VINTAGE RACER GROUP
VRG
Lime Rock Park HISTORIC FESTIVAL No 28 Special Edition
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

LIME ROCK HISTORIC FESTIVAL 28

Tuesday, August 31, 2010. Lime Rock Registration is three days away. The test day is tomorrow. This is the second year of the Murray Smith Era, which follows 6 years of the Steve Earle Era, VSCCA, SVRA, HSR, and the Charlie Gibson VSCCA Era, which ended in 1999. Some of you have been to them all – probably Joel Finn, Dave Handy, Bob Girvin (Jim Bok for sure because he tells me so), and dozens of others. I remember Charlie telling me one year near the end (the rain killed the gate on some of those 1990's weekends) he had 318 entries. Murray Smith assures me that Charlie never had more than 320 – this year's entry. It is a full entry this year. There are guys who attempted to enter too late and are home lighting their barbeque and carrying out the trash while we are attending Skip Barber's and Murray Smith's Party.

How many of you remember the late Monday afternoon race between Peter Lavanos and Murray Smith in their Aston Martin GT's? They were off the course attempting to pass one another on the grass. Remarkable racing! Remember the field of F5000 cars, with Ted Wenz and Brian Redman and Ray Boissoneau, of Tivvy Shenton (XK140 Coupe) and Bob Girvin (Allard GT), of Jim Freeman (DB4GT and Sandy McNeil (250GTO)? Were those the days?

I think that these are the days, and they begin in three.

Friday, September 3, 2010. Drivers Meeting. In the covered area on pit lane under the Sam Posey designed Timing and Scoring Tower at Start/Finish, Murray Smith welcomed the drivers. It was a short, brief talk to adults who knew where they were and why they were there. He reminded us not to forget this once we were on the track. It was not as forceful a talk as Steve Earle's, "you are adults, behave like one." He made his point and I mention this because it was surprising at the stupidity of some on the track throughout the weekend.

There were ten race groups; each had two sessions, with qualifying being the second. The weather was great and the very tight schedule worked like Swiss watch (Rolex was a sponsor).

The evening cruising for finger food and drink was held at the new buildings overlooking the track, where, in the past, we have had a tent and a catered, sit down dinner. Following the cruise we took seats inside to view slides and listen to Skip Barber give us a welcome and thank you, and Honored Guest, John Lamm, *Road and Track* photographer, who covered for the magazine when it was the bible, and was here to introduce us to his newest book, *Phil Hill – A Driving Life*. Murray and he had a conversation after, a "remember when?" Typical Murray Smith evening, one that he began when Earle hosted the event, and they have all been memorable (In the Charlie Gibson era the dinner, and after dinner talk, was on Saturday. Those of us who live in the Northeast would go home Saturday afternoon and return Monday morning. The change of the dinner to Friday from Saturday works.)

Saturday, September 4, 2010. Racing (coverage is provided by our correspondents)

Sunday, September 5, 2010. Sunday in the Park 400 – 500 beautiful cars on display, a car show, the Shelby American Club Meeting, a concours, and 25,000 (felt like) spectators, many of them your friends who you have not seen since last year.

Monday, September 6, 2010. Laura Freeman's birthday… and a full day of racing. If the first two days worked like a Swiss watch, or ran like a German train, on Monday the watch started to loose time and the conductors were hung-over. The track did its part to make everything work, the driver's, as happens in racing, did not perform as if they were trained dogs. A problem – all things considered, probably not, although when leaving, trailer in tow and stopping to say goodbye and thank you to our host, his ebullient smile had turned to a frown, which may have been reserved for the Formula Fords, and me.

Labor Day at Lime Rock Park is the great vintage car weekend in the Northeast. As we are grouped closely together in the paddock, and the spectators have access, it is a party, with many of your best friends, for the end of summer weekend. No longer the Fall Vintage Festival, renamed the Lime Rock Park Historic Festival – it is very nice to be among one's friends!

Bill Hollingsworth

Very special thanks to my race correspondents – those who stood their ground when, in asking for volunteers, all took a step back: Peter Ross, Larry McKenna, Peter Brittingham, Frank Filangeri, David Fenton, Bob Girvin, Suzy Frazer, Peter Krause, Richard Kresch, and Greg Lane. To Walter and Louiseann Pietrowicz, Darry Bova and I will be indebted for ever, as are you our readers, for their photographs and their talent.

Historic Festival No.28

LIME ROCK PARK • SEPTEMBER 3-6, 2010

Group 1
Pre-war Sports and Racing Cars
Motorsport Magazine Trophy

What a delectable and eclectic group! The program listed 33 entrants split fairly evenly between 19 racing cars and 14 sports cars which was a very good showing of wonderful machinery. The 19 racing cars were further split between 12 European and 7 American.

Two of the American racing cars were those which raced in the pre-war ARCA road racing series, namely Ben Bragg's 1934 custom built Rueter Special – the Old Grey Mare - and the other being the Amilcar-Ford of Tom Ellsworth. Maybe Tom's Amilcar should be classified as French but it had its racing career here in America. The other 5 American racing cars were a good showing of oval track or sprint racers driven by George Holman, Dick Waite, Don Miller, Bob Reid and Jon Lee. We were joined in the second and third race by Joe Freeman, the featured collector of the weekend, who was driving one of his Indy Cars namely the 1938 "Sparks Thorne Engineering Special" which was second at the 1939 Indy 500. While the American racers were from the 1930's, many of the Europeans dated back into the 1920's. Of most worthy mention were the Bugatti visitors from England (Charles Dean's 1932 Type 51, Ivan Dutton's 1928 Type 44, David Hands's 1925 Type 39 and Geoff Dorey's 1928 Type 44) and from Australia Richard Longes's 1927 Type 35B. They had been out to Monterrey three weeks previously where Charles had won the Bugatti Grand Prix, and were off to Watkins Glen the following weekend so it is a great credit that they can still keep up the pace when the cars are over 80 years old. And they don't hang about either for, as we shall see later, they finished well in the races. More local Bugattis were the 1927 Type 35C of Don Koleman and the 1924 Type 30 of Peter Charlap. Maybe we shouldn't call the Type 44 and Type 30 racing cars but they have great heritage.

Challenging the Bugattis for desirability and for speed on the track were three Alfa Romeos – the 1931 Tipo B of Peter Giddings, the 1933 Monza of Peter Greenfield and the 1938 Volpi Special of David George.

