VINTAGE RACER GROUP
VRG
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Notice of Upcoming Elections on Last Page

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	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

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

The Vintage Automobile Racing Club of Canada (VARAC) held its 31st Annual Vintage Racing Festival at Mosport International Raceway, Ontario, Canada, enjoying great weather and exciting racing while hosting 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 MGs of all types and years came to enjoy magnificent Mosport. This year's festival also celebrated the 50th season of racing at this iconic race track.

It was a fun and full weekend, including the opportunity to be entertained by well known motorsport author and novelist, Burt "The Ride Mooch" Levy at the Saturday evening banquet. VARAC also played host to Canada's largest Mini gathering, Mini Meet North, as well as the "Field of Dreams" car show that welcomed sports cars, and car clubs from far and wide with the opportunity to take part in Sunday noon parade laps on-track. Large fields were the order of the day in Vintage and Small Bore where 62 cars took to the field while 49 cars contested the Historic class.

MG Feature Race

Photo: Nick Pratt, MG Midget and John Targett, MGB. "PicsbyVicsr.com"

This was the event that everyone was looking forward to with MGVR bringing their magnificent machines to Mosport once again. 38 cars took the track in the all MG feature on Sunday, won by the well driven MG Midget of Nick Pratt, who held off John Targett and Joe Lightfoot's MGBs for the win. VARAC's Frank Mount was also on track in this event in his 1946 MG TC, celebrating his appearance at Mosport 50 seasons ago! Well done, Frank! What a sight to see as all the MGs passed by in a long stream of classic sports cars, upright 1940's TC's racing with the sleeker, more modern late sixties MGBs. While all the MGs looked great it seemed many onlookers were most impressed with the older TC's and TD's, which were well driven and really popular with the fans. Watching the older cars, with the driver's elbows out in the wind, juggling the big steering wheels to keep these beautiful classic cars on line was a sight to behold. MGVR is the oldest single marque vintage race support group in North America, they always seem to have great fun and the fans absolutely loved it!

Pratt led almost all the way finishing almost nine seconds ahead of Targett while Joe Lightfoot and Jim Austof (MGB) exchanged third and fourth positions with Lightfoot finishing ahead. Brian McKie, 1965 MGB, place fifth, Richard Rzepkowski, 1971 MG Midget, sixth, Phil Cooper, 1974 MGB, seventh, Manley Ford, first of the TD's in eighth, Larry Smith, 1962 MG Midget in 9th, Alan Costich, 1968 MGB, 10th, Richard Jefferson's 1967 Austin Healey Sprite, 11th and Dan Wilson, 1963 MGB finished 12th.

Group 70+

Photo: Marcus Glarner's 1973 BMW three-litre CSL "Batmobile" "PicsbyVicsr.com"

Group 70+ has proved to be a hugely popular class in VARAC with this years field including the usual large number of Porsches, (14) as well as Camaros, Firebirds, an E Type Jaguar, a Ford Mustang, three 240Z Datsuns, four BMWs, a Corvette, a Mercedes Cosworth 190E, a 1968 122S Volvo, two Honda Civics, and an Alfa Romeo GTV 6. Interestingly, this race also saw an appearance by a driver in his 50th season at Mosport with Walt MacKay piloting his 1987 Ford Mustang around the very same track where he won the 40 lap formula junior race at the inaugural pro event, the Players 200 back in 1961. "Had a great weekend with the Mustang in the G70+ group," said Walt, "Just as much fun as it was fifty years ago!" 34 of these more modern Group 70+ cars

VARAC 2010, con't

survived a certain amount of attrition to run the Sunday feature, won by Blaise Csida (Corvette) over Bryce Lee (Mustang) with Marcus Glarner's 1973 BMW three-litre CSL "Batmobile" making a last lap pass on Andrew Romocki's 1989 Porsche 944 Turbo for third place.

Wings and Slicks

Photo: 1979 March 79V of Fletcher Belt. "PicsbyVicsr.com"

In the "Wings and Slicks" field it was the 1979 March 79V of Fletcher Belt winning the Sunday feature over Jim Hallman, Swift DB2 and Tom Pixley, 1978 Wheeler Super Vee. Belt led from start to finish, finishing just over four seconds ahead of Hallman, while David Calafato's 1989 Swift DB2 V52 experienced some issues and dropped from second, finishing fifth at the flag. This hoisted Hallman up to second while Pixley moved up to third place. Scott Livingston's 1983 March S2000 finished fourth with David Calafato fifth, Rob Stammers, 1985 Van Diemen RF 85 in sixth, Gary Tholl, 1984 Reynard F84 seventh, Glen Grainger, 1980 Tiga SC80 finished in eighth position, with Gord Leach unfortunately dropping out on lap three in his 1974 Hawke D11.

Enduro

Photo: Fred and Randy Samson competing in dad's 1969 Lotus Elan Plus 2 "PicsbyVicsr.com"

The "just for fun" Enduro was won by the Davies 1978 Lola T492 ahead of Jim Hallman, 1982 Swift DB 2 and Travis Engen, 1962 Lotus 23B. 33 cars took the start flag with an eclectic mix of cars including everything from a 1948 MG TC to a 1989 Porsche 944 Turbo! Gridding for this fun run was "first come first served" so the smart guys were up to the grid early in anticipation of one or two laps of open track. There were a ton of widely varying cars out there and with a compulsory five minute pit stop there was going to be a good deal of traffic and lapping going on, to say the least. With lap times varying from 1:29.997 to 2:02.38 it was going to be "Hey! Nice to see you again!" Yup, it was definitely time to watch the mirrors and mind the quicker traffic! Among the widely varied mix of cars out there it was great to see the father and son duo of Fred and Randy Samson competing in dad's 1969 Lotus Elan Plus 2. Randy was 16 when the Lotus became part of the family in 1980. The 1969 Lotus Elan Plus 2 had originally been purchased in kit form by Canadian racer Hugh Cree, before selling it to Fred Samson, who decided to give racing a try when he retired from his job as a buyer for Sears in 1997 at the age of 60. He fitted the Lotus with a roll bar and harness and other suitable modifications, but says it hasn't been totally stripped, retaining things like the power window motors and a tape deck. And what better way to celebrate Father's Day then co-drive the VARAC Enduro with your son? Well done, Fred and Randy Samson!

