VINTAGE RACER GROUP
VRG
JUN 2010 • VOL 7.3

BeaveRun July 17 - 18,
Go to VRGonline.org for Entry Forms
Earlybird Deadline JUNE 1st
Remember To Bring a Silent Auction Item

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

PRESS RELEASE

May 12 2010

VARAC 2010 Vintage Racing Festival at Mosport, June 18, 19, 20.

The Vintage Automobile Racing Association of Canada (VARAC) will hold its 32nd Annual Vintage Racing Festival at world-renowned Mosport International Raceway, June 18, 19, 20, 2010. This technically demanding, very fast 2.459 mile track is just one hour northeast of Toronto. This year's vintage festival celebrates two important occasions, "50 Years of Mosport" and the annual "MG Vintage Racer's - Focus Event". This summer VARAC joins with Mosport to celebrate "50 Years of Mosport". Over the last 50 years this legendary track has attracted world-class racing including Formula One, Indy cars, USAC, Can-Am and Trans-Am and more recently the North American Le Mans Series. Through all those years it has been the premier racing circuit in Canada for professional and amateur racing. Also this year VARAC announced that it will host the annual "MG Vintage Racer's - Focus Event". Since 1995 the MG Vintage Racers have annually teamed up with one vintage racing organization for their designated "Focus Event" and this year a large turnout of 60+ MGs of all types and years is expected at Mosport. In addition to the MG Vintage Racer's - Focus Event with MGs of all eras and descriptions dicing for position on the track supported by cheering MG enthusiasts at every vantage point around the circuit there will be plenty of other classes and cars to see from the golden era of racing; Jaguars, Porsches, Fiats, Triumphs, Daimlers, Alfas, Minis, Lotus, Austin-Healeys, Sadlers, Sunbeams and many, many more including formula cars and sports racing cars. . The 2010 VARAC Vintage Racing Festival celebrates the glory days of grassroots sports car racing with three full days of spectacular on-track action. Hundreds of cars and drivers from all over Canada and the US will contend with this challenging race track as it rises and falls through the beautiful park setting, competing just for the thrill, the fun and bragging rights, in true amateur fashion.

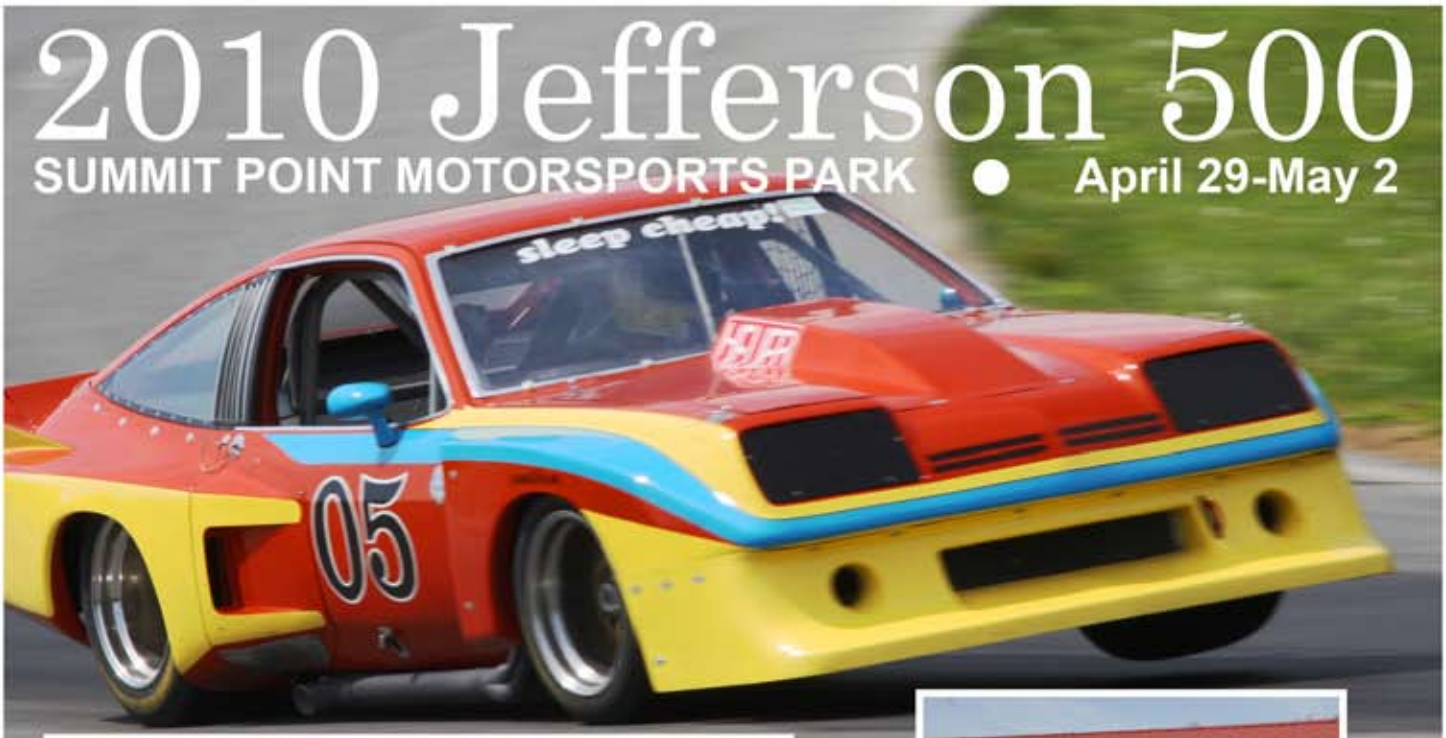
The VARAC Festival is about more than racing. Other features of the weekend include the opportunity to meet well known motorsport author and novelist, Burt "The Ride Mooch" Levy who will be on hand to entertain on-track in a borrowed car and provide autographs as he introduces his newest novel. Burt will also provide colour commentary from the broadcast booth. We also play host to Canada's largest Mini gathering, Mini Meet North as well as the "Field of Dreams" car show that welcomes sports cars and hot-rods and car clubs from far and wide with Sunday noon parade laps on-track. Entry to the car show and parade laps is free! That's a lot of action and a super value!