Moving on to the sports cars, only one was US made – the very well turned out Stutz driven by Bill Holman. Of the remaining 13 European sports cars, the MGs were the most populous marque and if the Bugatti models are numerical soup, the MGs are alphabet soup with little rational relationship in the model nomenclature. Between 1929 and 1936 the MG models are classed as the Triple M range all sharing a similar relatively small capacity overhead camshaft engine. The 4 cylinder Midgets were represented by an 847cc supercharged PA special on its maiden voyage driven by its creator Lee Duran. While it started out in life as an MG sports car, it really looked like an American midget racer and the craftsmanship was very impressive. The Magna models used a Midget scale chassis but stretched a little to accommodate two extra cylinders and this was represented by Chris Nowlan's very pretty supercharged L2 while and Hank Giffin's supercharged NA Magnette used a much beefier chassis to also accommodate a six. After 1936 MG had to build cars using much less sophisticated engines in order to make a profit and the T-series were born which would last right through to 1955. Two 1939 TBs were racing – John Schieffelin's looking like it just left the factory and the supercharged version of Frank Mount which sports an attractive body in the style of the Q-type racing MG. Interlopers into the ranks of the pre-war cars were three TC's which, after all, are pre-war technology cranked into production post war to bolster exports and start the American love of small sports cars. Along with those of Peter Ross, your scribe, and George Smith was the Lester special of Doug Schirripa. The more modern TDs were racing in Group 4.
Two three wheeled Morgans were racing. The ridiculously fast and consistently crowd pleasing 1931 Super Aero of Jeff Jacobson with its up front JAP V-twin engine and the 1938 flat head Ford engined version of Chris Towner.

The remaining three sports cars were the thoroughbreds of Nils Westberg's 1935 3.5 litre Bentley, the ex Ed Sutherland car, the 1936 LeMans winning Lagonda of Dan Ghose and the very good looking 2 litre Aston Martin of Rob Burt.
So, as we say in vintage racing, the cars are the stars but how did they do in the racing?

The first two sessions, practice and qualifying, were first come random grids so it resulted in a mix of car capabilities and an opportunity to do some passing or looking in the mirror. Race 1 was gridded on qualifying times then races 2 and 3 were gridded based on finishing position in the previous race so a fast car which didn't finish got to the rear of the grid in the next race.

It's difficult to report on all the individual races within a race when one is a participant. We could analyze the lap charts on "Mylaps.com" and recreate some stories but a few anecdotes may suffice.

One of the most exciting aspects of driving a slower car in a pre-war race is that sooner or later, maybe more than once, you are going to get lapped by the leading cars and what can be more rewarding than to be passed by a trio consisting of Grand Prix Alfas and/or Bugattis and then have a grand

Group 1, con't
Pre-war Sports and Racing Cars
Motorsport Magazine Trophy

stand seat as you follow them through the next corner. A real privilege! During one of the practice sessions Jeff Jacobson in the Morgan Aero passed me in close company with a Bugatti and it's always fun to watch pilot Jeff in action.
To the left of me on the grid for the qualifying session grid was Charles Dean with the Type 51. I was wondering why he was standing nonchalantly in front of his car with about 1 minute to go – then with a flick of the wrist on the starting handle the eight cylinder supercharged engine burst into clockwork like life, he jumped in, buckled up and was off to make third fastest qualifying time for his first time on track. After one race my wife Rachel watched him return to the paddock and she said he was wearing a grin from ear to ear.
Gridded to my right for the last race was Joe Freeman in his Indy car which, by contrast, was started by his crew using a hand held starter motor inserted where the starting handle might have been. Other starting anecdotes included Jeff Jacobson who uses an ingenious battery operated roller under the rear wheel then drives off hoping it will keep going until the start of the race and a sprint car who still uses the characteristic push start but nowadays with an ATV for motive power.

The two Alfas of Peter Giddings and Peter Greenfield set the pace in practice and qualifying with times under 1'10" which is not hanging about for cars nearly 80 years old, but by the first race on Saturday, Charles Dean had inserted himself between the Peters in the finishing order. Ever improving, Charles went on to win the two races on Monday which earned him the Motorsport Magazine Trophy. It was a close contest with Peter Giddings in the last race for the margin was about a quarter second and Charles's fastest lap was 1'07.8" or 80.14 mph.

Unfortunately Ben Bragg with the Old Grey Mare had cylinder head gasket and cooling problems all weekend so, despite heroic efforts to fix them, we didn't get to see him ahead of us.

Your scribe had good races with Bob Reed in the fastest of the Sprint cars on Friday and Saturday and I managed to finish ahead each time. It was fun to follow him to observe the different driving style including reaching for the external hand brake as we approached Big Bend at close to 100mph. I'd rather have two hands on the wheel at that point in time! Also racing with us was Frank Mount in his MG TB special but for some reason he was troubled all weekend by performance dropping off at about mid distance.

Other interesting cars to see in action up close were the big sports cars. Dan Ghose's LeMans winning Lagonda and Bill Holman's Stutz were going very well and Nils Westberg's Bentley was very smooth.

Looking at the results of the final race shows that less than 2 seconds separate Jeff Jacobson, Doug Schirripa in the Lester MG and Australian Richard Longines in the Type 35B for 4rd, 5th and 6th while a bit further down the order less than one second separated David Hands, Type39; Ivan Dutton, Type 44; and the Amilcar of Tom Ellsworth all putting in times of around 1'18" which is very creditable indeed.

For the only similarity with today's Formula 1 where the top ten are "in the points", here are the top ten results for Group 1:

1. Charles Dean – Bugatti Type 51
2. Peter Giddings – Alfa Romeo Tipo B
3. Peter Greenfield – Alfa Romeo Monza
4. Jeff Jacobson – Morgan Super Aero
5. Doug Schirripa – Lester MG
6. Richard Longes – Bugatti Type 35B
7. Joe Freeman – Sparks Thorne Engineering Special
8. Peter Ross – MG TC
9. Jon Lee – Lloyd Rockey Special Sprinter
10. Frank Mount – MG TB Special

In case you thought all we did was fix the cars and race them we also have a social scene. We try to park together in the paddock with most of us camping, but this year Benn and Carol Bragg rolled in with a gas grill strapped to the trailer to continue a tradition started by Kim and Patti Eastman who were not here this year. They did proud, for an excellent pot luck barbecue , with special mention of Chris Towner's delicious quahog chowder, was served Saturday and Sunday evenings for anyone who stopped by. And we had Blue Grass entertainment provided by fellow competitors from more modern groups thanks to Phil Roettjer (Banjo and Lotus 6), Rocco Lojac (Bass and Sunbeam Alpine) and Dan Gardner (Guitar and Sunbeam Alpine).

So, another very successful Historic Festival drew to a close having enjoyed great weather and thanks are due to Murray Smith for attracting such an interesting group of pre-war cars and for including the MG TCs amongst them.

Peter Ross

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BP RACING
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DSR
SCCA

Group 2
50's Competition Cars
Lime Rock Challenge

Many of us think of the 50's as the Golden Age of Motor Racing. Starting with the first F1 race of the post-war era and ending with the technical revolution moving engines of race cars from the front to the rear; the decade burst with beautiful cars wrapped in streamlined bodies, exciting drivers whose flailing arms could actually be seen close up, and innovation that would set the inspiration for all that followed . Murray Smith assembled a wonderful selection of 35 race cars representing this period in Group 2 , " 50's Competition Cars – The Lime Rock Challenge ".

