VINTAGE RACER GROUP
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NEW HAMPSHIRE MOTOR SPEEDWAY MAY 12 - 13 2012 NEWSLETTER

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2012 VRG Karting Grand Prix New York

Just like the exciting start of the 2012 Formula 1 Season, VRG has mirrored the enthusiasm and excitement with its first event in 2012. YES, the VRG Winter Warm Up held on Feb 11, 2012 saw 20+ drivers take the track in wheel to wheel competition. It was a time for champions, and those who aspire to reach for greatness to shake off the cobwebs, hit the scales, and drive erratically in order to achieve the crown very few have had the privilege – VRG KART CHAMPION

This year would be no different, the stars were present; Shoemaker, Vapaa, Rubins. We even had one of the old guard come out to play – Palmer, along with various rookies who were eager to show their skills on track. Just like in previous years, Shoemaker's confidence was unwavering and a strategy was implemented early to ensure victory:

February 9th, 2012

PRESS RELEASE

In response to the overwhelming competitors in the hunt for this year's 2012 VRG Karting Crown, Shoemaker will once again break the mold to ensure the crown belongs in his camp. To this end, Shoemaker will be adding a team name and driver to this year's hunt for the crown. Misfits Racing will now replace Team Shoemaker! We welcome the signing of Graham Long to a 1 year driver agreement in the hopes of being not only the first team running in 2012 but also the first 1, 2 finish by the end of the championship race.

Although team orders are not prohibited by VRG, Shoemaker wanted everyone to know that Gaham Long's primary responsibility was to ensure that Misfits' Racing team finishes a solid 1, 2 (not unfamiliar to those who follow F1). If an opportunity presents itself to pass Shoemaker, Graham Long has been given the 'OK' as long as it is done in a safe manner and does not jeopardize team results.

As always Misfits Racing welcomes all newcomers and teams to bring their best at this year's VRG Winter Warm-Up event.

See you at the races!!

Christopher Shoemaker
Misfits Racing

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VRG RACE SCHEDULE

2012

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, LOUDON, 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. Driver's 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 14-17, 2012	VARAC - CANADIAN HISTORIC GRAND PRIX, MOSPORT Event Chairman: Bob DeShane, Tel: 705-878-53305422 Email: bob.deshane@varac.ca
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

2012 VRG Karting Grand Prix New York (cont.)

Team format? 1st & 2nd Place finishes? Of course there were naysayers, there always are….but the strategy was sound. Now let us size up the competition

Misfit Racing / A formidable and strong team. Christopher Shoemaker, 2x VRG Kart Champion and only back to back winner in VRG Karting history. Graham Long, a previous podium finisher and young kid eager for his first championship.

Team King / A family business and driving combination; Paul & Jeff King, regular top 10 finishers but yet to podium primarily due to DNF issues.

Team VRG / A formidable driving combination from back in 1960(s), but definitely a team in which to watch closely as their age can be deceptive. Mark Palmer, rumored to have won a race in Bermuda but yet to podium in this annual event. Paul Bova, race organizer and regular track legend at the facility.

Rounding out the independent entries we have the following special mentions:

David Rubins, 2011 VRG Kart Champion looking to repeat and gain notoriety similar to Shoemaker and have his name etched in history.

Stephan Vapaa, regular podium finisher looking for that one lucky break needed to get his name in the headlines.

Onto the race….the race format was the Downtown track with 2 groups and 2 qualifying races, the top 10 (based on time) were guaranteed a spot in the final race! But wait a minute, this year the organizers decided to have a race for the bottom rung, and not only did you get an extra session but the top 2 were allowed to compete in the final race. Who makes up these rules anyway?

The 1st heat has special mention in that for the 1st time in VRG Kart history a 13/13 was delivered to one of the competitors. Since we were running on an alternate track, the configuration was new and the barriers in places were temporary. The marshals cautioned us about the chicane in place before the hairpin. Needless to say Palmer's limited eyesight took out the chicane and almost took out a marshal.

