GT and Tivvy's svelte feline Jag. And it was svelte, watching him work traffic was a true treat and he made it on the podium several times. The Wyer Cup often was a barnburner with Redman and the guest drivers putting on a fabulous show for the crowd in truly FAST cars! With the great Charlie Gibson insuring order as the Competition Director, the Jefferson 500 was a "must do" for many East Coast competitors from New England to Florida, and while the composition and entry numbers changed throughout the years, the spirit of the event is strongly in effect and still drives many back the where this event started, Summit Point. Be a part of this event next year and join VRG at the Jefferson 500 in May of 2010!

Peter Krause

Jefferson 500

Summit Point Motorsports Park

May 1-3, 2009



Photos by Lu & Walter Pietrowicz
www.september8th.com

Jefferson 500

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The Jefferson 500, Race Report

Although the weather steward might not have had the best connection to the heavens and despite the intermittent and then substantial liquid sunshine present towards the end of the weekend, there were a LOT of smiles throughout the paddock during this marvelous reawakening of this great event. VRG members were out in force, as this event successfully brought together all the various eras and disciplines of sports cars, sedans and a good sized Monoposto contingent, always a strong supporter of VRG events. The formula cars and sports racers provided ding-dong battles and the ever popular Marlboro and Lola Cups catered to the huge turnout of Jefferson 500 and VRG regulars. Let's take a look and see how several VRG folks and notables with Jefferson 500 history did.

The race groups reflected many of the traditional groupings with the Wyer Cup for the latest and greatest, the Cunningham Cup for the older, more traditionally vintage cars, the Phil Hill for the massive Monoposto Classic (treaded tire) formula cars, the Eifel Trophy for the many Porsches in attendance, the Marlboro Cup for medium bore sports cars and the Lola Cup for the always enthusiastic small bore crowd. Another group that's offered strong support to this event and has a growing presence among the VRG ranks is the Sports 2000 race group, participating under the banner of the ARK Project and benefiting the worthy cause of seatbelt awareness among all drivers, particularly at risk teen and college-aged drivers.

The first race of the weekend, the Eifel Cup, dedicated to the legendary Porsche engineer Helmuth Bott, kicked off Friday afternoon. Fortunately, the track was dry and in pretty good shape after being wet, then damp in the morning and afternoon. VRG members were well represented and it was a pleasure to see perhaps one of the best Porsche drivers around, Summit Point resident Dave Coleman, put on a great driving clinic at his home track, one he could seemingly drive with his eyes closed in his pretty 914. VRG member Jim Hartman had a great run in his 911, John Gatto continues to show improvement in his pretty Gulf blue 914 but old hand Jim Scott from Woodbury, Connecticut, a veteran of the Jefferson 500 since the first one in 1992, convincingly won the race in his 911. Local PCA Chief Instructor and longtime Jefferson 500 entrant Dan McChesney could have gotten one of the hard-charger awards, advancing from twelfth to fourth in a great drive in his 911. The pretty and effective 914's from the Air Cooled Racing stable of event chair Steve Limbert looked great and went well.

Saturday's schedule kicked off with the Phil Hill Cup and a fantastic battle among the very quickest Formula B cars, with the more powerful Cosworth FVA powered ex-Frank Williams run F2 car of Ted Wentz (not the engine builder) ultimately coming out on top. The presence of ace Dave Handy, local expert and "shoe" Joe Blacker and perhaps one of the most improved drivers over the last few years in this competitive class, Mark Giroux, assured the spectators of a great show up front, but there was plenty of action throughout the field. Blacker sped to the front from third and passed Handy in the process, but spun and was passed by Wentz and repassed by Handy. Wentz ultimately got around Handy on the LAST lap with Giroux coming through for a fine third ahead of Blacker and Kyle Kaulback's pretty Lotus. Chris Shoemaker did a stellar job in his Royale to lead the Ford ranks home and there was a tremendous dice between Bill Maisey's Crossle and Jens Scott for the podium spots in Ford. Bob Romanansky, Keith Lawrence and Bill Hollingsworth all had steady runs to the flag. It was neat seeing Lawrence's bubbling enthusiasm for his formula cars after working with the Turner for years. Great show!

