VINTAGE RACER GROUP
VRG
MAR 2010 • VOL 7.2

New Hampshire Drivers Schools
Entry Form Enclosed
Jeff 500 andNHMS Forms (vrgonline.org)

NEWSLETTER

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VRG RACE SCHEDULE 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

Here It Comes
The 2010 Jefferson 500
April 29 - May 2!

Spring is in the air and a young mans fancy turns to his passion of racing his vintage car. The smell of motor oil, brakes, and the sights & sounds of cars doing their thing just gets that old heart a pumpin. "Yea baby", it's time for the Jefferson 500, the best bang for your buck in any vintage racing venue. That said, have you signed up?

Cal, our registrar, tells me we are running about 10% above last years numbers, with a month to go. Last year we had about 125 signed in and now we are just under 150. Once again I'm extremely optimistic about getting close to that magic 200-car count. I believe that with a positive aptitude and going after competitors we can have strong car counts even with a not so hot economy. Let's face it, we have the cars but perhaps not all the funds we would like but we need to get out drive em.

Being very user friendly and trying to be inclusive and not exclusive to all comers seems to be the hot ticket. If we need to make minor adjustments to make things work for folks we are doing the necessary to get the job done.

We are very fortunate once again to have the Washington D.C. SCCA workers handling the hard stuff. Steve Hyatt is a member of SCCA and VRG, he has worked tirelessly to coordinate all specialties so that the Jefferson 500 participants will have the very best at all levels required. You may recall how smoothly things were handled last year and for 2010 we are sure that again will be the case.

Brian Redman will not be at the Jefferson 500 this year but he has put me in touch with Vic Elford. Vic will be our Grand Marshal and guest speaker for our Saturday evening dinner. Those who have heard Vic speak about his tales of yesteryear find them truly remarkable and fascinating. Vic is the only driver that has driven all the Porsche 917 models (and lived to tell about it).

Jens Scott has been very cooperative with any of the requests that insure our event will be even better than last years blow out. Jens is for sure his father son and continues to promote and develop Summit Point Motorsports Park. And yes they are repaving all the corners with the track being shut down for the next two weeks. That surface will only be two to three weeks old prior to the Jefferson 500 running.

It's for sure going to be an event to remember, so don't be square, be there!
TRAVEL SAFE & see ya @ Jefferson 500

Steve Limbert

New Hampshire Vintage Celebration
New Hampshire Motor Speedway
May 21 - 23, 2010

With the ski season winding down in NH there's a lot of activity underway for this year's **Twentieth Annual New Hampshire Vintage Celebration**. All of the infield construction is complete and the race course has been restored to its original configuration. The infield will be available free for all forms of camping.

As in the past the oval cars will run Tuesday through Thursday and we will share the track with vintage motorcycles on Friday through Sunday.

Ed Valpey will be running the VRG School beginning on Thursday which is a must for new members and a chance for longer term members to sharpen their skills under Ed's tutelage. The school is also a great way to get seat time in a new car.

We are planning to have four race groups with a ton of track time beginning first thing Friday morning. An all comers race is scheduled for late morning on Sunday which will give those hauling from a distance a chance to leave early that day.

The lobster bake is back and will be held at the track on Saturday night. The grand marshall for the event and the guest speaker Saturday night will be David Hobbs. David started his racing career driving a Lotus Elite!

The famous Kieley Brothers Racing Friday night party will be held in the garages near the gas pumps.

The garages are again available with the same rules as last year i.e. up to three open wheel cars per bay or two larger cars. One person rents the bay and finds others to share the cost.

As you begin to prepare your car for the event PLEASE be thinking about the fact that we will be sharing the track with motorcycles which are very susceptible to oil and antifreeze on the track. At tech we will be checking coolant and looking for excessive oil leaks.

We look forward to having you all join us in May for the twentieth anniversary of this great event. The entry forms are on the web site and note that the entry fee is still only $130 for three days of racing!

If anyone has any questions just call or e mail me.

