VINTAGE RACER GROUP
VRG
JAN 2010 • VOL 7.1

Winter Warm-up
Grand Prix New York
February 13, 2010

Entry Form Enclosed

NEWSLETTER

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

VRG RACE SCHEDULE 2010

FIRST EVENT 2010

✓ FEBRUARY 13, 2010	WINTER WARM-UP - GRAND PRIX NEW YORK, MT. KISCO, NY Event Chairman: Darry Bova, Tel: 203-329-9710 Email: pbdb35@optonline.net
✓ MARCH 6, 2010 *(NOT the same day as the St Patrick day parade)*	PITTSBURGH AREA VINTAGE RACERS WINTER DINNER 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 Event Chairman: Mike Jackson, Tel: 561-622-7554 Email: vdca@vintagedrive.com
APRIL 29 -MAY 2, 2010	"JEFFERSON 500" AT SUMMIT POINT, WEST VIRGINIA Including FREE TEST DAY Event Chairman: Steve Limbert, Tel: 717-432-4116 Email: limbertsteve@cs.com
MAY 21-23, 2010	VINTAGE CELEBRATION - NEW HAMPSHIRE MOTOR SPEEDWAY Event Chairman: John Kieley, Tel: 603-878-1220 Email: john.kieley574@gmail.com
JUNE 18-20, 2010	VARAC MOSPORT VINTAGE FESTIVAL, BOWMANVILLE, ONTARIO Event Chairman: Peter Jackson, Tel: 705-325-8740 Email: ptrt@rogers.com
JULY 17-18, 2010	PVGP HISTORIC RACES, BEAVERUN, WAMPUM, PA 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) Event Chairman: Mark Palmer, Tel: 610-867-6014 Email: mgrvrmark@hotmail.com
OCT. 15-17, 2010	VRG AT THE GLEN, WATKINS GLEN, NY Event Chairman: Bob Girvin, Tel: 508-429-2818 Email: rgirvin@.com
NOV. 26-28, 2010	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

Bill Scott

Our friend and owner of Summit Point Motorsports Park passed away on December 7th after suffering from liver cancer, he was 71 years young. Bill attended and earned a degree in geology from Franklin & Marshall College in Lancaster, Pa. Later he received a scholarship to study geophysics from Yale and after receiving his doctorial spent several years' conduction research in Iceland, Norway and Venezuela.

Dr. William H Scott, Bill to those who knew him, was drawn to open wheel sports car racing in the mid 1960's. From 1965 until 1972 he ran some 124 races, winning 42 times and finishing in the top three 77 times. Bill was the 1969 Formula Ford World Champion and 1970 Formula Vee World Champion.

Bill purchased the Summit Point racetrack in the late 1070's and turned it into one of the premier defensive driving schools in the country. They train several government organizations to help them maneuver evasively at high speeds. The SCCA and other groups have run armature and professional races on the main course.

In the early 80's Bill and his friend Brian Redman established the Jefferson 500 where vintage sport car racers competed on the main course. Because of various conditions the event was not run in 2008 or 2007. Renewed enthusiasm brought this premier vintage event back in 2009. Bill and Brian shared their experiences at the Jefferson 500 dinner. Brian Redman will continue as the Grand Marshall for 2010.

Bill is survived by his wife Barbara of 23 years and two children from his second marriage, William H. "Jens" Scott V and Alexandra Scott.

Steve Limbert

Observations about Turkey Bowl from the President

Stories ... well obviously we won't mention his name, but the retired Vice Admiral who got his new 45-foot motorhome stuck in the mud. Wonder how many destroyers he ran aground during his navy career?? And of course the 50,000 BTU oil-fired forced-air furnace keeping Jay Sevier warm all night in his trailer ... geez Jay, it wasn't THAT cold this year!

Nice to see so many of our newer members/newer drivers ... Jim Arnett in his Mini; Joe Dockman finally got the ex-Bob Moser Daimler SP250 sorted out and running well; Tom Knorr (long-time PA hillcimb competitor, now enjoying vintage road racing in his MG Midget); Johanna Shields ran well in her dad's MGB; ... the Jersey Devil bunch: Harry Sroka (running consistently in his Formula Vee); father & son Dave Tomasso and Rob, sharing their beautifully prepared MGA ... other new drivers included Scott Buriak in his boss's (Limbert) 914; Fred Pfeiffer in a very quick 914.

