VINTAGE RACER GROUP
VRG
NOV, 2011 VOL. 8.4
WWW.VRGONLINE.ORG

TURKEY BOWL XV
NOVEMBER 25-27, 2011
EARLYBIRD DISCOUNT –
ENTRY RECEIVED AND PAID BY NOVEMBER 7TH

NEWSLETTER

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Turkey Bowl XV, Nov. 25-27, 2011

The 15th annual Turkey Bowl is right around the corner. It is hard to believe that Thanksgiving is just under a month away. This year's Turkey Bowl will be on November 25-27 at Summit Point Motorsports Park (http://www.summitpoint-raceway.com/). The entry fee this year for the early bird special (received by Nov 7th) will be the same as last year at $250. This is a great value for over 3 hours of track time each of the three days of the event. Weather has been great the past few Turkey Bowls with clear skies and daytime temperatures often in the sixties.

VRG – eligible cars will be organized into three race groups : Group 1-Vintage Small Bore; Group 2- Vintage Big-Bore; and, Group 3-Open Wheel & Sports-Racer . This year we will be doing an MG feature race and a LeMans style race for the vintage groups. And, as an extra special attraction, we will be sharing the track with an interesting group of Modern Sports/GT cars (Group 4) and Legend & Baby Grand racers (Group 5) . A schedule is available at http://www.vrgonline.org.

The VRG dinner is again at the George Washington Hotel (http://www.wyndham.com/hotels/DCAGW/main.wnt) where the food is five-star quality. The cost for the dinner is $35 pp for adults. We also will have a kid's menu this year for $10 per child 12 and under.

Race central will be at the George Washington Hotel (540-678-4700) in downtown Winchester with a great rate of $80/night + tax for a 5 star hotel. This rate has been extended through November 4th.

We also have a great rate at the Hampton Inn North in Winchester, VA (540-678-4000) of $76/night + tax; ask for the Vintage Racers Group discount rate. This rate is good through November 10th.

This year we are using MotorSportReg.com for registration. This is a simple and convenient way to register and pay for the event. There is a link on the VRG website (http://www.vrgonline.org) under the event section as well as a printable entry form and the FAQ.

The cancellation deadline this year is Friday, November 18th. If you think there is even an outside chance you will attend we encourage you take advantage of the early-bird special of just $250.

If you have any questions you can contact any of the following individuals:

Vintage Cars:

Event Chairman and Registrar: Cal Trumbo, cal@vrgonline.org, 704-905-6509
Asst Event Chairman: Dave Thomas, pa917@hotmail.com, 804-585-8092

Modern sports/GT:

Dave Parker, parkerfamily216@gmail.com, 410-964-1212

VRG RACE SCHEDULE

2011-2012

✓ NOV. 25-27, 2011	TURKEY BOWL XIII, SUMMIT POINT, WESTVIRGINIA Event Chairman: Cal Trumbo, Tel: 704-248-0321 Email: cal@vrgonline.org
FEBRUARY 11, 2012	WINTER WARM-UP KARTING - GRAND PRIX NEW YORK, MT. KISCO, NY Event Chairman: Darry Bova, Tel: 203-329-9710 Email: darry@vrgonline.org
MARCH, 2012 (TBA)	PITTSBURGH AREA VINTAGE RACERS WINTER DINNER Event Chairman: Keith Lawrence, Tel: 412-995-7101 or Email: keith@vrgonline.org
APRIL , 2012 (TBA)	VDCA WILD HARE RUN, VIRGINIA INTERNATIONAL RACEWAY, ALTON, VA Event Chairman: Mike Jackson, Tel: 561-622-7554 Email: vdca@vintagedrive.com
MAY 12-13, 2012	VINTAGE CELEBRATION - NEW HAMPSHIRE MOTOR SPEEDWAY, LOUDAN, NEW HAMPSHIRE Event Chairman: Dave Fromer, Tel: 802-253-8854 Email: dave@vrgonline.org Gary Hagopian, Tel: 413-537-8427 Email: gary@vrgonline.org John Kieley, Tel: 603-878-1220 Email: kieley@vrgonline.org
MAY 17-20, 2012	"JEFFERSON 500" AT SUMMIT POINT, WEST VIRGINIA Including Free Test Day. Drivers School begins Wednesday, May 16th Event Chairman: Steve Limbert, Tel: 717-432-4116 Asst: Cal Trumbo, Tel: 704-248-0321 Email: cal@vrgonline.org Registrar: Jim Karamanis, Tel: 571-762-3125 Email: jim@vrgonline.org
JUNE 15-17, 2012	VARAC MOSPORT VINTAGE FESTIVAL, BOWMANVILLE, ONTARIO Event Chairman: Peter Jackson, Tel: 724-941-5330 Email: ptrt@rogers.com
JULY 13-15, 2012	PVGP HISTORIC RACES, BEAVERUN, WAMPUM, PA Friday, July 13 is Optional Test & Tune Event Chairman: Keith Lawerence, Tel: 724-941-5330 Email: keith@vrgonline.org
SEPT. 22-23, 2012	"NEW JERSEY HISTORIC RACES," NJMP MILLVILLE, NJ, on Lightning Raceway Event Chairman, Butch O'Connor, Tel 973-769-7707 Email: butch@vrgonline.org
OCT. 12-14, 2012	VRG AT THE GLEN, WATKINS GLEN, NY Event Chairman: Bob Girvin, Tel: 508-429-2818 Email: bob@vrgonline.org Registrar: Mike Lawton Tel: 978-274-5935 Email: lawton@vrgonline.org
NOV. 23-25, 2012	TURKEY BOWL XIII, SUMMIT POINT, WESTVIRGINIA Event Chairman: Cal Trumbo, Tel: 704-248-0321 Email: cal@vrgonline.org

Visit the VRG website at www.vrgonline.org for changes and updates to the schedule

PVGP

BeaveRun 2011

Bill Stoler Photos

2011 PVGP Historic Races at BeaveRun

Perfect mid-July weather, the second-highest entry in the history of the event, and superb race organization and management by Event Chairman Keith Lawrence and his staff: all the ingredients for a wonderful race weekend at BeaveRun!

This year, a number of special race groups were created that provided fun and excitement for not only the drivers but also for racers from other groups and spectators alike. Porsche was the featured marque and turned out a fascinating collection of 25 entrants for Group 6 races, including a bunch of 911 and 914 variants, a 904, a 930, three 944 Tubos, a couple of delightful 356 coupes, and three fearsome GT3 Cup cars . Jay Policastro in his GT3 and Don Jacobs in a 914-6 took home the awards.

Of course, the BMW drivers could not sit idly by while the Porsches were having all this fun, so the race organizers sponsored Group 5, The BMW/Porsche Challenge. And the paddock rose to the challenge with no less than 42 entrants. Along with the Porsches down from their Group 6 race, BMW fielded a group of 323, 325 and 328 cars, along with some lovely 2002 coupes and seven (!) M3s. Steve Ellis and Kevin Ogrodnik, both in M3s, were the class of the field. Not content to carve up the mixed Porsche/BMW field in Group 5, Ellis then went on to take home more silver in Group 9 for BMWs only, with Steve Fitzgerald in his 323i also showing good form.

But then, back to our roots, as the Vintage and Historic Small Bore took to the track in Group 1. They were all there: Spridgets galore, MGs, Alfas, Turners and Elva Couriers, three Formula Vees, a Lotus Fjr, a SAAB, a snarling Abarth Scorpione, a Devin C, and a Jabro. thirty-six entries in all, and all delightful. Ken Wild, towing all the way from Simi Valley, CA, took the award in his Alfa Romeo Spider, followed to the podium by Pete Carroll in his Sprite.