Monoposto

Photo: Doug Elcomb in his 1961 Dreossi. "PicsbyVicsr.com"

In the Sunday Monoposto feature Travis Engen (First overall and first in Class FB) led the way home in his 1970 Chevron B17B, followed by Charles Livingston (1971 March 719 FF, first in class FFord) and Howie Freeman (1968 Merlyn Mk11, second in class FFord). Next was Phil Lamont, (First in Class JE with his 1960 Lotus 18 F Jr.) and Doug Elcomb second in class JE (1961 Dreossi Canada Class) dueling for fourth. Elcomb was recently invited to race at the prestigious Goodwood Revival in his unique Dreossi. "I had a great time "dancing" with Doug Elcomb's Dreossi in most of the sessions" said Phil Lamont afterwards. "He is so quick in the corners; he helped me raise my game - I was pretty rusty after a long layoff. My Lotus is faster up the straight, but it was more fun to follow him up the straight and then chase him through the twisty bits. All in all a fun weekend, lots of track time, wish we had more Monoposto cars. Best of British luck to Doug and Scooter - only the second VARAC entry to be invited to Goodwood. The Historic

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Formula Junior Association in the UK was mightily impressed with Doug and the Dreossi when they visited North America". Engen, Livingston and Freeman ran one, two, three throughout the race with Lamont and Elcomb swapping places with the 1968 Titan of Bill Bovenizer. Behind these three were James Van Deureen, 1969 Merlyn Mk 17 FF and Claude Gagne 1972 Lotus 61M.

Vintage and Small Bore

Photo: Brian MacEachern, 1956 Lotus XI "PicsbyVicsr.com"

The long procession of cars streamed by on the pace lap seemingly without end and the fans were looking forward to an exciting race. They were not disappointed. The huge field of Vintage and Small Bore cars was headed home Sunday by the smoothly driven 1956 Lotus XI of Brian MacEachern. Second place went to the equally beautiful 1956 Lotus XI Le Mans of Glenn Stephens with Nick Pratt (MG Midget) third. The two gorgeous Lotus sports racers were the class of the field, working their way through crowds of lapped traffic followed by Pratt, while behind them came a crowd pleasing trio of rapid Minis with Terry Milnes 1966 Mini Cooper "S" leading Andy Nelson and Dyrk Bolger across the finishing line. This was a hugely entertaining race as Nick Pratt confirmed afterwards. "In the feature I had a really great start," said Nick "passing two of the Minis on the inside of turn two at the top and the red Lotus 11 on the outside halfway down. That put me in third behind a Mini and the other Lotus XI. However, the second Lotus soon caught me up but I drafted the Mini up the back straight, passed him about halfway up and that was that. The Minis really never got close enough to worry about so I finished third as I had done in the Saturday race."

The fans were left buzzing about the Minis, all packed together, under-steering their way down through Mosport's intimidating turn two, what a sight! Joe Lightfoot (1965 MGB # 169) said " I sat out the Sunday morning races and watched the group B and C races from corner two. The Minis, racing nose to tail, was a real treat for the spectators. The old MG TCs and TDs were running way further up in the grid than I would have ever thought possible!"

Historic

Photo: Jack Boxstrom, Chaparral "PicsbyVicsr.com"

It was roll out the heavy duty equipment time in this race as the mighty Shelby Mustang of Anthony Polito finished first while the big V8 Kiki's of Craig Pick and Doug Durrell rumbled to second and fourth respectively. Travis Engen started third from last and finessed his way through the traffic, finishing third in his nimble little Lotus 23B with Jack

Boxstrom's Chaparral starting dead last and powering his way up to sixth place at the flag. Boxstrom was doing double duty all weekend, hopping from his Aston Martin DB4 GT into the Chaparral between races. Fortunately with a field this big (49 cars entered) everyone played nice and the quick guys managed to navigate some expensive machinery through the back markers to the finish. Polito's Mustang jumped into an early lead and was not to be headed, while Craig Pick in the Kiki hung onto second for the entire race. Doug Durrell's Kiki ran third most of the race until Travis Engen in the Lotus 23B managed to make his way up through the traffic to take third with a couple of laps to go. This also dropped Ted Michalos in his 1972 Mallock down a spot to fifth while Joe Canella's Alfa was pipped for fifth place as Boxstrom got by him in the Chaparral, having started last.

Thanks a bunch!

Congratulations on a great event are in order to lots of people, including our 50th year veteran drivers, to the VARAC executive, Race Director Stefan Wiesen, Poster and T Shirt designer Don Hooten, the VARAC ladies and gentlemen responsible for the Pot Luck Dinner, the wonderful people handling Registration, Paddock, Tech, Off Track, On Track, our terrific marshals, the Banquet, all well done. Pat McDiarmid & Crew, Mike Nielsen and wife Mary, John Nelson and the great CTA timing crew, Peter Jackson and wife Aileen Ashman, Mosport Marshalling Service, …hope we didn't forget anyone, because it was a marvelous event!

VARAC 2010, con't

Awards!