Nice to see some "old friends" who we haven't seen in a while -- Mark Rosenberg in his Peerless, driving very well in Group 1; Nils Westberg in a 911 Porsche (long distance award -- up from Florida for this race!); the whole darn Patterson family -- Alan Sr & Alan Jr sharing their Elva Mk IV, and nephew Peter in a new E-type coupe; also Chip Collingwood in a nice little Datsun 510.

Speaking of sharing & borrowing cars ... Keith Lawrence's Vee was hors de combat, so Dave Thomas shared his MG Midget with Keith for the remainder of the event ... Mike Lawton shared his Alfa with his good friend Ken Wild, unfortunately the engine blew while Ken was driving, we think they are still good friends ... Ted Andersson's Mini had a problem, so dad Robert lent him his "spare Mini" (nice to have Dad looking out for you, huh?) ... Jim Byers made his probable last appearance in "Honeybee", Bob Schoeplein's MGA, since Jim recently acquired a MG Midget for the 2010 season ... I saw Graham crawling out of Chris Shoemaker's Ford after the Sunday enduro ...

Nice to see Todd Reid back at the Turkey Bowl in his Lotus Sper Seven, very quick!

Norman Berke drove his Elva Courier very well in his first appearance at Summit Point -- always near the front of Group 1. The other front-runners in G1 were Vic Schuster (Turner), my old buddy Hugh Tompkins, unbelievably quick in a 1300cc Abarth, and Len Schrader in his SAAB sedan (I'm not counting Jay in the Sprite on steroids!)

Hal McCarty was the runaway winner in the big-bore class (Group 2) nearly every time out, I think. Not sure who was next, really.

Formula & sports racer group was lead by Bill Magness in his S2000 in most sessions until the front spindle broke with rather dramatic results, glad Bill is OK. I think the other front runners were Marc Evans in the Mallock, Shoemaker and Maisey in Fords, and Reid in his Lotus.

There were numerous mechanical problems but only one oil spill that I can recall, and we stayed very close to schedule all three days thanks to Hyatt & crew -- the best schedule performance ever at a Turkey Bowl!

And of course it just wouldn't be Turkey Bowl without Smilin' Sam Smith, and Bob Schoeplein ... grassroots racers who are really the heart & soul of this event, and have been there since the beginning. They may be having more fun than anyone else -- not the fastest guys, but savoring every minute.

For me personally -- what a great way to end another season of vintage racing. I'll remember the cool-down lap of the Sunday enduro all winter long: brilliant sunshine, my faithful MGA never missing a beat all weekend, sharing the track with some of my best friends, vintage racing the way it's supposed to be -- an immensely satisfying weekend. The warm feeling will last a long time!

Mark

Photos by Ray Stone

LIVING THE FANTASY: RICK, PAUL, AND THE JABROS

From age 12, when Rick Presbrey and I became best friends, we wanted to be race drivers. But it had to wait until we were rich, racing was completely safe, our families approved, until racing was something a sober, sensible person would do.

It was a long wait.

Finally, on my 50th birthday, I called him. "All the graphs are going the wrong way," I said. "We're older and poorer, and racing is still time-consuming, expensive, and potentially dangerous. We're not getting closer, we're losing ground. If we don't do it now, we'll never do it."

"You're right," he said. "Let's do it."

Of course we read all we could and talked with people, but still it was hard to tell what we'd enjoy most. So we bought Club Fords and raced them in SCCA events, and also we shared my newly-restored Jabro in vintage events like the Jefferson 500 and Charlie Gibson's Labor Day races at Lime Rock. The Jabro worked hard: we told the organizers to put us in any two groups they chose, and between sessions one of us would jump out, the other in, sometimes on the false grid. For eight years it ran with a stock engine straight from the junkyard. If there was anyone near us, we raced them.

We had lots of fun. Not only with the racing, but the shared experience was a great thing for our friendship. Rick lives on Cape Cod, I'm in Virginia; we only see each other a few times a year. Rick's son Paul was born the year we started racing; now he's a skilled and enthusiastic crew member. My wife Bonny only comes to the PVGP, but Melanie often attends with Schenley, their dog, named for the park in Pittsburgh after Rick won his race there. Sitting around, tinkering and talking– as much as the racing itself, this is what it's about.