John Kieley
Temple Highlands LLC
1 Holt Lane
Temple, NH 03084
603-878-1220
johnkieley574@gmail.com

Third Annual Winter Warm-up

The Third Annual Winter Warm-up was held on Saturday, February 13th at the exciting Grand Prix New York Karting Facility.

Defending world champion Chris Shoemaker was a DNS, so the world title was up for grabs.
Feverish attempts were made during qualifying heats to find new ways to shave precious tenths from lap times. Some competitors even tried scaling tire walls to find a short cut to no avail.

Finishing order for the 15 drivers competing found Fred di Napoli finishing in first place to wrest the title away from Shoemaker. Hard on Fred's heels were newcomers Luis Brandao in 2nd and Jeremy Lombardo in 3rd, both of whom I suspect have done this before.

The rest of the pack had a good time and valid reasons for not finishing in first place.

I didn't finish first because:

4. Paul Bova -" I hate podiums"
5. Mark Palmer - "Because Neil Hamilton ran me into the wall"
6. Paul Balich - "My arm hurts, my leg hurts, my kart was too slow, it's hard to drive indoors, too many corners, wrong outside rear tire pressures, Bova wouldn't let me by"
7. Bill Gaudreau - "Driving an FF I can't afford to bump through the pack"
8. Gregor Tarjan - "I invited my friend and he made me spin!"
9. Neil Hamilton - "1/2 lap to go, in 2nd, sit tight or go for 1st? Only one choice - go for it!... and got tagged! Settle for fastest lap of the day."
10. Mack McCormack - "Because the moon is not in the seventh house, and Jupiter was not aligned with mars, and Peace is certainly not guiding the planet!"
11. Phillip Tarjan - My kart had bad brakes"
12. John Greller - "Don't ask me why"
13. Douglas McCormack - "Weight - too much pizza and cake at my 3 years old's birthday party and I didn't exactly get pole position"
14. Marco Orsaia - "I was driving too slow"
15. Peter Brittingham - "I had to pee, came in early"

SEE YOU ALL NEXT YEAR!

Reserved For VRG

WINTER WARM-UP

Photos by Tom Pasquarelli

Photos by Tom Pasquarelli

Photos by Tom Pasquarelli

GPNY WINTER WARM-UP 2/13/10

Photos by Tom Pasquarelli

Photos from the 6th Annual Pittsburgh Vintage Racers Dinner March 6, 2010

List of attendees the Pittsburgh dinner:

Keith & Denise Lawrence
Andy & June McSwigan
John & Dotti Bechtol
Jim Southwood, Mary Lou
Mr & Mrs Monroe Snyder
Dr Bill Swartz and Cindy
David Gills
Nate Scigliano
JJ & Elaine Rodman
Ralph & Candi Steinburg
Dan DelBianco
Bill Haus
Chris Granche
Dave Thomas
Burt Young
Paul Greigger
John Gatto
Joe & Rosemary Mendel
Larry & Helen Collins
George & Laura Riggin
Dan & Kathy Fowler
Jerry and Jill Welch
Bob and Daren Mann
Ken Murin

BACK IN THE SADDLE AGAIN

Ladies & Gentlemen of VRG:

Bill asked me to write a simple note to my fellow VRG members on the status of SVRA. On February 15th we bought back the assets of SVRA. we did this for three reasons:

- To both re-capitalize and separate SVRA and HSR.
- Merging SVRA into HSR never really work, the cultures where never compatible.
- It allowed the principles of SVRA and HSR to settle the law suit and pay off the widow of Joe Pendergast.

As many of you know, I'm much, more successful as a business executive than a vintage racer. I do this for FUN, not to make money. Obviously at the rate SVRA has lost money in its 30 year history, if I was doing it for the money I'd be insane. The last few years have been very difficult times for SVRA. Our membership is aging, our car count is down, sponsorship is decreasing, plus tracks are increasing rental rates and fees. But to make more money, many tracks are renting every date available. In some area's Spring Sprints is starting to look like SNOW Sprints.

