VINTAGE RACER GROUP
VRG
NOV. 2010 • VOL 7.5

Don't Forget Turkey Bowl
November 26 - 28, 2010
Also Winter Warm-Up GPNY
Saturday February 26, 2011

NEWSLETTER

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VRG RACE SCHEDULE 2011

FEBRUARY 26, 2011	WINTER WARM-UP - GRAND PRIX NEW YORK, MT. KISCO, NY Event Chairman: Darry Bova, Tel: 203-329-9710 Email: pbdb35@optonline.net
MARCH, 2011 (TBA)	PITTSBURGH AREA VINTAGE RACERS WINTER DINNER Event Chairman: Keith Lawrence, Tel: 412-995-7101 or Email: klawrence@edmc.edu
APRIL 8-10, 2011	VDCA WILD HARE RUN, VIRGINIA INTERNATIONAL RACEWAY, ALTON, VA Event Chairman: Mike Jackson, Tel: 561-622-7554 Email: vdca@vintagedrive.com
MAY 13-15, 2011	"JEFFERSON 500" AT SUMMIT POINT, WEST VIRGINIA Including FREE TEST DAY Event Chairman: Steve Limbert, Tel: 717-432-4116 Email: limbertsteve@cs.com
MAY 20-22, 2011	VINTAGE CELEBRATION - NEW HAMPSHIRE MOTOR SPEEDWAY Event Chairman: John Kieley, Tel: 603-878-1220 Email: john.kieley574@gmail.com
JUNE 17-19, 2011	VARAC MOSPORT VINTAGE FESTIVAL, BOWMANVILLE, ONTARIO Event Chairman: Peter Jackson, Tel: 705-325-8740 Email: ptrt@rogers.com
JULY 16-17, 2011	PVGP HISTORIC RACES, BEAVERUN, WAMPUM, PA Event Chairman: Keith Lawerence, Tel: 724-941-5330 Email: klawrence@EDMC.edu
SEPT. 2011	TBA
OCT. 14-16, 2011	VRG AT THE GLEN, WATKINS GLEN, NY Event Chairman: Bob Girvin, Tel: 508-429-2818 Email: rgirvin@.com
NOV. 25-27, 2011	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

NEW JERSEY MOTORSPORTS PARK
GROUP 1

It has been over one month since our last weekend at Lightening Raceway, We have been bounced from their schedule in 2011 by the return of SVRA to Thunderbolt Raceway, a week after we would have raced at Lightening. We had such a successful two-day race meet that it was suggested to Mark Palmer that we limit our entry to 150 cars next year. Track ownership wanted SVRA to return for a major vintage weekend, 4 days of racing, enduros, trophies, points, etc. Track ownership also wants a 90 period between vintage events. Those of us who participated in 2010 will miss it next year. I was one of the best – for all the right reasons.

We might wish to label this event as the FLYPAPER HISTORICS as it seemed as if the New Jersey fly population was saving our weekend to make it's final appearance in conjunction with the Air Show and VRG.

Group 1 had 22 entries. It was a mixture of S2000's (11), Formula Fords(7), and under 2 litre sports racers(4). We have a terrific group of guys who race the S2000's, a car to which VRG has not formerly accepted (while in fact, probably has). Each event chairman has the autonomy to accept which entries he chooses to fill out the field and 11 of them put on a fine race with the Formula Fords – a group very much in acceptance in VRG. Larry Rossi, who cooks pasta when he is not driving his Lola, was the class of the field all weekend. If Peter Krause had been there he would have made him sing for his supper (which in no way implies that Peter would have beaten him) Bob Lima (Brabham), Lee Chapman (Chevron), Matt Peckham (Tiga), Jim Lenahen (Swift), Nathan Scigliano (March), David Hughes (Tiga), Michael Crumay, who eats what Larry cooks (Swift), Bill Magness (Royale), and Jim Southwood (Lola) filled out the field. Of the Formula Fords, this weekend welcomed the return of Christian Morici in his Lotus 69 (Christian was engaged in a long distance relationship in Sweden, which kept him away, He now is engaged with a "stunner," made in the USA, which allows him to join us) He was the class of the field of the Formula Fords. Your editor is too old, too fat, too big, to keep up with him; and in the final race on Saturday when he thought he had a chance when we both got by Bill Magness in his S2000, Christian was able to pass Nate Scigliano, and Hollingsworth was not. Damon Kachur, in his dad's (Nick) Merlyn did a fine job of leading the rest of the field of Formula Fords – Bill Gadreau (Crossle), Frank del Vecchio (Van Dieman), Joe Robillard (Lotus), Bob Romanansky (Macon), and Steve Scullen (Crossle).

