VINTAGE RACER GROUP
VRG
AUGUST. 09 • VOL 6.4

NEW JERSEY MOTORSPORTS & WATKINS GLEN ENTRY FORMS INCLUDED

NEWSLETTER

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**	**"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

Update on New Jersey Historics!

EXCITING NEWS: we will have a **private showing of local collector Tom Duffy's WWII fighter planes** on Saturday, after racing and just before our BBQ dinner at the Air Museum! We'll tour his hangar containing the P-47 Thunderbolt, F4U Corsair, T-6 Texan and – for all you British fans – his new Spitfire (the plane, not the car!). Following the hangar tour, we'll have a great chicken barbecue right at the Air Museum (like last year) and the Museum will be open the entire time for our enjoyment.

On the Thunderbolt Circuit as VRG is conducting its races on the Lightening Circuit is **The Ferrari Challenge**. In between your track sessions, you'll be able to see some competitive racing with the newer Ferrari models, and their "Ferrari Historic Challenge" cars also. Stay tuned for more details.

Get your entries in soon! It really helps the over-worked Race Chairman and his small band of volunteers if the entries come in early. While we always welcome later entries, even at the track if necessary, please make every effort to mail your entry as soon as you possibly can. Even if you feel it's just a 50% chance that you can make it, send an entry now (to get the earlybird discount) and you can always cancel later and we'll issue a refund.

The Early Bird Special is not about a 5:00 PM Dinner – save yourself some money by entering by the end of August. **HOTEL RESERVATIONS**: as the good places will fill up (September is still Jersey Shore season) – make them now! Call the **Wingate (856-690-9900)** or the **Country Inn (856-825-3100)** and tell them you're with "Vintage Racer Group" to get our special rates. These are the two nicest hotels in the area, just a few minutes from the track. Janet says take the Wingate if you're bringing your wife or Significant Other.

P.S. - there are other interesting things to do in the area for that Significant Other … the world-class Art Glass Museum at Wheaton Village, the Glasstown Arts District in Millville,the nearby Historic Cold Spring Village, and Smithville. For those with other addictions, you're only 45 minutes from the Jersey Shore and Atlantic City casinos. The kids can enjoy go-karting at the Lightning circuit (rental karts & all equipment available all day, ages 12 & older). If you like Italian restaurants, there are many good ones in South Jersey!

QUESTIONS? Check out the FAQ on the VRG web site (www.vrgonline.org, click on "Events", "New Jersey Historics", and then FAQ) – or e-mail me at mark@vrgonline.org and if it's *really* urgent, call me @ 610-867-6014.

Mark Palmer

2nd Annual

New Jersey Historic Races

September 18-20, 2009
Lightning Circuit,
New Jersey Motorsports Park
Millville, NJ

DRIVER

Name _____ Tel. (H) _____

Address _____ Tel (W) _____

City, State, Zip _____

Fax _____ Cell _____ E-mail _____

PLEASE PRINT E-MAIL VERY CLEARLY

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

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

Last three races entered: _____

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

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

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

Emergency contact: _____ Phone: _____ At track? _____

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

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

CAR

Make: _____ Model: _____ Year: _____

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

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

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

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

One car with driver & crew:	Member	Non-Member
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"

BEAVERUN RACE REPORTS

GROUP 3

Volunteers were asked to write articles for the newsletter and somehow I seemed to have responded. (Thanks, Stephen. Ed.)

I recently attended the VRG races at BeaveRun and again I was rewarded with a fine weekend of racing. First I would like to thank Ralph Steinberg and his wife Candy along with all his helpers and volunteers, whose tireless effort make this event possible. The fact that this event helps support a **great charity** makes it even more significant. I wanted to make sure I mentioned Candy Steinberg, as it allows me an opportunity to acknowledge the time and effort and support our wives give us. In addition I would like to also thank my wife for all her support. For next year, when we are considering the award for the **most vintage spirit** we should look past the drivers and mechanics to the wives and husbands and partners that share and support our racing efforts. My wife April shares not only my love of vintage racing, but understands all that goes into making a great weekend of being at the races, from planning and shopping for grub and supplies to helping pack the trailer, to helping prep and clean cars to cooking for not only our crew but anybody nearby. I can't think of anyone who works harder every time we roll off to races, THANK YOU.

Last year I attended my first race at BeaveRun and found a truly great track nestled in the Pennsylvania country side. It's not as big as the Glen or as pretty as VIR, but it has found its niche as being a great driving track as it flows really well. After locating the track I was a little wary when entering the access road with its many patches and its wandering nature and I was relieved and pleased to find a large paddock with enough room for even the largest trailers. (It seems that the early birds get the best spots). But as always it was the people that make this a great event to attend.