Group 8 celebrated the memory of one of the forerunners of women racing drivers with the Donna Mae Mims Memorial Race for Spridgets only. The Pink Lady did her early racing in Spridgets, and was a National Champion. More recently, many of us remember her fondly as an active and enthusiastic member of the Grid crew at BeaveRun. Nineteen Spridgets raced in her memory with Steve Hirschtritt and Pete Carroll bringing home the honors.

Not all of our cars race with fenders, some drivers preferring to see just where those wheels are next to the apex curbs. They had their chance with 26 entries in Group 3 for Formula & Open Wheel cars, coupled with several Sports Racers and S-2000s (what the heck, they're just Formula cars with fenders anyway) . Formula Fords, both Club and Vintage abounded, plus a Lotus Formula Junior, and three really super Super Vees. The wicked fast John Bechtol in his Zinc Super Vee took this class, followed by Jim Southwood in his Lola S2000.

A growing tradition at BeaveRun is the Group 7 event only for Formula Fords, and 19 entries were ready to try each other on. Illustrating the broad participation of manufacturers in the class, a total of 12 different makes were represented from Crossle to Zinc, (oh, if only Abarth had made a FF) . When the dust settled, Christian Morici in his Lotus 69 Vintage FF and Dick Barnes in the Gemini Club Ford were the award winners.

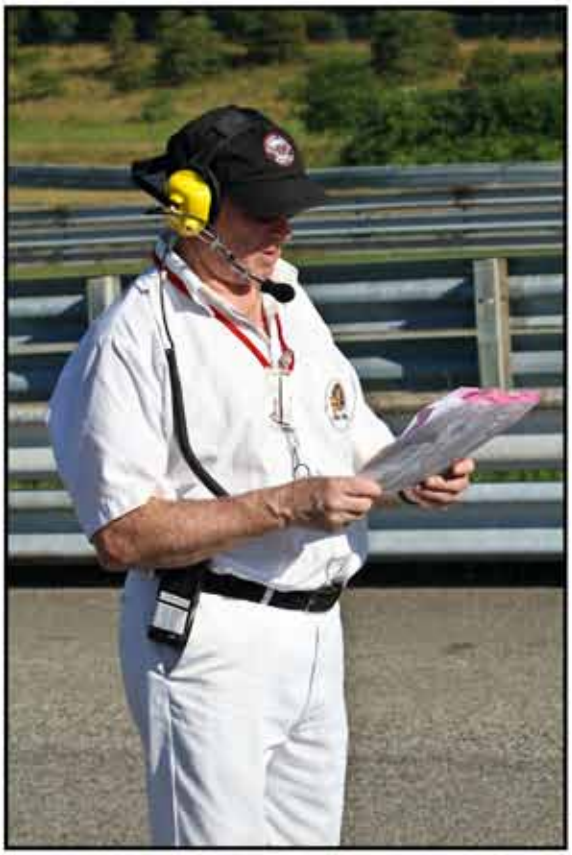
A novel addition to the race meeting this year was Group 4, the BeaveRun LeMans race. A total of 36 entrants included the usual mix of MGs, Porsches, Triumphs and Alfas, with the addition of a couple Mini Coopers, several Datsuns, and a Sunbeam Alpine. Proving that a wise choice for economical, dependable transportation is a small Japanese compact, Joe Maloy motored home to the award in his Datsun 510, followed by Jim Glabicky in his Datsun 2000.

Another big (and we do mean Big !) addition to the program this year was an aggressive initiative to get out the heavy-duty, fast, fast, fast Big Bore cars, in Group 2: The US Cup Challenge . And did they respond, with a total of 41 entrants, representing the US (Ford and Shelby Mustangs, Ford GT-40, Chevy Z-28 and Corvettes, and a Yenko Stinger coupe), England (Allard, Jaguar XK-120 and 140, Triumph TR-GT6, and a TVR Tuscan), Germany (Porsche 911 and 914, and BMW), Italy (Maserati and Alfa), and Japan (Datsun) . In the end, victory went to the USA with awards to Sam Viviano in his Camaro Z-28, and, Hal McCarty in the Shelby GT350.