In the twelve lap Wyer Cup race on Saturday, RRDC member Larry Kessler put in the drive of his life to come from the back of the field in his pretty yellow Chevron to lead the majority of the race before being pipped on the last lap by Rick Carlino's GRD, just like the Phil Hill race! Jim Scott again figured in the race, finishing third overall and just ahead of a very strong Dennis D'Angelo in their pair of Porsches. Dan McChesney and Peter Kaufman rounded out the top 5 in their 911's. Nice to see VRG member Ed Calfo in his pretty Datsun Z!

In the first half of the enduro of the weekend for the Bill Scott Cup, there was a fantastic battle between Tom Grudovich, Larry Nevaiser, Lee Chapman and Peter McLaughlin in the battle of the vintage sports racers and Chapman's superb Clubman's Lotus Seven. The lead changed many, many times but Vintage Racing Service's Larry Nevaiser finished on top on Saturday ahead of Peter McLaughlin's Lotus 23. In the second half of the event held on Sunday, the rain came down and more talent came to the fore as Tivvy Shenton emerged triumphant over the fine Porsche pilot Les Roub with Bill Schwacke's Corvette in third completing the most total laps as the enduro was scored on aggregate. My favorite story was the TINY Ginetta G15, an under 1-liter Sunbeam Imp powered buzzbomb driven by specialist Rick Rose, coming all the way through to finish fourth overall after a thrash to repair a clutch early in the weekend. Three of these diminutive giant killers were present, all punching way above their weight and well driven.

The first of two ARK Cup races were run next for the Sports 2000 crowd. These "Formula Fords with fenders" are a popular, quick car placing the emphasis on driver skill rather than outright horsepower of highly tuned engines. All built by recognized racing car companies like March, Lola, Tiga, Royale and Swift, these cars put on a great show as they have good parity no matter what their age or generation. Larry Rossi qualified his Lola T-598 on the pole in front of Canadian super shoe, David Clubine's Swift DB-2 and veteran of Jefferson 500's since the beginning, Peter Krause, in his older Tiga SC84. The start was a barn burner as Clubine and Krause separated themselves from the snarling pack of Rossi, Simon Green's Shrike (owned since new) and our host and local ace Scott Krueger in his Apache. There were battles throughout the eighteen car field but the middle of the race saw Krause take the lead from Clubine for a few laps before Clubine worked his way back by, finishing less than a second ahead at the flag! There was a lot of backslapping and bench racing going on as the "racing" continued in the paddock well after the on-track activities were through, such is the camaraderie of the group. It was nice to see two longtime proponents and VRG members Jim Southwood and Nate Scigliano adopted into the group with their "new" twenty-five and twenty-seven year old cars, respectively. Michael Crumay was looking good and there were four drivers within four-tenths of a second in the middle of the field. Nearly everyone had someone to race with and seasoned observers Ted Wenz (the noted engine builder), Dave Handy and even the jaded Joe Blacker all hanging on the fence, anxious to see how this battle royale played out. Fun for all!

The Marlboro Cup race provided perhaps one of the best races of the weekend, with Ralph Salomon in his Ginetta G4 triumphing on the last lap after battling former overall winner in past Jefferson 500's, Lee Talbot, for the back and forth lead in the middle, then seeing the poetry in motion of Dave Coleman putting his immaculate 914 Porsche into the lead and a very strong showing by Steve Limbert, who took over from Coleman for just a lap before the high speed chess match came to an end with Salomon on top and Datsun specialist Joe Maloy come through to a well driven third overall! Longtime Jefferson 500 supporter and Alfa driver Ceasar Cone got one of the hard charger awards coming from no qualifying time in 35th to 11th in just ten short laps. The Morgan of Bill Lightfoot looked particularly well driven, class driven with class. Many, many contests throughout and it was

certainly enjoyed by participants and spectators alike. Russ Poole, in another Air Cooled Racing 914 finished just ahead of Larry Blankenship's MGB and Gary Hess after a good dice and Dave Gussack's red 914/6 looked and sounded great as it moved steadily forward in the field. This author is not a "Porsche guy" but that's one that he would LOVE to take home, it's so pretty and FAST

The Charlie Gibson Cup was sparsely attended but no less fraught, with the weekend's quickest time set by Dave Handy in his Ralt RT-1 finishing second to Justin Frick's beautiful BMW powered March sports racer. Of special note, Kyle Kaulback did a whale of a job posting the third quickest time in his Lotus 69 Atlantic. What a great proponent of the cars of Colin Chapman and the Lotus marque! Earl Robert's very historic F2 car was beautiful to watch in its accurate and evocative "Gitanes" livery. It was a pleasure to see multi-time SCCA National Champion and sports racing icon Alex Miller present in his pretty Lola based C Sports Racer. A gentleman and a heck of a driver! John Bechtol flew the Super Vee colors well in a class of car that has great history with the owner of Summit Point, Bill Scott. Scott, a champion driver and a pacesetter in the Super Vee class, enjoyed very much seeing the cars that he raced nearly forty years ago circulate the track.