From the time you rolled into the paddock till the time you come off the track you are made to feel that people are truly glad you came to their event. This year was no exception, the event was well run and lots of fun. The weather was wonderful with about a half hour of rain on Saturday - just around noontime when the workers were on break and the charity rides were taking place. I would like to thank all the drivers who brought their cars out Saturday and Sunday for the charity rides, I know it puts time on race motors and uses up tires and fuel. For those who have not taken their car on the track for the charity rides they have missed the look on the children's faces. I took a 6-7 year old boy around in the Pinto - you couldn't wipe that smile off his face with a chainsaw. He even dragged his dad around the pits till he found us, we had a great time taking pictures with him in the car and he and I standing next to it. His dad said I hope you know this is all I will hear about for the next six months. Maybe this is how we start the next generation of Racers. Well I suppose I have rambled on enough and should actually report on the races, but you have probably noticed that with vintage racing I have as much fun off the track as on. The racing is great but it's the friends that always keep me coming back.

I was in Group Three which was the Trans Am Group. I think diversity would be what you had to think of when you saw this group. Some of the usual suspects were missing. Frank Grimaldi and his thundering Camaro was a having oil pressure problem and only made a few laps, leaving the hard charging Sam Viviano looking for someone to play with. The view from mid pack, my usual station, is that one cannot put on too many airs when peddling a Pinto. Way up near the front of the pack I could see a high winged big slicks 914, a 930 turbo, a Corvette, a Camaro, a Mustang and a couple of 510 Datsuns. Around me there were more Datsuns, a Yenko Stinger Corvair, 911 Porsches, several BMW 2002's, a Jaguar XKE, an Alfa Romeo, and a MG. As I said this is what we would call a diverse group. In one practice I looked up to check my mirrors and was rewarded with the view of a full bodied Aston Martin Nimrod which I ve was a Le Mans car - quite a surprise when you are in a Pinto. Strange group isn't it? Practices and qualifying races where all

close to 30 minute sessions. The one thing you always find at BeaveRun is lots and lots of track time. I had been running around seventh or eighth or ninth in the group for most practices or races. With Larry Doll in his 510 Datsun in front of me for most of the races, several times a lap Larry and I could have reached out the window and shaken hands. I was trying very hard to get around Larry because I was being hounded by Bob Brady in his GTV Alfa, Ted Pangrace's 911E and a Yenko Stinger Corvair (let them hound him). The thing about this group is that no matter where you started it quickly sorted out and you found you had someone to race with. I hate it when you seem to get stuck out there by yourself, and I find it hard to keep good lap times if I'm not chasing or being chased by someone. I haven't found a final race result for group three but I assume by the number of times that I was passed by Don Jacobs's 914 rocket, Bert Cossaboon's 930 and Sam Viviano's Camaro that they must have been the first three, and I believe Ed Wolf was first in the under two liter Trans Am in a very well driven 510 Datsun. If I didn't mention someone – sorry, one can't see everything from mid pack! Again I just want to say thanks to all the people who make this and all our events possible: the corner workers and flaggers and stewards, "THANKS." See you all at the Glen in October.

Steve Moulton Pinto #96belie

GROUP 4

Saturday July 11, 2009

The weekend started slowly with rain and a wet track. A sparsely attended session saw most drivers reacquainting themselves with the track and preserving their cars with the exception of John Walko driving Nate Scigliano's Tiga S2. John, who has many hours on the track, motored around lapping nearly everyone and some participants more than once.

By the afternoon race, the track had dried out nicely and everyone was raring to stretch their legs. This race produced the best racing of the weekend with several of the fast shoes having to start from the back and work their way up through the field. At the green flag, John Walko, again driving the Tiga in place of Nate, jumped in front and began to open up an increasing lead followed by Tom Grudovich in his Brabham BT-21 FB Bob Cunningham (FF), Bill Hollingsworth (CF) and Tom Calicchio driving a beautiful Brabham BT-30 F2 car. Chris Shoemaker (FF) , Gary Roberts (FF), Bill Magness (S2) and David Fenton (CF) were moving up nicely. After a few laps, the running order was Walko, Grudovich, Calicchio, Hollingsworth, Cunningham, Shoemaker, Gary Harrison (1962 Lotus 22 FJ), Bill Magness, and Roberts, with the rest of the field sorting themselves out. A couple of laps later, Chris Shoemaker got past Bob Cunningham, and Bill Magness had passed Gary Harrison and Gary Roberts to claim seventh. Despite many individual battles all over the track each lap, the running order stayed pretty much status quo for several laps until Chris dropped out with mechanical problems. It should be noted that Bill Hollingsworth was driving a beautiful, consistent race keeping himself at the head of the Formula Ford group throughout the race.

