VINTAGE RACER GROUP
VRG
MAR, 2011 VOL. 8.2

Entry Form for Wild Hare Run with VDCA, VIR
April 8 - 10, 2011
Entry Form for Jeff 500, Summit Point
May 13 - May 15, 2011

NEWSLETTER

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What's Inside.....

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A PRESIDENT'S LETTER

Being asked to write a President's Letter for the Newsletter is sort of like being asked by one's homeroom teacher to write about what one did last summer. Your new president is not Greta Garbo in drag; however, there was a reluctance to accept the nomination from Mark Palmer and Bob Girvin, who were destined for their roles in years of service to the MGVR and the VSCCA. I have not looked at myself in that way. Nevertheless, as your president let me give you some thoughts.

What we as founding members wanted is pretty much what we have gotten – a vintage racing driver's club, strong on camaraderie and volunteerism. It has worked well because of the involvement at every level of volunteers. This is not the founder's club, nor is it the board's club - it is the member's club. Our responsibility to each other is to have safe racing, to get home to our families after a race weekend having had well spent time with friends, on and off the track. It will continue that way as long as you continue that way.

As well as a lot of interesting and diverse individuals, we are getting a lot of interesting and unique racecars. Our membership continues to grow toward 500 – an achievable goal, which will enable our event chairman to plan on 150 car entries – a balance between a financially stable race weekend and enough track time. The Jefferson 500, with four days of track time, is closing in on a 200-car entry, if not this year, soon. Before our date at NJMSP was cancelled for this September, based on the success of last September's two-day event on the Lightening Circuit, I envisioned our limiting the entry to the first 150 cars (so as to not limit the track time if we had too many entries). We would like to have that late September date back.

At the recent Board of Directors meeting the Pinto eligibility was expanded to allow Pinto's with engines up to 2300cc. It was felt that the difference between the 2000cc and 2300cc models was not enough to exclude one from racing with the other. This stretches the 1972 eligibility cutoff to 1980, which on a make-by-make basis, will be done on many of the eligible cars, as in their later years were a continuation of their former selves.

Your Car Eligibility Committee recently approved a 1972 Alfa Romeo GTV, restored to GTAm specs. It has "spats" on its rear fenders and has been modified to Trans Am specifications of the early 1970's. It is interesting car and we think is representative, as is the Pinto, of much of the future growth in VRG. We see increasing interest from under 2 litre sedans from the Trans Am era, with the interest in Volvo's, Datsun's and Alfa Romeo's. In our over 2 litre group of sedans we should continue to see a growth of the notchback Mustangs and Camaro's and Corvettes, who, in not having the collector car value of the Shelby GT 350 Mustangs, are more affordable to race. Formula Ford has proven itself a growth group and these racing sedans we think will also.

We think that the car makes, should be self policing. We encourage the owners of the various car groups to depend on a spokesman from within that group to let a board member know of a potential problem within the group that it has not been able to solve. Open and frank discussions about car eligibility, car preparedness, and on (or off) track etiquette are sometimes necessary. We are all friends.

There are many of you whom I know and many of you whom I do not. Often, ones who I know I may not be able to place a name with a face, or a face with a name. If we have not met, please seek me out and introduce yourself. If we know one another, it may be best to lead with your name, as the cloud I often inhabit may not be aware of yours, at that moment.

Please keep in mind: WE ALWAYS NEED VOLUNTEERS. YOU ARE THE LIFEBLOOD OF VRG. Thank you.

Bill Hollingsworth

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 FREE TEST DAY May 12th 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

A Humbled Champion?

Shoemaker went into the VRG 2011 Kart event with extreme confidence; after all I was a back to back winner in 2008 & 2009, knocking off people who were older, younger, and especially lighter. Yes, I took a year off but after all I had to afford others an opportunity to win this coveted crown. The same I am sure Michael Schumacher must have felt coming into 2010 F1 season.

Who knew that my comeback would be similar?