Enjoy the relaxed atmosphere of the VARAC Vintage Racing Festival where you are encouraged to take it all in. Walk through the paddock and get up close to the cars and drivers who will be happy to greet you. Youngsters will enjoy meeting the drivers and being photographed with the race cars. Enjoy free camping. Explore the booths of vendors of all types. Within the park you'll also find good food and beverage and modern comfort facilities.

Vintage racer, motorsport enthusiast or sports car owner, you won't want to miss this event! Be sure to put it on your calendar today, June 18, 19, 20, 2010. For more information see www.varac.ca *entry package* can be found in the "2010 Schedule".

2010 Jefferson 500

SUMMIT POINT MOTORSPORTS PARK ● April 29-May 2



Photos by Lu & Walter Pietrowicz
www.september8th.com

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www.september8th.com

Jefferson 500 Story 2010

The first and best story of the weekend is that the weather stewards smiled on us at this year's Jefferson 500! Veterans of this event in years past well remember the ready dissolution of the racing surface into "Sum-mud Point," but this year it could not have been better, with the marvelous new pavement and a smooth surface through the Carousel and down the front straight at this great track. Thanks, Jens!

The roots of the Jefferson 500 are deep. Founder's Brian Redman and Bill Scott placed the emphasis on *friendly* competition more than friendly *competition*, resulting in the same folks coming year after year to enjoy this pleasant outing with their friends. The latest reincarnation of this idea, spearheaded by Steve Limbert, Bob Houston, Jens Scott and the principals of VRG, has been very successful in igniting that same spirit last year and again at this year's event. One great quality this year seemed to be greater family participation, with numerous parents and children sharing cars, the track and each other's company together.

VRG has again been able to emphasize that it's the people that make the difference, with this year's tribute to Bill Scott and Grand Marshal "Quick Vic" Elford's marvelous stories at the evening banquet standing out. The result sheets chart moments in time, but the memories of a pleasant dice with friends and sharing a cold beverage at the end of the day is what endures. I know that one of the great motivations I have in going to the Jefferson 500 is the opportunity to spend time with my great friend Scott Krueger and his father, Michael. Scott and I started racing with each other at the very first Jefferson 500 and we've both been through several cars and, we'd like to think, correspondingly improved skill levels. The fact that we are always going to be close on track and to stoke our mutual experience generating more pleasant memories is one of the reasons why I keep coming back. After speaking with many of this year's participants, I'm not the only one that feels this way! On to the race reports...

While the thundering V8's and the fleet, lithe Formula and Sports Racing cars are exciting, the heart and soul of VRG and the Jefferson 500 will always be the small-bore crowd. The single axle open trailers, the scads of bumble-bee sounding Sprites, Spitfires, Fiats, Minis and MG's, the late evening hunt through the paddock for a BMC A-Series head gasket is all a part of racing these cars! The Lola Cup had a great turnout of small bore racers with Tom Chisholm (red #8) and Mack McCormack (white #109) doing a terrific job of holding up the flag for the Mini contingent! Interesting and unusual cars such as Hugh Tompkins' Fiat Abarth OT1300/124 and Jeffrey Reardon's Lotus Seven Series One populated the field and added great variety to the Bugeye's, Spitfires and Midgets that made up the field. It was a pleasure to see old Spitfire stalwarts Russ Moore (red #49) and Don Sopp (green #18) out and about as they have been for more than a decade racing these very cars. The Spridget category was well represented, with erstwhile *photog* Nial McCabe in his Sprite (green #909) and Jeff Graham looking good in his (black #948) Bugeye. Some of the neatest cars out included Dan Leonard's beautiful MG Special, Tom LaCosta's attractive Lancia Fulvia HF and Alfa Romeo GTA Junior (thanks for sharing them with us, Tom), as well as the pretty white Alfa Duetto. An award for "period correct" and "makes you turn your head twice" needs to go to Ron Polimeni's incredibly well presented and driven 1959 Volvo PV544. Ron's car reminds many of us of the celebrated "Car and Driver" sedan races at Lime Rock Park back in the day!