The BeaveRun event continues to grow in both the number of entrants, and, the variety of cars attracted to the race. This is due in no small part to the enthusiastic initiatives of the Event Chairs over the past several years, Ralph Steinberg and Keith Lawrence. Many people stated that they felt this event is one of the Highlights of the season. Thanks to all at BeaveRun who make it that way. We'll see you there next summer!

Hey, that guy has a helmet just like mine!

What do you mean you forgot your helmet?



what's a three letter word for feline?

Bill Stoler photos

Darry, the keys are NOT under the floormat !

Look for more photos @ billstoler.com

BeaveRun 2011

WORLD'S LIGHTEST
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Crown Royal
39

12

6

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VRG at "THE GLEN" 2011

The weather could not have been better; except for when it was raining. Actually, it was spectacular. Watkins Glen - situated high on a hill, overlooking Seneca Lake, the fall foliage, in its primacy, announcing one last beautiful hoorah to the shortening days of fall made you feel especially lucky just to be there. When the sun and the wind blew the clouds aside there was a palpable urgency that was just right.

Friday morning opened to a damp but reasonable track, especially for Groups 3 and 4 late in the morning. Friday afternoon brought rain but the spirits in the garage were high and hopeful, affording a chance to reconnect with old friends and make new ones. There was lots of knowledge pooling going on amid the coffeemakers, microwaves and crock pots. The aromas of nourishment and poorly burnt high octane leaded fuel was a heady combo indeed.

In addition to VRG's regular race groups, this event also saw the Volvo VSA group celebrate the 50th anniversary of the P1800. And there were some very pretty Volvos indeed, both racing and classic street cars. Lot of P1800 's and es's parked on the streets of Watkins Glen in the evenings. They also had some close racing. The major race Sunday morning was won by John Parker in his Volvo 1800 followed closely by Steve Grabski and Ian Lok.

We shared the track with modern Formula Fords and F2000's too. There was a pretty steady banter all weekend - lust if you will - regarding the beauty and sophistication of the modern Formula car. The open wheeler types seemed especially infected, not to mention that the F2000's put on some great racing; especially Sunday's feature. This writer had the good fortune to be at the top of the newest grandstand, with a view of almost the entire track and sharing it with just a handful of fellow spectators. It is hard to overstate the feeling of awe that goes with a private weekend at the Glen. It should be on everyone's bucket list.

Saturday morning broke open to a beautiful track day. There was great racing. Larry Rossi, winning Group 4, race 1, set the best time of the weekend at 2:06.885 in his Lola T588 Sports 2000. Richard Peterson twice won and set fastest lap times for Group 1 in his '66 Cooper S.
For the afternoon the rains returned. The garage buzzed for a while and then small groups decamped to this lodge or that to return for the Board meeting, appetizers and the bar. A very nice meal was served at the Media Center with Peter Egan as the guest speaker. Peter actually came, from Wisconsin, to race his newly acquired Crossle Formula Ford (and a pretty one it is) and being as gracious as Peter is couldn't say no to a request to be our dinner speaker. He told some great stories from a lifetime as a car guy and great scribbler, especially the one that began with his boyhood scrapbook about Innes Ireland.

The weather people predicted a sunny Sunday morning and they could not have been more on the money. Perfect one might say. Bob Girvin announced that the board had decided to return the $100 entry fee for the Enduro, and instead, to open it up, for free, to all who wished to participate as a way to make up for some missed track time. VRG is a non-profit and the year looked to break even and the board had the creativity to respond in a totally thoughtful way.

VRG at "THE GLEN" 2011, con't.