All of these conditions are "Not good for either of our organizations, nor a good thing for Vintage Racing, in general."

For SVRA, 2010 looks to be a transitional, and maybe Vintage Racing in general. I know we have very little control over track dates and costs, and some of our members seem to resist change. To survive and maybe even grow in the future, we are going to have to find new ways to cooperate. I know it is hard for some of our clubs to believe in the idea of doing joint events and activities together, but I think exploring ways to do this would be in our mutual best interests.

So in the Spirit of Vintage Racing we are working on doing a survey (this fall) of Vintage & Historic Racers (on the East Coast and the Mid West), and we will be happy to share the results of this survey with VRG

I am giving you my promise "that I will be happy to work with any and all of you for the betterment of our sport."

Sincerely,

Peter J. McLaughlin

VRG Announces New Race Group

April 1, 2010: The Vintage Racer Group announced the creation of a new class for racing cars, to be included in all VRG events starting today. All neo-classic cars will be eligible for "Class N/C", also known as the Class with No Class.

Eligible makes and models include all the great neo-classics such as Zimmer, Tiffany, Clenet, Gatsby, Excaliber (not the original one!), Duesenberg II, Panther de Ville, and Gazelle. Also eligible are all replicas of Auburn boat-tails, Cord, and any car named "Stutz" produced after 1970.

There will also be special sub-classes for really bad replicas of any car having the letters "SS" in the name, such as Jaguar SS100 or Mercedes SSK replicas (minimum headlight diameter 12 inches). Separate trophies will also be given to the highest-placed car using a Pinto engine, or VW engine.

All cars will be required to use spec tires & wheels (fake wide whitewalls, with fake wire wheel covers). Three-speed automatic transmissions are required (manual transmissions strictly prohibited). Awards will be based on a points system, rather than finishing position, with extra points awarded for the number of fake side pipes exiting the hood, fake wheel spinners, genuine velour interiors, and 1 point for each square inch of chrome plating on the car (double points for gold plating).

Drivers will be required to wear a special 3-layer leisure suit, Nomex on the inner layers with polyester outer layer. Toupe restraints (otherwise known as balaclava) will be required for all drivers. Bonus points are also available for certain driving attire, including fake Rolex watches and large gold chains

Adding to the exclusivity of this class, the following cars will not be accepted: all Glassic or Shay Model A replicas (not sporting enough); all Cobra or Ferrari replicas (too classy); MIGI's and all MGTD replicas (because it's not nice to make fun of MG's). Of course, genuine original cars of any type are strictly forbidden.

We have revised our Drivers School curriculum to include high-speed 3-point turns, which will be necessary for these cars to negotiate the infamous Turn 3 at NHMS

Your Board of Directors is looking forward to seeing large fields of these lumbering, pretentious monsters at all our events in 2010.

(now re-read the dateline at the top of the article)

President's Message

Some changes are afoot in the vintage racing world. Elsewhere in this issue, you will read about the change of ownership of SVRA. And you've probably seen the ads and announcements of a new organization, Historic Motorsports Productions (the "Bobby Rahal group"). What does all this mean to VRG?

We think that VRG is on very solid ground. Our membership continues to grow (we are closing in on the magic number of 500 members, a fantastic result in just a few short years of our existence). Most of our events were well-attended last year, in the midst of a difficult economy. Entries for our spring events (the Jefferson 500 and the New Hampshire Vintage Festival) are looking good already.

VRG has always had a great relationship with SVRA. Our members may not have realized this, but SVRA officials like Jack Woehrle and Carl Jensen have been extremely helpful & cooperative, right from the start. Our rules for 1960-1972 cars are consistent with SVRA's, we even use their tire list – with their full encouragement. We've tried to coordinate our race schedules, although this is always a challenge due to track availability, but we've managed to avoid or reduce conflicting dates.