At the same time, Shoemaker dropped out, Tom Grudovich passed Walko for the lead. Tom Calicchio remained in third with Hollingsworth fourth followed by Cunningham, Magness, Harrison, and Roberts in a tight group all dicing madly for position. Then the front suspension broke on Bill Magness' car ending his weekend. Shortly after his retirement, David Fenton went off on the downhill and then retired. Chris rejoined the race but was two laps down to the front-running Fords.

High drama marked the end of the race. Tom Grudovich was steaming along in first until he suddenly stopped running with no fuel. His tank couldn't hold enough to give him 22 laps of racing. Tom ended up in third place, one lap down. The final excitement took place at the checker with Tom Calicchio edging John Walko as both were trying to get around some slower Fords going down to the flag. Tom got in front by 4 hundredths of a second with the outcome being decided by the electronic scoring.

The Sunday morning qualifying saw the return of John Bechtol in his Zink FSV. John had to miss the Saturday afternoon race to attend the PVGP social event in Pittsburgh that evening and had to start back in the field. The other change was Nate Scigliano driving his Tiga replacing John Walko. Nate had driven his Elva Courier

PVGP HISTORIC RACES

BeaveRun, Wampum, PA

Photos by Ray Bradlau www.TheSbimage.com

on Saturday and decided to do double duty.

The start of the race was furious with Tom Calicchio using his power to get to turn 1 in first followed closely by Nate and Tom Grudovich who used his power to pass several cars before the first turn. All of the front-running Fords - Hollingsworth, Cunningham, Shoemaker, Roberts, Fenton – were in a tight pack competing all over the track for the Ford lead. Robert Andersson driving his 1970 Royal sports racer was also in the mix for the first few laps. Bob Cunningham was able to get by Bill Hollingsworth for the top Ford spot on the first lap with Chris Shoemaker moving up to third place. About three laps later Chris also got around Bill for second. Gary Harrison had decided not to race after a discussion with the driver's committee about conduct during the Saturday race.

While the Ford battles were evolving, John Bechtol was making full advantage of his many days of track practice as well as a new powerful motor and really goods slicks to pass all the Fords, Grudovich and Scigliano to claim the second place overall. In an impressive demonstration of power, he passed both Nate and Tom on the front straight. John was flying. Tom was keeping his car under wraps to try to save fuel but the pass was a good show.
On lap seven, the race changed up front when Tom Calicchio pulled his Brabham in with mechanical problems. John Bechtol and Tom Grudovich were nose to tail at the front each passing the other for the lead. The front-running Fords remained the same save that Gary Roberts was gradually losing ground to the top three. Bob Romanansky, who did not race on Saturday and started from the rear was having a great race steadily moving up to finish in seventh overall only 9 seconds behind Gary and Robert Andersson.

Alas, the strategy of Tom Grudovich didn't work. His battles with John Bechtol cost him and he again ran out of fuel and pitted at the start of the last lap.

The start of the Crown Royal feature was wild with Tom Grudovich blasting from sixth to second before turn 1. His pursuit of John Bechtol only lasted 4 laps when his shift linkage came apart causing him to retire after 4 laps.

Tom Calicchio in the Brabham has a major charge from the rear ruined by a mechanical. By lap 3, he had caught up to the front Fords and was ready to go after the leaders. However, his day ended on lap 9 when he came to the pits answering a black flag and shortly retired.

Bill Hollingsworth had an unhappy end to a great weekend when, with only a two laps remaining, he spun coming onto the downhill and lost contact with the lead Fords. The spin cost him several positions as he decided to retire.

Chris Shoemaker was able to work his way up through the Fords and gain the top spot by half race. He was followed closely at varying increasing intervals by Bob Cunningham, Bill Hollingsworth, Gary Roberts, Robert Andersson and Bob Romamansky until Bill's spin.

After Grudovich's retirement, John Bechtol ran away from Nate Scigliano and the rest of the field, ending with a gap of nearly 30 seconds on Nate who, in turn, was over 40 seconds ahead of Chris Shoemaker. Everyone else was at least a lap down.

The weekend produced much good clean racing. There were no incidents and the weekend proved that the open wheel cars and the sports racers could coexist and have a great time on a tight track. Well done to everyone!!