All those decades of dreaming and wishing gave a romantic intensity to our racing that has never faded. As teenagers we looked through the fence at Thompson. A few years later, from the hillside we watched Hansgen and Rodriguez take the downhill at Bridgehampton. From the open doors of brightly lit garages we saw Hall and Gurney preparing for the next day's Can-Am. And now, at last, we were on the inside, actually in the driver's seat. Our fantasies were now real. "I still pinch myself every time I sit on the false grid," Rick says. "It feels very special. The whole sport is sentimental. Jack Brabham, Jim Clark, Nigel Mansell. And now Paul and Rick. Unbelievable."

Our racing evolved as we understood more clearly what we wanted, and what the different philosophies were of the groups putting on races. SCCA races have cheap entry fees (half of vintage), and many nearby races (for me, once a month at Summit Point). What they do, they do well. But that's to provide serious, competitive racing. In one memorable qualifying session I was in, for Club Fords, half the field crashed out. And in that year the *Club Ford* Champion (this is Regional competition, not even National) spent $40K, mostly on engines and tires. The point was to win, and if you were serious, you spent whatever it took, and drove ruthlessly. If you just showed up as I did, with a cheap engine you built yourself, and used tires, you were a loser. Not just someone trying to have fun. A loser. What I wanted from racing, and what I got with the SCCA, wasn't a match.

What *did* I want? I wanted good racing, but without much pressure. And clean driving: I didn't want to spend half my preparation time repairing crash damage caused by other drivers taking excessive risks. In theory, vintage racing was the answer. In practice, it wasn't so simple. For one thing, some people still had to win, at any cost. There was an infamous MG Midget that could almost do a wheelie at 100 mph on Summit's front straight. There was a Triumph Spitfire that blew away a Ferrari GTO at Lime Rock. The engines of some MGTDs at the PVGP cost more than most of the cars they race against. Unlike in SCCA racing, though, these freaks were not much admired, or even noticed. Most competitors seemed to be people like me, unconcerned about their overall placing but wanting a good dice.

The Jabro embodies our approach. Despite its origin as a period racer, it was rudely rejected when I applied to the VSCCA for a logbook, because it was not "correct." Absurd though this term is, when applied to a kit car, they had a point: it wasn't restored for historical authenticity– given the rough fragments I started with, this was never an option–or even for performance. A race car *not* built

LIVING THE FANTASY: RICK, PAUL, AND THE JABROS, con't

for speed? Actually not. It's uniquely tailored for what matters to me in a vintage racer. Good looks were a priority, so it's got heavy, flexible wire wheels instead of alloys, covered headlights, and other features from those curvaceous Ferraris and Maseratis we swooned over at Thompson. It had to be roomy and comfortable, extra strong for safety, cheap to run. It had to handle well, not for lap times but for driving satisfaction. With good balance and very little grip, it's in a classic four-wheel drift much of the time. It does what old cars sometimes do brilliantly: it isn't fast, but it feels fast. "Racing the Fords in the SCCA felt dangerous," said Rick. "And it was, compared to the Jabros. Racing is never completely safe, but this is a good place to be."

JABROS BEFORE

Just about the same time Rick and I sold our SCCA cars I was offered a second Jabro. Someone had seen my first yellow car at Lime Rock, had a Jabro himself (ragged and incomplete, as they're typically found), and with my advice had tried to copy mine. He'd given up, sold it to someone else, who'd also given up. I had to take it, they said. Why? I asked. I already have one. But then I had an idea. If my goal was to have close racing in mid-pack with a skillful driver who shared my view of things, why not restore and fine-tune a second Jabro so I could race on even terms with Rick? That was my aim in restoring my second Jabro, the orange one.

So that's been the plan. Rick took the yellow car home to Cape Cod and rebuilt what was left of the stock, parts-car engine, which by this time had been overheated many times and was in sad shape. He couldn't resist a light flywheel and a bit more compression, and I've got a dead-stock, low-compression 1275–bowl pistons and all–in the orange car, but that's fair enough since he doesn't get to race as much as I do and he weighs more. He has to work harder because he's got a locked rear, causing lurid powerslides that thrill the crowds but aren't as fast as the clean line I can take with a limited-slip. For the past year or two, we've had nearly identical qualifying times and some good races.