Tommy Hoan Cup

First MG T Series: sponsored by the "MG Vintage Racers." This is in honor of Tommy Hoan who was from Hamilton, Ontario and raced MGTC's from 1950 to 1953 in Canada and the US, almost always winning his class, and often beating other much superior cars, in the early days of street racing. This year's winner was Manley Ford.

Van Worsdale Trophy

First MGA: sponsored by VARAC, in honor of vintage racer Van Worsdale who received the North Toronto Motorsport Club's "Club Championship Award" 50 years ago – in 1957. Van was racing a MGTD Mk–II back then, and later raced an MGA, and still competes in VARAC today. First MGA and winner of the Van Worsdale Trophy was Mark Brandow, with Tom Baumgardner finishing second among MGAs, and David Good coming in third in his first race.

Al Pease Trophy

First Overall MG in the MG race: Sponsored by VARAC in honor of Al Pease, a member of Canada's MotorSport Hall of Fame. Al first cut his teeth racing an MGA and then an MGB, with full BMC sponsorship, before moving on to the big time.
the 2010 winner was Nick Pratt.

MGB GT V8 Challenge Trophy

Annually presented by the MG Vintage Racers to the winner of the Focus Event MG Feature, the 2010 winner was Nick Pratt.

President's Trophy

This award for first MG Midget finishing was awarded to guess who, the ubiquitous Nick Pratt. Congratulations on a great weekend Nick!

Simms Cup

Presented annually to a MG racer selected as "Having demonstrated superior driving skills – in a MG prepared to an outstanding level of race readiness – while still maintaining its vintage character." It was established in 1998 and its roots go back to the "Alitalia Trophy" which the Canadian Automobile Sports Car Club used to award – and was won by Tony Simms. This year's winner was Manley Ford.

MGVR Spirit Award

Photo: 1946 MG TC, David Holmes behind the wheel with Tommy Hoan.

Photo by Peter Viccary
Also known as the "Big Copper Bucket" this is awarded every year at the MGVR Focus Event. Voted by MG racing peers to the person best representing "The Spirit of MG Vintage Racing". This year's winner was VARAC's David Holmes, new owner of the Tommy Hoan MG TC.

"Bill Hirst Memorial Cup"

Presented at the VARAC Vintage Festival to the winner of a featured race as determined by the Hirst family. In its first year, the Cup was awarded to the sports racing class (Lowell Blossom, Elva Mk 7) and this year the cup went to Brian MacEachern, 1956 Lotus XI.

By Jeremy Sale
Photo: Festival poster by Don Hooten

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PVGP BeaveRun 2010

Group 1

Hot, muggy weather with a relentlessly blazing sun greeted veteran and novice drivers to BeaveRun Motorsports Complex Thursday afternoon for a practice day on Friday, a revived "mini driver's school," and a very full schedule of races from Saturday thru Sunday. Group 1, consisting of small bore production cars and Formula V promised to be the largest group if not the most competitive, including at least 19 Spridgets out of an estimated 35 entrants. It seemed that every time I walked up to the timing building, another couple of Bugeye Sprites were being unloaded from their trailers - this was going to be an exciting weekend!

Saturday morning's qualifying race proved my anticipations to be correct. It was apparent from the start that Ralph Steinberg's warnings had gotten suppressed in the initial excitement. While there was no contact there were tons of very close racing causing more than a couple of cars to exit the racing surface some forwards and others backwards. It seemed that many of us were unwilling to give even an inch out there. We deserved the Sunday morning lecture from Ralph to calm us down.

The grid was set for Saturday's first sprint race with Tom Grudovich's sleek and always well driven Elva on the pole, Ray Stone's incredibly fast Bugeye on the outside, and a second row of Paul Meis' beautiful Zink, and James Yule's Formcar. Only Mr. Stone could break into the top five with a production car, the next being the steroidal #55 Austin Healey Sprite of rookie Peter Carroll. When the "commissioner" takes action, Pete will, no doubt, be a force to be reckoned with in this group. Well… the race continued with the same attitude as qualifying, with a number of cars going off on the first couple of laps including Charles Hall's Bugeye, spinning numerous times on the fastest section of the back straight. Charlie hung on to the spinning car like a pro (he was right in front of me) and brought it to rest on the inside grass. (These huge grassy runoff areas and distant barriers were very kind to most of us in Group 1) The madness continued with contact between Lee Walsh's Turner and Paul Meis' Zink at a sudden yellow flag at Turn 1. Driving thru a thick cloud of acrid smoke, I saw my friend Lee's Turner in the grass and Lee extinguishing a small engine fire - unattended. (I think there's a reason why corner stations have extinguishers isn't there?) *NASCAR fans come on out!!* Chris Meyers and yours truly had a terrific duel for what seemed like an eternity in those **hot** race cars. I must point out that we raced inches apart trading positions numerous times for many laps; most of us out there, with some driving skill and trust in each other, can "do it right." At the end, with most left "still standing," it was Ray Stone 1st, Tom Grudovich 2nd with a blistering fast lap of 1:12.05, Paul Meis 3rd, Steve Hirschtritt (AH Sprite) 4th and Chris Meyers (MG Midget) 5th.

(A little later on Saturday, it was announced that the Mini's from the Group 4 Trans Am reenactment would join the fray in Group 1. Oh no - this throws Mack McCormack, Tom Chisholm, and Dotti Bechtol into the mix. My hopes of a possible 3rd place finish are fading as fast as the temperature is rising.)

