VINTAGE RACER GROUP
VRG
JUN, 2011 VOL. 8.3

**BeaveRun July 15 - 17,**

**Go to VRGonline.org for Entry Forms**

***Remember To Bring Auction Items***

# NEWSLETTER

110 PIPING ROCK ROAD • LOCUST VALLEY, NY 11560 • PH 516-236-7263 • FAX 516-759-1669 • WWW.VRGONLINE.ORG

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## PVGP Historic Races at BeaveRun - July 15 - 17, 2011

BeaveRun is one of the best bangs for your racing bucks in the vintage arena. Add in the option test day (or half or single session) and you have more seat time than several weekends of racing. We have over 100 cars entered for BeaveRun so far - way ahead of any of the past years' early entries. For the first time in a long time (Schenley is in its 29th year this year) the races at the Park are open to many of you. For those cars that qualify, you can enter two completely different races on one entry form for one combined price that is less than some races alone! Free trailer and/or rig parking will be available for those who enter the BeaveRun event and would like to drop their rig and go home or better yet spend the week between the races in the area. This year at BeaveRun we have expanded our events and introduced new classes that we think you and our race fans will enjoy:

1) The US Challenge Cup

For our BIG Bore and Ground Pounders we have a new format. You and your British Cousins will be taking on the best that Europe has to offer - German, Italian & French. Show them what cubic inches and American grunt can do to their oh so fancy and dare we say effeminate cars. In this event, not only will you see the winged and devilishly fast 914s, but also some other newer Porsches & BMW race cars. So now American muscle cars will need to rely on both their sheer horsepower and knowledge of the track to keep these pesky Europeans where they belong. In your mirrors! It looks to be a fun time. We have a lot of interest from the European side and it looks like we will have the commitment of a few more Corvettes and perhaps an E type or two to help. Tell your friends who keep saying they are going to come - this is the year!

2) The Donna Mae Mims Memorial Race

The First Annual Donna Mae Mims Memorial Race is open to Spridgets only and is a standalone sprint race held in conjunction with all of the normal racing you will be doing. This is your moment to shine and to honor a passed racer who broke all sorts of boundaries in the racing world. There is no additional cost for this race (99% of you are legal to go onto Schenley from this group)

3) FF Challenge Race

This is our traditional FF only race we have been holding every year now for our FF & Club Ford entries. Avid and skilled racers all, this is always an exciting event to participate in and watch. There is no additional fee for this race.

4) BMW/Porsche Cup Challenge

We are reviving our long standing Challenge Cup series and expect to see some great racing here. This group is open to BMW & Porsche cars only that meet BMW and/or Porsche Club rules. You must be a current qualified racer in one of these clubs (many of these same cars are eligible to compete in the US Cup Challenge at no extra charge - please either contact Keith Lawrence for more info

5) Porsche Feature Race

Open to all Porsches racing in any group at BeaveRun. This is a standalone sprint race at no extra fee.

And as if all that was not enough, there are other "extracurricular" activities to enjoy. The Kart Track will be open – you and your family can determine who really is the quicker driver and who is just the poseur (gulp!) In addition, we understand the track may organize some type of "flashlight" drags down the main straight after we are off the track on Saturday, to which we are all invited. And finally, don't forget our reception at the track on Friday, open to all drivers and crews (for Free !!!), and the Saturday Dinner Party ( OK, this you pay for, but what a deal!).