The excitement now was palpable. Early morning practices were brisk and refreshing as the Enduro beckoned. It was prep time for those who had not planned to run – how to refuel, who could help with fire extinguisher duties or give a hand strapping drivers back in. Plans were laid; fuel cans positioned; old fire suits dragged out for the newly drafted pit crews, as they were briefed on their duties. You could have cut the excitement with a dull knife. The starting grid saw 52 cars, (yes, you read that correctly) from a 1999 NASCAR Taurus to Harry Stroka's very attractive Autodynamics Formula Vee,. There was a clean start and one of the most exciting races, ever not televised, ensued. Everyone behaved while driving the wheels off their cars. As Mark Palmer put it, "this was the real essence of VRG, our drivers have the attitude and ability to run a one hour Enduro safely and courteously".

The first laps saw the Taurus piloted by Michael Dube in the lead followed closely by Frank Grimaldi in his '68 Chevy Camaro and the Shelby GT350 of Peter Baselice on his tail followed by Jim Glass's Corvette and Cap Chenowith in his Lola T598 Sports 2000, the Zebra. Don Denomme led the Formula Fords with Bill Hollingsworth and Dick Barnes in pursuit, changing positions with each other like geese flying south, now one then the other leading. Dan Freudenberg came from the back of the pack with his '79 Van Diemen FF, working hard to close the gap and making astonishing progress until about lap eight. A Porsche 914 dropped a load of oil on the last turn to the front straight and Dan was the first to greet it followed by a Volvo on the inside. Both spun, the Volvo going in and Dan going out. It looked for sure that Dan was about to get intimate with the wall but with some very judicious braking and steering brought it to a halt on the track and quickly had it restarted.

Overall victory in the Enduro went to Frank Grimaldi (Camaro, also 1st in class), followed by Alan Friedman (911 RSR), Gary Hess (911T, 1st in class), Peter Baselice, Randy Williams (XKE, 1st in class), John Hawkes (916/6GT), Jim Glass, Michael Dube, Don Denomme (1st in class) and 10th position overall went to Bill Hollingsworth (Crossle 32F). Other Class 1sts went to Baxter Phillips, Stephen Moulton, Andrew Nelson, Jeffrey Reardon, Neil McCabe, Norman Berke, Cap Chenowith and Harry Stroka. A great time was had by all. Many spectators commented to me that this Enduro was one of the most exciting races they had ever watched.

Even though we had some rain at 'The Glen' this year, no one's spirits were dampened (although their cars may have been, dampened that is). When it was good it was great. Thanks go to the hard work of the Board and volunteers for an extremely well organized event (you could almost set your watch by the schedule). Thanks also to all of the track workers, especially the professionalism of the flaggers. And also a shout out to the hospitality of the people of Watkins Glen, it is one of the prettiest and friendliest of towns, and they have a really, really nice racetrack.

James Van Deurzen

THE GLEN 2011

Photos by Nial McCabe

Racing at VRG at "The Glen":
A View From the Cockpit of a Formula Ford

Ok…..we all know that the weather can be 'spotty' at the Glen in October. Well, true to form, it was. At various times during the VRG weekend it was cold, windy, raining or all three at once. My race group was fourth on the schedule and was made up of mostly FF's, several S2000's, and other formula cars for a total of 16. While Friday morning practice was dry, the cool fall weather kept us from running any really hot laps. As the weather reports predicted, most of Friday afternoon's qualifying races were a washout. Saturday dawned cold with early morning sun and windy. But, being the crazies that we are, we still strapped ourselves in for the 8 lap morning races where we were lined up according to our Friday morning practice times. I was 3rd on the grid behind an S2000 and another VanDiemen RF79 like my own, piloted by Daniel Freudenberg .