Note – Everyone needs to know that VRG will not tolerate aggressive driving and the person in question was reprimanded by the drivers committee (consisting of several fellow competitors)

The 1st race part 2 saw Shoemaker not only in the lead, but also finishing 1st – Naturally! Stefan was hot on his tail with a great showing by Rubins. My teammate Graham, had some driving and kart difficulty but we quickly regrouped for the 2nd race of the day

The 2nd race by both run groups was well run and times were dropping lap by lap as the track developed some heat along with the kart tires. It was overheard, that apparently a fix was on to have some of the top drivers knocked out for the final race based on this new format and loading up the 2nd run group with top talent, but our times proved otherwise and 9 out of the 10 who were challenging Shoemaker made it to the final.

<u>The Championship Race</u>

The 2nd race saw Shoemaker's times go down (7th position), while others were just starting to hit stride. Rubins, Vapaa, Long rounded out the top 3 to start, but this did not intimidate Shoemaker who has made miraculous comebacks before. Why then was Shoemaker worried? Here's why – Rubins was

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2012 VRG Karting Grand Prix New York (cont.)

running hot, his pit crew was providing illegal hand signals on position, speed, and g-force. At this rate, Rubins would surely tie Shoemaker's record if he prevailed.

The race started out as a rolling start and Shoemaker quickly picked up 2 spots and was looking good to possibly regain his spot on the podium, however, the top3 positions were unchanged and Rubins appeared to be separating from the pack. Shoemaker needed something, so quick thought and analysis was needed, a specialty for Shoemaker. What to do, what to do…. Shoemaker gently spun the car ahead of him just after the chicane thereby causing a man-made chicane strategically placed so the top runners would have to navigate around it..

Official Note – No animals, or track marshals were hurt during this free for all on the race track. However, it should be mentioned that racing is a dangerous sport and all the competitors want to wish Nial McCabe a speedy recovery.

Knowing Rubin's line (from years of analysis), Shoemaker was hoping that the chicane would slow him down and let the others catch up to eventually pass and also give Shoemaker a shot at catching up to the slowed traffic. IT WORKED PERFECTLY, as not only did the chicane throw Rubins off line, but it allowed Vapaa to pass and Long to streamline right behind for 2nd place. Now for Shoemaker to do some magic and get back up to podium status, as needed Shoemaker picked up another position, but then something was being pointed at him by the Marshals. Can it be? Yes, my fellow racers it was a Black Flag; (Shoemaker is no stranger to black flags) apparently the track marshals' frowned on the driving behavior exhibited by Shoemaker and a pit penalty was applied that took Shoemaker out of contention

The results….. Vapaa, Long, & Rubins

Huge congrats to Stefan Vapaa on his 2nd podium and 1st Championship in only 2 years; Team Misfits, thanks Graham Long for his awesome drive and commitment to ensure a podium finish. Kudos also to Dave Rubins for surviving Shoemaker's trickery to finish on the podium once again.

So you are probably thinking Shoemaker is done, he is just a silly legend, or worst yet that the rumors of on-track sightings are false and Shoemaker is just another racing urban legend? If so let me leave you with just this thought:

Although Shoemaker did not podium in 2012, it was his sheer determination, awesome driving skills, as well as strategic mind that allowed Shoemaker to remain in the history books as the only VRG 2 time Kart Champion and only Back-to-Back Championship winner in VRG karting history. What else can there be?

See you at the races….

Christopher Shoemaker
Team Misfits

(editors note: The foregoing was obviously written by the legend himself. We could have edited it, but do you really think it would have mattered? ☺)

GRAND PRIX NEW YORK WINTER WARM-UP 2012

2012 Pittsburgh Area Vintage Racer's Dinner

The 2012 Annual Pittsburgh Vintage Racer's Dinner was held on Saturday March 17th and was once again a huge success. It was the eighth time we have held this dinner, and, despite being held on St Patrick's Day night (again), all of those in attendance maintained their decorum and had a great time. We had 42 people attend and the weather for this year's event was outstanding!!!!!