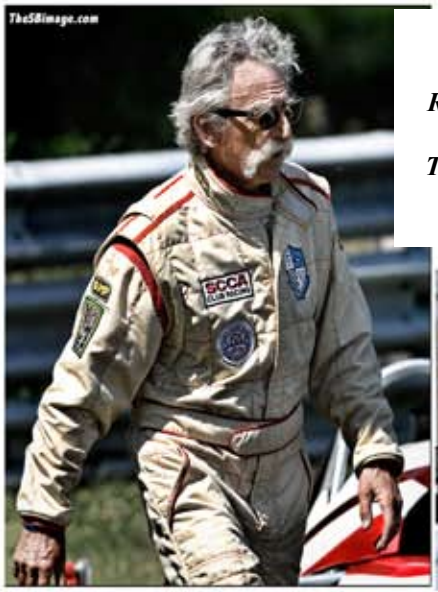
Dick Barnes

GROUP 6

Fourteen cars thundered past the starter's green flag and dove into turn one in Sunday's feature race. The field quickly sorted out into four groups of fairly evenly matched cars. The lead group running in the low teens 1:12 to1:14. The second group in the mid-teens 1:15-1:16, the third group in the high teens 1:17-1:19 and the final group in the 1:20's. This made for some spirited intra-race dicing and heated competition.

Doug Fraser pulled off the win in his Turner, followed closely by Mike Kitzmiller in his Lynx FV. John Sambrook in his Ginetta finished third followed by Norman Berke in his Elva who also recorded fastest lap of the race at 1:12.388.

Paul Bova
Turner 425



Photos by Ray Bradlau www. TheSbimage. com

NOTES FROM THE EDITOR
The 40th Anniversary of Formula Ford
Road America, July 24 – 26, 2009

There were 243 Formula Fords that showed up to race (that were listed in the program and there were a few more as two jerks at registration in front of us had not registered, had not joined the SCCA, and took 45 minutes to complete their paper work while 50 people waited in line behind them). There were (someone said, or who bothered to count) 186 in the group photograph. There were at least 85 Formula Fords in the Thursday test day sessions, some of whom were swarming behind me as I was attempting to re-familiarize myself with the track. There were in excess of 500 dinners served to the Formula Ford Reunion group on Saturday night under a tent off the paddock road. It rained before dinner. There were 20 Formula Ford U.S. National Champions and 5 Canadian National Champions at the dinner (Skip Barber, Jim Harrell, Dave Weitzenhof, Dennis Firestone, David Loring, Justin Pritchard, John Robinson, Tom Schweitz, Anthony Lozzaro, Chris Winkler, John LaRue, C.T. Hancock, and Scott Rarick). I spotted Skip Barber across the tent and never could find him after the dinner. I talked with Bruce McGinnis who was taking his plane to Oshkosh the next day (there were in excess of 500 planes there this year). Michael Argetsinger, who has recently had published by David Bull a biography on Mark Donohue, was there driving a perfectly beautifully restored yellow Caldwell. Bert Levy had a stand in front of the track store selling his books, hats and Last Open Road t-shirts ("the crowd was not as engaging as the vintage crowd"). Mike Rand (the Mike Rand of Mike and Tracy Rand) and Steve Beeler organized the event – from here and from there; the Milwaukee Region of SCCA sponsored the Reunion as part of the CAT National; George Bruggenthies as President of Road America has a great organization and a great track. It did not rain…too much.

Every imaginable Formula Ford was there: one of the four Ferrets with designer and builder, Alec Purdy, a Gurney Eagle, two Hayashi's and too many Crossle's to count. I just mentioned the unimaginable. Your Merlyn, your Caldwell, your Lotus, Lola, Hawke, Royale, Crossle, Titan, etc. were all there in numbers. The modern cars were dominated by Swift's and Van Dieman's. Of the vintage group there were four guys from California. There were two VRG guys - Bob Bruce and myself.

We were paddocked in the upper pit area near Start/Finish, sandwiched between John Robinson and James Lee and Joe Stimola and Gibby Gibson, who between them have won nine Formula Ford National Championships with cars they have prepared. James Lee prepared John Robinson's Swift DB6 for his first National Championship in 2008. Lee Brahin was with a group next to Stimola with his Formula Atlantic.