Who drove his ass off was Tom Grudovich in his Elva Mark 7S to finish ahead of all the S2000's excepts Larry Rossi – who was flyin.'

Bill Hollingsworth

374
Cobrasautomotive.com
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300
NEW JERSEY
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99
44
WWW.BILLSTOLERPHOTOGRAPHY.IFP3.COM

NEW JERSEY MOTORSPORTS PARK
GROUP 3

From the seat of an Austin Healey 100 at NJ Motorsports Park Lightning Circuit

A great event less than an hour from Philadelphia and a first ever pole position-what more could I ask for. There was plenty of track time with minimal waiting for the track to clear after each session. The only exception being Mike Steins's massive engine disintegration on the front straight. A broken crank sticking out of the side of the block allows a lot of oil to flow out rather quickly. Fortunately, Mike gathered everything in and got off the track safely.

In the Group Three races, I got up to speed quickly in the timed practice for my first ever pole. However in the Friday Race, Jim Freeman in the beautiful ex-works Aston Martin DB4GTand Andrew Stein in his Devin ASM blew right by me before the green flag was properly stowed – not that they jumped, it was just an incredible demonstration of acceleration. I held off Norman Berke in his Elva going into turn one and stayed in front of him the rest of the race. In Saturday's two races, I started in P3 or4 and could only watch those guys pull away. I could close under braking for the left hander after the bridge but that was the best I could do. It was never enough for a clean pass.

In the all Austin Healey race, there were only two 100's left so I didn't have too much competition other than a pesky red Sprite that for the first several laps kept trying to out brake me in every corner. I think it was Ray Stone although I didn't have a chance to talk with him after the race. As for the other 100's, Bob Mirabile had a rear seal go and Rich Maloumian Jr had an out of state commitment to watch turn left racing, claiming not to be able to get out of it. It is always fun to race or watch Junior, not only because he is a great driver but also because you know something exciting is going to happen. (Witness the Friday race where he truly went for the green when he saw green.) The other Austin Healey 100 was driven by Tim Earle substituting for Fred Fischer. Tim started sixth and around lap 8 or 9 he started to fill my mirrors. Rather than let the old man win, he kept pushing until he dropped a wheel going into turn 4 on the last lap and I when I saw the dust I knew that I could start looking for the checkered flag.

I like the two day Friday-Saturday format with three sessions each day. Rumor in the paddock is for the VRG and the VSCCA to share a spring date. I hope this will be an addition to the schedule and not a substitution. Overall it was a great weekend.

Bruce Earle

In the Group 3 feature Race Jim Freeman's Aston DB4GT passed Andy Stein's powerful pole-sitting Devin-ASM for the lead on lap 2. Stein got the lead once more on straightaway speed, but Freeman soon took control for good, insisting on leading Stein through traffic and pulling away in the closing laps to an easy win. Behind them, Norman Berke had a perfect start to put his Elva Courier in the lead over Bruce Earle's Austin Healey 100M, winner of the earlier all-Healey race. Although strong all weekend, Earle was unable to find a way past. *Scott Jansen's Triumph GT6, Ray Quaranto's Alfa Spider and John Faulkner's MGA clearly had a lot of fun, finishing as a tight group even after 15 long laps.*

Andy Stein

PHOTOS BY
Bill Stoler

Bill Stoler Photos

Group 5, VRG @ NJMS, a sketch of some laps to remember!

Our group..In the words of Aston Martin man, Group 3's aficionado of torque, Jim Freeman: BUZZ buzz buzz buzz… zoom!