The cars were cool and the competition hot as entrants from 13 states and Canada competed in purpose-built race cars ranging from Ben Sinnott's nimble 900cc Beach Fiat to Mitch Eitel's beautiful 339 cu in Devin SS . In between were such icons as the 1954 F1 Maserati 250F of Peter Giddings, (has there ever been a more gorgeous example of the art?), the 1958 Cooper Monaco T-49 Prototype of Jim and Sandra McNeil, (note well, boys: it's driven, and very quickly, by Sandra !), a gaggle of 5 Stanguellini Formula Juniors, (not so "junior" it turns out, as we shall see later on), a passel of (very!) quick Lotuses, a collection of Specials, including Skip Day's 1952 Devin MG TD, Robert Stadel's 1957 Ambro Triumph Special and Charles Bordin's 1959 PhilsonFalcon, and, (get this, sports car fans….) two growling, methanol-burning, Offy-powered AJ Watson Indy Roadsters : Joe Freeman's "Joe Hunt Magneto Special", and Lou Timolat's similar 1959 Indy car. All these, and more, created a series of three exciting races through the weekend that were evocative of the famous Formula Libre race held in 1959 at this very track; and with results that were equally intriguing.

That intrigue became palpable when Group 2 took to the track late Friday afternoon for their Qualifying race . To the delighted surprise of the spectators gathered on the hill overlooking the esses, the front row for Saturday's first race was taken by two of the smallest displacement cars in the group: Joe Colasacco's Stanguellini FJr, and, Ben Sinnott's Beach Fiat ! But right behind in 3rd place lurked Jack Boxstrom's menacing Chapparal Mk 1, followed by Vince Irwin's Lotus 11, and, with less than 0.2 seconds separating their best lap times, perennial competitors Tom Grudovich in his Lola Mk 1 sports racer and Dick Fryberger in the old warhorse Lotus 11. A Paddock abuzz could not wait for Race 1 on Saturday!

And a doozy it was. At the start, the wily Boxstrom jumped ahead from the second row, followed by Irwin, with Colasacco in 3rd as these three powered in tight formation up the No Name Straight. In the second lap, Colasacco repassed Irwin and set after Boxstrom, keeping the pressure on and turning the fastest lap of the weekend for Group 2 with an astounding 1:00.7 in lap 7. Roaring down the hill on the next lap, with the Stanguellini attempting to set him up for a pass, Boxstrom reached the limits of the Chapparral's adhesion, Colasacco slipped by and the race was over. Irwin took a well-earned 2nd, Fryberger 3rd , and Lou Timolat came 4th to the delight of the crowd. Later on Saturday, the race committee and organizers voted to reward Colasacco with the annual Rolex Award for the Outstanding Drive of the Weekend - of all the Groups. . Never has a front-engined Formula Junior been quicker at Lime Rock, and with Colasacco in the seat it is probably the fastest one in the world. The Rolex Award was well deserved in recognition of what can be achieved by the combination of unremitting attention to detail, excellence in car preparation and superb driver skill. Well Done !

The first of two races on Monday saw the same faces at the front with Colasacco, Irwin, Timolat, Fryberger and Grudovich finishing in that order. Jack Boxstrom, forced to start 22nd because of Saturday's result, put in a valiant effort to finish 6th, just behind Grudovich, passing cars on almost every lap. Unfortunately for him, this was a 10 lap Sprint race and the Chapparral just ran out of time. But, there would be a second and final race Monday afternoon…..

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Group 2 con't
50's Competition Cars
Lime Rock Challenge

Again, Colasacco moved out quickly followed by Irwin, Fryberger, and Grudovich, with Boxstrom storming through into 3rd place by the end of the 1st lap. But, hardly noticed by most, Ben Sinnott was skillfully maneuvering the little Beach Fiat through the field to move into 4th place by lap 4. A real battle developed in the front running group by mid-race with Boxstrom finally securing the lead in lap 10 to win the race followed by Irwin in 2nd, Sinnott a well-deserved 3rd, Grudovich mixing it up as always with a 4th and the well driven (and gorgeous!) Ferrari SWB of Robert Bodine 5th (Colasacco retired early).

Skip Barber, race organizer Murray Smith, and the VSCCA sanctioning group represented capably by Bill Gelles have created a wonderful event with continued promise for the future. An informal poll confirms that every competitor in Group 2, no matter their finishing position, is looking forward to the 29th version next September. Look for the next results to be at least as surprising and enjoyable as these were!

Larry McKenna

Group 3
Porsche 911 & 914
Klub Sport Kup

It was a great wrap up of our summer fun with the Historic Festival at Limerock Park. I raced in two classes with the help of my pit man Jeremy Lombard and my family- Erika, and my kids, Robin, Amelia and Nick. Group 3 was an all Porsche race with horsepower from 200 to 400 horsepower. I was hoping to dominate the two liter class. Steve Limbert came with a beautiful green 914-6 that ran well and the 901 Shop from Stewart, Florida came with five or six cars. There were a lot of cars from the CVR, Connecticut Valley Region Porsche Club led by Jim Newton of Auto Associates of Canton, Connecticut and his customers. Stephen Barr from New Hampshire came with a 1974 911 RSR with 400 horsepower and dominated the pack. Chris Durr and Jim Stein of VRG fame did a fine job with their 356 Porsches keeping up with the big power. Unfortunately, Jim Stein had a mechanical problem that kept him from racing on Monday. I think Murray Smith did another fine job with VSCCA support. I am hoping to steal some money to join the VRG at Watkins Glen in October. It would be great to have a big Porsche turnout at the Glen. All the best.

Peter Brittingham

VRG
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Group 4
The Best of British Production Sports
Chairman's Chalice

The 2010 Fall Festival turned out to be a smashing success. The racing was fantastic and the Sunday car show incredible, filling almost the entire track. Murray Smith and whom ever was in charge of the weather are to be congratulated on what has become the premier, East Coast vintage race/concours event.

Group 4, 1950's production sports cars, was one of the larger race groups with MG, Jaguar, Morgan, Austin Healey, Aston Martin and Sunbeam well represented with the odd Triumph, Fiat, Osca, Turner, Elva, Saab and Lotus mixed in, just for fun. A total of 43 cars in the group, 40 of which amazingly survived Fridays practice sessions and made the grid for Saturday's race. This race was won by Keith Harmer in a 1956 MGA. Second was Shaun Henderson in a 1958 Morgan +4. First MG TD was Paul Fitzgerald in a very respectable 4th place. I was happy to finish in 10th in my 1953 MG TD with what may have been my best time yet at this track, having had some great dicing with a couple of XK 120's, and a MG Midget. Mechanical gremlins claimed five of the group.