The drivers meeting was nothing less then sizing up the competition, yes I was out of shape. Sure there were ringers (David Rubins), newbies (Stephan Vapaa), and of course my old nemesis (Neil Hamilton) but I am Shoemaker so my confidence was overflowing. The 1st race saw my lap times a bit off, but I was still in the 3rd slot and knew there was room to improve. Quickly the downtown track configuration and familiarity was coming back. During the break I remained mentally strong and the 2nd round saw me back on top where I belonged with a dominant presence. As we headed into the final race of the evening, I found myself poised for another Championship run. I was gridded in the 4th spot, and knew the players in the front. I had been monitoring their driving characteristics earlier so I was prepared; besides this is a standing start anything can happen and I was setup for turn 1. I warned Hamilton, Vapaa, and Rubins that I would be coming up fast so make room - they smiled and let me have my moment, after all I am the 2x VRG Kart Champion. Little did I know my fall from grace would be so hard.

The green light blinked on, and we were off . My kart stumbled, but then caught some life and I saw myself with a bit of work to do. I went into turn 1 & 2, hit the hairpin and I was catching the 3rd place Rubins. The uphill halted my progress (too much weight), but I persevered and was planning a take-over on the downhill esses. WHAT? WHAT IS HAPPENING? NO WAY! Is that my kart bogging during acceleration am I running out of gas. Did I just get passed? YES I am afraid it is true, I experienced a mechanical failure which eventually led to a red flag all stop on the 2nd lap as I was perched in the corner before pit in with no power. I now stood in 6th place and my team was quick to react. I was placed in the backup car, and although the throttle was hard to push, she was the fastest kart out on track. Now what will the stewards do, alas they were not as efficient and fair to the 2x Kart Champion and I was put into last place. Even the great Shoemaker can not make up that gap with the limited time remaining.

So you ask, has Shoemaker been humbled by this experience? Earlier I made mention of Michael Schumacher, let me now complete the analysis:

Michael Schumacher	Christopher Shoemaker
7x F1 Champion	2x VRG Champion
3years Until 1st Championship [1994]	1year until 1st Championship [2008]
5th Place – Best Finish [2010]	1st Place – Best Finish [2011]
1st Race – 7th Place [2010]	1st Race – 3rd Place [2011]
15th Place – Worst Finish [2010]	9th Place – Worst Finish [2011]

The stats speak for themselves, and one can only aspire to a career similar in nature to Michael Schumacher. Yes, 2011 was not all that the Shoemaker had hoped. Who knows how the final race would have ended if a mechanical failure had not occurred. Should I be humbled by the experience? I say NOT, and choose to carry on in typical Shoemaker fashion. After all this was just an anomaly. I will be back in 2012; Lighter, Meaner, and on a Mission! Shoemaker will be back on top this I guarantee. So if you all think you have what it takes to be a VRG Champion, the road begins in February at the 2012 VRG Karting Event where I will be poised to reclaim my crown and bragging rights!!

See you at the races!!

WINTER WARM-UP
FEBRUARY 26, 2011

Photo's by Tom Pasquarelli

David Rubins	12	0:28.80
Stefan Vapaa	12	0:28.83
Neil Hamilton	12	0:28.90
Paul Bova	12	0:30.23
Frank Maderi	12	0:30.10
Simon Wilson-Taylor	12	0:30.06
Richard Mccormack	12	0:30.38
Norman Berke	11	0:29.19
Christopher Shoema	11	0:29.51
Bill Gaudreau	11	0:29.86

7th Annual Pittsburgh Vintage Racers Dinner
Fun Had By All

Andy Schor, Jay and Linda Thier & Joe Mendel

Racing season is near and Spring is in the air….we know that because a happy crowd gathered in the bar at Benihana Hibachi restaurant in Greentree, a suburb of Pittsburgh on Saturday, March 12. All were eager to talk about Winter projects, reminisce about last season, and see who was doing what this upcoming season. About 45 guests enjoyed the choreography of well trained chefs as they prepared dinners of steak, shrimp, lobster and chicken while entertaining everyone with their knife and fire skills! (Good thing they weren't drinking like the rest of us!) There was lots of catching up and swapping stories of who bought what, sold what, and repaired what. Mark Maehling (Green Abarth Scorpion) manages the restaurant and made sure we were all well taken care of. (He told us his two brothers will be racing in the PVGP this year….first time three brothers have been in that race together.) Dan DelBianco, Executive Director of the Pittsburgh Vintage Grand Prix, filled us in on July's PVGP so we're all saving the dates for BeaveRun (July 16, 17) and Schenley Park (July 23, 24). Dotti and John Bechtol, substitute hosts for the evening, encouraged everyone to come to the Bossa Nova Tune-up event on Wednesday, July 20. too. (Keith Lawrence hosts this annual dinner each year but had "Dad Duty" when his ten-year old son participated in an in-line hockey tournament….a rare opportunity they couldn't miss….we all missed Keith.)