One last, but important note: as at Schenley, the BeaveRun event supports some very important charities for kids. So, we are racing to help others who really need our help. For full up-to-the-minute details on the BeaveRun Historic races, go to www.pvgp.org

***Keith Lawrence***
***PVGP Beaverun VRG Race Chairman***
***KLawrence@EDMC.edu***
***412-770-8267***

# VRG RACE SCHEDULE

# 2011

| | |
|---|---|
| FEBRUARY 26, 2011 | WINTER WARM-UP - GRAND PRIX NEW YORK, MT. KISCO, NY<br>Event Chairman: Darry Bova, Tel: 203-329-9710 Email: pbdb35@optonline.net |
| MARCH, 2011 (TBA) | PITTSBURGH AREA VINTAGE RACERS WINTER DINNER<br>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<br>Event Chairman: Mike Jackson, Tel: 561-622-7554 Email: vdca@vintagedrive.com |
| MAY 13-15, 2011 | "JEFFERSON 500" AT SUMMIT POINT, WEST VIRGINIA<br>FREE TEST DAY May 12th<br>Event Chairman: Steve Limbert, Tel: 717-432-4116 Email: limbertsteve@cs.com |
| MAY 20-22, 2011 | VINTAGE CELEBRATION - NEW HAMPSHIRE MOTOR SPEEDWAY<br>Event Chairman: John Kieley, Tel: 603-878-1220 Email: john.kieley574@gmail.com |
| JUNE 17-19, 2011 | VARAC MOSPORT VINTAGE FESTIVAL, BOWMANVILLE, ONTARIO<br>Event Chairman: Peter Jackson, Tel: 705-325-8740 Email: ptrt@rogers.com |
| ✓ JULY 16-17, 2011 | PVGP HISTORIC RACES, BEAVERUN, WAMPUM, PA<br>Event Chairman: Keith Lawerence, Tel: 724-941-5330 Email: klawrence@EDMC.edu |
| OCT. 14-16, 2011 | VRG AT THE GLEN, WATKINS GLEN, NY<br>Event Chairman: Bob Girvin, Tel: 508-429-2818 Email: rgirvin@.com |
| NOV. 25-27, 2011 | TURKEY BOWL XIII, SUMMIT POINT, WESTVIRGINIA<br>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 HAMPSHIRE MOTOR SPEEDWAY*
# *MAY 20-22, 2011*

***Photos by Philip Maddalena Racing Photography***

## *NEW HAMPSHIRE MOTOR SPEEDWAY*
## *MAY 20-22, 2011*

***Photos by Philip Maddalena Racing Photography***

# Vintage Racing Celebration – NHMS – May 20-22, 2011

For many of us, especially the Northern contingent of VRG, New Hampshire Motor Speedway is the racing season's opening event. Cars hidden under cover during a long winter are dusted off and polished. Engines sitting idle now idle perfectly after a long Saturday morning of tuning carbs and setting timing perfectly at 32 degrees BTDC . Dreams of a pole position, or at least the top half of the field, begin to filter insistently into minds long preoccupied with shoveling snow. And then……it's here – the trailers loaded, fuel (check), oil (check), tools (check) – and off we go to Loudon, and a new season has begun .

***Alex Vogel receiving the Louden Cup from Garry Gappens, General Manager, NHMS***

Event Chairman John Kieley, ably assisted by Dave Fromer, orchestrated another great event : plenty of track time, safe and exciting racing, clambakes, the famous Kieley Brothers Friday Night Garage Cocktail Hour, and the kind of camaraderie we all look forward to . Entrants from all over the Northeast and Canada were placed in four Groups for two Qualifying races and four Sprint races culminating in Sunday's 15 minute Sprint event.

Groups 1 and 3 were for small bore sports cars, with a heterogeneous mix of English and Italian iron and even a couple of fast Datsuns . In Group 1, Matt Hagopian , in his 1964 MG Midget, led the field away from the pole, but Alain Raymond, down from Quebec in his sweet 1964 Fiat Abarth, was having none of it and quickly moved from 4th to 1st . Matt, perhaps drawing on the genes from his Grandfather ( Jaguar E-Type hot shoe, Gary Hagopian) , quickly recovered and won going away. Meanwhile, Frank Mount in his 65 year-old MG TC and Paul Fitzgerald in the famous #833 MG TD put on their usual exciting show of very close racing with Mount making the trip from Ontario worthwhile by finishing a mere one-half second in front of Fitzgerald.