Dan Delbianco was in attendance and made a nice (short!) speech about this year's Pittsburgh Vintage Grand Prix events. Ralph Steinberg was in attendance from Philly and Bill Haus, the PVGP Race Director, also spoke briefly about the 2012 Historic Races at PIRC Race (formerly BeaveRun). Rumor has it that the schedule will be very similar to previous years with tons of seat time and even some new enhancements to the driver's weekend…stay tuned. The former BeaveRun is now under new ownership and the facility has been renamed the Pittsburgh International Race Complex. VRG's race in July will now be known as the PVGP Historic Races at PIRC.

The pre-war group at Schenley Park will be filmed by the "Chasing Classic Cars" TV crew for a future episode on Wayne Carini's show on Discovery Channel. Wayne, who is also the Grand Marshal this year, will be racing in his 1934 MG NA. Dan also offered up signed lithographs from last year's PVGP race poster to all those who wanted. Visit PVGP.org for online registration and payment – early bird discounts runs until April 15, 2012. Sign up early and often.

The host table had several new prospects for drivers in the Pittsburgh area and they really enjoyed the discussion and offers for sales of race cars to them. Seems that many in attendance are trying to sort out their car stable and there was lots of discussion on cars for sale and new acquisitions – Porsche appears to be taking over the Western PA area and it should be fun to see them running this season with us.

See you at the races (real soon).
Keith Lawrence
Pittsburgh PA
1964 AutoDynamics FV
1978 Zink Z-10c FF

Southern Festival of Speed – New Zealand
By David Fenton

The last of the 3 race meets which comprise the Southern Festival of Speed took place last week and as I sit down to compose my promised report, I am caught up in the fact that today is also the anniversary of the tumultuous and deadly earthquakes which destroyed much of Christchurch and killed 185 people one year ago. Although quakes and racing aren't usually associated I find it impossible to write about one without also discussing the other. In my previous report on the Lady Wigram Race which took place in November, I mentioned Christchurch was still experiencing minor aftershocks, but only a few weeks later on Dec 23rd we were hit with two 6.0,s, within an hour. It's unlikely you have experienced a quake of that magnitude, but it is an experience most would prefer to forego. Fortunately, most everything which was going to collapsed had already done so, resulting in only a modicum of damage. But, given so little progress having been made rebuilding the city, so many still homeless or forced to leave, and the economy in tatters, those two big shakes certainly dampened everyone's spirits and left us fearing few would attend the first race in early February of the Southern Series at Rapuna, the city's municipal race track. On the opening day any fears about turnout proved to be unfounded . Just the opposite, as every class was oversubscribed. Likewise, the spectator turnout was terrific too, with 20-25,000 in attendance. Thus the Skope Classic moved into the limelight celebrating the infamous NZ Specials along with the F5000, historic touring cars, classic saloon cars, and single seaters and sports cars.

After doing well in the Lady Wigram race my pit crew and I were pretty confident about a repeat in the Southern Series. All too confident, as the only things we did was tighten up everything, check the toe and camber and gas her up. Meanwhile, our competitors were busily rebuilding, improving and restrategizing, intent on preventing a repeat of the FJ Lotus's performance at the Wigram. There was also the element of the unknown as a contingent of 8 North Island FJrs had journeyed south to show support for Christchurch and see just how good our racing is. My 18 is now the only Jr left on the South Island due to the fact that the other two Jr owners after losing their businesses and homes in the quake moved to Auckland. On the North Island though, there are, some say, more than 50 Jrs. Plans for next year have the Brits, Aussies and others coming over in large numbers for a full Tasman Formula Junior series. The plan is 3 Jr races on the North Island followed by the three Southern Series races followed by everyone sailing off to Australia for two final curtain raisers in Perth and Sidney. If this all comes about we could likely see fields of 50-60 of the best Jrs in the world here. In the meantime how good the North Island 8 were remained shrouded in the red mist of racing lore awaiting the test of track time.

The Qualifying session for our class, however, produced two less welcomed surprises for me. The first was Graham Hamilton and several of the other front engined specials were a lot quicker than at the Wigram. The second was the Gemini driven by Noel Woodford, an Aussie coming down with the pack of 8 from the North Island, was two seconds faster than I. This was not going to be the picnic I expected.