Rosemary Mendel & Jim Southwood

Kathy & Dan Fowler & Dotti Bechtol

Photo's by Dotti Bechtol

Dotti and John

Bill and Cindy Swartz, Jim Southwood

A Letter From New Zealand

Hi all,

At the Skope Classic in Christchurch, Friday was a rather fun day. Peter Giddings, in his Maserati and myself in the Lotus 18 immediately went out front and battled for at least ten laps. As you can imagine it was a yem yang affair with Giddings opening 15-20 car length leads on the straights and the Lotus reeling him in on braking and handling on the corners. I finally got by him and made it stick and that was how we finished the first race.

Sat Morn, race 1: Blew the start and Giddings was gone, Finally chased him down but as hard as I tried could never get more than beside him. Very hard guy to pass. Each time I pulled alongside him he forced me to put 2 wheels off the road. Since his car weighs perhaps twice what the Lotus weighs and is valued at something like 2-3 million it didn't make much sense bagging wheels with him. Sure would have liked to though. And, that's how we finished Peter 1st, me second.

Saturday's second race was much the same, except a couple of other cars got past me on the start and it took a few laps to get past them and catch up to Peter. It was the same story though, I could easily catch up to him but couldn't get by him and that's the way we ended.

The last race of the day started off the same. First, had to dispose of cars which had out accelerated me on the starts then catch up to Peter, but couldn't get by. However, on the third or forth lap my accelerator cable began to fray and the revs wouldn't drop below 6,000 rpm making slowing down for the corners rather iffy. I was about to pull into the pit and even waved the third place car by. But, then realized if I turned off the ignition while braking and then restart the motor on the straights to accelerate it was fairly controllable. Using this technique, I re-passed the car I had waved by when my long lost better sense asked what I was doing and so waved him by again and finished third.

If I thought high 85 degrees on Saturday was uncomfortable, Sunday was to set a whole new set of standards for discomfort. By 10:30 am it had reached 37.5 C (about a hundred F where you are) and that was in the shade. What with NZ having the smallest ozone layer in the world when the sun is blazing it feels like you're in an oven and the broiler is on. Luckily our first race started at 11 before it got really hot. Once again it took me a bit of time to catch up to Peter. I was getting frustrated and had decided to try a banzai pass attempt at the slowest corner in an effort to get ahead of him before the very twisty part of the course. If it was successful, I was pretty sure I could build up a lead which he couldn't overcome. IT didn't work, however and rather than gain a place I lost three. Peter, however, was either rattled by my move or something else which remains uncertain, but in either case he said he over-reved his motor and went off in a big way at the next corner. It didn't take long to get by the two in front of me and so I finished a somewhat tarnished 1st.

After thinking about it I trundle off to apologize to Peter who accepted my apology but expressed the opinion it was my fault he had over revved and perhaps damaged the valve train. Later on he decided to run the car in the last race so I have to assume all was well.

By the time of the last race the temperature was in the stratosphere or at least something close to it. I had decided to stay away from Peter and suggested to a friend who was quicker than I that we run together and put on a show. I would pass him in the corners and let him pass me on the straight. He readily agreed , but when the time came to let me by in the corners he went from one side of the road to the other attempting to block me. I finally got by him and at the next straight again slowed to allow him back in the lead. At the next set of corners it was the same again, swerving from one side to other again to block me from passing. I wasn't terribly upset until another car taking advantage of our slower pace ran smack into the back of me and punted me off the track. I got back pretty quickly and before the next corner had re-passed the errant driver and set out for my friend who I had originally intended to allow him to win. A corner later I repassed him and took off after Peter. Didn't make any attempt to get by him though and so we finished with Peter 1st myself 2nd.

Other than some cracks in the rear fibreglass from the punt all was well. The car sounded as good as ever and although Peter had taken 4 wins to my two I and my crew couldn't have been more pleased. After all, it's a course with many long straights and the Maserati GP car is a whole lot faster in a straight line than the Lotus. Peter also is considered to be, if not the best, one of the best vintage car drivers anywhere.