Group 3 featured the wicked-fast Mini Coopers of David Reid and Joseph Ware who turned identical fast lap times of 1:25 and finished in that order 0.7 seconds apart. Another Quebecois, Raymond Lafleur, pushed his 1969 Lotus 7 into the mix from 5th starting position, briefly held 2nd and finished a well-deserved 3rd.

Group 4 featured the heart-stopping, ear-splitting big bore equipment from Chevrolet, Ford, Jaguar and Porsche, but also included a very (very!) fast Mazda, and the Volvo equipe, ( not one, but two), out of architect Dan Scully's shop. Rod Folia punched his Mazda hard through The Bowl and went from 3rd to 1st by lap 4 to take the win. But, the excitement was in the contest for 2nd place between Frank Grimaldi's wonderful 1968 Camaro (more on this later) and Chris Homer's fast 1964 Corvette. At the end, Grimaldi got by Homer on the last lap and thundered across the finish line an official 0.014 seconds ahead. Behind them, more fun was going on as Scully and newcomer Alex Vogel went at it in what must be two identically prepared Volvos , as their best lap times differed by a mere 0.4 second . Scully finished ahead of Vogel by a fraction of a second after a full 13 minutes of sprint racing .

For this issue of the Newsletter, our featured in-seat race report is by Bill Hollinsworth, racing with the Formula Cars in Group 2 . Here's his view from behind the wheel :

Let's start by dealing with who were not there and what did not happen. Dealing with the latter – it did not rain (for us…very much). We would have to think of this year at Loudon as another with no rain. Is it three years now or four? Turnout was thin. There were 10 Formula Fords at the Jefferson 500 the previous weekend, and 5 out of the 10 S2000's that were entered. At NHMS there were 6 Formula Fords, no S2000, and no Sports Racers.

David Fromer, who has sold his Crossle, was there to help John Kieley. Dave Fenton had the flu. Bob Cunningham had a cold. Bob Bruce went sailing. John Kieley as Event Chairman was too involved to bring a car. Ivan Frantz brought his Lotus 7 and Little Ivan and Leland. Rex Miscovitch's car is still being repaired. David Stearns's car is still being repaired (they are kissing cousins at LRP – the cars). Chris Shoemaker's car was not ready to race. Cal Trumbo depends on Chris Shoemaker for a ride for his car. Keith Lawrence depends on Chris Shoemaker for a ride for his car. Bob Romanansky stayed with Barbara at home. Rick Little now lives in Aiken, South Carolina. (This is a rundown of the usual suspects in attendance each year).

There were seven left standing, (remember the movie, The Magnificent Seven?). EV, aka Ed Valpey, Nick Grewal in a FB, Don Denomme, who has graduated from the SCCA, in a VanDiemen, Richard Morris, also a new member, in a Hawke FF, John Rutherford, also a new member, in a Lola FF, Ray Boissoneau putting in some track testing time in his F5000, Larry McKenna, our enthusiastic Editor, and me. Actually, that is eight but I am not counting Ray.

We may have had a damp track some of Friday. Larry McKenna damaged the radiator of his Titan and took it home. Nick Grewal was bonding with his FB Lotus, and being careful as he learned about what a fast car he has. Richard Morris and John Rutherford were shaking down their cars and Don Denomme gave me a driving lesson. On Saturday, EV joined us after finishing his duties with the Driver School and gave us both a lesson. On Sunday it was much the same although Denomme had some minor problems which made me look good. Trust me, he looks good, has a very well prepared and fast FF, and EV makes all of us look like students. It was a good weekend…on and off the track. - Bill Hollingsworth

At the clambake, John Kieley announced two awards to the acclaim of the assembled crews, drivers, officials and guests . The first was the Loudon Cup, sponsored by NHMS and presented by its General Manager, Garry Gappens . The Cup is awarded to a new VRG member who best exemplifies the spirit of vintage racing . This year the winner by unanimous vote of the committee is Alex Vogel in recognition of his fine driving, enthusiasm, and camaraderie throughout the weekend .

