VINTAGE RACER GROUP
VRG NEWSLETTER
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# VRG RACE SCHEDULE 2010

| | |
|---|---|
| FEBRUARY 13, 2010 | WINTER WARM-UP - GRAND PRIX NEW YORK, MT. KISCO, NY<br>Event Chairman: Darry Bova, Tel: 203-329-9710 Email: pbdb35@optonline.net |
| MARCH 6, 2010<br>*(NOT the same day as the St Patrick day parade)* | PITTSBURGH AREA VINTAGE RACERS WINTER DINNER<br>Event Chairman: Keith Lawrence, Tel: 412-995-7101 or Email: KLawrence@EDMC.edu. |
| APRIL 9-11, 2010 | VDCA WILD HARE RUN, VIRGINIA INTERNATIONAL RACEWAY, ALTON, VA<br>Event Chairman: Mike Jackson, Tel: 561-622-7554 Email: vdca@vintagedrive.com |
| APRIL 29 -MAY 2, 2010 | "JEFFERSON 500" AT SUMMIT POINT, WEST VIRGINIA<br>Including FREE TEST DAY<br>Event Chairman: Steve Limbert, Tel: 717-432-4116 Email: limbertsteve@cs.com |
| MAY 21-23, 2010 | VINTAGE CELEBRATION - NEW HAMPSHIRE MOTOR SPEEDWAY<br>Event Chairman: John Kieley, Tel: 603-878-1220 Email: john.kieley574@gmail.com |
| JUNE 18-20, 2010 | VARAC MOSPORT VINTAGE FESTIVAL, BOWMANVILLE, ONTARIO<br>Event Chairman: Peter Jackson, Tel: 705-325-8740 Email: ptrt@rogers.com |
| JULY 17-18, 2010 | PVGP HISTORIC RACES, BEAVERUN, WAMPUM, PA<br>Event Chairman: Keith Lawerence, Tel: 724-941-5330 Email: klawrence@EDMC.edu |
| SEPT. 24-25, 2010 | "NEW JERSEY HISTORIC RACES", NJMP, MILLVILLE, NJ (Friday - Saturday)<br>Event Chairman: Mark Palmer, Tel: 610-867-6014 Email: mgrvrmark@hotmail.com |
| OCT. 15-17, 2010 | VRG AT THE GLEN, WATKINS GLEN, NY<br>Event Chairman: Bob Girvin, Tel: 508-429-2818 Email: rgirvin@.com |
| NOV. 26-28, 2010 | TURKEY BOWL XIII, SUMMIT POINT, WESTVIRGINIA<br>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

# *PRESIDENT'S MESSAGE*

It has been a challenging year for VRG. The racing plans of many of our members have been affected by the economy. I've spent some time talking to other vintage racing clubs, and the good news is – VRG has had a better year than most.

We started off 2009 with a bang – a big bang! – at the Jefferson 500. With over 190 entries, it was the largest Jefferson 500 ever. Two weeks later, the car count for the New Hampshire Vintage Festival showed an increase over last year. Our next event, BeaveRun in July, also attracted an increased entry. These were very encouraging results, since most clubs were reporting 15-20% fewer entries than 2008.

Our optimism was blunted slightly with the New Jersey Historics in September. We planned on fewer entries than 2008 (when MG was the featured marque, and brought 45 entries), but we received even fewer entries than expected. For 2010 things are looking up: we have moved the event one week later, the air show is back on, and we have reduced our costs by adopting a 2-day format – Friday and Saturday.

Our Watkins Glen event in October attracted a record high entry, and looked like a great success – until the weather turned sour. It was a stressful weekend, requiring "fly by wire" decisions based on many unknowns, but Bob Girvin and crew managed their way through it. In the end, the club was able to provide refunds in excess of our regular policy, without losing money on the event. We should all be thankful to WGI management for their forbearance on this.

As I write this, I'm preparing for the Turkey Bowl and happy to report that the vintage entry is strong – *and* the weather looks OK. Our partner's entries (modern sports/GT cars) have continued to decline, but the event will be in the black.

Overall, it has been another successful year for VRG. Membership continues to grow, and participation at most events actually grew in a "down" year. We have weathered the economic storm better than most racing clubs. I appreciate all the support from you, the members, throughout 2009. Looking forward to a strong 2010!