Next weekend is the race at Timaru. It should be a bit more of a small car track, but then again if Peter is as adamant about not letting me by, well, we shall see. Perhaps it will rain

And after that it's off to Invercagill on the tip of the South Island, a much faster course. Perhaps it will rain there too. Come to think about it it almost always does.

Cheers, David Fenton

VRG DRIVER ELIGIBILTY

VRG DRIVER ELIGIBILITY

VRG has established policies and programs to insure that essentially anybody interested in running with us will be able to do so. This is not to say, however, that we simply hand out our driving credentials. To insure that our existing drivers share the track with safe, competent competitors, we've established the following criteria for driver eligibility. Please note that ALL drivers new to VRG, without exception, are required to attend a Driver Orientation Program (DOP) at their first event, consisting of a brief review of the VRG rules of conduct. If we all play by the same rules everyone will have more fun. Our policies and programs are described below.

DRIVER STATUS:

Visiting Drivers: Those who hold licenses or driving credentials with Vintage Motorsport Council (VMC) member clubs will be accepted into VRG events as "visiting" drivers. These drivers will be required to attend a DOP review and will be observed on track both by VRG officials and corner workers.

Provisional Drivers: These are drivers new to VRG who would like to attain full "Driver" status with the club. Drivers with Provisional status will be required to attend a DOP review and will be observed and evaluated on track both by VRG officials and corner workers. Provisional Drivers will be required to affix "rookie" stripes to their cars.

"Driver" Credential: This credential is for members only and will be designated on the VRG membership card. To obtain this credential, a participant must be a VRG member and must obtain Drivers Committee signatures from three events indicating safe and competent participation. Those wishing to obtain a signature form can apply directly by sending a driving "resume" to the Chief Instructor, or by attending a VRG Driver's School.

DRIVER ELEGIBILITY:

VMC Member Club License: Any driver licensed by a VMC member club will be allowed to enter a VRG event as a Visiting Driver. These drivers will be required to attend a DOP review and their on-track conduct will be observed and evaluated.

Club Racer: Drivers who have held a club racing license (SCCA, BMW CCA, PCA, et al) for at least two years will be granted Provisional driver status.

Track Day Instructor: These are drivers with at least two years experience as instructors with a marque or driving club, or at open testing sessions. Again, this category covers drivers who may have significant seat time on the track, but who have never raced wheel-to-wheel. These drivers will be reviewed on a case-by-case basis and may be granted Provisional driver status without requiring a driving school.

Track Day Driver: These are drivers who have been members of a marque or driving club, or have participated in open testing at one or more tracks. This category covers drivers who may have significant seat time on the track, but who have never raced wheel-to-wheel. These drivers will be required to attend at least one of our driving schools before being granted Provisional status.

Novice: Novice drivers have neither significant track time nor training in performance driving, or have never participated in automobile road racing before. Oval track and kart drivers, even those with talent and experience, will be considered novices at our events. These drivers are required to participate in an approved professional driving school, or at least one of our driving schools. When a driver has successfully completed one of these school, they will be granted Provisional driver status.

APPROVED PROFESSIONAL DRIVING SCHOOLS:

Skip Barber 3 Day Racing School
Jim Russell School of Racing Stages 1 & 2
Bondurant Grand Prix Road Racing School
Others: Will Require Approval by VRG. Those appling should submit a copy of their diploma and a list of instructors, including the name and contact information for the Chief Instructor.

VRG CAR CLASSIFICATION COMMITTEE
Ralph Steinberg - Chair
Bill Hollingsworth
Kim Eastman
Keith Lawrence
Mark Palmer

VRG DRIVER'S SCHOOLS / DRIVER ORIENTATION PROGRAM

VRG prides itself on being both inclusive and accessible to those wishing to participate in vintage racing. At the same time, however, we are also sensitive to the potential risks and liabilities inherent to our sport. For this reason we require all participants to have either training or experience. For those with prior wheel-to-wheel racing experience we offer the opportunity to enter an event with "provisional" driver status. These drivers will be required to attend a Driver Orientation Program (DOP) talk and affix rookie stripes to their cars, and they will be observed on track by both VRG officials and corner workers. For those without track experience we recommend a professional driver's school and require attendance at our own 4 day school, which for 2011 will be conducted in conjunction with the NHMS event (5/19 – 5/22). The VRG School spends a full day on skills training, utilizing a skid pad, braking exercises and a very fast, very challenging autocross course. The second day consists of on-track training, including lead-follow, side-by-side and mock start exercises. The remaining two days provide coaching as needed. All new VRG participants are required to attend a Driver Orientation Program talk, which covers the vintage racing philosophy and rules of conduct. These programs are usually offered at each VRG event. Over the past few years VRG has earned a reputation for safe and fun vintage racing events, and this is due in large part to our diligence in ensuring that all new participants have the skills and mind-set necessary for successful participation. For answers to any questions regarding training and/or eligibility, please contact our Chief Instructor, Ed Valpey, at ed@vrgonline.org