For Saturday's second sprint race, it appeared that the grid would have Ray Stone on the pole, Tom Grudovich outside, Paul Meis, and yours truly on the second row. This would be my best starting position in a race yet. You can imagine my disappointment when I pull up to the false grid and am directed to the ninth space and see the cars I passed gridded in front of me. I looked over at Chris Myers (gridded 10th) and we gave each other the Burt Levy classic palms up - "what can you do?" Anyway, races have a way of sorting themselves out if they're long enough, and these grid workers are volunteers so we all took it in stride. From my point of view, which was getting rather limited by the sweat rolling over my eyes under a bellaclava and an insulated helmet behind a steamed up plastic visor, this 11 lapper seemed to present a calmed down group of drivers running a more tempered race. Results were Tom Grudovich 1st, Ray Stone 2nd, Paul Meis 3rd, James Yule 4th, and Steve Hirschtritt 5th. As I said, races have a way of sorting themselves out. Noteworthy, at this point, the Mini's of Tom Chisholm and Mack McCormack were 6th and 7th, and Richard Jefferson (AH Sprite), Tom Knorr(MG Midget), Gary Hagopian(MG Midget), and Dave Smith(AH Sprite) had all moved forward in the mix.

Sunday dawned with more high heat and Saturday's blazing sun, making it uncertain which of the cars could make it thru an

Photos by Bill Stoler

PVGP BeaveRun, con't

18 lap race (27.5 miles) without problems. We were given a stern admonishment concerning our exuberance on track and warned of the consequences of further over-aggressive driving.

The Sunday morning qualifier yielded some interesting changes. Mack McCormack was now on the pole with an incredible 1:13.223 (How do you do that? Next time I'm following you in practice!) Tom Grudovich, on the outside, Dale Oesterle (Triumph Spitfire) 3rd, and Ray Stone 4th. We were told to get our cars up to the false grid by 1:00 PM for the flag ceremony, and as I pulled up I was directed to the 5th space instead of the 10th (here we go again). Everyone was confused at this point and it appeared they were gridding us based on Saturday's results. This time I decided to say something as did others but the grid workers appeared certain that they had it right, so I walked up to the paddock for the flag ceremony.

When it was time for the race I walked to my car to get my gear on only to be told to pull forward and maneuver into the 10th slot, meanwhile the grid chief was signaling for 5 minutes to go. I scrambled into my car, moved it to the new spot and tried to get belted, HANS'd, helmeted, and everything else in time -whew!!

The race had a very fast start as the pace car pulls off quite a distance from start/finish and there was the usual jockeying and elbowing for position going into turn 1. The race sorted itself out at a very fast pace and it appeared that McCormack, Grudovich, and Oesterle would be dueling for the lead. Ray Stone did not make it to the grid due to mechanical problems. Yours truly was having a good go of it, but my car seemed to be a bit short winded at the very top end (seemed like possible fuel starvation). I think I had managed to work my way up to 6th after about 8 or 9 laps, when I was shown the meatball at turn 9. "Damn it! I'll bet I'm leaking fuel from my float bowls", so I continued around the hairpin at speed with Richard Jefferson a moderate distance behind me and then pulled into the hot pits for my "verdict" knowing full well that my chances of a decent finish were gone. After a short wait (it seemed like an hour) Ralph came over and I yelled "What's wrong" from behind my helmet. "Oh, you came in for the car behind you, go back out there!" In my rear view mirror was Richard Jefferson. (The Editor would not print Steven's thought) The race played itself out and was won by Dale Oesterle (1:12.825), 2nd place Mack McCormack (1:12.978), 3rd place James Yule (Formcar 1:14.942). Noteworthy other finishers were Tom Chisholm (Morris Cooper) 5th, Jack McClanahan (AH Sprite)6th, Lee Walsh (Turner) 7th (after being absolved of blame for his earlier incident), and Tom Knorr (MG Midget) 8th - don't let those obsolete rookie stripes decoy you guys.

After the race, I described my black flag incident to some other drivers and it became apparent that I was the bonehead of the race. A short time later, Richard Jefferson asked me what my black flag was for, I told him it was apparently for him. "Didn't you see the number below it?" "There wasn't any number." "Well then it wasn't for you!!!"

Another great VRG Event with tons of track time and great camaraderie.

Thank you VRG and PVGP.

Steven Hirschtritt

Group 2

The weather was hot, and so was the action as 25 entrants in Group 2 took to the tricky 1.5 mile BeaveRun track for a fine weekend of racing to open Pittsburgh Vintage Grand Prix race week. As is usual for this group, "the field" was a mix of formula cars and sports racers, including 15 fast Formula Fords, four rapid Sports Racers, three slippery S-2000s, and 2 ferocious Formula Super Vees. Entrants came from as far away as Florida and Maine, but all soon felt right at home in an event well organized and managed by Keith Lawrence and Ralph Steinberg. During the weekend the group went at it in two separate Qualifying races, two Sprint races and a Feature race Sunday afternoon. In addition, those Bad Boys in Formula Ford were given their own feature sprint race late Sunday morning, presumably timed to encourage them all to go to Church. Apparently five of them needed to spend extra time in church and, consequently, were late getting to the grid, but that's another story……

Saturday's 15 Lap Sprint race saw a classic battle between Tom Grudovich in the Elva Mk 7 Sports Racer, and Nate Scigliano in his March S-2000. Both started in the front row, Grudovich on pole, and stayed glued together until Scigliano piped by in Lap 12 and held on to take the win. Meanwhile, John Bechtol, bored with Qualifying, was forced to start his Zinc SuperVee "way back" - 19th on the grid. Nothing to worry about – knocking off positions literally every lap, and setting fastest lap of the weekend for the Group at 1.01.4, he snuck up behind Grudovich and pounced on the very last lap to take second place with Tom

PVGP BeaveRun, con't

holding onto a hard won third spot. Meanwhile, Bob Bruce in his Crossle 40F and Doug Meis in the Lola T-340 were hot at it in a classic Formula Ford duet with Bruce needing to set fastest lap time of the weekend for the Ford class in order to hold off Meis. Further back, Bill Hollingsworth and his Crossle 32F had his hands full with Scott Nettleship in the Crossle 45F who finally managed to inch through in the middle laps.