***Mark Palmer, VRG President***

# *New Jersey Historics*

After each race group at the New Jersey Historics, the workers choose one car/driver as their favorite for that group. No particular criteria other than "my favorite". We polled the flaggers via radio after each race on Saturday, and the car with the most votes got the award.

The winners were:
**Group 1**, Formula Cars & Sports Racers: Jamie Stiehr from Evergreen, Colorado (yes COLORADO!), 1969 Winklemann Formula Ford, car #311
**Group 2**, Vintage Production and Small-bore Production: Bob Girvin, Holliston, MA, 1958 Allard GT, car #66
**Group 3**, Historic Production: Stefan Vapaa, Wilmington, DE, 1968 SAAB Sonnett, car #97
**Group 4**, Historic Big-Bore: Storm Field, Irvington, NY, 1972 MGB/GT-V8, car #428

The winners were presented with a nice polo shirt fromt he Millville Army Air Field Museum at our club dinner on Saturday night, which was held at the Museum.

We hope to do "Workers Choice" awards at all our future events. The workers seemed to enjoy this even more than the drivers!

# New Jersey Historics

September 18-20, 2009

Louiseann & Walter Pietrowicz - www.september8th.com

***Photos by Lu & Walter Pietrowicz***
***www.september8th.com***

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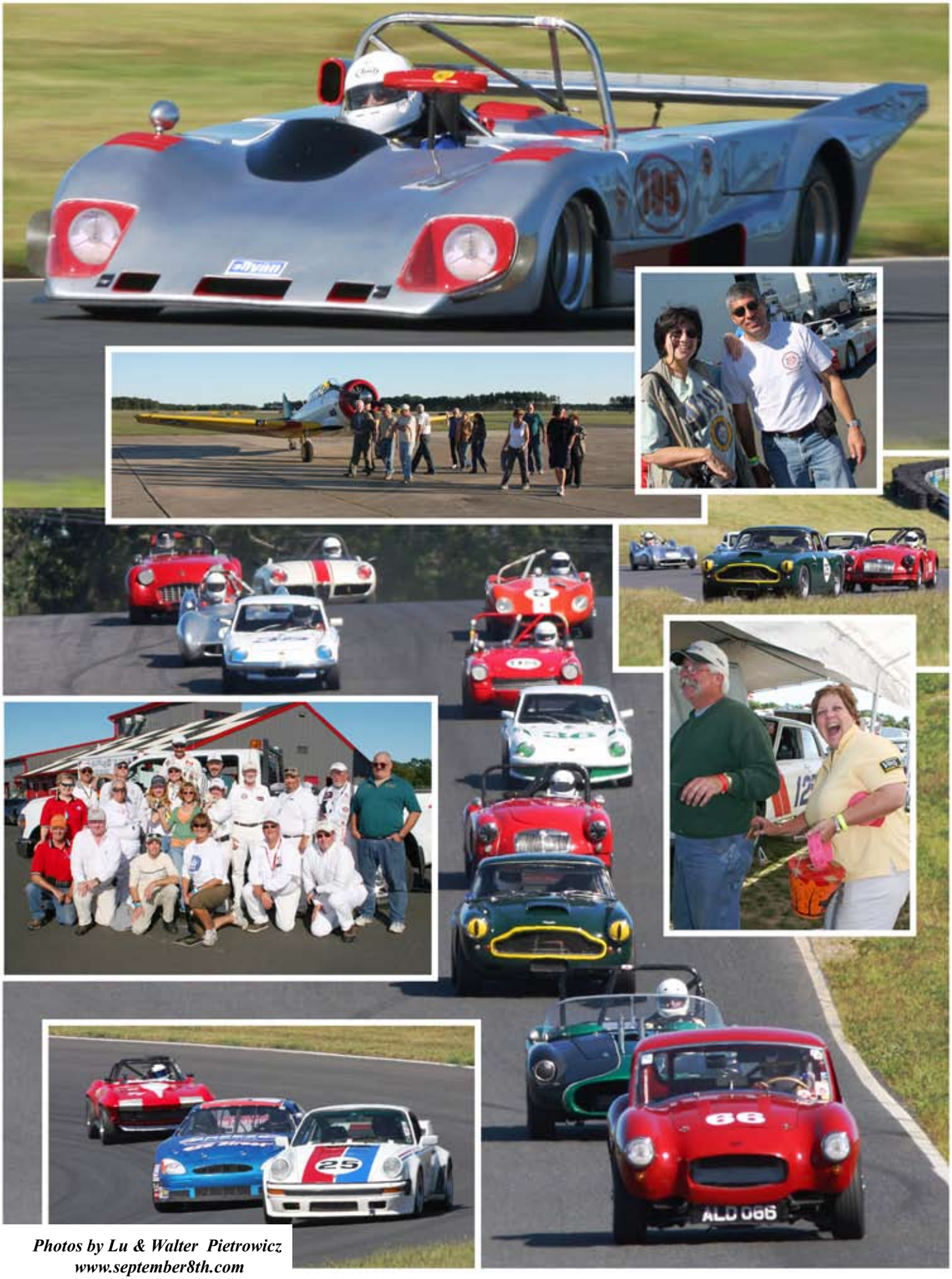