The second award is the Weaver Cup, presented in celebration of the memory of a pioneer in American road racing, and the founder of Thompson Speedway, George Weaver. This year's well-deserving winner is "Fast" Frank Grimaldi, the long-time driver of the "Old # 80" 1968 Camaro. This was an especially satisfying award for many of us, as well as Frank who vividly recalls racing at the last Thompson road races years ago in this very same "Old # 80" . Indeed, it was in the parking lot at Thompson that a then very young pre-driver's licensed Frank Grimaldi first learned to shift his Dad's Jaguar XK-120 !

We are privileged to have among us long time racers like Frank, and new ones like Alex. That's what makes this race in New Hampshire , and the VRG, feel like home .

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***NEW HAMPSHIRE MOTOR SPEEDWAY***

***Photos by Philip Maddalena Racing Photography***

# Dual Entry Application for 2011 Pittsburgh Vintage Grand Prix

**Vintage Races at Schenley Park**
**July 22-24**
**Sanctioned By**

**PVGP Historic Races at BeaveRun**
**July 15-17**
**Sanctioned by**

The Pittsburgh Vintage Grand Prix Association is excited to announce plans for the 2011 event. The 29th annual Vintage Grand Prix will present 10 days of motorsport festivities from July 15 through 24 culminating with our trademark vintage races through the streets of Schenley Park on the July 23/24 weekend. The featured Marque will be Porsche – with a weeklong schedule of special events for owners and fans.

In our efforts to continuously improve and grow the event the PVGP is extending an invitation to a greater amount of drivers and race organizations to participate in both race weekends. This will help increase the charitable donation while providing more racing excitement for fans.

**PVGP Mission**
The Pittsburgh Vintage Grand Prix's mission remains the same as when it was established back in 1983 "To host a world-class vintage race event that celebrates our automobile heritage and raises money for charity." In the original spirit of vintage racing that took place on public roads in the 1940's and 1950, our vintage races through the streets of Schenley Park will continue to present a safe and friendly environment for our drivers and fans.

**Charity Event**
Proceeds benefit the Autism Society of Pittsburgh and Allegheny Valley School. This past October the PVGP donated $150,000 to these two fine charities, bringing the 28 year total to $2.75 million. These funds directly help individuals in western Pennsylvania affected by autism and mental retardation. A portion of your entry fee will be tax deductible. The PVGPA will send you a letter after the event that states the value received.

**Contact**
Schenley Park Competition Director: Richard Barnes 412-767-8611 barnesrd41@comcast.net
BeaveRun VRG Event Chair: Keith Lawrence 412-770-8267 Klawrence@EDMC.edu
Visit www.pvgp.org/race for details and race schedules

**Please complete the following two page application and mail with check to:**
**Donna McDonough 2940 Abbey Lane South Park, PA 15129-8827**

## 2011 Dual Entry Application
## Schenley Park Vintage Grand Prix & PVGP Historic Races at BeaveRun

*DRIVER AND MEDICAL INFORMATION – PLEASE PRINT CLEARLY*

Driver Name_____ E-mail _____

Address _____

City _____State/Province _____ Zip _____ Country_____

Phones: Daytime_____ Evening _____Cell_____

Shirt Size (circle one) Men's M L XL Women's S M L Please list the last three vintage races, with dates, that you have competed_____

I am a Member and Qualified Driver with the following Vintage Race Organizations. (Please list club, license # and expiration)

_____

Have you been put on probation or suspended from any vintage racing club in the last 5 years? ❒Yes ❒No

If Yes, please explain:_____

_____

Have you been involved in any vintage racing incidents in which a car was damaged in the last 3 years? ❒Yes ❒No

If Yes, please explain:_____

_____

Emergency Contact:_____ Phone: _____ At Track? ❒Yes ❒No

Date of Birth_____ Blood Type_____ Drug Allergies_____

Date of Last Physical_____ Date of Last EKG_____ Date of Last Tetanus Shot_____

Special Conditions: ❒Hemophilia ❒Epilepsy ❒Asthma ❒Diabetes ❒Contact Lenses ❒Other _____