For both of us, the learning process has been exhilarating. I was an English professor, Rick runs a social-service nonprofit. So we're not engineers, and completely self-taught in mechanical matters. I've restored, and to some extent, engineered the Jabros; both of us do all our race prep. Of course we've read all of Carroll Smith's books, and put endless questions to the experts we meet–Tivvy, Michael, Ralph, J.R., David George, and others–but there's so much to know, we never know enough. We're never embarrassed to ask stupid questions, though. Maybe "everyone" (who's competent and experienced) knows you never use nyloc nuts on brake parts, or that the Moss Motors handle won't get knockoffs tight enough, or that that 3° negative camber gives wonderful turn-in but eats the front tires in no time. We didn't. Now we do, though. Everyone is ignorant, to some degree; nobody can know everything. But becoming less ignorant is a good feeling.

Not long ago, Rick and young Paul were thinking about starting a project. Restoring a vintage race car, maybe? Their choice was inevitable, given Paul's lifelong participation: fragments of a third Jabro now sit in the corner of the garage, accompanied by a growing pile of components–an engine, a gearbox, a steering rack. Expansion of Rocking Horse Racing into a three-car team, all within the family, would be a natural development.

It's taken a while, fifteen years or so, but now I'm pretty clear about what I most enjoy in racing. The Jabro experience I share with Rick is, I think, the true center of it. I love racing hard (but not recklessly). I love spending these weekends with friends–Rick and his family, but also many other friends I've met at the races. I don't want to risk a crash, or to spend ridiculous sums. I don't enjoy having the car break (both Jabros have nearly stock Sprite components, and now they're mostly debugged and reliable). And finally, I like to share the weekend, on and off the track, with racers who want the same things I do. Certainly, in the mid-Atlantic area, that's the VRG.

Paul Wilson

Photos by Jim McCarthy

Photos by Jim McCarthy

Turkey Bowl <XIII>

"Luigi" and I have answered the "bell" nine previous times for the Thanksgiving weekend; Turkey Bowl – last vintage racing weekend up north (the folks down south push their closeout weekends into December). The best times at Turkey Bowl always include visits from my daughters and their families plus good friends to Summit Point, West Virginia Raceway and "the weather". This edition was "ACES".

My younger daughter Annie, her husband Joel, and son(grandson) Caden, hosted the family Thanksgiving feast at their new home in Sterling, VA – Joan and I joined with the Woodson family, Ann's in law's whom we love, for food drink and football.

Friday morning was cold and wet but work friend Mark Hanson had helped me load up Wednesday – so I was ready to depart Waldorf by 6AM. OMMSDBROGRE race engineer Les Smith had asked that I locate near a power outlet so always fast Hugh Tompkins could recharge his battery between sessions in his 1300 Fiat Abarth. I set up next to always friendly Robert Anderson. Robert shows up with great machinery – this year again with his '66 Ford GT40 and some Mini Coopers, and the goofyiest looking pit bike/cart I've ever seen. Robert came by early and said we were to include ourselves in any and all weekend paddock site hospitality - Robert is that kind of guy. Tim Ronney, a friend and Alfa guy racing a Datsun 510 checked in and offered help to Les and I, as needed, all weekend.

"Luigi" was unloaded and tech was taken care of by "Jefferson 500 maven" Steve Lambert. Les arrived and did the necessary pre run checks and we headed out for the first practice at 10AM – "slipin and ah slidin." This is the first time "Luigi'd" been out since Road America back in July. So we both had to clear the cob webs. Fortunately there were no high strung Mercury Capri's wishing to push us off the track. The seven or eight laps did the trick and I felt comfortable and happy to be back "out there". Friends were once again waving as they passed by – all was right with this little piece of the world.

But the BEST was yet to come! When I got back to my paddock spot – who should show up and peer into my cockpit but Caden - my nearly two year old grandson all bundled up against the cold (and with rosy cheeks), asking if "pop pop race?" – I won't tell him what I'm doing is barely racing If you won't - Annie Joel Caden watched my first practice session from the turn 10 stands and come over after to the pits. We had some chuckles and Caden sat in my lap in the Alfa – twisted the wheel and pulled the gear lever - **What a delight** – we warmed up with 'Chez Summit' hot cocoa and a visit to the classroom. The little guy was ready for a nap (so was I!) So we said good bye.