*Photos by Lu & Walter Pietrowicz*
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# WATKINS GLEN RACE REPORT (WEATHER REPORT)

I have found that most vintage racers are the true eternal optimists. Being vintage racers I think we have trouble with reality anyway, so as the week before the Glen event dawns I find myself in the usual quandary. What the heck is the weather going to be at the Glen? Following the reports, the answers range from a screaming *Nor'easter,* to improving from Wednesday... on, with a chance of sun over the weekend. So now the fun begins. Originally, I decided that I'm not going, so I call the guys and say that as it stands now I'm not planning on going as the weather looks as if it is bad for the weekend. For us to tow the cars to the Glen takes around seven hours, costs around $350.00 to $400.00 for fuel and tolls - lots of time and money to sit around in the garage. But I really want to go, I love the Glen. I did my first drivers school there and have had many great times both on and off the track. So as *hope springs eternal,* I call the guys at CARQUEST (the parts store in Watkins Glen where I have been rescued many times). These guys are great with parts, but not so good at the weather thing. I suppose that is why they are parts guys. The result was just what we wanted to hear. Weather getting better from Thursday... on. I call all the guys back - the trip is on. Check off the lists. There are a few last minute runs to the parts store, a large haul from the package store, finish loading cars parts and supplies - all on Wednesday for a 9:00 A.M. departure on Thursday.

Thursday. We all meet at Bob Black's shop and figure out whose riding with whom, whose leading, and where do we want to stop. Seems as if stops are becoming more frequent than they used to be. Seems as if a quick walk to the men's room is perfect for working out the stiff joints. We are back in the truck and off in no time at all. We have had clear but cold weather all day. We are not going to get much heat in the tires if it stays like this. But, *not to fear,* the Carquest guys say that we're going to see the sun and that will bring the temperatures up. Driving through Geneva the weather is still dry (this is around 4:30 P.M. Thursday). Almost to the Glen, a light mist starts to appear on the windshield. Not to worry - just fog off the lake - right? A short distance later the mist appears to look like rain, and then it HAPPENED a large splat on the windshield and debate begins in the truck was that a #&%@**& snowflake. Before the debate could rage on it was snowing steadily.

**Now I've been to some events where the weather was not great but I can truly say I have never been to one in the snow - until now**. We parked at the registration booth until the track would let us in and until we could get into the garages. We unhooked one truck to transport supplies and stuff back to the house, while the other half of the crew hung out and waited. When the gate was finally open there was about an inch and a half of snow on the ground and it was falling steadily. Snowing in the dark made it hard to see. Many gates were closed which made it a pretty good challenge to find one's way into the garage area. It took awhile. We got the trucks parked and walked into the garages. This is when my suspicions of the sanity of vintage racers was confirmed. Not only were garages half full of cars but but the car owners were brushing the snow off their cars so they can get them *teched.* YOU PEOPLE ARE NUTS! I have no intention of even unloading the cars that seem so warm and snuggly tucked in their trailers, plus this would seriously cut into cocktails and visiting with old friends. There will be plenty of time to do this on Friday.