Thirty five cars showed up to the grid for Monday's first Group 4 race. This turned out to be a somewhat wild race when a fellow MG TD driver's engine blew up on the first lap and oiled the track through Big Bend and beyond the left hander on to the No Name Straight. I have some very exciting in car video of cars twirling around after the left hander and proof positive that an MG TD can operate quite nicely when set in agricultural mode: I left the track to avoid collision and "mowed the grass" for a bit; and re-entered the track after the right hander, losing about 5 places in the process. Battling with those pesky 120's once again, I was able to regain all the places I had lost, finishing 10th once again, exactly where I had started! Not the slowest and not the quickest…but consistent. Paul would have been first MG TD again but broke a rocker late in the race, so the "TD" honors go to Skip Day in his Devin bodied TD finishing 7th. The race was won by Dave Spiwak in the odd 1957 TR-3 with Shaun in the Morgan in second place again. I can say "odd" as my first sports car was a 1959 TR-3 which I loved dearly.

The close and hard racing must have taken its toll as only 28 cars showed up for the last race on Monday. The race was won by Rich Maloumian Jr. in a 1956 Austin Healey 100-4 with Norman Berke second in a 1959 Elva Courier. Skip Day finished a very respectable 5th in the Devin MG TD, upholding the honor of the TDs being the first MG of any kind to finish and finishing ahead of ALL those pesky 120's that plagued me! I was running around 8th with me and Skip dicing with the XK 120's. Skip had just managed to get by two of them with me right on their tails when the gremlins finally caught up to me on the next to last lap when the TD lost its oil pressure due to a failure in the oil pump. Despite that, my best time ever at Lime Rock was recorded at 1:13:1, finishing in 19th place. Can 1:12 be far behind?

All in all, a fabulous, fun event and one not to be missed next year.

Frank Filangeri

Group 5
Formula Ford and Formula Jr. Starter's Delight
Formula Ford the Stimola Memorial

Lime Rock was a real hoot! Nearly 350 cars, 28 of which were Formula Fords in Race Group 5. It must have been the biggest vintage Formula Ford field ever in the Northeast. Although much of the credit for the turnout belongs to Bill Holingsworth who badgered and sweet talked most of us to the start line, in reality though, Lime Rock is Skip Barber. Skip won both the first and second FF National Championships and we were simply driving through the annals of history to pay homage.

With the looming threat of a major hurricane reaching us sometime Friday or Saturday, everyone was frantically practicing and prepping for the qualifying session, hopefully not in a monsoon. Since the field consisted largely of VRG drivers, most of us had a pretty good idea who would be our closest competitors. The field, however, also included entries from as far a-field as California and Canada as well as a number of drivers, who turned out to be perennial SCCA winners and they were in a class all by themselves. Bob Bruce usually the quickest of our group, was at first barely able to keep the newcomers in sight, as Glen Taylor, Sam Gilliland, and David Porter, all from CT, and Dan Cowdrey from Cal blasted ahead to an impressive three seconds per lap faster pace than even the quickest of us.

Fortunately, the hurricane blew itself out and Saturday arrived hot and humid. In the first race, Dan Cowdrey in his Titan immediately grabbed the lead followed by Sandy Gilliland also in a Titan. Meanwhile Bob Bruce found some fodder for his Crossle and moved into contention with much faster times than he had achieved in practice. However, deftly maneuvering up from his last place starting position was Glen Taylor in his PRS who moved quickly into the number one spot, followed home by Bob then Sandy and the Californian. While the above was transpiring, battles ensued all over the place with Hollingsworth, Fromer and Dick Barnes and Larry McKenna jousting back and forth, all giving a good account of their skills.

Saturday›s second race was much the same except this time Glen started from pole and tore away to a lead he held the entire race. A bit further back, Bruce, Gilliland ,and Cowdrey battled it out for second, with Bruce finally obtaining a firm hold on that spot. The track, with each consecutive lap was getting increasingly greasy, and for a while it seemed there were more cars sliding off Big Bend then making it through. Never the less, Mike Tarradash, in a Crossle, Jeff Horne in a Lola and Mark Weatherup also in a Crossle continued to tussle with each other for 4th which Tarradash finally secured. Just a short ways back, Larry McKenna in his Techno was driving a particularly smooth race to finish just behind Dick Barnes in his Gemini who was not far behind Dave Fromer and Hollingsworth, both in Crossles. It appeared that the top three would have taken the checkered flag in that order, except on the next to last lap, Bruce, while lapping a slower car was hit in the rear and was forced to retire, relinquishing second place to Gilliland, followed by Cowdrey.

Sunday was a day of rest and for walking the track to view the gala concourse of vintage cars. Come Monday though all were at it again. The weather was perfect and once again the Fjrs joined our group for the first of our final day's races. Once again, Taylor moved to the front leaving the rest of us in his wake. Likewise, it was again Gilliland and Crowdrey battling for second which Sandy finally was to own. What with two days of seat time, the whole pack was turning quicker time than in the previous sessions. In particular, McKenna, Barnes and Rick Little were running a full second quicker per lap, and amongst this close knit threesome, one never knew what their position might be from one lap to another. Still further back, David Stearns in his Merlyn and John Kieley, Claude Gagne and Dick Leehr all in Lotus were showing stellar performances while duking it out.

The final race was for the Stimola Cup and for FFs only. Once again it was a wire to wire 1st place finish for Glen Taylor. This time though, he was chased all the way to the checkered flag by Cowdrey who actually set the fastest time of day with a 58:13. Gilliland wasn›t far behind either with Jeff Mome in his Lola and Mark Wetherup in a Crossle just a short distance back. Glen Taylor was awarded the richly deserved Stimola Cup having won all four races.

And, so ended our group›s 28th Vintage Car race weekend. But, beneath the veneer of the excitement and magic of the enormous numbers of spectators and incredible driver turnout was a rather erratic overall display of driver performance. Who or what was to blame? I guess it's like the Pogo cartoon caption: "We have met the enemy

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BOSCH
Castrol
Wachtler
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Group 5, con't

and they were us," all of us. I realize no one wants to listen to lectures, but in review of numbers of off course excursions and mangled cars, some things just have to be said, So let me repeat some of the more often mentioned comments made to me. "It was as if half the drivers had no mirrors and the other half didn't want to use them,"said numerous drivers. "Hardly anyone made the slightest effort to get out of the way of the faster cars," exclaimed several others and still another exclaimed, "I didn't get a single point-by and I passed a lot of cars." Conversely, other drivers were quite critical of the faster drivers; for instance one exclaimed, "They have no respect for anyone, dive bombing in on you, taking away your line, leaving you hanging out there." Another, charging,"Constantly, they took away my entry line leaving me no place to go."

Lime Rock is a very, very fast and very, very small track. Getting a good time in a Ford depends entirely on achieving maximum momentum everywhere. In other words, one has to be very fast everywhere and if slowed on just one corner the lap time is dramatically slower. For instance, two quick drivers (turning .58 sec laps) catch a slower car (one turning say 1:08) going into Big Bend. The first gets past, but the second one doesn't until NoName straight. By the time the second driver enters the main straight the one he's chasing will have already entered Big Bend. Result, their race is over. On Monday the quickest driver was 15 seconds a lap faster than the slowest which meant some cars were being lapped two or three times in the 12 lap race. Obviously, closing speeds were also rather dramatic.