Current Medications _____

Personal Physician_____ Phone_____

By signing this entry application, I acknowledge that vintage racing is a dangerous activity. Serious injuries and fatal injuries can occur. I have no physical or mental problems that would prevent me from safely participating in this speed event. I release Pittsburgh Vintage Grand Prix Association, the City of Pittsburgh, Vintage Racer Group, BeaveRun Motorsports, all officials, employees, volunteer workers, and other participants from any liability for injuries or damages. I also grant to the Pittsburgh Vintage Grand Prix Association the use of my name, voice & or likeness in electronic or printed media for news, publicity or future program use. I further stipulate that no other agreements with other parties conflict with this agreement.

Signature_____Date_____

*CAR INFORMATION – PLEASE PRINT CLEARLY*

Car: Year_____ Make_____ Model _____ Color(s) _____

Roll Hoop/Cage? ❒Yes ❒No Full Restraints? ❒Yes ❒No Fuel Cell? ❒Yes ❒No

Transponder #_____(Needed for official timing – A limited amount of transponders may be available to rent)

Actual engine displacement _____ Carburetors: number/type/size _____

Tires (no slicks): Mfg/Model: _____ Size: F _____ R _____ Treaded? ❒Yes ❒No

Wheels Type: ❒Alloy ❒Disc ❒Wire ❒ Other _____ Wheel Width & Diameter F_____ R_____

Brake Types: F _____ R _____ Race number: 1st Choice: _____2nd Choice: _____3rd Choice: _____

Average Lap Times: Schenley Park _____ BeaveRun _____ VIR_____ Summit Pt_____ Mosport_____

Other tracks and lap times _____

Length of tow vehicle and trailer that you will leave in paddock_____

Number of race cars in your trailer (Due to space limitations please do not bring show cars)_____

**PVGP Historics at BEAVERUN Single Race Entry – July 15-17, 2011**

Early (posted by 4-15-11) $300.00 Regular (by 7-1-11) $350.00 Late $425.00 $_____

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

Sat. Dinner/Party (1 free w/entry) Extra Adults: ____ x $25 Kids under 12: __ x $10 $_____

Garage Rental at BeaveRun $250.00 per stall *(holds one regular car or two very small cars)* $_____

2nd Car Same Driver: Additional $225.00 (Fill out top of this page for second car) $_____

**SCHENLEY PARK Single Race Entry – July 22-24, 2011**

Early (Posted by 4-15-11) $375.00 Regular (by 7-1-11) $425.00; Late $475.00 $_____

Sat. Dinner/Party (1 free w/entry) Extra Adults: ____ x $25 Kids under 12: __ x $10 $_____

2nd Car Same Driver: Additional $225.00 (Fill out top of this page for second car) $_____

Additional Fee to Participate in Porsche Marque Race $100.00 $_____

**DISCOUNTED COMBINATION RACE ENTRY– For Both BeaveRun & Schenley Park**

Early (Posted by 4-15-11) $625.00 Regular (By 7-1-11) $725 Late $850.00 $_____

Additional Voluntary Donation to our Charities $_____

**Total (Enclose check made payable to Pittsburgh Vintage Grand Prix Association)** $_____

**Mail Entry Form and Check To: Donna McDonough 2940 Abbey Lane South Park, PA 15129-8827**

*THIS AREA FOR PVGP TO COMPLETE*

**Race Group** _____ **Car #**_____ **Date Received** _____ **Payment Method** _____

# JEFFERSON 500

This year's Jefferson 500, though plagued with iffy weather, continued it's popular run among the VRG faithful and many, many visitors. The race results are readily available through mylaps.com, but the real story was just as it always is, friends spending time with friends, on and off the track.

Steve Limbert and the crew at WDC Region SCCA performed their usual role, with Steve's golf cart having accumulated seemingly hundreds of laps around the paddock over the course of the weekend. After a year off, Brian Redman's presence and fine evening story telling lent context to what we all were there for, to have fun!