The Marlboro Cup was extremely well subscribed, as it always is. Father and son team Zappa were the pacesetters often in their immaculate black #29 TVR. It was nice to see long time racer Bob Wechsler's thundering straight axle Corvette, even if it inspired fear in the minds of those that followed! Jim Hamlin in his silver Lotus Eleven cut a fine form and it was great fun to watch old protagonists George Wright (yellow TR-4 #38) and John Targett (red MGB #612) repeat their exciting battles over and over again. My vote for one of the most improved drivers among the medium bore vintage production crowd is the tidy and very well driven Alfa Romeo Giulia Spider Veloce of Williamsburg, Virginia's Joe Lesnowski. Joe looked spectacular through Turn 10 the few times I watched. What fun! Michael Moore's Lotus Elan (green #78) did well playing with Garry Hagopian's Jaguar E-Type (red #131). The straight axle Corvette crowd of Bob Harvey (dark blue #555) and Al Schwacke (yellow #55) put on a great show for the numerous fans of these great looking old cars. The three white Datsun 510's of Tripod Racing put on a great show. These guys have really got it right and are here for all the best reasons! They go pretty quick, too. Dottie Bechtol always adds such beauty and glamour to the proceedings, pedaling her Elva Mk4 very well in front of a lot of potent *Prod* cars.

In the "big car" races, I enjoyed spending time with the son of Garry Lefever, who drove brilliantly in his Chevrolet Dekon Monza (orange/yellow #27), a car similar to the model that fellow Pennsylvanian Al Holbert won two IMSA titles with before his most permanent association began with Porsches! These cars, built by Lee Dykstra and Horst Kwech, were fantastic in mid-Seventies IMSA competition and it

con't on page 7

Photos by Lu & Walter Pietrowicz
www.september8th.com

Jefferson 500 Story 2010, con't

was a delight to see Lefever's car well driven. Longtime competitor Martin Handshy drove extremely well in his Datsun 240Z (#22), that particular car sounding so good that it could be picked out all the way around the 2-mile circuit. Hobie Buppart's Lola T-70 Mk IIIB Coupe was spectacular to watch as well, slicing through the field on Friday to win on the last lap! One of the most exciting battles on the track was between Terry Lippincott's smooth and sleek E-Type Roadster (green #836) and the red/black #88 Lotus Super Seven of father/son team, Jim and Paul Netterstrom.

Few know how potent and successful a racer father Jim is, having won the 1969 Northeast Division C Production National Championship in a 2-liter Porsche 911 over such notables as Bruce Jennings; but son Paul too has good genes, with a successful career in SCCA National and Pro Series Formula Mazda racing to show for it. Between Lee Talbot and Jim Netterstrom, pictured in front of Lee's Ginetta G4 (red #62), these two fellows have over a century of WINNING racing experience. Where else are you going to find that? It was fun to see old-timer Frank DelVecchio returning once again to drive one of Marc Evan's very effective, if not particularly attractive <grin>, Mallock U2's in the Cunningham Cup races. Frank has huge experience, having races everything from Formula Ford to GT-1 Corvettes. Frank also gives great trackside commentary over the PA at New Jersey Motorsports Park. A second "most improved" driver citation has to be awarded to long time Porsche driver and supporter of vintage racing, Dennis D'Angelo, of Powerslide Motorsports. He and crew chief Holger Ahl have put together a package that REALLY works, with Dennis a force to be reckoned with and a very well driven example for others to emulate.

In the small bore formula crowd (with one exceptionally well driven Formula B Brabham thrown in), the father-son team of David and Scott Fairchild put on a great show, driving their Fords very well. John Bechtol cut a dashing figure in his yellow #63 Caldwell D-9B, a car identical to the one in which racing school impresario Skip Barber won the first National Championship in Formula Ford. Bob Romanansky, Jay Thier and Kyle Kaulback looked terrific out on track, showing why this is such a wonderful class of car! Longtime racer Bill Maisey went well in his Crossle 16F, but his tremendous sports racer experience led him to seemingly forget a few times that these cars have no fenders! <grin> No harm, no foul, but these drivers all look out for each other exceptionally well. Prominent competitor Joe Blacker put on a clinic in his immaculate Alistair Oag-prepared BT-29 Brabham Formula B car. Of particular worthy note was Hervey Parke's terrific, rare and unusual Elva 200 Formula Junior (black #92). These cars were the training ground for aspiring American and European Grand Prix drivers, with Peter Revson and Mark Donohue all cutting their teeth in this class of tight, competitive racing. Bob Bruce in his Crossle 40/45 and Bernard Bradpiece in his (magic) Merlyn Mk 11A traded first and second place Formula Fords all weekend. Both are winners in my book. Great drives!