These speed/times differentials need not necessarily preclude us from having safe and enjoyable races at Lime Rock though. The fact is, we all know who we're capable of running with. To ensure that we race with the guys who are really our competitors and not be left out there hanging off line by a substantially quicker driver, we need to watch out for the faster cars and help them get past as quickly and safely as possible, that way we can go back to racing. Keep in mind, a point by will also let the faster driver know which way to pass making it less likely our line will be taken away. Conversely, the faster drivers have to pay attention to the signals of those they are lapping. And, all have to remember, if we don't take care of each other no one else will. The important point is, we all have to work more closely together than we did if we are to co-habitate that same small turf of hallowed ground called Lime Rock .

David Fenton

Group 6
Abarth and Alpha's Galore
Turin Tankard

Group 6 was made up of a very diverse collection of 36 cars, not unusual in vintage racing these days. A pair of Astons and an Allard GT contrasted with several Fiat Abarths. Almost half of the group consisted of Alfa's. The common theme, production based cars from the late 50's and early 60's. There were large speed differentials between some cars, but everyone played well together and avoided any contact.

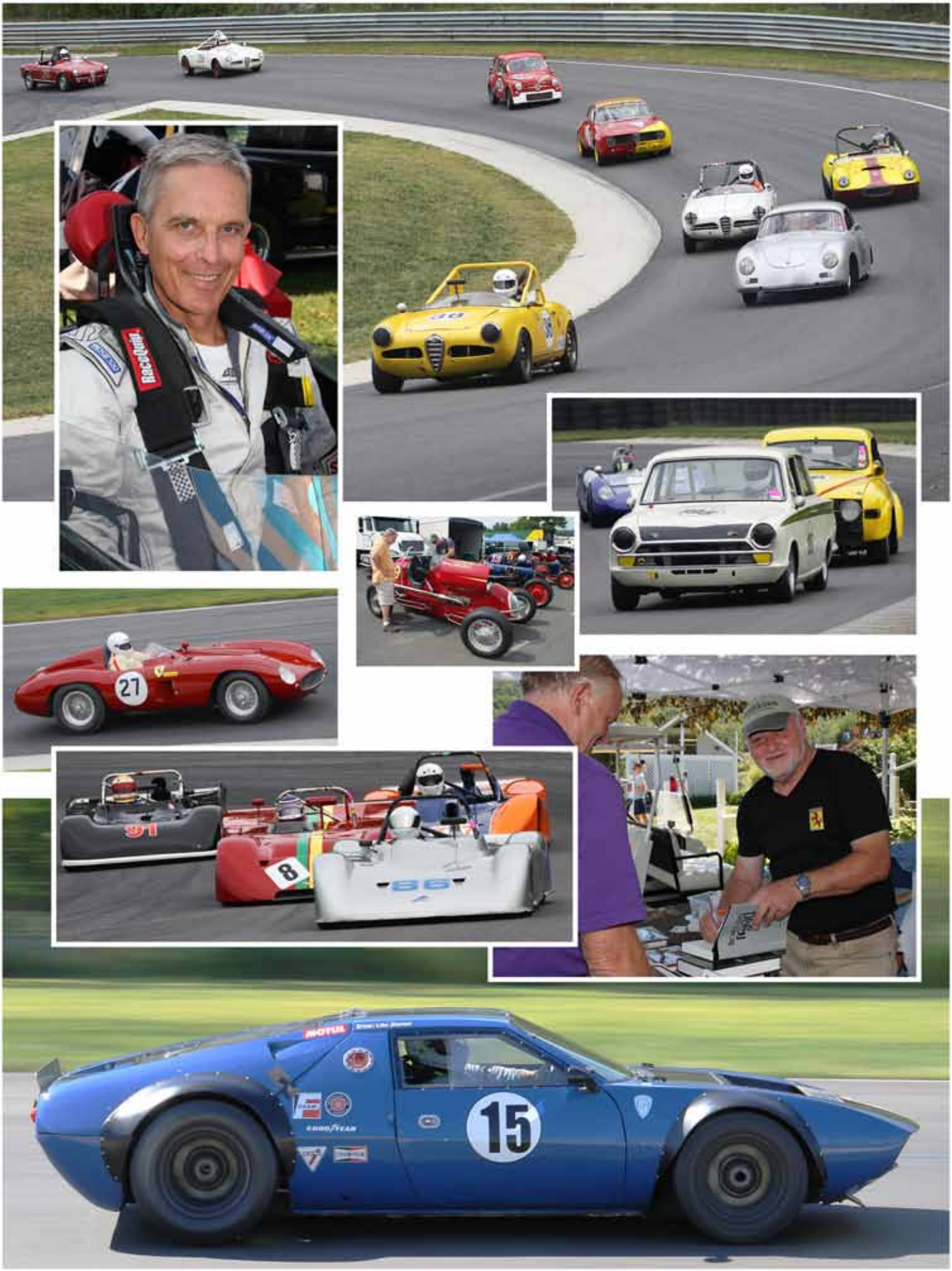
Friday Practice and qualifying saw Greg Miller at the top of the time sheets with a 1:04 lap in his very nice 62 Morgan 4/4. Bill Shanahan in a Spitfire was next at 1:05 followed by Penelope Carr in her Lotus Super Seven. This result made it clear that the high horsepower cars were not going walk away with the races ahead.

Saturday's race was hotly contested, with several lead changes. Joe Nastasi in his Alfa GT with wide slicks under big flared fenders started 21st and finished in first place earning him a graduation to a faster group. Greg Miller in the Morgan was second and Penelope Carr third in her Lotus Super Seven.

Monday morning's race was shortened to 10 laps to help keep things on schedule. Herb Wetanson started 8th in his beautiful custom bodied Aston DB4GT and finished first. Jack Boxstrom in his very nicely prepared DB4GT came home second followed by Penelope Carr.

The final 12 lap race Monday afternoon was won by Penelope Carr in her Super Seven followed by Boxstrom in his DB4GT and Miller in his Morgan. Several good races were going on within the group between Alfa's, Abarths and 356 Porsche's.

Bob Girvin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Group 7
Wild Wild Horses, Big Bore Production...
Detroit Delimma

Fast, Fun and Fantastic

Whether talking with Jim Scott about his #14 Porsche 911, Rick Bell about the #11 Pantera, or Marty Hale about his #27 E-type Jaguar, the message is consistent—these drivers have a strong connection with their cars, and racing is for fun. Not just the fun of driving great cars very fast but also the fun of entertaining a huge audience of enthusiastic fans.