From the Chevrons to the SAAB's, there was a place for everyone and that this event has continued to grow in popularity is no surprise. Stalwarts like Kent Bain, Larry Nevaiser, Bob Kullas, Ralph Manaker, the crowd from Tripod Racing with their wonderful Datsun 510's (there were EIGHT present this year), a bevy of Porsches and a good size turnout of rare and unusual small-bore entrants made for some great racing.

I particularly enjoyed watching Dave Gussack, normally a Porsche driver, take to his new Spitfire to easily set the fastest lap in the convoluted Classic Motorsports Small Bore Feature on Sunday. Every time he came back into the pits, Dave had a smile that couldn't be beat. It was fun to see him join long time Spitfire supporters like Russ Moore and Dean Sopp in that great fraternity of capable small-bore production cars. Another crowd that never fails to impress is the giant killing Ginetta G15 group spearheaded by Sunbeam guru Rick Rose. These guys are incredible! John Sambrook is a treat to watch and really wheels those great cars well.

The master of Summit Point, Dave Coleman, put on a clinic in tricky conditions to just pip Eric Stahlman's Alfa on Saturday morning while another great race went on between Jim Netterstrom's son, Paul, driving Jim's Super Seven and Vince Irwin, who did some serious pedaling in a generation older race car, his superb Lotus XI.

It was really no surprise to see former SCCA National Champion Ray Stone waltz away, but the great tussle between Mark Gobble and John Sambrook was thrilling! Richard Jefferson's Spridget and Jeff Graham's Bugeye were locked in a two-step as well. Great stuff!

In the faster formula and sports racing cars, the Chevron B16 Enduro entries of Manaker and Kullas were awesome in the 1:16's and 1:17's, while the sprint races saw Brian Rechtienne drive extremely well in his GRD FB/F2 car. For me, the treat was my old friend Simon Green, racing a car he's owned for twenty-seven years like it was an old shoe!

Fun to watch the Fords flying around, with Doug Meis just doing a superb job, trading runs with Bob Bruce, Kyle Kaulback, Richard Barnes, Christian Morici, Fairchild "pere et fils" and our erstwhile President, Bill Hollingsworth. A nice crowd and not too much crowding!

The weather forecast that scared some away never materialized and we all had a terrific time at Summit Point honoring Bill Scott and the great temple to speed that he built to replace Marlboro Raceway in 1969. Think about coming out next year, because it's sure to be even better .

***Peter Krause***

JEFFERSON 500

***Photo's by Bill Stoler***

***Photo's by Bill Stoler***

JEFFERSON 500

***Photo's by Bill Stoler***

# Sports 2000 Sports Racers Admitted as VRG Class

Ralph Steinberg, Chair, VRG Car Classification Committee, recently announced that S2000 Sports Racers will be admitted as an official VRG class effective immediately. Ten VRG members own S2000 cars and they have been a frequent, well-driven (and fast!) guest entry in many of our races.

The cars feature a glued and riveted aluminum monocoque chassis construction, and a 2 liter German Ford SOHC engine prepared to strict specs. Minimum weight is set at 1310 lbs with driver. Manufacturers include Chevron, Lola, March, Royale, Swift and Tiga. The class was founded in 1976 in England, with the first race taking place at Brands Hatch in April 1977 and won by the wonderfully- named women's ski champion, Divina Galica .

S2000 vintage race cars are divided into three Groups depending on date of manufacture. Only the HS2 and S2 groups are accepted for VRG log books. HS2 is for cars produced before 12/31/84. S2 is for cars produced after 12/31/84 and before 12/31/86, and, continuation models in production as of 12/31/86.

VRG will issue log books to any HS2 or S2 car conforming to the rules and specifications of the class's national organization, NAC-SRCC. The cars will be required to pass VRG Tech Inspection at each event. Jim Hanna, representing NAC-SRCC, will work closely with the VRG Car Classification Committee to insure cars meet the intention as well as the letter of both S2000 and VRG rules.