One fellow in an early seventies Corvette got caught out by the damp cold track and took off most of the right side of his car at turn three. He was not hurt.

Les and I finished up Friday at the Piccadilly Brew Club in Winchester for an early dinner. I checked into the Wyndham George Washington Hotel next to the Pub. This is a fine old in-town hotel that is the location for our Turkey Bowl event dinner Saturday Evening. My room was very nice and reasonablely priced.

Good friend Jim McCarthy left the his kids and the leftovers Friday afternoon and drove through from Avon, Conn. to the Wyndham Friday Night – we had a beverage at the Piccadilly toasting a better tomarrow.

A look around the fast improving paddock (weather and attendees) Saturday morning revealed 90 plus Turkey(s) Bowlers and nearly clear skys. Alan Patterson and his son, Peter where there with their Elva Mk. 4 Tom Grudovich with an always pretty Lola Mk. 1 1100. Mark Palmer led the group of well turned out MGA/B's including arch menesis Bob Schepolien's "Honeybee" shared with Jim Byers. Jim Netterstrom, a Marlboro racer, was there with his Lotus Seven. There was also a lovely Lotus Eleven #55. Event Chair Cal Trumbo and buddies Kieth Lawrence &

Turkey Bowl <XIII> con't

Chris Shoemaker brought their Formula Fords and Formula Vees. There was a nice looking early Corvette and some mid 60's Mustangs too. With Joe Blcker no longer involved, VRG has taken over the event, so the newer cars and Legends racers ran under the VRG banner as well - four groups.

Hank Giffin and his son in law Shaun Childers were to share Hank's Elva Courier but it poped the rear end first thing Saturday morning. They hung around to avoid the shopping malls. The Saturday afternoon activity was wrestling the Giffin RV out of the mud – I'll say no more .

OMMSDBROGRE Team Principal Bob Hutchinson and step son David showed up to enjoy a great fall day at Summit Point. Rick<fast Spec Miata racer> Race came by for a long chat too. "Luigi" and I had two sprint races Saturday – a ten lapper before lunch and fifteen laps after. They were good fun runs - I raced with a Spridget and some slower Bugeyes and a Mini. I did my very best to keep "Honeybee" in sight. Mark Palmer, VRG President, saw Jim McCarthy carrying a camera and annoited him event photographer. Hey, a new career.

The VRG Dinner Saturday night was an excellent meal puncuated by lots of chatter and great laughs. Cal got up and thanked folks for coming – our Chief Steward whose name I can't remember passed out the corner worker awards to cars and drivers in the four race groups they enjoyed watching – Hugh Tompkins received recognition – the corner crews liked his "joye d' verve" in the little white Fiat coupe.

Sunday dawned and nairy a cloud was found in the sky – and it warmed up to "shirt sleave beautiful." VRG decided 45 minute Enduros would be this years best recipe. We passed on the morning warm-up and did the 10AM race stopping near the end for the manditory five minute pit stop – I felt good after this run and "Luigi" ran great! – I think Mark Palmer or Hugh "won" this "go" but who knows - Stop watches lap charts and transponders are frowned on at Turkey Bowl (one old timer TBowlist left when he found out no one was turning on a transponder lap counter! - He missed the point) - Turkey Bowl is an excuse to get out of the house one last time and play with kids our own age – in a friendly low pressure way – invite friends and family up. The "result is being at TBXIII09". We packed up as Robert Anderson headed out for his Enduro in the pristine original GT40 – another Turkey Bowl added to the long history of very good memories – Thanks VRG Cal, Mark, Tivvy, Steve – corner workers and the rest.

Picture by Bob Samuelson from Sunday Enduro

I dropped "Luigi" at Great Friend Richard Garre's shop "Radcliffe Motor Cars" in Owings Mills north of Baltimore Sunday evening to have his 2nd gear syncros fixed and get an early start on next years prep. Lots in store next year – 2010 - So, as always, 'waiting'.