In the big bore Formula and Sports Racing category, the March-BMW F2 of Justin Frick went extremely well followed by Kyle Kaulback's exceptionally well driven Lotus F2 car (white #141). Rasim Tugberk, a longtime Jefferson entrant, brought his latest acquisition to do some "testing," a mid-Eighties IMSA GTP Alba-Buick turbo prototype (red #15), beautiful car! It was wonderful to see one of the folks associated with the pinnacle of performance in vintage racing, Peter Gulick, back in the saddle in the LCR Racing GRD 2-liter car. Peter, who hasn't driven in some time, re acclimated well and showed why he's considered a threat in every race he decides to compete in. His tent mate, Rick Carlino, has been a wonderful supporter of this event for many years. His Chevron B26 (wht/org/brn #29) looked great but suffered a few teething troubles. Perhaps the best competitive racing was between the "Formula Fords on Steroids," the thirteen Sports 2000 cars attending. Josh Lewis (silver/blk #79), under the tent of Brian Rechtiene and Larry Nevaiser's Vintage Racing Services, won the Brian Redman Enduro in his Lola T-590 just pipping Scott Krueger's Apache (gry/rd #22) and the team of John Walko and Nate Scigliano's March-Apache. Richard Kresch, in the maiden outing of his "new" Lola T-89/90 (orange #777), went extremely well, as did new VRG recruit Ben Sinnott, driving the VRS Swift DB-2. The closest race in the Sports 2000 Feature was not between winner Peter Krause (blk #91 Tiga) and Larry Rossi (silv/yel #99 Lola) but between Michael Crumay (sil #86 Swift) and Jim Southwood (red #85 Lola)! Crumay and Southwood put on a SHOW, with both swapping positions and covered with a blanket all the way around the track, race long! (Word has it that the first place act of Rossi & Krause was quite a show. – ed.)

There are of course, many more people and stories to tell of this year's Jefferson 500, but enjoy the pictures of Walter and Lu Pietrowicz and be sure to come out next year! Tell your friends and let's have a big party at Summit Point!

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

Photos by Lu & Walter Pietrowicz
www.september8th.com

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92
92

22
39

40

144

Scuderia
Fio Doro
63

68

1

340
41

PUMA

22
141
GTX

Jeff 500 Participants

First Name	Last Name	Yr	Make	Model
Richard	Barnes	1987	Swift	DB2
Gary	Barnes	1970	Ford	Mustang
Dorothy	Bechtol	1959	Elva	Mk IV SR
John	Bechtol	1969	Caldwell	D9 FF
Kurt	Bissell	1968	Fiat	Sport Coupe
Joe	Blacker	1969	Brabham	FB
Patrick	Boova	1972	Alfa Romeo	GTV
Paul	Bova	1959	Turner	Mark I
Bernard	Bradplece	1963	Elva	MK VII
Bernard	Bradplece	1969	Merlyn	MK11A FF
Richard	Brown	1964	Triumph	Spitfire
Bob	Bruce	1980	Crossle	40E
Hobart	Buppert	2007	Lola	T-70 MKIII B
Skott	Burkland	1969	Porsche	911
Geoffrey	Byrd	1965	Sunbeam	Tiger
Rick	Carlino	1977	Chevron	B36
Skip	Chalfant	1974	Porsche	911
Lee	Chapman	1968	Lotus	Seven
Tom	Chisholm	1962	Morris	Cooper
Randall	Clark	1962	TVR	Grantura
Michael	Clifford	1960	Lola	MK I
David	Coleman	1971	Porsche	914-6
Alan	Costich	1968	MG	MGB GT
Michael	Crumay	1985	Swift	DB-2
Dennis	D'Angelo	1972	Porsche	911
Mark	Daniele	1958	Lotus	Seven
William	Delly	1966	Chevy	Corvette
Frank	DelVecchio	1972	Mallock	XL
William	Demarest	1972	Titan	Mk IV-B
Tom	Dick	1962	MG	MGA
Larry	Doll	1969	Datsun	510
Michael	Dube	1998	Ford	Taurus
Frank	Dunovite	1964	Triumph	
Tim	Earle	1962	Lotus	Super 7
Marc	Evans	1970	Mallock	MK XI B
Scott	Fairchild	1972	Royale	Rp-3a
Dave	Fairchild	1969	Merlyn	11A
Storm	Field	1972	MG	BGTV8
Fred	Fischer	1954	Austin Healey	100M
Justin	Frick	1982	March	822
John	Galson	1983	March	83S
John	Gatto	1971	Porsche	914/4
Les	Gonda	1972	MG	MGB GT V8
Jeff	Graham	1958	Austin Healey	Sprite
Donald	Greimel	1962	Morgan	4/4
John	Greller	1970	Royale	RP4
Steven	Groh	1963	Triumph	Spitfire
Peter	Gulick	1972	GRD	2L
David	Gussack	1972	Porsche	914/6
Gary	Hagopian	1963	Jaguar	XKE FHC
John	Hamilton	1962	Volvo	Pv 544
James	Hamlin	1957	Lotus	XI
Walter	Handly	1970	Porsche	914-4
Martin	Handshy	1972	Datsun	240Z
James	Hanna	1987	Tiga	SC 87
Bob	Harvey	1957	Chevy	Corvette Rdstr
T. Wade	Herren	1972	Porsche	914
Ted	Hershey	1973	MG	Midget
Gary	Hess	1973	Porsche	914 2.0
Alan	Himes	1959	Austin Healey	3000
Steven	Hirschfitt	1965	Austin Healey	Sprite
Joe	Hoover	1975	Porsche	914
Bob	Houston	1968	Zink	Z-5
David	Hughes	1980	Tiga	SC
David	Hughes	1961	Aston Martin	DB4
George	James	1988	Porsche	944
Gary	Jebsen	1962	Volvo	P1800
Richard	Jefferson	1967	Austin Healey	Sprite
Daniel	Jones	1973	Porsche	914
Nick	Kachur	1969	Merlyn	MK 11A FF
Kyle	Kaulback	1970	Lotus	Type 69
Kyle	Kaulback	1971	Lotus	Type 61MX
Thomas	Knorr	1961	MG	Midget
Peter	Krause	1984	Tiga	SC84
Richard	Kresch	1967	Lola	S2000
Scott	Krueger	1986	Apache	86S
Rich	Kushner	1963	Volvo	122 Amazon
Tomas	LaCosta	1968	Alfa Romeo	GTA Jr.
David	Lavertue	1980	Chevy	Camaro
Garry	Lefever	1976	Chevy	Monza
Dan	Leonard	1949	MG	TC
Joe	Lesnowski	1965	Alfa Romeo	Giulia Veloce Spid