It's no surprise that a race group near and dear to the founders of VRG, the race for the smallest and oldest production cars present, saw some of the most competitive and compelling competition of the weekend. It was fitting that Baxter Phillips in his Lotus Eleven took the top step on the podium after an early lead by Mark Gobble in his Elva fell by the wayside. Behind, the race was another barn burner with many, MANY drivers within tenths and hundredths of a second for their own fastest laps. Mark Palmer found an opportunity to demonstrate yet again why he is so respected among not only the MG Vintage Racers contingent but among the vintage racing community in general after he put in an exceptional performance in his red MGA. The yellow SAAB Sonett of specialist Steve Church and the rapid Fiat Abarth of former Jefferson 500 Lola Cup podium veteran, Hugh Tompkins, put on a great show near the front as clots of cars had terrific dices further back. Les Roub in his Porsche figured again and Virginia racer Larry Smith put on perhaps the drive of the race moving up substantially in his rapid MG Midget. It was great to see the Triumph Spitfire of Russ Moore out again as well as the rare and unusual Peerless GT of Jefferson 500 veteran Mark Rosenberg. Len Schrader, a great SAAB racer, brought out a crowd favorite, the iconic Saab 93 with the German Ford Taunus V-4, and went great guns in the race. Great racing and really the essence of what VRG and the Jefferson is all about.

My editors have been very patient and I could go on and on easily about how many of our friends were present and how well they drove, but it was clearly a strong vindication for the vision of Steve Limbert and Bob Houston, along with the substantial contribution by Bill and his son Jens Scott, to bring back the Jefferson 500 under the auspices of VRG. There is a great deal of history past at this great sports car track and clearly no shortage of people who would like not only continue but to make their own history together with their friends at the Jefferson 500. Hope to see everyone next year!

Peter Krause
www.peterkrause.net
(919) 740-1871
"The Driver is the Greatest Performance Variable in the Racing Equation."

VRG BOARD ANOUNCEMENT

At the VRG Board of Directors Meeting at Loudan, New Hampshire, May 14, 2009, the Board accepted the resignation of Brad Marshall and appointed Steve Limbert to serve the remainder of his term ending in December, 2009.

Brad Marshall was a founding member of VRG, whose inception was a direct result, in part, of his years of service as Event Chairman of The Vintage Celebration at NHIS and the event's being dropped by the VSCCA. He continued through 2007 as its Event Chairman for VRG. Brad was an avid racer, fierce competitor, tireless worker, and inspirational founder. His retirement to Texas and from vintage car racing will cause his many friends to miss him. He remains a VRG member and his involvement in the club's affairs will be missed.

Steve Limbert, this year's Jefferson 500 Event Chairman, has proven himself to be also a tireless worker. As VRG does not award trophies or gold stars it was felt that he would be a worthy successor to Brad Marshall's place on the Board of Directors. He is a long time racer of Porsches, for which he owns a restoration shop, and previous SCCA Director. Steve brings a fresh perspective to VRG which, at its core, has had its experience centered it vintage racing. Happy trails, Brad – welcome aboard, Steve.

PRESIDENTS MESSAGE

I'd like to take this opportunity to talk about the VRG Driver's Committee, which fortunately, most of our members have had little or no contact - good thing! As a result, many people probably don't understand how the Committee works, or perhaps, even what it does.

First and foremost, the Driver's Committee investigates every incident that takes place at a VRG race. By "incident", we mean "car contact," which results in damage, even if no other car is involved. As a driver, your responsibility, if you have contact with anything (another car, the Armco, a tire wall, anything), you must immediately return to the pits, talk to a Marshall, and seek out a Driver's Committee member.

If you are a first-hand witness to an on-track incident, PLEASE seek out a member of the Driver's Committee IMMEDIATELY - at the track and right after that session. This applies even if you are just a spectator and not in your car on the track. Your information may be invaluable in enabling the Driver's Committee to piece together a complete picture of an incident.