A definite crowd pleaser on Saturday was Rick Bell's 1972 Pantera. Due to mediocre qualifying results Friday, Bell had to start back in the field on Saturday. Prior to the race, Bell and his crew made steering adjustments and put new tires on #11, improving the car's handling appreciably. Negotiating traffic adeptly, Bell quickly made his way to the front. Although Bell praises the Pantera, saying, "Its handling is similar to that of a formula car in that it is quick reacting," he adds, "but, it is not terribly forgiving." Bell's tactful driving of the capricious Pantera enabled him to gain and maintain the lead. After the race, Bell said, "This was the best I've ever felt the car handle, and it was the most fun I've had in this car."

As the Donovan cars always make a good showing, it was no surprise to see Bob Hebert in the #61 E-type finish second behind Bell. Scott offered plenty of competition, driving his Porsche to a well-deserved third place finish. Giving spectators an exciting show, he also gave Hebert reason to watch his mirrors. Following closely were Wilson Wright in his #63 E-type and Rod Folia in his nimble #55 Mazda RX3. When asked about their strategies for Monday's race, Bell and Scott echoed one another saying they planned to be steady. Bell added, "I may not fight it out with the Porsche [Jim Scott]." Scott talked about Bell's presence at the event, saying, "Having Rick Bell out there creates parity." It was evident from speaking with both that they thrive on being challenged and felt there was good competition at this year's Lime Rock Vintage Festival.

Monday's final race proved once again that there is no sure thing when it comes to vintage car racing. Bell, who had been running well all weekend, won the first race of the day, earning the pole position for the final Group 7 race. However, a loss of front brakes in the Pantera led to a spin at Big Bend on the first lap, creating a significant setback. Nonetheless Bell was able to focus his efforts to finish a respectable seventh while posting the highest average speed of 92.399 mph and the fastest lap time of 58.832 seconds.

Mark Ferrara in his distinctive red, white, and blue Corvette took top honors in the final race. Pulling ahead of the front runners early, Ferrara drove a seamless and consistent race, capably maintaining the lead against the very competitive Scott (second place) and the three Donovan Jaguars (Bob Hebert #61, Wilson Wright #63, and Jack Busch #62) who finished third, fourth, and fifth respectively. Jaguar fans took great pleasure in seeing the three Donovan E-types grouped closely at the front. Another noteworthy entry was Martin Handshy in the #22 Datsun 280Z. He was among the leaders all weekend and ran third for much of the final race. Also a victim of Big Bend, Handshy spun on the final lap, relegating him to a twelfth place finish.

General consensus among the Group 7 drivers was that it was a great weekend of racing. Driver Al DeBonis commented on the large number of cars—320 this year—saying, "It's back to how it used to be; lots of fun! We may give up some track time due to the large number of entries but at least we're out there running."

If the cheering and waving by spectators is a reliable indicator, than Monday's Group 7 races were highlights of the weekend. The drivers and their amazing cars earned the ample applause offered. Everyone in Group 7 can take pride in having given the spectators a demonstration of high-quality driving in beautiful cars with no serious incidents.

Suzy Fraser
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Group 7, con't

Cars with Souls, Drivers with Hearts

Vintage car racing has one trait that distinguishes it from all other types of auto racing, the rich history of the cars. When speaking to drivers racing at the 2010 Fall Vintage Festival at Lime Rock Park, Connecticut, the passion they have for their cars and their history was in evidence.

When Al DeBonis purchased his handsome 1967 Chevrolet Corvette eight years ago, he did not have a history of the car; just a single clue—it may have raced in Georgia. By Googling the car and "Atlanta, Georgia," Al located the person who may have raced it. Referring to photos Al sent, this driver was able to confirm having raced this Corvette and sent Al the car's complete history along with a collection of trophies and a 16mm film. With this information, Al created a placard that contains pictures of the car and its history and proudly displays it by his trailer—evidence of his fondness for this car and his impressive perseverance in researching its history.

Jim Scott, owner and driver of a stunning, white, 1973 Porsche 911 can be heard referring to his car as "having a soul." The car's long history shows that not only has it been successfully raced by a number of well-respected drivers, but it has had numerous impressive wins at every major track. Because cars are a sum of their parts, many of the pieces in Scott's car have won more races than any other car in the history of racing. Jim's enthusiasm for racing and his car become evident quickly during the course of conversation. Jim has had this Porsche since 1985 and describes it as "containing the souls of everyone who has driven it." When climbing in, Jim says that he asks, "Okay, who's driving now?" Mindful of the car's age, Jim chooses carefully where he races it. Jim will never sell this 911. "I intend to give it to whichever of my children won't sell it."

Seven years ago, Martin "Marty" Hale made his entry onto the racing scene by trading his Lotus Turbo Esprit for a sleek 1962 Jaguar E-type. With a mischievous smile, he says, "I wanted to race and decided I should get rid of the Esprit before I got into too much trouble or got too many tickets." Although he thoroughly enjoys racing, Marty is quick to say that having fun and keeping the car in good condition are his primary goals, adding, "My car is more important than any race." Friend and fellow racer Brion Tompkins confirms, saying, "Marty's here to have fun. We want to go fast but have fun." They both describe racing as their vacation. "We eat, we camp and, in between, we race."

Jan Nelson's striking 1966 Ford Mustang has a long and colorful history. So much so, that Nelson has compiled details of the car on his website (www.1966shelbynotchbackmustang.com). The catalyst for Jan's entry into racing was spectating at the 1965 Double 500 at Bridgehampton Race Circuit. "The sight of Ken Miles, Lloyd Ruby, Carroll Shelby, etc. coming down the hill off the 3,000 foot straight at 165 mph in their Cobras got me hooked. I knew I had to do this." Nelson's racing background rivals that of his car. "This year's run at Lime Rock marks my 40th anniversary of running my first Lime Rock Trans Am." Nelson describes Lime Rock as "Great memories and fun times."

It doesn't take ownership of a car for a driver to form an attachment. Rick Bell drives Dick LaSalle's two cars, a 1972 red and black Pantera GR4 and a Lola CanAm car that was previously driven by Bobby Rahal. Soft spoken and unassuming, Rick lights up when asked about the cars. He describes the Lola as the easier of the two to drive, but he clearly enjoys the challenges the Pantera offers. When deliberating on which of the two cars to sell, Rick and Dick concurred that "the crew enjoys running and the fans enjoy watching the Pantera." It was impossible to determine from talking with Rick whether he has a preference for one over the other. And, it seemed unfair to place him in the position of being disloyal to either car by asking. The Lola was not at Lime Rock to see, but there is no denying that the Pantera has serious sex appeal!

With the rich histories of the cars and excitement of racing, it isn't difficult to understand why people are so enamored with vintage race cars. Along with being beautiful, they are a form of living history—carrying forward stories of bygone eras while racing into the future.