First Name	Last Name	Yr	Make	Model
Josh	Lewis	1981	Lola	T590
Steven	Limbert	1970	Porsche	914/6 GT
Terry	Lippincott	1963	Jaguar	XKE
Rocco	Lojac	1961	Sunbeam	Alpine
Bill	Maisey	1969	Crossle	16F FF
John C.	Marshall	1970	Porsche	914-6
Nial	McCabe	1967	Austin Healey	Sprite
Hal	McCarty	1966	Ford	Shelby GT350
Dan	McChesney	1970	Porsche	911
Mack	McCormack	1966	Morris	Mini Cooper S
J. William	Miller	1973	Porsche	911T
Alex	Miller	1979	March	CSR
Andrew	Moore	1972	Porsche	914
Russell	Moore	1963	Triumph	Spitfire
Michael	Moore	1964	Lotus	Elan
Ed	Mumford	1959	Austin Healey	Sprite
Jan	Nelson	1966	Ford	Mustang
Jim	Netterstrom	1961	Lotus	Super 7
Butch	O'Connor	1966	MG	MGB
Paul	O'Malley	1964	Triumph	TR4
Michael	Orlit	1958	Elva	MK IV SR
Mark	Palmer			
Hervey	Parke	1965	Ginetta	G4
Hervey	Parke	1960	Elva	200 FJ
Fred	Pfeiffer III	1974	Porsche	914-6

Reporting Car Contact

At any VRG event, during ***any*** session, **if you make contact with any solid object or sustain damage of any kind** to your car, you MUST immediately come into the pits and report to either the Black Flag Steward or a member of the Drivers Committee.

Do not begin repairs, and do not go back out in another session (in the damaged car *or* any other car), until cleared by the Drivers Committee. Also, please do not pack up and go home until you have spoken to someone on the D.C.

This rule applies regardless of the extent of the damage, no matter how "soft" the contact was. Applies to all sessions, practice, qualifying, warm-ups, races, enduros, everything.

VERY IMPORTANT: *this applies even in the case of a* ***single-car incident.*** Even if you spin or slide off the track and barely nudge a tire wall, you must still see the Drivers Committee -- even if the damage is minimal.

ALSO IMPORTANT: If you ***witness*** any contact by any other car on the track, please find someone on the Drivers Committee after the session and report what you saw. It is impossible for the D.C. to identify & locate all possible witnesses. Even if you were just watching the session from the fence or grandstands -- if you had a clear view of the incident, *please* voluntarily report to the D.C.

We fully realize that you may have to spend some time looking for a Drivers Committee member. At most events, our D.C. members are also racing or busy with other tasks, so we do not have a fixed location, they are often roving the paddock investigating other incidents. Ask around, ask other officials or other drivers, someone will know where one of the D.C. members is. It is usually easier for you to find them, than for them to find you.

This info is always in your registration packet and we nearly always mention it at the Drivers Meeting, but we still have people who miss this. Please help us by cooperating in this manner at all our events.

New Hampshire Race Report

VRG Driving School at NHMS

VRG is blessed with one of the most comprehensive driving schools of any vintage organization.