The Group returned to the track later in the day for an 11 Lap Sprint race. Bechtol overpowered the field, but crafty Grudovich slipped by Scigliano in Lap 3, with the three finishing in that order. Close behind was a snarling clutch of Formula Fords led by Bob Bruce and Doug Meis. Circulating within yards of each other, on Lap 5 Bruce again set fastest time of the weekend for the Ford class at 1.04.597, remarkable not only for the speed, but also for equaling exactly his 1.04.597 fast lap in the previous race ! (Such precision and consistency – Mark Palmer has now ordered all Event Chairs to time Bob using only NASA's Atomic Clock technology at Boulder, Colorado.) Meanwhile Bob Cunningham, in the tried and true Zinc Z-10, and Richard Barnes in his Gemini, were busy close behind, banging off nearly identical lap times to each other. And while they were going at it, Kyle Kaulback, in his beautifully original Lotus 61, was cranking off quick laps in the 1.05s, moving up through the field from his starting position of 20th, to finish 5th in class. And others were moving up too– here's James Southwood in the Lola T-598 Sports racer , motoring through the field from 12th place to finish 6th overall. Nice stuff .

Sunday morning's qualifying race saw plenty of action in each class, but when the dust cleared there was Karl Kaulback sitting in 1st place followed by William Kasmer's Swift S-2000 and Larry McKenna's Titan Mk6 Ford. But the most noteworthy drive of the race was by Michael Crumay who guided his Swift S-2000 from a starting position of 19th to 4th place overall. Bob Bruce, working his way aggressively up to 1st place by Lap 12, suffered a fractured shifter bracket , seemingly done for the day and the weekend. But, Ray Morgan, up from Atlanta in his beautifully prepared Merlyn Mk6 Sports Racer, wandered over, took a quick look, drawled something about somebody finding a MIG welder, and in a nonce, with no fuss, had his Group competitor back in business . Another great example of why I love this sport!

Now comes the Formula Ford Free-for-All,…. errr….., Sprint Race. Scheduled to begin at 11:30am, with an inverted start, the grid was sent away on its pace-car led formation lap at 11:25, a change five drivers could not hear announced in the garages as there is no PA System and the drivers were in their cars, warming the engines and staying out of the hot sun until the very last moment. As those drivers entered the false grid and saw the field moving around the track, a mad scramble took place to catch up with them on their parade lap. Race Officials ordered the pace car to make a second formation lap and all settled down, albeit with five drivers sitting in the back of the pack further randomizing the inverted start plan. No problem – great racing took place all over the track. Jay Thier and Bob Romanansky, both in 1969 Macon's, and McKenna grouped together and the trio passed and repassed each other, as well as other cars, throughout the race. Noteworthy was James O'Connor's drive in his fourth ever race , pushing the well-prepared Winkelmann to a nice 6th place finish, and, John Kieley, in one of the very first Formula Fords, his Lotus 31, who knocked a full 4.5 seconds off his Saturday times . Very close but precise racing, especially in the middle section of the race, marked the group of Joe Mendel in his Macon, James Van Duerzen driving his pretty Merlyn Mk17, and Nick Kachur in the Merlyn Mk2A.

Oh ,yes, Meis, Kaulback, and Bruce went at it again at the front of the pack, with positions changing almost every lap, and Doug coming out on top with a well executed last lap pass (Bob Bruce was black flagged for entering the track against the race officials red light during the second pace lap, and had made a very good start to be close to the lead from last to first in one lap).

The weekend closed with the 18 Lap PVGP Crown Royal Feature Race which attracted 14 stalwart competitors still standing after all the action and heat of a full two days of racing. Bechtol again showed the way in his Super Vee, with the two Sports Racers of Grudovich and Southwood taking the other podium positions. Kaulback led the Fords home with Barnes motoring rapidly up through the field and the wily Romanansky coming home 2nd and 3rd respectively.

This concluded another fine race event at BeaveRun. As the afternoon cooled and the Sports racers and Formula cars were pushed carefully into their trailers, both satisfaction and anticipation filled the air: satisfaction with racing well and cleanly done at BeaveRun, and anticipation for the next meetings at Lime Rock and Lightening (NJMSP). For the first time in a few race meetings the Formula Fords were not the bad boys. Group 2 will see you there!

Larry McKenna

PVGP BeaveRun 2010

Photos by Ken Bock
BockImage Photography
412.600.1777

Bill Stoler

Photos

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Group 4

Perhaps somewhat egocentric in view, we who race our over and under 2.5 liter production based sedans, coupes and roadsters share the belief that these are the cars America recognizes and understands. For the most part those in the spectator crowd know something about these cars and maybe even owned a street version of one of them. (Note: The exception here might be that beautiful and very fast Aston Martin Nimrod GTP.) In particular, the Mustangs, Camaros and Corvettes have the interest of most of the crowd. Those with a more international perspective simply loved the Porsches, Alfas and BMW's.

All weekend long, the guys up front were a mixture of domestic and foreign origin. Don Jacobs had the fastest (and lightest) 914-6 seen in some time. He drove it superbly well, finishing near the front each session. On Sunday he put down a fastest lap of 1:02.247, and took the win in the feature race. Peter Maehling, fast all weekend, moved up a few positions in his 911-RSR to place second and the well driven and crowd-pleasing 69 Camaro of Sam Viviano took the final podium step. In the U2.5 part of the feature race, Scott Burkland, Bob Brady and Earl Roberts were the top finishers. Best of all, there were no consequential on the track incidents -- a good clean race by true gentlemen racers one and all!