Sam Smith

JEFFERSON 500

General Infromation For the 2010 Event

BRIEF HISTORY

Almost 20 years ago Bill Scott and his good friend, Brian Redman wanted to have a first class Vintage racing on the Summit Point circuit, so they created the Jefferson 500. Invitations were sent to their friends and others with older historical sports cars and thus the event was started. This grew into one of the best and largest vintage races in the northeast. After 2006 for various reasons the event was no longer run. In 2009 with pressure from various sources the Jefferson 500 was once again run. The names of the Enduro's were changed to the Brian Redman and the Bill Scott. The event was now back in a big way to all its former glory, once again showcasing cool vintage cars and classic sportsmanship driving.

CAR/DRIVER ELIGIBILTY

This event is open to all Cars that ran the Jefferson 500 in prior years plus other similar Vintage Cars, up to about the mid 1980's.. Attention will be paid to proper vintage car configuration (engines, brakes, body work). While this is a Vintage Racers Group (VRG) sanctioned event, other vintage license holders are welcome with no surcharge. Any questions about car/driver eligibility should be directed to;

Event Chairman, Steve Limbert www.limbertsteve@cs.com (717) 432 4116 or

Mark Palmer, President VRG, www.mgvrmark@hotmail.com or

Tivvy Shenton, (434) 799 5629

REGISTRATION

Early paid registration is from January 1, 2010 until March 15, 2010. The early paid registrants will receive a "FREE TEST DAY" on April 29, 2010, plus two dinner tickets for the Saturday night celebration. Those who register from March 15, 2009 until April 20, 2010, will not get the free test day, but will receive the two dinner tickets. Registration after April 20, 2010 is welcome, but will not get the " FREE TEST DAY" or dinner tickets. Cut off will be April 20, 2010 for our dinner count and tent requirements.

Please note:

There will only be a very limited number of dinner tickets for sale at registration.

Registration Hours (in building outside the track)

Wednesday evening from 6:00 pm until 9:00 pm

Thursday from 7:30 am until 11:30 am

Friday from 7:30 am until 11:30 am

Saturday from 7:30 until 10:00 am

After Registration building closes participants will be able to sign in at the classroom in the track until 2:30 pm.

Sunday by special request only.

REGISTRATION FEE's

The fee for this year's event will be $425.00

The additional fee for entering the Redman or Scott endures will be an additional $100.00

Additional fee for the Sunday Feature Races will be $50.00

We are working on possible feature races for Sunday morning and the additional fees for those races will be $50.00 (details to follow).

This is a spectator event and tickets will be sold at the gate. The weekend ticket price will be $30.00 or $20.00 each day. Car corral participants will receive a discount.

GENERAL SCHEDULE

Track will open at 6:00 pm on Wednesday, April 28, 2010 (cars will not be able to gain entry to the track prior) and remain open round the clock until the end of the activities on Sunday May 2, 2009.

TECH INSPECTIONS

All cars must have event Tech Sticker prior to going on track.

Tech will be open at the Tech Shed the same hours as the registration is open, (see above) plus their will be a roving Tech Crew. Our Tech Chief, Tivvy Shenton, will resolve all car safety and car eligibility questions.

This will be an unmuffled event however no unmuffled cars will be run prior to 8:00am or after 6:00pm. Please be respectful of your paddock neighbors.

No Antifreeze

JEFFERSON 500, con't.

General Infromation For the 2010 Event

ON TRACK EVENTS

Thursday will be the open test day for all early paid entrants. Based on prior years expect to be on track for three or four secessions.

Friday and Saturday; all groups will have a morning qualify secession followed by a sprint race. After the sprint races on Friday the first half of each Enduro will be run and the second half of the Enduro will be run on Saturday.

Sunday all groups will have a morning qualify plus a sprint race. Presently we are working on possible feature races for fan and participant enjoyment.

RACE GROUPS

Lola: vintage cars up to 1300 cc

Marlboro: 1300 cc to 2000cc cars up to 1972

Cunningham Cup: pre-1965 treaded tires (production & sports racers)

Wyer Cup: 1965 thur 1980 can use slicks; production, sport-racers, & prototypes

Charlie Gibson: open wheel "wings & slicks" (Atlantic, Super Vee, F5000, etc.)

Phil Hill: open wheel treaded tires, no wings (FF, FV, Fjr, early FB)

ENDUROS

The Bill Scott will include Lola and Marlboro cars

The Brian Redman will include all other cars

Open wheel cars in the Charlie Gibson and Phil Hill groups are not encouraged to run with closed wheel cars. Special consideration may be given on a case per case requests.