Register Now for The Jefferson 500 at Summit Point

April 1st is the deadline for the Jefferson 500 early bird special which includes a free test day ($250 value). Even if you think it is only a 50/50 chance you will attend, go ahead register and you can get full refund if you cancel by May1st. You can register either online or by hard copy. You will find links to both at http://www.vrgonline.org/events/. <http://www.vrgonline.org/events/>

With online registering you can use either PayPal or a regular credit card and if you want to pay with a check you will need to use the hard copy approach. There has been some confusion regarding paying with a credit card (not using PayPal). To use a regular credit card and you don't already have a PayPal account you will still need to click on the PayPal button at check out, you will then be redirected to the PayPal website, then look for the "Don't have a PayPal account?" link under the login button to pay using a credit card.

We are running the same format this year as in the past. The feature race is part of the Classic Motorsports Magazine's Small Bore Cup. If you have a qualifying car you won't want to miss out on this great opportunity.

Also, the Jefferson 500 2011 schedule is up on the VRG website under events (http://www.vrgonline.org/events/). If you have any questions please email me at CalTrumbo@carolina.rr.com.

Look forward to seeing you at "The Jeff".

Vintage Celebration at NHMS : Enter Now via E-Mail

There's still plenty of snow in NH but it's not too early to be thinking about the May 20-22 Vintage Celebration at New Hampshire Motor Speedway. As in the past we will be sharing the track with the vintage bikes. We will have the track most of the day on Friday, split it pretty evenly on Saturday and plan to wrap up the cars mid day on Sunday. Prepare for a lot of track time.

The entry fee of $250 for three days of racing is still the best deal in the sport...and this year there is no separate $25 entry fee for the driver. Note that there is a new online entry procedure. To access it go to: https://my.nhms.com/ti/vc/my.html. If you run into problems contact Debi at NHMS (dmulkhey@nhms.com; 603-513-2725) or John Kieley (johnkieley574@gmail.com; 603-878-1220).

Camping is available in the infield for $25 that covers the whole weekend and includes utility hook ups. The closest hotel is the Red Roof with a wide variety of hotels in Concord which is about a dozen miles away.

Garages are available for $75 which covers Thursday afternoon through Sunday night. Note that the fee is for one half bay which can accommodate one Corvette or two Formula Fords.

We are again planning a lobster dinner Saturday night. The sign up form is on the VRG web site. NOTE: We cannot sell ticket s at the track as in past years. You must signup in advance. If you sign up in advance and can't use your tickets see John Kieley who will attempt to resell your tickets.

Ed Valpey will be running the school starting on Thursday. See information on the VRG web site (www.vrgonline.org) or contact Ed directly (vmax@metrocast.net) .

Car Groups: As in the past we plan to have the following groups of cars. Obviously we will juggle the groups as entries become finalized:
Group 1. Small bore closed wheel
Group 2. Larger bore closed wheel
Group 3. Open wheel and spec racers
Group 4. Ground pounders

Thursday staging: The oval cars have the track until late afternoon on Thursday. In the past this has been a problem as many of our guys arrive early on Thursday and are understandably anxious to get into the infield, set up, teched etc. We are working on several new things to alleviate that bottle neck and anxiety.

If anyone has any questions please don't hesitate to contact me.