The goal of our Driver's Committee is to review & to make a decision about an incident prior to the end of the race weekend. To satisfy that end, we need all information concerning an incident as quickly as possible so that the Committee may make a timely decision, if possible, that day, at the track. Waiting until Monday is a disservice to the process.

If you are involved in an incident, please understand that its review and investigation take a considerable amount of time. No one outside the Driver's Committee has all the facts. For instance, the D.C. looks at the flagger's log and often interviews the flaggers personally. The D.C. has access to the VMC Infractions List. As a disinterested observer, you may feel you disagree with a D.C. decision, leading you to question the process, but the actual reason for your disagreement may be that you are not aware of all the facts.

I have served on a D.C. enough to know that the decisions are not determined easily. Very few incidents are straight forward. While internal guidelines have been developed to aide decision making, they cannot be codified into a formula. It is the most stressful job in the club - it is exhausting and it is thankless. No one enjoys putting a fellow driver on probation, or telling him he is finished driving for the weekend. Frankly, our friend Carl Jensen deserves every penny he is paid by SVRA to do that job. Your VRG volunteer on the Driver's Committee is not over paid.

It could be that between 20 and 40 man-hours are spent at each VRG event dealing with driver issues. Even if there has been no car contact, every report of a missed flag, jumped start, aggressive pass, and/or repeated spins or "4-off's" must be reviewed. Often, D.C. members miss some of their track sessions to perform their duties. At the Thunderbolt Historics last fall the head of the Driver's Committee did not have the time to race his car.

Please understand that as a process it is one of evolution. The composition of the Driver's Committee volunteers changes from race to race. Its members evaluate their own performance and are open to constructive suggestions. If you think that you have some, or if you need a more concise understanding of how the Driver's Committee functions, seek out a D. C. volunteer or a VRG Director. You might also offer that person a cold refreshment and a smile. As a "band of brothers" we share the same interests in one's on and off track behavior. Our goal is get everyone home to their spouses and family after a weekend of safe racing.

Mark Palmer

19th ANNUAL VINTAGE CELEBRATION
New Hampshire Motor Speedway
May 16 – 18, 2009

For the first two days we had great weather. On Sunday it rained. Being a fair weather guy, this report will focus on the first two days and it is going to forget about the third.

Even with the Jefferson 500 preceding NHMS this year, for many of us it is the beginning of the season. We like going to New Hampshire. The track officials are glad to see us, Betty Blue Nose brings out her whip and most of us congregate in the garages, which have "flow-through" ventilation, electricity, and a roof (no heat). Friday, after the races, the Kieley brothers hosted a cocktail party in the north garage and provided a barbeque for those who wanted to grill an early dinner. The infield was under construction with major underground drainage being installed and the normal infield camping was moved to a paved parking lot outside the track. While it lacked the camping atmosphere to which many had grown accustomed, the evening atmosphere in the "parking lot" evolved into an event of its own. It was even the site of a vintage Bluebird SUV gathering – lots of barbeques, lots of booze, and lots of music…and chatter! On Saturday evening the track hosted a buffet dinner under a tent in the infield. We had a good turnout and we think that the track did its best make us feel wanted, welcome and well fed. It was a good effort and it was appreciated, but we think that it is good to get out of the raceway for a VRG dinner. With Johnny Greenwood absent we have no one to lobby against returning to the ski resort for the clambake provided by Rich Kieley. That was the best… and this person (anonymous), wishes for its return. The event itself was very well run thanks to John Kieley. The problem he has created for himself is that the event is so well run that we would like him to stay at it.

Group 1

There was a good entry but of the entrants could not make for the Friday practice, qualifying and race. Paul Wilson, from the seat of his Jabro has the following report:

In Group 1, Bill Gelles in his classic blue Stanguellini FJ led at the checkered flag in every race he started, but he was chased hard by Rick Presbrey in the yellow Jabro, who even got by him briefly in Saturday afternoon's race before dropping out with overheating. Paul Fitzgerald was a runner-up until Sunday's damp track discouraged the earlier leaders, and his steady hands guided his MGTD to an error-free victory over Frank Filangeri (MG) and Skip Day in his beautiful Devin-MG. In its first shakedown test since restoration was completed, Tom Grudovich's rare rear-engined Elva FJ showed promise. In the orange Jabro, Paul Wilson's dead transponder put him at the back of each start, but he provided entertainment for spectators by moving up through most of the field each time. And Don Dingman's OSCA FJ–a Maserati 250F GP car in miniature–reminded us how much the aesthetics of vintage racing means to all of us.