The Formula Fords were divided into three race groups: Restricted Regional – 110 FF and Club Fords, National – 85 FF and CF, and Vintage – 42 VFF and CF. The overwhelming impression of the driving was that it was aggressive and clean and sane. There was a major incident on Sunday in the National FF race when a FF lost control when his front wheels went off the track entering Turn 1. The car flipped and two cars were taken out. The driver went to the hospital and was OK. For so many cars on the track at the same time it was an exercise in prudence and judgment and provided very good racing and a very good show. Bob Bruce was fast – I was slow. He was near or at the front – I was in the middle of the pack. We noticed how much better the CF's with slicks cornered and slowed under braking than the Club Fords did on Dunlops. For the CF entries the tires were open. The differing tires make the case for Monoposto to revise its regulations for CF, move it from F70 to being an addendum to Formula Ford and have them race on Dunlops. The vintage clubs east of the Mississippi are in accord. The vintage clubs in the west are not all in agreement about Club Ford tires, although they race with the VFF. There is no sense in it.

For the feature Vintage race on Sunday it began to rain as we sat on the false grid. The SCCA Club Fords went back to their pit to change to rain tires. Most of us in vintage FF and CF went back to our pits and loaded the cars on the trailers. About ten cars started and Mike Scanlon took the lead in his PRS Rh01 that he had purchased as wreck last winter, rebuilt, and driven for the first time at a test day in June at Lime Rock. Scanlon, on rain tires sprinted to a 10 second lead in the wet until his header pipe broke. He slowed and was passed by Elliott Lampkin in his Lola 340 (rain tires) who went on to win. Richard Leslie was third in a PRS Rh02 (rain tires), followed by J. D. King in a Zink Z10 (rain tires and one armed). Tony Cove in his Crossle 40F and some very good drivers labored on the drying track to slip their way to a finish. We watched from Turn 5.

The wife flew to Milwaukee that afternoon and we met in Kohler. We played 18 holes at Whistling Straits and at the Irish Course. We played another 18 holes at Shore Acres in Lake Forest and drove home on Friday (14 ½ hours with the Crossle in tow and intact).

Wisconsin is a great state and the people there were terrific. Those 243 of us would not have missed it for the world, and the other 1000 there helping us with our Formula Fords would not have missed it either. See you at the Vintage Fall Festival and at The (VRG) Thunderbolt Historics in September.

Bill Hollingsworth

VRG at "THE GLEN"

October 16-18, 2009, Watkins Glen, NY

EVENT ENTRY FORM

DRIVER _____ Tel. (H) _____

Address _____ Tel (W) _____

City, State, Zip _____

Fax _____ Cell _____ E-mail _____

PLEASE PRINT E-MAIL VERY CLEARLY

Competition license: Club name _____ License # _____ Expires: _____ Med. Expires_____

Last three races entered:

_____

Are you currently on probation or suspension from any club? No___ *Yes* ___ *Explain on back of this form*

Emergency contact: _____ Phone _____ At track? _____

CAR _____

Make: _____ Model: _____ Year: _____ Color_____

Race number _____ 2nd choice _____ 3rd Choice_____ Log book issued by? _____

ACTUAL engine displacement: _____ Carburetors, number/type/size ____/_____/_____

Tires: Make _____Size(F)_____(R)_____ Treaded? (Y) (N)

Wheels: Type, _____Dia.(F)_____(R)_____Width(F)_____(R)_____

AMB Transponder Number: _____ Lap time at the Glen? _____ Lime Rock? _____

FEES

VARAC members get the VRG Member rates (US funds please)	Member	Non-Member	
EARLY BIRD DISCOUNT (entry received and paid by Aug 28th)	$395	$440	_____
Regular entry fee (rec'd Aug 28 to Oct 9th):	$440	$475	_____
Late entry fee (rec'd after Oct 9)	$480	$500	_____
Enduro (2 days/ 2 hours total track time)	$150	$150	_____
Garage rental per car (3 days)	$100	$125	_____
Camping security in paddock (3 nights)	$ 30	$ 30	_____
Dinner at Tower Suite Sat night	_____ @ $35 per person		_____
Make check payable to: **Vintage Racer Group**.....		**TOTAL**	_____

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

Warning: Auto racing is dangerous and can result in serious injury or death. I hereby enter the above vehicle for the 2009 VRG Watkins Glen event. I will abide by the rules set forth by track owners (Watkins Glen International) and the governing sanctioning body (VRG,Inc.). I hereby agree that I will not hold the event organizers, WGI 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, 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

WWW.VRGONLINE.ORG

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

VRG 2009 Directors

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Bob Girvin, Vice President
Ralph Steinberg, Secretary
Paul Bova, Treasurer
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William Holllingsworth
Tivvy Shenton
Mack McCormack

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FROM THE OTHER SIDE OF THE FENCE

A workers view.