One car of special interest, the 1970 T/A Boss 302 Mustang, turned in a crowd-pleasing performance all weekend. While not out for every race session, it participated in both days' charity ride around the circuit, and left many contributors to the Autism Society of Pittsburgh and Allegheny Valley School with huge smiles on their face. It was a pleasure.

Hal McCarty

Group 5

or

Red Flagged at Pit Out

PVGP JULY 17-18 at BeaveRun brought out a great diversified group of more than 22 cars in Group 5 LeMans and as usual the Vintage Racer Group ran the event wonderfully and on time. It is a great testimony to all the VRG volunteers to organize and manage these events so well - they always do great job and it is a pleasure to run with them. Our group, as all the other groups, had lots of track time and were classed relatively equal. The quickest cars in our group consisted of two Jenetta G4's, driven by Ralph Solomon and Hervy Perke, Paul Stinson's Super Seven, Michael Kaleel's '63 Lotus; and the Yenko Stinger Corvair driven by Logan Dernoshek whose father worked for Yenko "back in the day." These guys were driving pretty aggressively and had a few unnecessary incidents. My brothers certainly provided great racing for the spectators but appear to have lost the respect for one's fellow vintage racers, and for each other's cars. Hats off to VRG and it's volunteers for enforcing the rules to keep a VRG event a safe environment in which to race. The rest of the group was rounded out with the Volvo 122 Amazon, 914 and 356 Porsches, a Datsun Roadster, MGB's, a Jaguar, an Allard, a Turner, a Triumph, an Alfa and a Maserati . Interesting races were between the first four, and then a race between the #18 White Volvo 122 of Rich Kushner, the #18 Porsche 914/6 of Steve Limbert, (a little confusion for the grid marshals having two #18's) and the beautiful Maserati of Chuck Schwimmer – followed by great racing between all the other cars.

The Feature race on for Group 5 LeMans was on a very hot and humid Sunday afternoon as was each afternoon of the weekend - 90+ degrees. The pace car moved off the false grid only a few feet, only to be followed by our race group, only a few feet behind, and there we sat, red flagged, while the emergency crews were dispatched to turn 7 to assist a corner worker in distress. Because both ambulances were

PVGP 2010

Historic Races at BeaverRun

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PVGP BeaveRun, con't

no longer available for our race, we were stopped until the emergency crews became available. Fortunately, we were stopped on the pit out and not in the middle of the track somewhere. With track temperatures in the late afternoon at 94 degrees, in the blazing sun, the temperatures in the cockpit had to reach 105/110+. To the rescue, a dedicated fan with a cooler on wheels filled with chilled water dashed onto the pit road and provided us with some refreshing cool relief. When we finally got the green flag, the Lotus, the Yenko-Corvair, and the Ginetta battled it out for the entire race until the last lap when Michael Kaleel spun in his Lotus, pushing Rich Kushner into another podium finish in 3rd place.

A few cars were retired throughout the weekend, but for the most part we had a nice size field for the 1.5 mile BeaveRun Track the entire weekend.

Great job VRG.

Rich Kushner

Thank You BeaveRun Volunteers

Race Director: Jim Farrar

Event Chairpersons: Bill Haus & Chris Granche

Water, Ice and Supplies: John Kerr, Ed Zombek & Roger Friday

Registration: Donn McDonough, Kip Andreas, Debbie Gruss & Beth Anselm

Paddock: Bob Borgo, Ken Murin, Caitlin Murin, Stu Schure

Tech/Grid: Dave Badger

Stewards: Dean Croucher, Barry Kaplan, (both BMW Stewards) Dan Hodge, Mike Connolly

BMW Registrar, Tech & Timing & Scoring: Jeff Taylor, Clement Schmitt & Nancy Malone

Announcer: Ted Sohier

Timing & Scoring: Les Walter, Don Baker, Vicki Ropar, Claire & Wayne Kaufmann, Joe Berger, Gloria Williamson, Sheri & Tony Buzza, Richard Bennett

Grid: Stephen Struebing, Donald Johnson, Tait Hilbert, Stephen Mortimer, Paula Hawthorne, Sam LaManna, Carl Stenberg

Pit: Carey Lehew, Bill Stewart, Bill May

Start: Keith Manning, William "Tom" Lang, Cliff McCandless, Bridgett Connolly, Steve Mortimer

Flagging & Communications: Joe Ropar, Jason Kaplan, Dan McNally, Michael Hawthorne, Jeff Hulme, Taryn Hodge, Ray Hall, Nicol Covelli, Josh Piozzi, Ray & Kristine Dumbowski, Kathleen & Doug Smith, Stephanie Lukavich, Steven Hughes, Scott Robisnon, Acton Sanderson, Ron Ferrainolo, Christopher Morgano, James Ford, Chris Turkali

Course & Emergency Services: Walt Matenkosky, Larry Steckel, Ray Colbert, Jim Anselm, George & Susan Chabal

Nelson Fire & Rescue: Denny Freeman, Jim, Pracker, Peter Sedlak, Glen Gaither

Pace/Safety Cars: Mark Connolly, A.J. Anselm, Geoff Farrar, Dave Heinz

Merchandise Sales: Sue & Paul MacIntyre

Ticket Sales Front Gate & Audi Car Display 50/50 Raffle: Cathy Dernorsek, Bob Speer, Joy Balentine, Ed Kaczkowski, Jerry Longstreth, Sam LaManna

SteelCities Solo/Autocross: Kristie Reid, Gibby Bozkel, Chris Carlisle

Bill Stoler Photos

PASSING UNDER A YELLOW

(VRG Newsletter Readership: The following comes as the result of a lengthy discussion on the VRG Newsgroups about an incident in which there was a passing under a yellow flag. The following comments by Mark Palmer and Patti Eastman, in our opinion are an excellent summery of the online discussion. – Ed.)