SVRA's new owner (well, actually, once & future owner) Peter McLaughlin has been a VRG member for quite a while. He races with us, and understands what we are all about. I've known Peter personally for the past 15 years or so, and have worked with him on various events in the past. I think Peter's sole ownership of SVRA will be a positive thing for that organization, and will make a good relationship even better. SVRA leaders, and VRG leaders, have always seen the two organizations as complementary rather than competitive. We have different strengths, and serve slightly different (albeit slightly overlapping) market niches.

The HMP group presents an interesting new direction in vintage racing in the U.S. They are marketing their events as "vintage lifestyle events", not just race weekends. I believe they will serve a completely different market than VRG. Whether that market is large enough to support a new series, time will tell. Their $350 annual membership fee and $700 – 800 entry fees probably won't appeal to large numbers of VRG members. There is more overlap between HMP and, say, HSR or the Lime Rock Vintage Festival or the-event-formerly-known-as Monterey Historics.

I feel, and I think the entire Board feels, that VRG should keep doing what we've been doing well: produce about six vintage events a year on our own; partner with neighboring clubs like VDCA and VARAC to access some great tracks; keep costs down and track time up with our non-profit, volunteer-based organization; maintain high standards for driver behavior, driver training, and safety; and set reasonable standards for car eligibility and preparation. And most of all, create a friendly atmosphere where participants feel truly welcome and can enjoy the sport without hassles. Vintage racers have choices, and that's a good thing. Many people enjoy the fine traditions of SVRA, or VSCCA, and I suppose some people may be looking for new lifestyle events. We're fortunate to have such a vintage smorgasbord. Thanks to our club founders, VRG has a solid, well-thought-out mission and a viable business model. I'm confident that we'll continue to prosper alongside the other organizations.

Mark Palmer

New Member List as of January, 2010

Christopher Bower
Dodge Dart, 1966
Martin Handshy
Datsun 240/280Z1972
Mark Lefferts
FJr. Stanguellini 1959
Daren Man
Lotus 18
Lotus
Lotus 51
Paul Netterstrom
Ronald and Carol Novrit
MG Midget, 1967
Max Rubin
Porsche 356, 1964
John & Brenda Rutherford
Lola T342, 1975
Jere Stahl
Volvo P1800, 1965
Irving Stein & Lynn Myers
Volvo P1800, 1966
Gregor Tarjan
Porsche 914-4, 1973
Thomas and Renata Taylor
FF Royale RP-3A, 1971
Vincent Vaccaro
Alfa Spida, 1959
David West
Porsch 914-6, 1970

NOTES FROM THE EDITOR

From your editor's perspective, southern Florida, spring is here. We had a modest turnout out at the annual F1 Karting event, again this year in Westchester County, NY, rather than in Boston, possibly because Chris Shoemaker chose not to defend his 2009 win. The Pittsburgh Area Winter Social had a great turnout, which must mean that those members in Pennsylvania were hungry…or lonely. We are looking at favorable turnouts at the Jefferson 500 and at New Hampshire Motor Speedway, Steve Limbert and John Kieley have given us promotional prerace reports.

For Darry Bova and myself the completion of the VRG Roster is the completion of the winter's work. When VRG builds it headquarters building in Pennsylvania a statue of Darry will be placed at the entrance. If this were not an all volunteer organization we could not have afforded the time she put in. THANK YOU.

About the Roster:

We think that for the first effort it worked out well. There are errors and omissions and if you email or call Darry, they will be corrected in the next issue. If there are changes: home, email, phone, race car, spouse, etc. – let her know. What works is that we can find another member and that we have a list of the member's cars. It gives us an indication of which groups are growing. We always expected to have a large group of under 2 litre production sports cars as that is the predominant group in the Northeast –Mid Atlantic Region. We have pushed for growth in the open wheel groups and are very proud of the Formula Junior and Formula Ford membership that continues to grow. Formula Vee has been a little slower but we anticipate growth in that group also. There are unrestored cars out there and it is a fine class for a son or daughter with which to begin. The usual suspects: Austin Healey 100's, Jaguar XK 120, 140, 150's, Lotus 7's, Elva's and MG's we have in great abundance. There will be no limit on any of them. What was unexpected was the large number of "big bore:" Corvette's, Mustang's, and the small sedan class that races with them. It is terrific to see these cars in quantity. Bob Bruce and I met at Sebring, Jim Prentice, a Scotsman, who was there with his 1967 Le Mans Sprite – very interesting and beautifully prepared race car, who also owns a 1967 notchback Mustang that he races in vintage saloon races in the UK. If it were a fastback, as are the GT350's, it would race as a sports car in the UK. We do not make the distinction and the class is going to be crowded. I think that a new member is bringing a Barracuda!