Ed Valpey, chief instructor, has written two excellent instruction manuals, basic and advanced. Students get intensive classroom and in car instruction.

This year's school was well attended with 17 students, 11 Level 1 and 6 Level 2. On Thursday all students received significant seat time on the skid pad, braking and autocross exercises. Friday was highlighted with lead/follow exercises on track as well as mock starts and corner observation.

We should all give a vote of thanks to Ed and his dedicated corps of instructors who help us all improve our skills and keep us all safer on track.

Paul Bova

NHMS Group 1

Group 1 had an incident free and fun weekend. Friday's race was highlighted by a wire to wire duel between Paul Bova's Turner and Bill Gelles in his beautifully turned out Stanguellini.

The cars were evenly matched, with the Stanguellini's aerodynamic shape giving it a small advantage on the straights. Bova was finally able to sneak past by going deeper into turn 1 before braking, Gelles stayed close and ready to pounce for the remainder of the race.

The Saturday AM race saw a close fought contest between Gelles and Frank Filangeri in his MG TD. Gelles prevailed in the end.

Saturday afternoon saw a four way contest between Filangeri who won the race followed closely by Jeff Renshaw in another TD, Earl Tucker in an MGA and Frank Mount in his TC.

Gelles and Bova retired with mechanical problems. This writer did not observe the Sunday morning race but all reports say it was a close replay of Saturday.

An Observer

NHMS Group 2

VRG Group 2 went quite smoothly, with no "incidents" of which I was aware. There was quite a mix of small and large bore cars, such as the rapid Lotus 7 driven by Jim Bok, and the Datsun "Fair Lady", ably pedaled by Jim Gablicky. The large bore entries of Doug Fraser, and Matt and Gary Hagopian's E type Jaguars acquitted themselves well, Doug having finished well in several of the races, and Matt, having won a race, a first, on Saturday afternoon after solving an electrical problem that had kept the red Jaguar in the paddock for most of the day on Friday. At Saturday evening's dinner, Matt also was singled out for the group 2 award, the Gibson Cup, and took home the trophy presented by the track manager, and David Hobbs, the famous race driver and "raconteur".

Gary Hagopian

NHMS Group 2 Part 2

All weekend I was most impressed by the driving of Jim Glabicky in the red Datsun 2000 roadster. In both braking and in the corners he was closer to the limit than most others, and he was also consistent and smooth. Matt Hagopian was also outstanding in his red XKE coupe, a challenging car to drive fast on such a tight circuit.

At Saturday night's banquet, David Hobbs was fantastic. From the time he shared a motel room with Jimmy Clark, he's personally known all the front-line drivers, driven all the circuits, and been to all the major events. And he kept us laughing. Describing his preparation for a past interview, he said that "After a few trips to the bar, I had the cam at the point of maximum lift . . ." His performance Saturday night was certainly "on the cam."

Paul Wilson

(Paul moved his Jabro to Group 1. His comments are always welcome - ed.)

20th Annual Vintage Racing Celebration
New Hampshire Motor Speedway

Photos by Michael Casey-DiPleco
www.michaeldipleco.com

New Hampshire Race Report, (con't)

NHMS Group 3

That was fun. We had 12 Formula Fords, Larry Rossi in his LOLA T598 Sports 2000 (which is not an eligible VRG race car in spite of our listing nine in the Roster) Raymond LaFleur in an orange Lotus 7 that jumped to another class after running with us, Ralph Salomon and Hervey Parke in Genetta G4's, and Tom Grudovich in his LOLA Mk 1 (on skinny little Dunlop tires, probably 5:00 x 15) that was leading many of the Formula Fords - great display of driving that very elegant and very great sports racing car. I was behind him in the Saturday morning race (your editor thought that the first session Saturday morning was practice and not a qualifying, as it stated. He had stroked the session and ended up down the street on the grid.) I think that Tom finally got tired of attempting to keep the LOLA on the pavement with me hounding him to get by. I drove Charlie Gibson's Mk 1 a few times, but not like that.

Larry Rossi raced against the course and himself and was the fast man all weekend. David Fromer in his Crossle 16F was the fast FF man on Friday. Valpey was teaching school, Chris Shoemaker was scrounging for a freeze plug, Fenton was having a problem and the rest of the Formula Fords had practice and qualifying and a race. Fromer would have won if he had stayed on the road. He gave it to me until Chris Shoemaker (RP16) caught me with two laps to go after starting from last on the grid to make me earn it. Bob Cunningham (Zink Z10) - the sly old fox, Ivan Frantz (Merlyn Mk 11A), Tom Grudovich, Fromer, Larry McKenna (Titan Mk 6), Bill Gaudreau (Crossle 16F), Rick Little (Caldwell D9 – with a disengaged 2nd gear), Rex Miscovitch (Royale RP21), Hervey, John Greller (Royale FF), Salomon, LaFleur, Michelle Cohen (Merlyn Mk 30), and Claude Gagne in his Lotus FF followed in that order and subject to change on Saturday Mathew Michael brought a LOLA T-440 FF which had problems all weekend. It should have a complete rebuild before we see it again.