All: Interesting discussion ... but I see that there are a few misunderstandings. Having organized a few events, and worked closely with flaggers and Race Control, I'd like to clarify a few things:

1) "Vigorously waving the yellow" is not a solution to the problem. A waved yellow flag has a different meaning than a standing yellow. You can't simply ask the flaggers to vigorously wave the yellow every time it is displayed. Drivers need to pay attention to flag stations and heed the standing yellow. That said, I will add that some inexperienced flaggers do not *hold* the standing yellow properly -- it takes two hands, one on the flag stick and the other holding the bottom corner of the flag, to make sure it is stretched vertically and not blowing in the wind. Experienced flaggers normally do this. There is no way to "vigorously wave" a standing yellow.

2) Ditto the surface condition flag (yellow with red stripes) -- it cannot be waved, there is no such thing as a waving surface flag. It is always held stationary. If the situation is extremely dangerous (i.e. the major oil spill that someone mentioned), the flag station has the option of displaying the surface flag AND simultaneously waving a yellow flag -- but this can only be done if there are at least three flaggers on the station, which is frequently not the case. With two flaggers (or even one!), the correct thing is to display the surface condition flag (unless there are cars spinning or stopped in the area controlled by the flag station).

3) Someone suggested that flaggers have very little control over their decisions to display a flag. *This is absolutely incorrect!* The flag station makes the decision to display the following flags: yellow (standing or waving), surface condition, blue, and -- in the case of the starter -- green. Race Control makes the decision on all other flags, e.g. red, white, black, meatball -- and instructs the relevant station(s). To be perfectly clear -- flag stations ***DO NOT*** wait for instructions from Race Control to display the yellow flag. When the flaggers observe a situation requiring the yellow, the flag station *immediately* displays the appropriate flag, and simultaneously radio's the information to Race Control. There are occasions when Race Control will instruct a station to display a yellow (e.g. full course yellow) but this is not the majority of the cases.

4) Sight lines (line of sight from driver to flag station) are a problem at many tracks. Worker safety is paramount. Flag stations cannot be located in probable high-speed impact areas. This rules out direct line of sight in many turns. ***It is the driver's responsibility*** **to identify the location of all flag stations**, and continually observe them. This is especially important when racing at a track for the first time. This should be one of your primary responsibilities ***during the pace lap of the first practice session.*** Many drivers think the purpose of the initial lap under full-course yellow, is "to warm up my car". That's one purpose - **but it will warm up just fine while you are noting the flag station locations.**

We all take lots of time studying track maps, talking about the racing line, watching in-car videos, etc, in an attempt to "learn the track" and go faster. It is MORE IMPORTANT to study the location of flag stations! Admittedly, many track maps don't show the flag locations. But every driver should take responsibility for figuring out the locations of all flag stations prior to their first session, or at the very minimum, during the pace lap of their first session on a new track. When was the last time you heard two drivers talking in the paddock about flag station location and comparing notes on that? We'll talk incessantly about brake points, the patch at the apex of Turn Six, or the bump in hairpin -- but never think to remind anyone of the need to crane your neck to see the flag at Turn Eleven.

5) Believe it or not, a hell of a lot of thought & planning goes into flagging for an event. But it isn't always perfect. It is getting harder and harder to get people to volunteer (job description: stand outside in all kinds of weather with no protection, 8 hours, few breaks, no nearby bathroom, to watch other people have fun driving cars ... pay: zero ... with occasional abuse by an ignorant driver). If you see a flag problem, politely and discreetly report

PASSING UNDER A YELLOW con't

it to a race official when you return to the paddock. Typically, Race Control and other experienced flaggers provide a lot of coaching and advice to newer flaggers throughout the weekend. The word will be passed on -- or you might learn that the problem is actually your misunderstanding of standard flagging procedure.

6) I think most organizations treat passing under the yellow as a serious offense. However, all drivers have to realize that the system isn't perfect. Think about it: a flag station staffed with two, or maybe even one, flagger -- sees a wreck happening. First job: whip out the yellow flag. Second job: radio Race Control. And now you expect them to see EVERY car that passed under yellow coming into the turn? And you expect them to mentally record the correct car number -- when the overtaking car may be partially hidden by the other car? It's a VERY busy 10 seconds for the flagger, and they may not see every pass or be able to make out every car number. So yes, unfortunately people "get away with it" sometimes. If you witness it, and notice that the offender wasn't black flagged, please report it after the session to a race official. Or better yet, go talk to the offending driver yourself.

7) In many clubs, the Drivers Committee is made up of other race entrants. It is typically a VERY busy job. I have personally given up some of my race sessions, due to Driver Committee business. Yes, if there is a serious problem absolutely report it. But use a little judgment and remember that the DC is probably already overburdened. If you witness a minor indiscretion, talk to the other driver yourself first. Often peer pressure is even more effective than a visit from a race official.

OK, enough rambling -- just thought I should share some insight from the other side of the fence, and clarify a couple things.

Mark Palmer

SCCA Flag Rules RULE at all sports car racing events. The only differences you will encounter are when you are racing in the FIA or on motorcycles.

In the situation described below: The flagger was wrong to display the passing flag under the full-course yellow. Lack of knowledge, inexperience, fatigue, "having a moment" ... *whatever* - everyone makes mistakes. Hopefully, no one is hurt; and, everyone learns something. The driver reacted inappropriately to the passing flag. Kudos to every driver who ignored that "bad" passing flag ... they knew that passing under ANY yellow is forbidden.