SOCIAL ACTIVITIES

Brian Redman will be on board once again as our Grand Marshal

Friday evening the " Marlboro Reunion Dinner", at the track, will be open to all Jefferson 500 participants for a fee of $50.00 each, but must be prepaid prior to April 20, 2010.

Saturday evening the "Jefferson 500 Dinner" will celebrate the life of our dear friend Bill Scott. Each entrant will receive 2 dinner tickets with their entry. Extra dinner tickets are available for $35.00 each, but must be prepaid prior to April 20; 2010.Their will be a very limited numbers of dinner tickets for sale the weekend of the event.

GENERAL DIRECTIONS TO THE TRACK

From the north: I-81 to WV exit #5 / Inwood: Rt 51 east 5 miles to Middleway; right on Leetown Rd /Rt 1 south 5 miles to the village of Summit Point: right on Rt 13 to track

From the south: I-81 to Va exit #315, Winchester; right on Rt 7 east 7 miles to traffic signal; left on Rt632, follow to the "T" turn right onto Rt 761 to next "T" turn right, track is on the right.

From the east: Follow Rt 340 from Frederick Md. towards Charles Town WV (do not get on by-pass Rt340/ go straight into Charles Town, stay straight, after last traffic signal leaving Town stay straight, at stop sign bear slight left, follow signs straight to track

GENERAL PADDOCK INFORMATION

No special parking.

Sunoco race fuel, various octanes', automated pumps, credit cards only, open 24 hours.

Water and air but no tire dealers scheduled at this time.

Pets allowed on leash and Please clean up after your pet.

ATV's, golf carts, are allowed if used by adults at reasonable speed. No bicycles or scooters, this is a spectator event and we expect a full paddock.

Camping is allowed with some electric hookups available, fee paid to the track.

Food service at the "Chez Summit" cafeteria will be available all weekend.

CONTACTS

Summit Point, Jens Scott, www.summitpoint-raceway.com (304) 725 6512

VRG Event Chairman, Steve Limbert, www.limbertsteve.com (717) 432 4116

Event Registrar, Cal Trumbo, www.calvintrumbo@carolina.rr.com

VRG President, Mark Palmer, www.mgvrmark@hotmail.com (610) 867 6014

Steve Limbert

Here's the "Hank" Report:

"Turkey Bowl 09 Saturday had been a crisp clear day of relatively incident free fun racing. Each of the four groups got in 10 and 15 lap sprint races. The shadows were lengthening - what could alter such a lovely day? I looked around the corner and saw a crowd gathering around Hank Giffins motor racing rolling compound Huge RV and enclosed trailer Seems the Admiral had run the land yacht aground - In the US Navy there is zero tolerance for ship groundings - "it's one and done for every skippers career whether they were on the bridge at the time or not!" What's more the SS Giffin was sunk to it's front axles behind the permanent jons yielding a stinky mess indeed - a big crowd gathered to look and possibly lend a shoulder to extricate the Admiral - Alas one of the racers with a big four wheel truck got the job done. Hank, buddy you're lucky Gary Barnes did not show up with the "Turkey" Saturday night ; the guy with the busted Corvette had no humor - so Hank laddy you'd have "won" Talking Tom once again{" :)

Sam Smith

Helmet Specs for 2010 & 2011

It's that time again. The Snell Foundation will be coming out with a new specification sometime in early 2010 ("SA2010" spec). Then a few months later, the helmet manufacturers will start shipping SA2010 helmets.

VRG requirements actually don't change until the 2011 season. For the 2010 season, we will still accept SA2000 helmets, and of course SA2005. Then starting with our first event of 2011, the requirement will be SA2005 or SA2010 (SA2000 won't be accepted starting in 2011).

So check your helmet this year. If you have an SA2000, it will be OK for this season, but you'll need to replace if for 2011. The smart thing to do is wait until the SA2010 helmets are available (probably in the early summer), and buy one of those – then you'll be good through the year 2020. There will probably be some good deals offered on leftover SA2005 helmets, but remember you will only get 5 years of service out of an SA2005 at this point – it will only be good through 2015. That may work out if you know you'll only be racing for another 5 years, but if you plan to race beyond 2015 the SA2010 will probably be a better deal.