Friday dawns to the sound of rain outside. Normally this would be depressing, but rain seems better than snow - right? Right. About halfway up the hill to

# WATKINS GLEN RACE REPORT (WEATHER REPORT) cont.

Glen the rain changes to snow and as we arrive at the track the guys at the gate inform us, "hey, its supposed to do this all weekend." Great. Friday is spent hanging around in the garages at the track. My wife had a ball making the first snowman of the year. It looked good on Frank Grimaldi's trailer. I found out that *Rolling Rock* make a delightful breakfast beer. We had a drivers meeting where we were told that there would be no racing on Friday - a good call as they didn't want to keep plowing the track. We were invited to sit in on the VRG board meeting and found it very interesting. I would like to take this time to personally thank each and every board member and volunteer who gives so much to allow us to enjoys this club and sport (that includes you, Steve. Thank you. ed.)

Saturday broke with just showers, most of the snow had melted, and it was decided to go on with the races. Bob Girvin and one of the track officials had made a couple of laps around the track and found it wet but with not a lot of standing water. This brought out a loud cheer and the event was on. Because of the diminished turn out car groups were combined so as to make up for some of the lost Friday track time. This is where we said our goodbyes to friends and saddled up for the ride home. Several times on the way home it looked as if the sun might break out for the racers who stayed. I can only hope so.

(After attending the board meeting and talking with the guys who race with me I would like to suggest to the board that we look into doing events during the week. This may help out on several fronts. I think we will still have good attendance numbers as most of the time we have to take time off to get to and to get home from an event. It might be able to work out on Tuesday, Wednesday Thursday with cheaper track rentals if we could piggy back before another groups event. Like SVRA at the Glen or NJMP they could come early and race with us or we could stay and race with them on the weekend. Might help with car counts. This would also reduce the cost for hotel rooms as they are more expensive on the weekends. Thought I would throw this out there and see what everyone thinks).

***Steve Moulton VRG # 298***

***<u>The Die Hards Who Drove on Saturday at the Glen</u>***

| | |
|---|---|
| ***Joseph Chiarello*** | ***Alan Costich*** |
| ***Larry Doll*** | ***Steven Groh*** |
| ***Nicholas Kachur*** | ***John Kieley*** |
| ***Tom Knorr*** | ***Michael Kusch*** |
| ***Steve Limbert*** | ***John MacDonald*** |
| ***Nial McCabe*** | ***Larry McKenna*** |
| ***David Miller*** | ***Dale Oesterie*** |
| ***John Parker*** | ***Leslie Roub*** |
| ***Dick Ryan*** | ***Jerry Smith*** |
| ***David Stearns*** | ***Dave Thomas*** |
| ***Gary Valone*** | ***James Van Deurzen*** |
| ***Ken Wild*** | ***Randy Williams*** |

***Photographs by Nial McCabe***

# SATURDAY AT THE GLEN

***Photographs by Nial McCabe***

# OPEN WHEEL AT THE GLEN

A healthy and varied field of 19 Open-Wheel cars was entered for Group 4 racing, but the dismal forecast, and cancellation of Friday's events, diminished the numbers to a hardy group of six Formula Fords by the time of Saturday's first practice session. Cold temperatures in the high 30's, occasional light drizzle, and water running across the track made for challenging moments, but gave the group a chance to fine tune their feel for large slip angles, long corner radii and unusual braking techniques. Various wiggles, slips, harmless spins and wheel lockups out of the way, the group was led home by Der Regenmeister, Nick Kachur in his Merlyn Mk11A, whose best time for the harrowing session was a full 6 seconds better than anyone else. In one of those grand, impromptu occurrences that seem to characterize Formula Ford racing, the Van Deurzen family then hosted a marvelous lunch of Wisconsin cheeses, sausages and breads around Jim Van Deurzen's 1969 Merlyn Mk 17 in its elegant blue/white/ orange livery. What a table setting !

Clearing weather allowed a full program of three sprint races in the afternoon as temperatures warmed into the 40's . In Race 1, Larry McKenna in his 1972 Titan Mk6 nipped by polesitter Kachur at the Bus Stop, followed by David Stearns in his 1969 Merlyn Mk11A, and the race was on. Kachur held his position ahead of the battling pair of Van Deurzen and Gary Valone in his beautifully turned out Zinc Z10C . John Kieley, still getting a feel for his "new" 1967 Lotus 31 (one of the original Jim Russell cars that began Formula Ford racing), kept the pressure on the pack in front. McKenna's best lap time of the race was a full 40 seconds ahead of the best time of the Group in the morning session, showing the effects of the drying track, or more likely, the benefits of a Wisconsin lunch.