Some of the intent in creating a car list at the end of the Roster was for you to notice who is not there. If you notice who is not there, call him (or her) and suggest that he or she join VRG and bring their car to some of our races. We learned in MGVR that the "Band of Brothers" liked to go where there was a large group of MG's. We are finding that in the Formula Ford's. I would think that in every group you would like as many of your kind as possible, as it provides close racing with friends. We think that it is a viable way to grow VRG. You, the membership, continue to be the engine of sustaining this very wonderful new vintage racing driver's club, VRG.

Bill Hollingsworth

New Hampshire Motor Speedway
6th Annual VRG Driver's School
May 20th – 21st, 2010
Loudon, NH

Join the VRG for this exciting spring racing event and the 6th Annual VRG Driving School

Driving Schools are many racer's favorite way to spend vacation time. But usually the cost is not family-friendly. At VRG, our driving schools are the exception. VRG presents the **6th annual VRG Driver's School**. The school is orchestrated by VRG Chief Instructor Ed Valpey, a professional driving instructor and talented racer. The Level 1 School is ideal for vintage racer's with little or no wheel-to-wheel racing experience. The Level 2 School is ideal for the experienced vintage racer wanting to up their game. Don't miss the tremendous opportunity at the fraction of the cost of professional driving schools. Last year's school filled quickly.

Photo courtesy of September 8th

Driving School Details

	Level 1	Level 2
Who should attend	Beginner vintage racers	Experienced vintage racers
What can I drive?	Any car that meets VRG eligibility requirements	
What will I learn?	Car control, threshold braking, lane changing, racing starts	How to manage weight transfer and slip angles to increase corner entry and exit speeds
How will we learn?	Classroom orientation, skid pad, on-track sessions	Individual coaching, skid pad, on-track sessions

New Hampshire Motor Speedway
6th Annual VRG Driver's School
May 20th – 21st, 2009
Loudon, NH

DRIVER

Name: _____Telephone (H): _____

Address: _____ Telephone (W):_____

City: _____ State/Province: _____Zip:_____Country_____

Email: _____ Cell phone_____

Emergency Contact: _____ Telephone: _____ At Track?_____

Membership in VRG is required for participation in this event. Visit the VRG website at www.vrgonline.org for membership forms.

Approximate number of race events you have done _____
List any prior driving school experience (school and dates)

_____

CAR

Make_____Model: _____ Year: _____Color(s):_____

Car meets vintage club specs of which club? VRG, VARAC, SVRA, VDCA, VSCCA

WARNING Auto racing is dangerous and can result in serious injury or death. I hereby enter the above vehicle(s) for the 2010 NHMS Vintage Road Course Program. I will abide by the rules set forth by NHMS and its organizers (VRG, Inc.), and/or governing sanctioning body (VRG, Inc.). I hereby agree that I will not hold the event organizers, NHMS or its employees and/or volunteers, or any party involved or connected with the above named event responsible for personal injury, death, damages to the 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: _____

PAYMENT

Driving School:
Level 1—Novice Driver—$200 Level 2—Experienced Driver—$125
Send your check, payable to VRG to: Ed Valpey, 29 Belknap Mountain Road, Gilford, NH 03249. Questions regarding the School, email ed@vrgonline.org or call 603-387-2082.

NHMS Vintage Celebration:
Driving school participants must also submit an entry for the VRG NHMS Vintage Celebration ($130). The application form is available on the VRG website at www.vrgonline.org.

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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