Good racing while exhibiting great road manners and not an incident of consequence…what more could one ask of one's racemates? Vintage Racer Group managed the weather perfectly and doled we group 5 participants out two days of fun without compromise. Bullet points of the basics:

- NJMS Thunderbolt is a terrific track for smaller bore sports and open wheel machinery
- VRG group formations are intelligent (as are all we group 5 racers) creating good sport
- The schedule: 2 days with the track time of a 3 day weekend efficiently orchestrated…then Sunday to do what many a good gearhead most enjoys; get into the garage and tend to that fine machine…what could be better?
- An interesting and unique field of cars with small bore production, proper vintage sports racers and open wheel machinery all worked well together and offered a different on track menu.

VRG is fostering the spirit of Vintage Racing that led many of us to the vintage segment of on track activities years ago. We spent more time talking cars, helping others with small parts or tools or advice while enjoying that sense of community that has always been one of the highlights of vintage racing. Group 5 participants and I suspect all the others at this event are very much attune to this approach. Camaraderie, reverence for the machines, easy casual bureaucracy free fun, with road manners & safety the overriding principal were very much in force. VRG management deserves a pat on the back for creating this ambience. Wave off a start?...no…it simply deprives other racers of their laps. Black flag the offending party, sure, and the right party pays the price. Attend the evening meeting and you're free to skip the morning version. Keep the field's sensible, focus on fun not fanfare and we'll have memorable vintage race experiences.We certainly did in group 5. Thanks to all in our group and thanks to VRG… well done!

Kent , Brian, Larry & The Crew at Vintage Racing Services Inc.

VIEW FROM THE TOWER

From the crew that worked the NJMP Historic Thanks.

We had great weather; it did get a little hot, great racing, great cars, great drivers, and a great facility.

The only issue was the black flies.

Of course we were distracted a few times on Saturday by some great planes flying overhead.
Once again, the troops came out to support VRG. We had South Jersey and DC Region SCCA flaggers and Starters, EMRA flaggers, North Jersey SCCA grid workers, and timing from New Hampshire.
About 30 people, spent 2 days making the event run seamlessly, the fog put us behind on Friday, but Saturday; even with the oil clean up. We finished on time with only one session shortened. They sure make my job easy.

Thank you drivers for doing your part.

We look forward to seeing the crew and drivers at the Turkey bowl?

Steve and Tracy Hyatt

Look for more photos! www.billstolerphotography.ifp3.com

New Jersey Motorsports Park

September 24-25, 2010

VRG PHOTOS by Bill Stoler Photography

PRESIDENT'S MESSAGE

I've been honored to serve as your President for the past three years. My term comes to an end on December 31, so I thought it would be appropriate to reflect on the past few years, and share some thoughts on the direction of VRG over the next couple years.

The accomplishments of the past three years are not mine. We have developed a great team of volunteers, including the various Event Chairmen, the Chiefs of specialties like Tech, Flagging & Communication, and Driver Committee, and other key volunteers who handle things like regalia, advertising, press relations, membership records, and so on. I could list at least 20 names, in addition to our current Board members, who contribute significant efforts to keep the club running smoothly and successfully. I feel my only real achievement as VRG President, has been the recruitment of this excellent group of volunteers.

In the past three years, club membership has grown considerably. More importantly, I think we have managed to keep the same atmosphere among our members and our events. Meteoric growth can sometimes change the tone of an organization, but VRG has remained committed to our mission and principles. New members generally have a good understanding of the VRG mission before they join, and therefore they seem to fit right in.

We've had the good fortune to be able to add some important events in the past few years, notably the Jefferson 500 and the New Jersey Historic Races. The year before I became President, the club added our Watkins Glen race. Those three events really rounded out our calendar, giving members the opportunity to race from April to November, at a variety tracks throughout the Northeast and Mid-Atlantic. Very few vintage clubs in North America offer such a varied, complete schedule.

However, changes are happening in the vintage world. Some decisions are beyond our control, and will impact our calendar. We have lost the September event at NJMP for 2011, due to decisions by others. We were close to moving the New Hampshire Vintage Festival to August, until IndyCar signed a contract to race at that track – so our event there remains in May. Summit Point management felt a change was needed for the Jefferson 500, so we agreed to try a date that is 2 weeks later. The sum total of these changes is a crowded calendar in May, and a gap in August/September. The Board is working on this, but 2011 may be a year of transition.