The weather stayed dry for the entire race. While I'm still learning the limits of the Dunlop tires, I was still surprised at the grip level. You could easily run flat out from turn 1, up the tunnel hill and into braking zone for the 'bus stop' chicane. The S2000's are allowed to run slicks so the lead car pulled away and a second S2 managed to pass me on the last lap and dropped me down to 4th. The afternoon 10 lap races were again rained out, putting an end to our second day. Though it was a bit frustrating, hanging out in the garages, meeting new drivers and checking out other cars did make the afternoon more bearable.

With most of the Formula Fords garaged next to each other, I had a chance to check out a number of interesting rides. Richard Morris was there with his '76 Hawke DL19 that Rick Hiland and I had restored for him a few years ago. Among the others were a '68 Lotus 51, '69 Merlyn MK 17 and one particularly beautiful black Crossle 35 driven by Peter Egan, the highly regarded editor-at-large and columnist for "Road & Track" magazine. One driver observed that "…if we were home on a rainy Saturday afternoon, in a garage surrounded by great cars and bench racing with friends, we would think that it was a great day." Daniel Freudenberg and I spent time talking about chassis mods, set up, parts availability, etc. We both knew that we were the fastest Fords and, while we became friends in the garage, we both knew that what we wanted most was an opportunity to get back out there and run head to head again. That would have to wait till Sunday.

The local weather reports said that Sunday would be fairly clear and the pick of the weekend. While still cool, it was sunny and dry. Sunday also offered another unexpected surprise. At the morning driver's meeting, it was announced that due to previous race rainouts, VRG would graciously refund the $100 entry fee for the morning's 1 hour Enduro race as well as allow any one else who wanted to run to do so for free. I had no idea what the Enduro involved. Driving a formula car, I never even contemplated an Enduro. Other friends who knew the procedures convinced me to give it a try. With a mandatory 5 minute pit stop for refueling, I knew that I could get out of the car, refuel and get buckled back in within that time. A second individual in the pits (dressed in full Nomex) would be available to assist. Since I had calculated that I could run 35 to 40 minutes on a full tank, I needed to add only about 3 gallons to finish the race. Hell, it looked good on paper and offered a chance to run a lot of laps. After morning warm-ups we started to move our fuel jugs, fire extinguishers, etc to pit lane.

At 10:20 am they began to grid what had now become a 52 car Enduro field. We were gridded by our weekend lap times and it was here that I began to question the sanity of my decision. They kept waving me past car after car, finally slotting me into 6th . Holy Crap! I was surrounded by BIG Detroit iron, Porsches and a lone S2000 directly in front of me on the second row. As we progressed around the track on our pace lap I glanced to my right and was staring directly into the door panel and side exhaust pipe of a Corvette. Everyone had assured me that the competitors would be heads-up and courteous. Yeah right!

Racing at VRG at "The Glen":

A View From the Cockpit of a Formula Ford, con't

The pace car pulled off and we got the green. The big bore cars, the S2000 and a Porsche 914-6 from row 4 moved past and out accelerated me into turn 1, dropping me back to 7th. The remainder of the field got a slower start and fell a bit behind. The cars began to string out allowing most of us the opportunity to run unobstructed laps. After a few laps I began to catch the 914-6. Our lap times were nearly identical. So, though I could pass him through several corners, he could pull past on the straights. I chose to stay behind and wait for a mistake. Later in the first half hour we came up on some oil in turn 11 leading onto the front straight. He backed out of the throttle and struggled to keep control. This gave me the opportunity to get under him and power away on the straight. By this time in the race I was beginning to pass the slower cars. True to their word, all drivers were courteous and gave ample room for safe passing.

Looking at my watch through the back section I knew that it was time to pit for fuel. I pulled into the pit and stopped at our assigned pit box. I got out of the car and began fumbling with my seat and fuel jug. You quickly learn that helmets are designed to let you see forward very well, looking down becomes a bit of an issue. I also realized that I hadn't thought of how to keep track of my pit stop time. Another driver's wife, who assisted me in getting buckled back in, was keeping track. When I was just about ready to restart and get back on track, I asked her how much time we had left. She informed me that we had just gone over 6 minutes. Damn, so much for my plan. A few laps after getting back on track we got an early checkered flag at just over 45 minutes. It seems that oil on the track was getting a bit dangerous and they ended the race a bit early. The results sheet had me in 9th overall and 1st among the formula cars. A good friend, Frank Grimaldi, who was driving a '68 TransAm era Camaro, came in 1st. What a blast. I had just run longer than an SCCA National and felt great.