John Kieley
Johnkieley574@gmail.com

21st Annual Vintage Racing Celebration at NHMS.
The Entry Form for New Hamphire Motor Speedway must be done on-line

https://my.nhms.com/ti/vc/my.html

or you can contact Debi Mulkhey at (603) 513-5725 or Wanda Dumas at (603) 513-5728 to register by phone

VDCA's Ninth Annual *Wild Hare Run*

April 8-10, 2011

Register on-line at MotorsportReg.com or use this Pre-Registration form

—Please fill out one entry for each car or driver entered—

Driver name: _____ Owner/Entrant: _____

☐ Second driver -- must submit a separate entry form for tech sheet. No additional charge, but membership/ driver credentials required

Car Make/Model: _____

Address: _____ Year: _____ Color: _____

City: _____ State: ___ Zip: _____ Displacement: _____ Class: _____

Day Phone: _____ Tires. Manuf: _____ Type _____

Eve Phone: _____ Front size: _____ Wheel Width: _____

Cell: _____ Rear size: _____ Wheel Width: _____

E-mail: _____ **Transponder** # (*required*) _____

VDCA or VRG Member #: _____ Ex. _____

Please submit a car registration form if not done before,available by mail/fax or web at www.vintagedrive.com

Emergency contact: _____ Phone: _____

At track? Yes ☐ No ☐

Please check all that apply

All drivers **must be** VDCA or VRG members

VDCA Membership	$ 50 ( )	
3- day race entry, *received by* **Fri. April 1** **snail mail, fax or e-mail**	$400 ( )	
Second car, different group	$200 ( )	
At-Track Entry	**$450 ( )**	
extra crew (2 included with entry)	ea $ 30 ( )	

Note: VDCA no longer offers rental transponders.

Car number requested: list three

1 _____ 2 _____ 3 _____

—New Member Applicants only—

Competition license issued by: _____

License number: _____

Medical Expiration: _____

Mail entry and payment to:

Vintage Drivers Club of America
13505 Running Water Rd
Palm Beach Gardens, FL 33418-7933

Amount paid: _____

Check #: _____

For Information, contact:
Mike Jackson, Race Director
561-622-7554
vdca@vintagedrive.com

List crew (2 free); minors under 12, no charge

1. _____ 3. _____ ($30)

2. _____ 4. _____ ($30)

VINTAGE RACER GROUP VRG

JEFFERSON 500

SUMMIT POINT motorsports park

ENTRY FORM MAY 12, 13, 14 & 15, 2011

DRIVER #1 (PLEASE PRINT CLEARLY)

NAME:_____ TELEPHONE (H)_____

ADDRESS:_____ TELEPHONE (W)_____

CITY:_____ PROVINCE/STATE:_____ ZIP:_____ COUNTRY:_____

EMAIL:_____ FAX:_____ CELL:_____

EMERGENCY CONTACT: _____ TELEPHONE: _____ AT TRACK:_____

CURRENT LICENSE: _____ WHICH GROUP: _____ LICENSE#: _____

CURRENT MEDICAL EXPIRES: _____ SHIRT SIZE: S M L XL XXL

CREW (2) NO CHARGE _____

_____

ADDITIONAL CREW ($20. EACH/LIMIT 4)

1. _____ 2. _____

3. _____ 4. _____

DRIVER #2 (FOR ENDURO)