SVRA has a new owner (Peter McLaughlin, who is also a VRG member) and Carl Jensen, their long-time Competition Director, has retired. They have added 2 new events for 2011, dropped one, and shifted some others. GMP (the "Bobby Rahal" organization) started up this year, and will continue to operate with 3 events in 2011 – and is looking to add a fourth. Now independent of SVRA, HSR is making some schedule changes. Track managers are under financial pressure, and are looking for new ways to attract more spectators (rallycross events, motorcycle races, etc.) The recent trend of "Drivers Clubs" continues, occupying more track dates at NJMP, Lime Rock, VIR and Monticello. All these things can affect VRG.

My crystal ball says there will be more changes coming, particularly in our region, in 2011 and 2012. Vintage racers generally don't like change, that's why we race old cars to begin with! Most of us tend to enter the same events every year. However, some of these perennial favorites may experience changes in the next couple years – date changes, or even discontinuation. We have to be prepared to adapt, perhaps more than we'd like to, and certainly more than we've had to in the past 4 or 5 years.

The VRG Board is constantly looking at potential opportunities, new tracks that are being built or proposed, and possibilities for new races. External forces may impact our plans, but I'm very confident that the club will continue to prosper under the direction of our next President, Officers, and Directors.

Lastly, I want to thank all of the VRG members for your support and participation during my tenure as President. You have made this an enjoyable and rewarding job for me. I look forward to serving the club in new ways for many more years.

Mark Palmer

WATCHKINS GLEN, 2010

Photo's by Nial McCabe
Spridget #909

WATKINS GLEN, 2010

Again I sit here in front of my keyboard wondering, How do I keep getting into these things? It seems like such a good idea to stick your hand up and say I'll do that and it makes Bob who has truly done so much for our little band of warriors that there is no way we will ever be able to thank him. Maybe Bob can smile and say to himself at least I don't have to do that to. I want to take the time to thank all the people who take time from their lives to put on all the VRG events, we don't will never know the time and all the details it takes to do this, and For Bob Grivin who seem to be all alone on this one THANK YOU BOB and all who do so much for us to be able to enjoy this sport Thank You!

The 2010 Watkins Glen event was a world away from one year ago. Gone was the snow and cold weather and the sun shone down on a great group of friends. I say friends because this event truly reminded me of some of the early events I attended when I first started vintage racing. I know Bob pleaded and begged for more entries to try to make this a profitable event for the VRG he was able to switch from a three day event to a two day to save money. Yet he was still able to provide more track time than most drivers or cars could handle.

When I first started attending vintage races in 1985 car counts of 50 to 70 cars were the norm and most races had to be held in conjunction with other groups or races. In 1984 the SVRA race at Watkins Glen was held as part of that years IMSA race. It hardly seems possible when you look at today's SVRA at the Glen with it's five or six hundred cars, but it was exactly this thing that kept me from going back. I had belonged to SVRA from 1986 till 2005 and had attend events all over the US and Canada. I've been to the SVRA at the Glen, been to the Fall Festival when Charlie was running it. In between when everyone was running it. This year when Murray was running it. Went to the Monterey Historic in 87, went to HSR Sebring in 93, went to SVRA at Road America also in 93. I went sometimes as a competitor sometimes as mechanic sometimes as a co-driver to a endro car sometimes just as a helper, truck driver, cook or bottle washer as long as I got to go. I had a wonderful time at these events as I do at all events. In 1993 I won the Bob Ferguson BIG FUN award at the Blue Gray challenge at Summit Point, I went just go and hang out but weaseled my way into a ride for the weekend in George Vongal's 1989 Olds Winston Cup Car.