Saturday was another story. The return of Ed Valpey gave everyone a driving lesson. Shoemaker and he dueled for the lead but there was no way that Chris would beat Ed. Ivan Frantz settled in, having not raced the Merlyn since last summer, and Rick Little ran much better with a functioning 2nd gear. Fromer and Cunningham were leaders after the first two and the pack had its racing with each other.

Sunday saw Valpey and Shoemaker leave the race after a few laps with minor problems, leaving the win to Fromer until the sly old fox, who started from 8th snookered him to take the win. I had gone home having had an electrical problem on Saturday and needing to be home on Long Island late Sunday morning.

The moral of the story is to beware of bearded old men in fast cars.

Bill Hollingsworth

NHMS Group 4: The View From The Back

I've often said that I would prefer to start at the back of the ground-pounder group than at the front of the U-2/O-2 groups, where I can out accelerate them, but hold them up in the turns with my drum brakes and skinny Dunlops. The event at NHMS was my chance to test this theory and I have to say I had a super time. While the faster drivers were running hard at the front, I had my hands full running with Jim Carlson and new VRG driver, Taylor Mudge back in the pack. Chris Homer got his first victory(s) while Dennis D'Angelo, Frank Grimaldi and the rest made him work to stay ahead. I saw good, clean, hard racing by all the drivers in this group. For me it was a pleasure to run with them all.

Kim Eastman, '53 Kurtis (Chevy)

Group 1...Marty Therrien Cup....Victor Pastore
Group 2...Charlie Gibson Cup...Matthew Hagopian
Group 3...George Weaver Cup...David Fromer
Group 4...John Sherrigan Cup...Dennis D'Angelo
Loudon Cup....Patti and Kim Eastman

Weaver and Sherrigan Cups donated by Dave Fenton Therrien Cup donated by Mark Palmer Charlie Gibson Cup donated by VRG

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PRESIDENT'S MESSAGE

We're off to a good start for the season. THANKS to all our members, entrants, and volunteers! The Jefferson 500 was a great success, now in its second year with VRG. The entry level was good, we worked out some of the teething problems from last year, and the weather was fantastic (for those of you who left early on Sunday due to the weather report – it never did rain!). We followed that up three weeks later with the terrific New Hampshire Vintage Festival - with another solid entry. If you were there, you may have noticed some new procedures. The new track owners are updating some of their policies, mostly for the better, but change is always a little stressful (people who race 30-year-old cars clearly have s ome aversion to change!).

Remember, VRG is a volunteer organization, so please bear with us when a given situation may not be to your liking. You wouldn't believe the number of hours that Steve Limbert and John Kieley devoted to these two events, plus the hours of their volunteer staffs, Cal Trumbo and Steve Hyatt, and a host of others. They do this for the love of the sport, so that the rest of us can enjoy a race weekend. We welcome feedback, especially when you have a thought of how VRG can do it better – but it's all in the presentation. Hint: thank them profusely first, and present your idea as a constructive suggestion rather than just a complaint. Please keep in mind that many things are beyond our control, or have to be negotiated with other parties, such as track management, other volunteers, etc.

I would also like to give recognition to all the drivers at the J500 and NHMS. Let's hope I don't jinx anything, but we had very, very few incidents at these two events, and even those were relatively minor. Flag stations don't call it in when a driver does something right, like avoiding a risky situation, or backing out of a bad pass, or allowing a faster car to pass easily. It's like the mainstream news media, you rarely see good news. But we must have had a lot of smart, considerate driving at our first two events of the season, based on the results (or non-results, I guess).

So please keep spreading the word about VRG. Our entry levels have been good, but we can always use a few more. Every event is important: BeaveRun because it is a fund-raiser for charities; New Jersey Historics and Watkins Glen because VRG has a greater financial commitment to meet there; and Turkey Bowl because it's one of my favorite events! Please mention VRG when you're among friends who may not have heard of us, and please send your entries in as early as possible to ease the burden on the hard-working Event Chairmen and volunteers. Look in your Roster at your car type – who is missing? Call him/her and have them join VRG and you.

P.S. we have expanded the eligibility of Formula Vee, see elsewhere in this issue. So if you have a friend or relative who has been holding back due to budget constraints, tell them about this. Racing a Vee is the least expensive way to join the fun with VRG!

Mark Palmer

NOTES FROM THE EDITOR

Frank Sinatra in the movie *High Society* sang the Cole Porter song, "What a Swell Party This Is." We may not have had Grace Kelly but we had David Hobbs, well oiled and approaching the "top of the ramp on the cam." *The 20th Annual Vintage Racing Celebration* at New Hampshire Motor Speedway is in the "can." What I want to know is how do they do it? I mean, how does the new ownership do what Bob Bahre could not – have great weather, i.e. no rain! Amazing!!!!!! The *rain in Spain lies mainly on the plain* and in Loudan, New Hampshire, in May, it is usually damp (rainy) as is in most of the Northeast - not last weekend, not this year, and for the record books, not last year.