For more information on this interesting class, go to www.nac-srcc.com

# Snakes in The Grass

This time-worn idiom is generally used in the pejorative, but in the context of driver conduct it's pretty clear that possible threats should be neither seen nor heard. Several years ago the local chapter of the BMW Car Club of America was faced with a dilemma. A number of drivers wanted to make the transition from HPDE driving schools to Club Racing, but their HPDE experience, where passing occurred only on straights and only with point-bys, left them ill prepared. The solution was a "Passing Clinic" wherein participants, after attending a lecture on wheel-to-wheel driving, were given passing stripes. Cars with passing stripes could pass each other anywhere on the track, but when approaching cars without passing stripes the normal passing zone rules applied. The basic principal was simple… the presence of cars able to pass in corners could not in any way change the experience of those who did not wish to pass in corners. The program was successful and has since been adopted nationally. This scenario exists, perhaps to greater extremes, in vintage racing. Fast and competitive drivers inevitably share the track with drivers who simply enjoy circulating at a brisk pace, or who are new to the sport and have yet to learn how to drive to their car's potential. When drivers of both extremes conduct themselves appropriately, the experience of neither is diminished.

For the slower driver this conduct means, above all else, being predictable. This is why new drivers are instructed to stay on line when being passed… the faster driver will find his/her way around. Often, however, when incidents occur between faster and slower drivers, it's due to the slower driver's efforts to get out of the way, and far too often this is because a snake has poked his head out of the grass. When a faster driver hounds and intimidates a slower driver, or makes a tight pass, the latter is very likely to react in an unpredictable manner. In most of the remaining incidents between faster and slower drivers responsibility falls firmly on the shoulders of the former. When members of the Drivers Committee hear the words "He should have seen me" we can be pretty certain we're dealing with the wrong kind of snake. When a faster driver acts with appropriate restraint, the pass occurs safely regardless of whether the slower driver sees it coming. If a pass can't be made without causing the slower driver angst – regardless of whether or not it's technically "legal" - then the pass shouldn't be made, even if it means losing a position to a less thoughtful and careful participant… and that participant will likely soon be branded OCB (Other Clubs Beckon). Faster drivers can't pass unseen, but they can certainly pass without causing fear and discomfort.

For many "competitive" drivers, the appeal of vintage racing lies with the promise that true competition can be found among people who share the universal understanding that it exists with certain limitations. We like the idea that we can go out and drive as hard as we like, often finding ourselves in true hammer and tongs battles, yet at the end of the day our unwrinkled cars can be put in their trailers with only a little dirt and grime to mark our efforts. If we're an ideal club, with ideal participants, a national champion can share the track with Mr. Magoo… neither will have any "moments" and both will leave smiling and looking forward to the next event. Along with VRG's emphasis on safety and driver skill, the restraint, consideration and good judgment of our faster drivers will help assure our club's success in the future.

***By Ed Valpey, VRG Chief Instructor***

VINTAGE RACER GROUP

VRG

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

WWW.VRGONLINE.ORG

# *2011 Membership Roster*

***The 2011 rosters have been mailed to all current members. When you get your copy please check your listing for accuracy. If there is any problem please e-mail darrybova@gmail .com. If you don't receive a roster check with John Faulkner about your membership status.***

**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

You may also contact:
Bill Hollingsworth e-mail: info@vrgonline.org
phone: 516-236-7263

Larry McKenna - Editor-lmckennajr@gmail.com

Darry Bova - Layout and Production
darrybova@gmail.com

# *Please don't forget to bring an item for our charity auction.!!*

**As in previous years we will hold an auction at BeaveRun to raise money for the PVGP charities.**

**If you have an item kicking around your garage or basement that you no longer need or want please *go get it and put it in your trailer right now.***

**Our auction is only as successful as the items that we offer. Let's make this year's auction a record breaker!**