Drivers' response to a Red Flag is so easy. (Forget FIA & motorcycles) SCCA RULES: Red Flag is shown stationary. Upon seeing this, drivers must pull to the side of the track and stop. This should be done as quickly as safety permits. (If you see another driver continuing around the course under a Red Flag, do not follow ... that driver is wrong!) A corner worker will advise the drivers when it is safe to proceed ... usually by dropping the Red Flag and displaying the Black Flag. (Note: If whatever caused the Red Flag is going to take a long time to take care of the corner workers will draw a hand across their throats; thereby signaling the drivers to shut their engines down.)

Why would drivers see a Red Flag? Somewhere on the race course is an Emergency: a hard impact ... a flip ... a car on fire ... the race course is blocked ... a car has gone off-course and is not visible from the corner station. Somewhere on the race course is a driver (or drivers) who need immediate response from corner workers and emergency vehicles to tend to an injury and/or to prevent further injury. **That's why**!

Drivers' Meetings: Mark is soooooo right!!! ("Drivers' Meetings should last no longer than 15 minutes" – Mark Palmer)

Patti Eastmann
VRG Lifer
SCCA F & C

PRESIDENT'S MESSAGE

"The economy" is a funny thing. Universities teach it as a science, but from what I see, it's more of a social/psychological phenomenon. It's all about perception. In late 2008, many people perceived that the coming recession was "the BIG one" and cut way back on spending – even if their daily finances hadn't really changed much. In 2009, there was lingering malaise. Now that we're halfway through 2010, the economy hasn't actually improved very much (in terms of hard numbers), but people seem to be adjusting, mentally. I think most people have figured out by now that this wasn't The End of Life as We Know It. Consumer confidence isn't exactly high, but it's not as shaky as it was in 2008/2009. We're muddling through, and I think people are trying to enjoy themselves a little more, with a little less worry – it always takes a while.

Entry levels at VRG events thus far in 2010 have been stable – we really haven't seen any declines, even from the pre-recession levels in 2006 or 2007. But, we have two very important events coming up: the New Jersey Historics next month, followed by VRG at the Glen in October. Last year, the entry level at New Jersey was disappointing, and we didn't hit the break-even point. It's hard to figure out why, the track is nearly brand-new, it's centrally located, we're the only vintage club that runs on the Lightning Circuit, the entry fee is reasonable and track time is generous. We're really hoping for a stronger turn-out this year.

The Watkins Glen entry was strong last year, until the snow hit. I'm hoping that people understand that was an *extremely* rare weather event for that area in mid-October. If you enjoy the track, and the local ambiance of the Finger Lakes (it's normally beautiful that time of year, peak of the leaf season) then please shrug off last year's exceptional weather and plan to attend this year.

Your club has more on the line, financially, at these two events than virtually all the other events combined. I'm not trying to make anyone feel obligated, but if you're on the fence about entering either of these events (or both!), I really hope you'll decide to give it a try. I understand that entries are up – way up – for the Monterey Historics and the Lime Rock Festival (Labor Day), and that's encouraging news. But don't miss out on the unique attractions of the smaller events. The New Jersey Historics and VRG at the Glen offer lots of track time, lower costs, great racing and a terrific sense of camaraderie.

I hope to see you at one of our fall events!

Mark Palmer

NOTES FROM THE EDITOR

August, 2010 - the end of summer. I hate to see it go. For many of us it is the Vintage Fall Festival at Lime Rock Park (renamed the Lime Rock Historic Races) or the Zippo at Watkins Glen that allows us to look forward to the Fall.

This issue of the Newsletter covers Mosport and BeaveRun and welcomes the photographs of Bill Stoler and Ken Bock. We are very indebted to the photographer volunteers to help us produce these newsletters and Bill has stepped in when Walter and Lou Pietrowicz have other commitments. Our race correspondents comprise a more flexible group of volunteers; and when I asked for volunteers at the Drivers Meeting at BeaveRun - everyone took one step backward and these were left standing. Thank you, guys.

We encourage you to attend one or both of these two premier Vintage racing events...and then turn your attention to the remaining VRG events at New Jersey Motor Sports Park and Watkins Glen. **Lots of track time**.

VRG is in its 6th year and every year we experience the anxieties and benefits of being new organization. It works on all levels with an enthusiastic membership and the continued participation in the clubs organization as well as participating in its on track events. With elections coming of your Directors, some of whom will be leaving their positions on the Board, new directors will be elected. It is your club. This Board of Directors, many of whom are founders, are not the club, and are not planning on being directors beyond their specified terms. If VRG is to continue to expand, provide its membership with the safe and sane driving experience it envisioned, it needs you to step forward - not backward.

When we set the schedule for 2010 we worked very closely with the tracks and other race organizations to give you optimum dates. The turnout out at NJMSP in 2009 was disappointing. We recognized that we were torpedoed by the date sandwiched between the Zippo and SVRA's races on the Thunderbolt Circuit at NJMSP. We were able to move it when SVRA decided to abandon its Fall date. We hope that the new date works for you. We think that the Lightening Circuit is the more interesting of the two. It is seasoned with a grass covered infield, paved paddock, electricity, and nice areas for camping.

Watkins Glen needs no explanation. It never snows two years in a row!

Bill Hollingsworth

VINTAGE RACER GROUP

VRG

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

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VRG UPCOMING ELECTIONS

This fall the Nominating Committee will be giving your Board of Directors the names of candidates for Director's positions. Those names of the nominees will be posted on the VRG website. Elections, as last year, will be done by electronic ballot. If you do not have access to email you should call Ralph Steinberg, Secretary, at 610-459-2120 and leave a message that you would like to have a paper ballot mailed to you. If you know of someone who is a member but for whatever reason does not get email and failed to also contact Ralph Steinberg to receive his ballot in the mail, give them his telephone number. Prior to the ballots being emailed the membership will receive an email Update announcing the pending election ballot.