We had gotten used to the old management's ways and we had grown used to each other. The new management team, led by Jerry Gappens, Executive Vice President & General Manager, has made every effort to accommodate VRG and other vintage groups. Their way is not the Bob Bahre way. His was family and this is corporate. We all have our quirks and corporations have their bottom line. Some of us have or still share lives in both worlds. My perspective on the back of the ramp of the cam is that change is good and that Jerry Gappens and his team are doing a terrific job. The speedway improvements have been necessary improvements. I think that most of us would like to see grass seeded in the infield overtaking the dirt. Those decisions had to be made for the best of reasons. The new paving is great and being in the garages can best be described as a weekend vacation home. It is as if one were wearing a pair of slippers that always fit. For many of us *The Vintage Celebration* is the first race of the year. It is a party with racing mixed in. Thank you Bruton Smith and, in particular, thank you Jerry. We love it!

Given the task of being the Event Chairman it is necessary to live near the racetrack. John Kieley, you had better not move or we are deep *do do.*

He does a fine job and this guy (Ed.) wants all of you guys and dolls out there to know what a fine job he does. Read *Outliers* and you will understand that John has put in his 10,000 hours. Three days before the weekend it was going to be ribs. How did everyone enjoy the clambake?

Bill Hollingsworth

VRG expands Formula Vee eligibility

Members Keith Lawrence and Chris Shoemaker recently made a proposal to the Board of Directors to expand the eligibility of Formula Vee's. The Board has voted to accept this proposal, effective immediately. **Formula Vee's manufactured through 1975 are now eligible for VRG events, with specific rules applying to these cars** (see below).

Previously, to be eligible with VRG, Vee's had to completely conform with Monoposto Register rules. This effectively limited FV's to 1970 and older models. These early-model FV's have always been required to run on treaded tires, and required to have a working engine fan, shroud, and working generator.

Historically, later FV's generally ran on racing slicks, and were allowed to remove the fan and generator. These two changes created a large competitive advantage over the earlier cars. In addition, a newer rear suspension design ("zero-roll") became commonplace after 1970, although the performance advantage was slight.

In order to maintain a level playing field with our current, early-model FV's, **we will require ALL Formula Vee's (including the 1970-1975 cars) to run on treaded tires, and to have a working engine fan (including shroud) and a working generator.** Cars with the zero-roll suspension with twin shock/spring units will be accepted. FV's with the later "mono-spring" or "mono-shock" suspension will not be eligible. There is no grace period for these requirements – later FV's must conform with these rules prior to entering their first VRG event.

With the requirement of treaded tires, fan, and generator, the performance potential of the later FV's will be virtually identical to the earlier Vee's. The lone remaining difference (rear suspension) is thought to be worth no more than ½ to 1 second a lap, and will be hard to detect in the results. Driver skill will remain the major factor, by far.

This rules change is somewhat similar to the revision of Formula Ford rules that we made a few years ago, when we added Club Ford up to 1981. The 1973-1981 CF cars have very slight advantages (inboard suspension) but are required to run on the same tires as the earlier cars. A review of VRG race results shows that the top finishers in this group have consisted of a mix of FF and CF cars. The later CF cars are not consistently out-performing the earlier cars.

Although most of the eastern clubs (notably VDCA and VSCDA) have stuck with the 1970 cutoff and full Monoposto rules for FV, some of the vintage clubs in the western U.S. have already made changes similar to the new VRG rule. Other clubs are allowing later FV's on a case-by-case basis. So there is some precedent for this approach.

One issue, however, is that VRG members with 1970-75 FV's might not be able to run at the VDCA event at VIR, or the VARAC event at Mosport. We will have to see if we can obtain any variances from those clubs for those specific events.

The Board thanks Keith and Chris for their thoughtful, well-researched proposal. We believe this should help to expand the ranks of FV within VRG, and provide a new opportunity for those on a tight budget to experience VRG vintage racing.

Mark Palmer

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

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Mack McCormack

You may also contact:
Mark Palmer e-mail: info@vrgonline.org
phone: 610-867-0288

William Hollingsworth - Editor-wihiii@aol.com

Darry Bova - Layout and Production
pbdb35@optonline.net

RE-DESIGN OF VRG WEBSITE

I'm happy to announce the Re-Design of the VRG website. I'd like to thank all of the members of the VRG Board, Event Chairs & Key Volunteers for their input and contributions with site content, and would also like to thank the wonderful Designer & Programmer from my work life that were willing to take on this project. All feed back is good feed back so please feel free to contact me directly at jimk@vrgonline.org with your input. And, please keep an eye on the website for updates as we'll be adding functionality over the coming months.

Jim Karamanis
VRG Web Editor
http://www.vrgonline.org