Suzy Fraser

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Group 8
Speedy Eclectic Mix: Sports Racing Cars
Bennett Bowl

The Lime Rock Historic Festival has gone from strength to strength under the stewardship of Murray Smith and has been enhanced immeasurably by the pleasant and terrifically organized Lime Rock Club majordomo, Jeanette Vettenheimer. The 28th iteration of this "reunion" of sorts was evocative of the glory days a decade ago, the culmination of what Charlie Gibson had built on since the mid-Eighties. What was once a quiet VSCCA Club race on a holiday weekend has turned once again into a "must do" on every participant and Northeast spectator's schedule. With such a welcoming culture and premier venue, there was no shortage of interest or attendance.

Faced with an overflow of entries, Smith juggled, massaged and managed to squeeze 29 entrants (up from 18 last year) into the the aptly named "Speedy, Eclectic Mix Sports Racing Cars, the Bennett Bowl." Several fine Sixties treaded-tire USRRC and Can Am cars were in attendance, including TWO rare and unusual V-8 powered Huffaker Genies, Archie Urciuoli's stunning Lola T-70 Spider and Larry Nevaiser's formidable Ginetta G16-BMW along with Norm Cowdrey's McKee. Due to the recruiting efforts of Smith, the event boasted one of the best showings of FIA Group 6 2-liter sports racing cars in recent years. The most diminutive car in size and displacement but certainly not speed, a LeGrand Mk 25 D Sports Racer powered by a 1-liter Yamaha, was driven by one of the legends of Lime Rock, Tom Sedivy. Sedivy holds not one, but TWO track records at Lime Rock in both sports racing and formula cars and was making a welcome return to the event after an absence of nearly a decade.

The fine field of Group 6 cars included event organizer Smith, Joel Finn, Roy Walzer, Larry Kessler and Highcroft Racing principal, Duncan Dayton. Two beautiful Chevron B-16 Coupes were in attendance driven by KTR Engineering principal Bob Gett and local ace Bob Kullas. For the second year, Sports 2000 cars, a creation of Brands Hatch circuit owner and race promoter John Webb and the category which launched or nurtured the professional racing careers of Davina Galica (who won the first race for Lola in 1976), James Weaver, Scott Sharp, Jimmy Vassar, Calvin Fish and Indy Rookie of the Year Steve Knapp, contributed ten cars to the speedy and eclectic mix. Lola drivers Larry Rossi and Richard Kresch along with Tiga drivers Cap Chenoweth and Peter Krause have between them over seventy appearances at the Lime Rock Historic Festival. It was really just a big gathering of friends!

Practice Friday was plagued by an errant transaxle oil drain plug which dislodged itself most inconveniently but the track crew did a great job to keep the group out and circulating. As expected, Howard Katz took to the top in his Toj-BMW but following closely behind were David Porter and Peter Krause with Joel Finn, Bob Kullas and Roy Walzer rounding out the top six. It was slick, but not as slick as it would become in Saturday Qualifying when a pressure line fitting loosened on a fast and well-driven two-liter car's dry sump system and the failure of Sedivy's high-revving Yamaha on the front straight served to interrupt the session with a full course black. Again, the grid was shuffled a little due to varying degrees of driver confidence in the surface conditions, but the Lime Rock crew sent the group back out for a few more laps.

The grid for Saturday's race consisted of Katz's immaculately driven Toj on the point with Joe Blacker on the outside. Second row was made up of Lime Rock revellers Krause and Rossi with Ed Swart (making his 505th race start) in his beautiful Chevron sharing the third row with Cap Chenoweth. Old friends and racers Dayton, Finn and Walzer were up next with Vintage Racing Services partner Nevaiser in front of the Lee Chapman Racing trio of Kessler, Carlino and Incantalupo. Kullas was able to stick the B-16 in between Kessler and Carlino which made a for a great looking grid. Urciuoli and Harden did a fine job of pedaling their treaded tire cars in such august

Group 8, con't
"The Driver is the Greatest Performance Variable."

company! Long time Lime Rock competitor Simon Green did a great job pedaling his Richard Owen creation, the venerable Shrike, too.

At the green, there was quite a bit of shuffle but with the track in good condition, cream rose to the top and the proper order came close to being reestablished. First Ed Swart moved forward, pulling along a hard charging Duncan Dayton. Finn and Walzer tied themselves together and worked well towards the front. Swart and Kullas pulled off with broken axles and Dayton passed Blacker for second on the last lap. Carlino and Incatalupo both picked up four spots a piece. Several of the California racers began to go well as they learned the track with Cowdrey and Gary Holcomb made steady progress, but the pace was torrid enough to have only the top twelve finish on the lead lap after a ten lap race. It was nice to see local restaurateur (Cafe Giulia, Lakeville CT) Robert Willis back out, finishing in front of a tight battle with Michael Crumay and Holcomb. The terrific car show on Sunday offered a welcome break and a great opportunity to relax and socialize before competition resumed in earnest on Monday.

The first Feature on Monday saw more dominant performances by Katz and Dayton, with the latter turning fastest lap. Blacker was plagued with braking and handling difficulties that saw him overhauled by Walzer and Finn. Swart managed to move from eleventh to seventh just behind Krause but the hard charger award definitely goes to Larry Rossi who, after losing his throttle cable on Saturday, went from twenty-fourth at the line to ninth overall at the finish! Incantalupo and Urciuoli put in strong and steady drives to move forward as did Richard Kresch and Josh Lewis in their Vintage Racing Services Lolas. Kessler, Nevaiser and Chenoweth all finished on the lead lap and Holcomb made great progress. Smiles all around at the end and most were looking forward to doing the twelve lap second race.

The second Feature race had a smaller field, but the racing was no less fierce and competitive. Joe Blacker finally got all the issues straightened out in his stunning Lola T-298 and ended up setting fastest lap, but it was hometown hero Duncan Dayton in his Chevron B-23 that took the laurels for the outright win only a tenth and a half of a second in front of Roy Walzer's well-driven Chevron B-16 Spider. Joe Blacker, Joel Finn's B-21 and Peter Krause's Tiga SC completed the top five places. Nick Incantalupo turned his best lap ever and finished sixth overall in his Chevron B-23 nipping local ace Simon Green's Shrike by six-tenths of a second at the line. A great battle ensued between Norm Cowdrey, a standout in the Formula Ford race, John Harden and Rick Carlino. Robert Willis' Swift led home A.C D' Augustine's Genie and Gary Holcomb's Swift. Kullas and Swart retired.

The Lime Rock Historic Festival 28 was everything it was supposed to be, beautiful weather, nice people, many of whom were old and new friends and a wide selection of some of the most desirable cars on the planet, racing. Group 8, the Speedy, Eclectic Mix Sports Racing Cars was aptly named and everyone came out a winner!