Paul Wilson

Group 2

Bill Hollingsworth was forced to retire for the weekend on Saturday due to a mysterious engine failure and from his memory pieced together the following report:

con't on page 14

19th ANNUAL VINTAGE CELEBRATION, (con't)

There were the usual suspects, Chris Shoemaker being the most notorious and seconded by David Fenton returning from a winter season in his Lotus 18 in New Zealand. Bob Cunningham, Larry McKenna, David Fromer, Rex Miscovitch, and Rick Little, David Stearns, Bill Gaudreau, Paul Bova and myself made up the cast of characters in Formula Fords. The one thing about racing at NHMS is that the field does not get too strung out. The course was modified due to the construction and cones were set up for an entry onto the oval for temporary turns 1, 2 and 3. As the cones were run over the turns continued to shift, and a chicane exiting the oval, which started out tight, was opened up as the weekend progressed. No one complained, although the lap times got better as the course opened up. Missed were Bob Bruce, Ivan Franz, Bob Romanansky, Jay Thier, Dottie Bechtol, Dick Barnes, EV, Cal Trumbo, Keith Lawrence, and a host of others that run Formula Fords. It was decided at a late Friday afternoon drivers meeting that the sports racers in Group 4 were in the wrong group and would the open wheel group mind their inclusion. It was not a problem and on Saturday Group 2 had a few more fast little cars, and it had a late morning race and an afternoon race.

At the morning race Bob Cunningham did not hear the first "call for cars" and arrived late to the starting grid on which he would have been gridded first, and was gridded last. What many of us are learning is that Cunningham is a sly old fox. He sprinted from last to first of the Formula Fords (2nd overall) in the split start in which the sports racers started 40 seconds ahead. Larry Rossi actually "won" the race in his S2000 but then it would only be news if he hadn't. Tom Grudovich was third in his Elva Mark 7 sports racer with David Fromer, David Stearns, and Chris Shoemaker following in Formula Fords. "Hellavarace!" The afternoon race had Cunningham on the pole (again), and this time he showed up on time. He and Chris Shoemaker (who finally decided to show up) had a fine race in which Chris made a good move going into turn 1 to put his Royale in first place for the finish (ah, youth). Finishing behind them were David Fromer, Dave Fenton. David Stearns, and Bill Gudreau – all in Formula Fords. The FF's were ahead of Larry Rossi, whose split start in the sports racers group was after their start. Had he not started forty seconds behind the Formula Fords he again would have won the race. Larry McKenna and Rick Little's FF's got a little familiar as they were about to exit the oval (it is bumpy in there). They were followed by Tom Grudovich, Lee Talbot, and Ralph Solomon (Ginette S2's) John Gretler, Eric Flashbert, and Hervey Parke – all in S2's. It was all very good, clean racing in the dry. Sunday it rained. I was home taking the engine out of the car while only four decided to race on the wet track. Good weekend Group 2!

Bill Hollingsworth

Group 3

Years ago before television and transcontinental airplane flights, sports announcers used to call horse races from a ticker tape while miles from the track.

THE STING

I feel a little bit like a sports announcer from that era as I sit here attempting to write a post action report from Group 3, a group in which I did not race, nor observe, since I was participating in group 2.

However, in reading the results sheets, here's what appears to have happened.

con't on page 15

19th ANNUAL VINTAGE CELEBRATION, (con't)

Jim Glabicky was strong all weekend finishing with the top time on Friday and first place in both Saturday events. On Sunday the rain appeared to catch him out as Dave Reid in his Mini nipped him for the win.

Peter McLaughlin in his Lotus, David in his mini and John Faulkner in his MGA had a real dice on Saturday afternoon finishing 2, 3, 4 with less than a second separating them. John Sambrook in his Ginetta and Jim Bok in his Lotus also mixed it up pretty good finishing 5th and 6th.

Sunday morning in the rain 13 cars answered the bell but the field became pretty strung out. There was some good intra-race competition between Faulkner's MG and Nial McCabe in his Austin Healy. Nial was kind enough to document the race from his helmet cam including a dramatic three abreast finish.