When I first heard of VRG they were truly a fledgling group and I supported them even though I belonged to a couple other race groups, I didn't attend a VRG event for sometime. When I finally attended my first event I found one of the things I didn't even know I had lost. What I found to my delight was a small group of friends (who happen to be racers of vintage cars) enjoying their weekends together hanging out, working on one and others cars, sharing food and stories (mostly lies) and truly living the vintage spirit. Here was group of friends who didn't worry about posting results or giving out trophies didn't worry that their car counts weren't records at every event. What they did do so well then and today is make every last person who comes if they drive a rocket Corvette, Shelby Mustang or Cobra a Corvair powered Devin, MG, Alfa or even a lowly Pinto that they are truly welcome and they are just glad you came. well I've again babbled on so I guess I should get back to event.

I am truly sorry not to have names of every person who attended because this is really a group of supporters of VRG and also good friends and competitors who were rewarded with a great weekend of racing. Friday night was cold windy and raining but getting into the track unloading, registration and tech went very smoothly. Thanks Bob Grivin, Tivy and Steve Limbert and just so the rest of you know all these people drove all the way there to work and never raced there cars that weekend. Saturday was a little cloudy but by 9:00 the sun had broken thru and the racing was on. The last time I had spoken with Bob he said the final car count was 57. which broken down into 4 groups makes for small groups. the weather continued to improve all weekend with temps in the sixties again what a difference a year makes.

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WATKINS GLEN, 2010, con't

Being a competitor at event makes it hard to report on all the groups because as you know there is very little time between sessions with car prep and fueling, tires and all the rest. That is if you are not Chris Homer I swear this guy has elves working on his car, come to think of it when he's in the the car do we truly know it's him or does he just pop out of that awesome looking trailer with his really cool drivers suit after the other guy parks the car. Then walking around visiting with us all make you think doesn't it! You think he fast on the track, try being out there with those guys when you're in a Pinto. That's right where yours truly was stuck between a Shelby Mustang and a 911 Porsche. I think somewhere along the way I must have really pissed off the racing Gods because when I looked down one group I saw all the usual suspects that I usually run with. Rich Kushner in his Amazon Volvo, Bob Tkacik in his great looking Triumph TR-6.

Group one contained a great group of small bores the mix contained Elva's from 2oo FJ to Mk IV's to Couriers, MG'S A's thru Midgets and MGB's Sprites and Alfa's rounded out the group with a truly outstanding looking Daimler SP250 belonging to Joe Dockman just can't miss the sound of that little hemi V8 in that group. Yea it's got a Hemi.

Group 2 my usual group was well represented and the on track was fast and fun. This group consisted of 911 Porsche's, Volvo's, Alfa's, Triumph's, Datsun's a Mini Cooper even a Lola Mk1 brought by Dennis D'angelo. I got to watch a little of this group when I was sitting on the false grid waiting to go out. One thing about this group is you normally find someone to race with for the entire session.

Group 3 Was a blast with Jim Glass and Chris Homer (yea i guess it was really him) making a sandwich of Dennis D'anglo's 911 3 liter Porsche with all swapping for the lead at one time or another. Bob Black in his great looking 350h Shelby took up the 4th spot with me in my Pinto yes i said Pinto sitting in the 5th spot Rich Naze in his 911 traded spots back and forth with Dave West in his 914 Porsche, Doug Hatch had a great run with the 240Z of Jake Clapp.

Group 4 Was made up Lola's T598s and Super Vee, Swift DB-2, Ginetta G-4, Zink Z-11FSV, Malcom FF and a couple of Mallock MK XIB brought by Neil Hamilton and Marc Evans who seem to be fighting gremlins all weekend as they tried to get these cars out on the track.

Can't wait for next year see you all there Steve Moulton VRG #298

WATKINS GLEN, 2010

Photo's by Nial McCabe
Spridget #909

More Watkins Glen Photos at -
http://vintageracer.tripod.com/wg-2010.html

Photo's by Nial McCabe
Spridget #909

Winter Warm-Up
Saturday, February 26, 2011
Mt Kisco, New York

Join your VRG friends for some winter fun

GRAND PRIX NEW YORK

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

Event Details

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

Name: _____

Address: _____

City, ST, Zip: _____

Phone: _____

e-Mail: _____

Driving & Lunch: _____ # @ $120 per person

Lunch Only: _____ # @ $35 per person

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

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

VINTAGE RACER GROUP

VRG

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

WWW.VRGONLINE.ORG

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

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RESULTS OF 2010 ELECTIONS

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