Following the Enduro, many drivers had decided that they had gotten in some good racing and began to pack up for an early start on the trip home. Nearly all of us had been at The Glen since Thursday evening. I still had my afternoon race to look forward to. As the garage began to empty out, Daniel, in his VanDiemen, myself and Richard Morris, in his Hawke, decided to stay and get one last shot at the title. The weather was looking more threatening, so the three of us decided to run just 8 laps rather than the full 10. We were the last race of the day and the place was pretty empty. We let the grid marshals know of our decision and got ready to go. Daniel was now gridded first, I was second and Richard third. As crazy at it seemed they were willing to have a race for just three cars. As for me, the race was down to only two.

We came down for the green and Daniel got a slightly better jump and lead through turn one. While he pulled out a slight lead, he was always in my sight. I began to push these unknown tires for all they were worth. I started to catch him, and finally passed him on the front straight as we completed lap 5. I held him off as best that I could till we came down the front straight with one lap to go. I got just a bit out of shape going through turn 1 and had to lift for just a fraction of a second. That was all Daniel needed. He was able to keep his momentum through the turn, up the hill and onto the back straight. He passed me just before the 'Bus Stop' and we were locked in a battle for the remainder of the lap. He drove very clean and smooth for the remainder of the lap to lead me across the finish line into 1st with Richard coming home 3rd. The results sheet showed our lap times as 2:16.1 for Daniel on lap 8 when he got past me, and my time as 2:16.2 on the 5th lap when I passed him. We laughed it up and shook hands after the race knowing that we would have to put our rematch off until next year.

Overall the VRG Glen races were great fun. I made a number of new friends whom I'm sure will be at future events during the 2012 season. Can't wait.

See you all next year.
Don Denomme

THE GLEN 2011

Photos by Nial McCabe

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VINTAGE RACER GROUP

VRG

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

WWW.VRGONLINE.ORG

Mark Your Calendars

Winter Warm-Up
Saturday, February 11, 2012

GRAND PRIX NEW YORK Mt Kisco, New York

Join your VRG friends for some winter fun

Results for Election of 2012 Board of Directors:

The VRG Board of Directors is pleased to announce the results of our 2011 election. Incumbent Directors Paul Bova, Bill Hollingsworth, and Mack McCormack were re-elected to three-year terms. We truly appreciate the enthusiasm and willingness shown by the three other candidates, Keith Lawrence, Christian Morici, and Paul Wilson and we look forward to their continued involvement in the club.

As you may know, under the club by-laws, there are a total of nine Directors on the Board, and each year three Directors are elected to serve a three-year term. Each Director is limited to serving three consecutive 3-year terms, or a total of 9 years. The 2012 Board of Directors will meet on October 29th to elect the club Officers (President, Vice President, Treasurer, and Secretary) from among the nine elected Directors.

The 2012 Board of Directors consists of Paul Bova, Bob Girvin, Bill Hollingsworth, Steve Limbert, Mack McCormack, Mark Palmer, Tivvy Shenton, Cal Trumbo, and Ed Valpey. VRG members are encouraged to speak to Board members at any time with any concerns, comments, or suggestions about VRG business.

Congratulations to Paul, Bill and Mack and once again our heartfelt thanks to Keith, Christian and Paul.

Mark Palmer
VRG Secretary

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

VRG 2011 Directors

William Hollingsworth, 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-larry@vrgonline.org

Darry Bova - Layout and Production
darry@vrgonline.org