Any challenges to the veracity of this report should be sent to our legal counsel Dewey, Cheatum and Howe.

Paul Bova

Group 4

Dan Scully from the secure seat of his Volvo, and memory, gives us the following race report:
DAVIDS AND GOLITHS TO A DRAW

Group 4 started the weekend as a grab bag- with everything from a Sports
2000 Lola SR71 and an Elva Mark 7, to a McKee, a very quick Lotus 11, a
Mallock, V8s sounding like authority, down to 2 Datsun 510s. There were even 2
Volvos (among others) - all at the same party. Why am I writing this? I was
so far back I could not see the action until they closed upon me much too quickly, in my rear view mirror. Once the sports racers went to play in Group 2, it seemed that the weekend's major race with in Group 4 was between Fitzsimmon's little 510, and Peterman's bellowing Mustang. David (Datsun 510) out qualified Golith (Mustang) for the pole – barely! In the Saturday race, the Mustang won, with the difference between their best laps: 0.013 seconds. Following in what could have been another race were the Camaro's, Porsche's, and a Shelby. Is it time for an Index of Performance in VRG? Several cars came down from Canada - is it time for a VRG Can-Am? Like others, my laps times at the end came way down, as I think we all did a great job of straightening the curves, by, inadvertently of course, knocking out the chicane cones.

Dan Scully

New Hampshire Motor Speedway
19th ANNUAL VINTAGE CELEBRATION

May 16 – 18, 2009

Photos by Dick & Peg White

New Hampshire Motor Speedway
19th ANNUAL VINTAGE CELEBRATION

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New Hampshire Motor Speedway
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Photos by Dick & Peg White

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!!!!

2nd Annual
NEW JERSEY HISTORIC RACES
Lightning Circuit, New Jersey Motorsports Park
September 18-20, 2009 Millville, NJ

DRIVER _____

Name _____ Tel. (H) _____

Address _____ Tel (W) _____

City, State, Zip _____

Fax _____Cell _____ E-mail _____

PLEASE PRINT E-MAIL VERY CLEARLY

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

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

Last three races entered: _____

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

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

If yes, explain on back side of this form ----------→

Emergency contact: _____ Phone: _____ At track? _____

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

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

CAR _____

Make: _____ Model: _____ Year: _____

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

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

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

Carburettors, number/type/size: _____

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

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

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

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

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

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

Lap time at NJMP Lightning: _____ Summit Point: _____ BeaveRun: _____

Watkins Glen: _____ Other (specify track): _____

SUPPORT VEHICLES AND CAMPING

Overall size of your rig (tow vehicle, trailer, and canopy): _____

Are you camping at track y/n _____ RV, tent, or other? _____ Need elect hook-up? _____

FEES

	Member	Non-Member
One car with driver & crew:		
EARLYBIRD DISCOUNT – entry received and paid by August 31st :	$400	$425
Regular entry fee (rec'd Sept 1st to Sept 12th):	$425	$460
Late entry fee (rec'd after Sept 12th)	$450	$495
Second car, second race group, same driver	$300	

Saturday barbecue at Millville Air Museum: $22 per person … $15 for kids 12 & under

PAYMENT

Entry fee, one car & crew: $_____

Additional cars, same driver: _____ x $300 = $_____

Barbecue: # adults ___ x $22 + # kids __ x $15 = $_____

TOTAL ENCLOSED: $_____

*Please make check out to **"Vintage Racer Group"** and mail to:*

Mark Palmer, 253 Bridlepath Road, Bethlehem, PA 18017

e-mail mark@vrgonline.org phone 610-867-6014

WAIVER

WARNING: Auto racing is dangerous and can resulting serious injury or death. I hereby enter the above vehicle(s) for the 2009 VRG New Jersey Historics. I will abide by the rules set forth by the track owners (New Jersey Motorsports Park), and the governing sanctioning body (Vintage Racer Group, Inc.), and State of New Jersey Title 13 Chapter 62 Regulations. I hereby agree that I will not hold the event organizers, New Jersey Motorsports Park, 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: _____

Please see our FAQ's at www.vrgonline.org under "Events"

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.

VRG 2009 Directors

Mark Palmer, President
Bob Girvin, Vice President
Ralph Steinberg, Secretary
Paul Bova, Treasurer
Brad Marshall
Ed Valpey
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Tivvy Shenton
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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.