Race 2 was a humdinger as the drivers and their cars warmed to the task. McKenna and Stearns contested the lead throughout with aggressive but clean passing carrying them just ahead of the hot competition for third place between Van Deurzen and Valone. In spite of the fact that the Glen course is a full 3.4 miles long, the intervals between the cars in each of these two pair were seldom greater than a few yards. Meanwhile, Kieley, still working on various set-up experiments, chopped 15 seconds off his best lap time set in Race 1. Kachur, plagued by a balky gearbox, retired to the garage where he enlisted the assistance of Master Mechanic (and Formula Ford hot-shoe) Bob Romanansky. In an amazing show of technical knowledge and dexterity, Romanansky totally disassembled the box, diagnosed, and repaired the problem in time for Kachur to line up for Race 3.

Given the close competition in the first two races, the Finale was sure to be a Show-Down, and it was. Stearns and McKenna again went at it up front , drafting down the front and back straights within feet of each other and using the momentum gained to pass in the corners. Similarly, Valone and Van Deurzen rocketed through the esses a foot or two apart. On the penultimate lap, Stearns, after having set the fastest lap of the day for the Group at 2:23.8, and with McKenna in tow, waited for the last instant to brake hard for the tight right-hander at the heel of The Boot, bobbled slightly on the slickened asphalt and spun. McKenna got by on the inside to win followed by Valone, Van Deurzen, Stearns and Kachur.

A couple inches of snow, one day of racing, six cars, three races : it all added up to a fantastic event and a great time at VRG's Racing at the Glen !

***Larry McKenna***

# Book Review - Legendary Race Cars

Written By Basem Wasef
Foreword by Sir Sterling Moss
Publisher MBI Publishing

Even if you just have a passing interest in the sport of automobile racing this book will grab and hold your interest. In the author's own words it is *"A selection of the most illustrious race cars not an A to Z compendium of every great car that raced"*

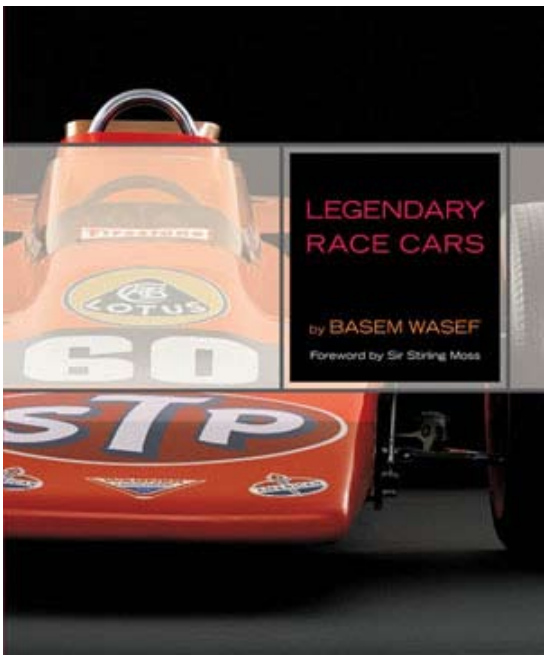
You can't help but be intrigued by the stories of these fast, quirky, cantankerous, sometimes lethal but always beautiful machines and the drivers who sought to tame them.

The book opens with the story of the GT-40 and the Ford-Ferrari wars, and then moves in quick succession through such fascinating stories as the Mercedes-Benz Silver Arrows, Ayrton Senna's McLaren MP4/4 and the Anglo American synergy that produced the Lotus 49.

You are then drawn into the world of drag racing with the Greer-Black-Prudhomme slingshot, then back to the world of the incomparable Juan Manuel Fangio and the Maserati 250F *"you must always strive to be the best, but you must never believe you are the maestro"* Next stop is the race around the world in the Thomas Flyer, then on to Baja with Parnelli Jones and "Big Oly".

The book celebrates cars and drivers, the author's style is factual but he never fails to draw you in to the human drama surrounding these great cars. Wasef makes the point that the cars are just inanimate objects without the drivers.

Beautifully illustrated, this book will entertain and inform you about cars and drivers who reached the pinnacle of the sport in all of its forms from road racing to rallying to stock cars, Indy, LeMans, and Pomona.




Those of you who would like to order the book for a Christmas present, you can go to www.motorbooks.com and use the promo code: *FESTA (*all Caps*)* for a 25% discount.