Also, be aware that "M" spec helmets are not acceptable regardless of the year. And we require full-face helmets in all open cars. Keep these things in mind if you're buying a new helmet this year. The complete rules are given in Section 3.1.1 of our Rules & Regulations, available on the VRG web site.

Mark Palmer

6th ANNUAL PITTSBURGH VINTAGE RACER'S DINNER MARCH 6, 2010

(NOT the same day as the St Patrick day parade)

We are still working in the location for the dinner but you can say that it will be somewhere near and hopefully really unique – I just found out that there is a race car museum around here and we are trying to work it out with them. The date is set for Saturday, March 6, 2010 and look for future announcements about location and details.

Event Chairman:
Keith Lawerence
Tel: 412-995-7101
or Email: klawrence@edmc.edu

Winter Warm-Up 2010

If you were there last year you know how much fun this event can be.

If you weren't there last year you must come this year if only to witness the battle for the crown.

Will Shoemaker hang on? (he's a year older and a little pudgy). Will Graham finally eek out a victory? (or will he clutch again?) Can Michelle win one for the ladies? (no powder puff derby for this competitor) Can Neil Hamilton pull it off? Can Fred Denapoli stay out of the wall?

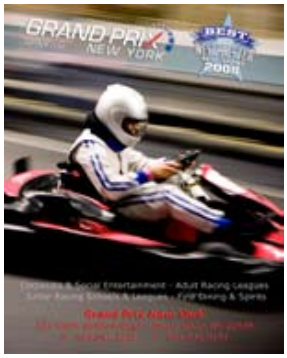
You must be there! Besides the lunch is excellent and whether you're spectating or competing you will have good company, good food and a great time. What else are you going to do in Mid-February? To coin a phrase,

Just Do It!

Winter Warm-Up
Saturday, February 13, 2010
Mt Kisco, New York

Join your VRG friends for some winter fun

GRAND PRIX NEW YORK



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

Event Details

Place:	Grand Prix New York, 333 N. Bedford Road, Mt Kisco, NY 10549	
	Phone: (914) 241-3131 *Check out their website at www.gpny.com*	
Time:	1:00 pm	Arrival Time
	1:15 pm	Safety Briefing
	1:45 pm	Racing, Downtown Track
	2:45 pm	Late Lunch, includes Non-Alcoholic Bar
Cost:	$130 includes driving and lunch	
	$35 lunch only	
	Cash Bar for Alcoholic Drinks	

Name: _____

Address: _____

City, ST, Zip: _____

Phone: _____

e-Mail: _____

Driving & Lunch: _____ # @ $130 per person

Lunch Only: _____ # @ $35 per person

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

RSVP to Darry Bova by February 1, 2010
Phone: 203-329-9710 or e-Mail: pbdb35@optonline.net
Send checks payable to VRG and send to:
Darry Bova, 35 Chatham Road, Stamford, CT 06903

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

LETTERS WE RECEIVE

Hi Mark,
I appreciate you keeping me in the loop with the NJMP e-mails among the group. I agree with you, Ralph, etc. that the SVRA is a whole different demographic than us. Traditionally, they are expensive with less track time and they cater more to the big boys. I always feel a bit lost in the shuffle at one of their events. VSCCA has become more and more of an elitist group that can't foresee the trend that their membership and turnout is diminishing because of their attitude. I was interviewed by a reporter from a vintage magazine at one of their events who said that I was one of the few driver's who actually had a wrench in my hand. VRG ,on the other hand, is a group of avid racers and enthusiasts who just want a safe venue to go do what we love to do. It's run extremely well by volunteers who all seem to have one goal, that of providing an efficient, safe, affordable means to enjoying our sport and cars. They welcome new members and new ideas and work at involving the other members (recruiting myself for NJMP is a good example) in order to keep things fresh and moving in the right direction. I think we're the only group of the 3 that's actually growing and thriving and I think you and the other board members are the reason why. I've given up my SVRA license already and don't plan to renew the VSCCA . Just my 2 cents!
Ed Wolff

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

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Bob Girvin, Vice President
Ralph Steinberg, Secretary
Paul Bova, Treasurer
Steve Limbert
Ed Valpey
William Holllingsworth
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Mack McCormack

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