NAME:_____ TELEPHONE (H)_____

ADDRESS:_____ TELEPHONE (W)_____

CITY:_____ PROVINCE/STATE:_____ ZIP:_____ COUNTRY:_____

EMAIL:_____ FAX:_____ CELL:_____

EMERGENCY CONTACT: _____ TELEPHONE: _____ AT TRACK:_____

CURRENT LICENSE: _____ WHICH GROUP: _____ LICENSE#: _____

CURRENT MEDICAL EXPIRES: _____ SHIRT SIZE: S M L XL XXL

CAR #1

MAKE/MODEL: _____ YEAR: _____ COLOR: _____

CAR#: _____ 2ND CHOICE: _____ LOG BOOK (FROM WHICH ORGANIZATION): _____

ENG. DISP. CC.: _____ CARBS-NUMBER/SIZE: _____

TIRES (MFG/TYPE) : _____ TREADED: YES NO

SIZE DIA FRT: _____ REAR: _____ TREAD WIDTH FRT:_____ TREAD WIDTH REAR: _____

WHEELS (ALLUM-WIRE-STEEL): _____ TRANSPONDER #: _____

CAR #2

MAKE/MODEL: _____ YEAR: _____ COLOR: _____

CAR#: _____ 2ND CHOICE: _____ LOG BOOK (FROM WHICH ORGANIZATION): _____

ENG. DISP. CC.: _____ CARBS-NUMBER/SIZE: _____

TIRES (MFG/TYPE) : _____ TREADED: YES NO

SIZE DIA FRT: _____ REAR: _____ TREAD WIDTH FRT:_____ TREAD WIDTH REAR: _____

WHEELS (ALLUM-WIRE-STEEL): _____ TRANSPONDER #: _____

JEFFERSON 500 2011

ENTRY FEES * see special note below

EARLY BIRDS – RECEIVED BY April 1, 2011 $425. INCLUDES: FREE TEST DAY + ENTRY INTO DRAWING FOR FREE ENTRY 2 JEFFERSON 500'S DINNER TICKETS 2 JEFFERSON 500'S DINNER TICKETS		$425.
REGULAR ENTRY – RECEIVED BY May 1, 2011 INCLUDES: ENTRY INTO DRAWING FOR FREE ENTRY 2 JEFFERSON 500'S DINNER TICKETS		$425.
LATE ENTRY - RECEIVED AFTER May 1, 2011		$425.
ENDURO ENTRY	$100	____
FEATURE RACES	$50	____
ADDITIONAL CREW @$20. X ____		____
ADDITIONAL PARTICIPANTS EVENT SHIRTS @$30. x ___ SHIRT SIZE: S M L XL XXL		____
EXTRA JEFFERSON 500 DINNER TICKETS @$25. x ___		____
MARLBORO REUNION DINNER FRI, APRIL 30,2011 @$50. x ___		____
*TEST DAY May12TH IF NOT REGISTERED BY April 1, 2011	$250	____
	TOTAL	_____

* SPECIAL NOTE FOR 2011

TO BE AN ENTRANT FOR THIS EVENT, FULL PAYMENT MUST BE RECEIVED AT TIME OF ENTRY. IF YOU CANCEL PRIOR TO May 1, 2011 YOU WILL RECIVE A FULL REFUND, AFTER May 1, 2011, YOU WILL RECEIVE HALF FEE RETURNED. ALSO IF YOU RUN THE FREE TEST DAY AND HAVE A PROBLEM YOU ARE ELIGIBLE FOR A REFUND LESS THE STANDARD TEST DAY FEE OF $250.00

Please make check payable to "JEFFERSON 500" and mail to:

Cal Trumbo
8605 Samantha Court
Waxhaw, NC 28173

Questions should be addressed to :
Event Chairman: Steve Limbert (717) 432 4116; limbertsteve@cs.com
Event Registrar: Cal Trumbo (preferred) calvintrumbo@carolina.rr.com; (704) 905 6509

WAIVER: WARNING: Auto racing is dangerous and can result in serious injury or death. I hereby enter the above vehicle(s) for the Jefferson 500. I will abide by the rules set forth by the track owners (Summit Point Motorsports Park), and the sanctioning body (VRG). I hereby agree that I will not hold the event organizers, Summit Point Motorsports Park, or their employees or volunteers, or any party connected with the above event responsible for personal injury, damages to entered vehicle(s), parts, or other items displayed on my behalf during this event. This includes theft, or any type of damage related to racing or displaying this vehicle or vehicles. I know of no physical or mental problem that would prevent my safe participation in this event.

Vehicle owner's signature: _____Date:_____

Driver's signature: _____Date:_____

VINTAGE RACER GROUP

VRG

MARK PALMER, SECRETARY
4493 Sarah Marie Court,
Nazareth, PA 18064

WWW.VRGONLINE.ORG

Early Entry Alert : April 15, 2011

PVGP Historic Races at BeaveRun July 15 - 17

Ralph Steinberg reminds us to take advantage of the sensational savings available by registering early: Further details and the Entry Forms are available at http://www.pvgp.org/6746981220111824/lib/6746981220111824/2011_PVGP_Dual_Entry_Form.pdf

Early Bird Special (posted by 4-15-11) $300
Regular (by 7-1-11) $350
Late Entry $425

Friday July 15 Test & Tune at BeaveRun: Full Day:$165.00 ½ Day:$95.00 1 session:$65.00

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

VRG 2011 Directors

William Holllingsworth, President
Mack McCormack, Vice President
Mark Palmer, Secretary
Paul Bova, Treasurer
Cal Trumbo
Ed Valpey
Tivvy Shenton
Bob Girvin
Steve Limbert

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darrybova@gmail.com

To Do Notes .....

Send in Entries for:

VDCA/VIR Wild Hare Run _____

Jeff 500 _____

New Hampshire _____

BeaveRun _____