***Paul Bova***

# NOTES FROM THE EDITOR

Ah, 2010 is upon us. This November VRG Newsletter is about what was and what will be. Make your plans and hotel reservations and plan to join us when you can.

**The Winter Warm-Up, Grand Prix New** York is again to be in Mt Kisco, NY, fairly close to New York City. It should not conflict with the VSCCA Winter Meeting so for those of you who cannot chose between racing a go kart with your friends or schmoozing with them at J. R. Mitchell's shop, you can do both. It is a great indoor facility – sort of a bowling arena for motorheads.

**The Pittsburgh Area Vintage Racers Winter Dinner** has been moved up a weekend. Each year it seems to get better. Those of you who live within 1500 miles are encouraged to attend.

Our friends in the VDCA have dodged the bullet and have their **Wild Hare Run at VIR** the weekend following Easter. On the full track, this is a great event; the weather is mild and Mike Jackson does a good job at running a fine event.

**The Jefferson 500** on the first weekend of May is back again! After a triumphant return last year and discussions of moving the date, it remains the same. A FREE TEST DAY is again included. If that sounds like a Sale at Macy's it is meant to. It will be again a combination of sprint races and enduros and Brian Redman himself will be there to greet and entertain us. This is a great event.

**The Vintage Celebration at New Hampshire Motor Speedway** has been moved one week later than last year. Our races again follow two days of circle track racing on the Loudan Oval. Midgets, Sprint and Indy cars from an early era make these two days preceding us very interesting. I think that most of think of our three days of racing the true beginning of the season. The infield has been restored and the camping regulars may return to their previous haunts. The Kieley brothers have organized our two evenings, Friday at the garages and Saturday at Makris. Corvette it is rumored is to be featured.

Moving north to visit our Canadian cousins at **Mosport** in June, VARAC always puts on a great weekend of racing on one of North America's great race tracks. Always worth the visit. If the event were listed in Michelin it would have three red stars.

Returning to the heartland north of Pittsburgh is our portion of the **PVGP Historic Races at BeaveRun**. Vintage racing for charity – this year we raised a record amount from the event at BeaveRun. It is a terrific race track. Those who have raced there always come back. If you have not you are missing a fine event.

Three weeks after the Vintage Fall Festival at Lime Rock are the **New Jersey Historics** on the Lightening Circuit. Ours is the only fall vintage racing event there and in moving the event one week later we have moved free from the impact of following Watkins Glen. Interestingly, the facility at New Jersey Motorsports Park has not taken off the way many of us anticipated. We think that the Lightening Circuit is terrific. It is fast and it is challenging. In 2010 it is on Friday and Saturday so that most of us can be home Sunday morning to read our New York Times.

**VRG AT THE GLEN** - no snow is promised. Mild temperatures are forecast. Great racing at the favored racing facility in the Northeast – who could ask for anything more?

**The Turkey Bowl** – no clean-up, no dishes to wash, no relatives to deal with, no Macy's parade, no Friday at the mall – three days of racing, winter has taken a holiday, the end of season.

***Bill Hollingsworth***

# NEW HAMPSHIRE VINTAGE CELEBRATION 2010 PREVIEW

Plans are already shaping up for the 2010 New Hampshire Vintage Celebration scheduled for May 21-23 in Loudon. The infield work has been completed and spaces for campers and camping greatly enhanced. Turns 1 and 2 have been rebuilt to the original configuration. The VRG school will continue to be a feature of this event so encourage friends and family who are interested in joining our sport to sign up for the school.

We are in discussions with the track regarding staging our trailers in the infield on Thursday so that we watch the Vintage Indy car events, go through tech, and set up generally.

We will be returning to the VRG Lobster and Clam Bake on Saturday night while retaining the social in the garages for Friday. Last year's schedule with tons of track time on Friday and Saturday and Sunday's activities for our cars ending just after noon is planned to be repeated.

We are working with the track to designate a featured marque for our cars hoping to not only get out lots of race cars but enhance the car corral and spectator crowds as well; more on this to follow before year end.

If you have any thoughts about how to make this an even better event please e-mail me. (johnkieley574@gmail.com).

***John Kieley***

VINTAGE RACER GROUP

VRG

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

***40th Formula Ford Reunion in United States - Road America 7/24/09-7/26/09***

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.