Peter Krause

www.peterkrause.net

Group 9
Minis Against the Rest
Giant's Despair

The word eclectic is an understatement when it comes to describing Group 9. With more than 15 seconds per lap separating the front and back of the pack, there were several interesting races within the race. A group of expertly driven sports racers led by Joe Rodomista, Greg Lane and Danny Baker led the way followed by a pack of sports sedans which in this gathering looked absolutely huge. Joe Nastasi, Herb Wetanson, Bob Leitzinger and Ross Bremer looked very good in their beautifully prepared Alfa 1750 GT, Lotus 7, Datsun 510 and Ford Escort respectively. But wait, what about the minis? Mack McCormack, Joe Ware, Dave Reid and Dominick Incantalupo upheld the roller skate's honor in respectable fashion. Other really interesting Group 9 competitors included Vincent Dean in a very cool Lotus 19-when was the last time you saw one of those on the track-the Lotus 26R of Mike Taradash, the Alfa TZ1 of Roger Mandeville as well as a Volvo Amazon piloted by Rich Kushner and let's not forget the Stephen Moulton Ford Pinto.

The overall winner was the 1971 Rodomista Merlyn MK16 while Joe Nastasi was fastest of the sport sedans in his Alfa Romeo 1750 GT. Taking the honors for the minis was Dave Reid in his 1965 Austin Cooper S. Jim Glabicky takes the car control prize for his exciting performance in his Datsun Fairlady which enjoyed being sideways.

Richard Kresch

Group 10
Memories of Gilles, F2/Formula Atlantic:
Fabulous Formulas

The mention of Formula Atlantic/B/2/3 evokes memories of Gilles Villeneuve, Bobby Rahal, Keke Rosberg, Jimmy Vassar, Michael Andretti, and Sam Hornish. With manufactures including Lotus, Brabham, Chevron, March, and Ralt, these formulae were the proving grounds for Champ Car/CART/IRL and F1. Like so many classes, the FA/B/2/3 has a long, intertwined, and storied history that spanned two continents.

The history of Formula Atlantic begins with the SCCA Formula B class, created in 1965 for single-seat formula cars with engines not exceeding 1600cc in capacity. These cars had treaded tires and no wings.

Formula Atlantic as a class evolved in the UK in 1971 from the US Formula B rules, with 1600cc production-based twin-cam engines (initially Lotus-Ford twin-cams but then Cosworth BDA and BDD). Conceived by John Webb of Brands Hatch (who would later also develop the Sports 2000 class) as a category for national competitors with the performance near a Formula Two car but running costs at or below that of a Formula Three car. As a result of its similarity to Formula 2/3 in terms of chassis regulations, Formula Atlantic typically used chassis closely related to these cars with performance somewhere in between the two. Most of the manufacturers were familiar from those classes, particularly the likes of Brabham, Lotus, March, Chevron, and Ralt.

The Canadian Automobile Sports Club (CASC), was impressed by the new Formula and decided to start their own Formula Atlantic Championship featuring the BDA engines. With financial support from Player's, a Canadian tobacco entity, as well as television coverage from CTV, the new program really took off. The series would be termed the Player's Challenge Series. The first Atlantic event

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Group 10, con't
Memories of Gilles,
F2/Formula Atlantic: Fabulous Formulas

in North America was run on May 26, 1974 in British Columbia at the Westwood Circuit. The race was won by American driver Allan Lader, who had previously won the 1971 SCCA Formula B Championship.

After the initial success of the Player's Challenge Series in Canada, the IMSA (International Motor Sports Association) created their own Formula Atlantic series for the 1976 season, which was held in the United States. Both series carried the same sponsor in 1976, as Player's continued their support of the program. Another interesting note is that both 1976 championships were won by the same driver; Gilles Villeneuve. In 1977, the SCCA decided to take over the United States races, while CASC maintained the Canadian Formula Atlantic Labatts Championship. The following year, 1978, CASC and the SCCA decided to join forces and conduct the series in a joint effort. Since, the series has taken a number of twists and turns, bankruptcy, various sponsors and the like but has remained as one of the longest running classes in history. Over the years, the series has attracted guest drivers from Europe, including Formula One, particularly at the Trois-Rivieres street race in Quebec, Canada. Guest drivers included James Hunt, Jean-Pierre Jarier, Riccardo Patrese, Patrick Depailler, Jacques Laffite, Didier Pironi and Vittorio Branbilla.

Present Day – Lime Rock Park

Similar to the starting grids of the past, the entry list for Group 10 reads like *Who's Who* in Historic Racing: Bobby Brown, Phil Harris, Duncan Dayton, Dave Handy, Travis Engen, Howard Katz, Roy Waltzer, David Porter, etc. Even with disparity in the cars, you just know some great racing is going to take place over the weekend. With nothing short of perfect weather the flying formulae did not disappoint. Throughout the entire weekend these nimble cars were turning consistent times between 50-54 seconds! Even the Formula B cars without wings or slicks were turning 53-54 seconds (a true testament to the talents of Mr. Dayton and Mr. Handy). Flying down the straight at 9500 RPMs the sound is similar to a nest of angry hornets.

As is often the case, attrition thinned the field to 11 from 17, and in the end, it was Bobby Brown in his 1986 Ralt F2 car that took the win in the final race.

1.	Bobby Brown	1986 Ralt RT4 F2
2	Philip Harris	1979 March 79B FA
3.	Steve Hynes	1978 March 78B FA
4.	Travis Engen	1976 Ralt RT1 FA
5.	Duncan Dayton	1967 McLaren MK 4A FB

Those that have had the pleasure of driving at Lime Rock can truly appreciate the incredible speeds that these cars achieve, especially considering that are using technology between 24 and 43 years old.

Gregory Lane

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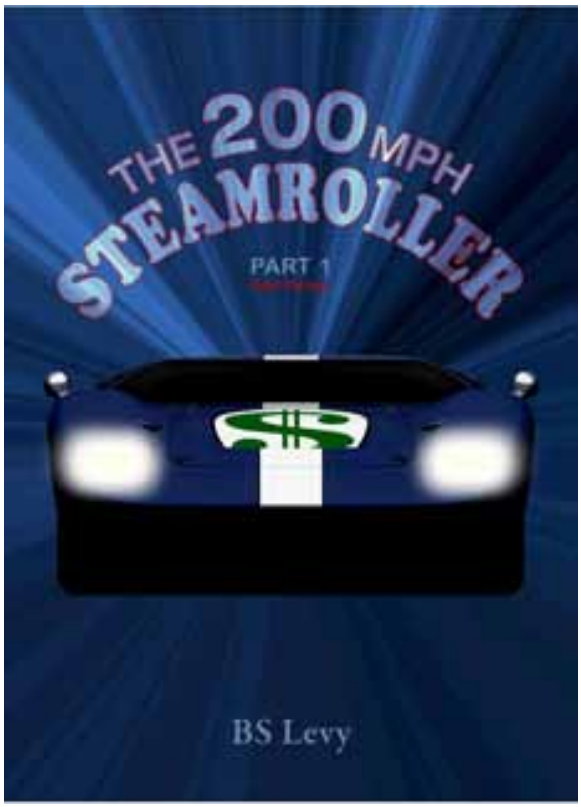

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