For those unfamiliar with the Gemini. It's a really nifty rear engine Jr which arrived on the scene in 1962 and was a winner right out of the box. This was the factory car driven by Mike Parks, of Ferrari fame, to the British championship. The following year Ed Leslie won the West Pac Championship with it in the States. Woodford bought

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Southern Festival of Speed – New Zealand (con't)

the car a couple of years ago and rebuilt it as well as a car could be. He was honest about its modifications having added discs and engine mods which he admitted would soon have to be returned to standard specs. His greatest advantage, however, was he was driving a lot better than I was and just to prove it he, with Graham not far behind, dominated all of Saturday's races.

To be truthful I was more than a bit bewildered by Graham's new strategy. Instead of taking the fastest line through a corner he placed himself always right in the center of the road so whether the car behind went to the inside or outside there he was. He became so adept at protecting the line that once he got in front he was often able to stay there the whole race and since his superior acceleration at the start usually put him in the lead often there was also where he finished, which also was ahead of me.

Sunday was better for us. We dramatically increased the camber from 1 degree to 2 and picked up 1.5 seconds. It was also warmer so my tires were working a lot better. In the first race I got a great start and pulled past Graham on the bend and passed Noel going into the 1st corner to take the lead which I was able to hold till the end. In the 2nd race I started on pole and had a comparatively easy time for a second win. The 3rd race I thought would be a repeat, but Graham passed me half way down the straight and with his new found strategy kept me behind him the rest of the way despite my best efforts. So each of us took home a pair of wins, thereby promising good close racing for the rest of the series. More importantly, the series was off to a rousing start and Christchurch had its first well attended public event in which all could cheer.

Five days later and 175 kms further south we arrived in Timaru for round two. Visually, Timaru is a mile and a half long, barely 2 lanes wide and if you didn't know better you could easily believe you were at Thompson, Conn 50 years ago. Due to so many entrants the vintage race was split in two: one for the Jrs and fast single seaters, the second for the others. The number of races was also increased to four on Saturday and five on Sunday, one of which would be the longer feature race. Noel having arrived on Thursday got in 60 more laps of practice than anyone else. It showed too as his qualifying time was 3.5 seconds faster than anyone else's. I was having a horrid time as it was unseasonably cold and my tires now 5 seasons old just wouldn't stick. With the temperature in the 80s the previous weekend they were fine, but in the cold they were like clogs on a draft horse. At least that's my excuse for finishing 3rd in all 4 races on Saturday. To make matters worse, 2 of the front engined specials were illegally shorn with modern sticky tires and were constantly nipping at my heels. Meanwhile, Graham's new strategy of covering all the approaches to the corners was proving extremely effective on Timaru's narrow track and he was able to finish ahead of the Gemini in two of Saturday's races.

Sunday dawned with the temperature still in the 50,s and to make matters worse I had come down with a cold. Trying to find some additional cornering speed we changed back the camber on the front wheels. It helped and in the first race I was able to get in front of the Gemini at the start. Meanwhile, Graham, having been caught jumping the start was penalized 5 seconds, resulted in my being handed the victory. Assuming I would start on pole in the next race and hopefully able to stay ahead of Graham at the start things were looking up. But, lo and behold I was assigned what was becoming my usual 3rd place starting position and with Graham starting in second, need I say more. In other words I finished 3rd with the Gemini 1st. The next two races were more of the same except in one I somehow set fastest time. I assume this would definitely put me on pole for the feature race. No such luck though, as again I was assigned 3rd.

Like most tracks Timaru has one turn which makes

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Southern Festival of Speed – New Zealand (con't)

the world of difference as regards times and passing opportunity. It's the very fast left hand corner at the end of the main straight which exits to a short straight followed by a series of medium speed corners. Due to the track's narrow width there is little opportunity for overtaking anywhere else. However, if one can pass going in or attain a higher exit speed coming out of that fast left hander, one will have a good chance of passing the car in front before the next series of corners. The problem is the left-hand corner's exit grows very narrow coming out, and it's very fast, around 100 mph. And, if that's not bad enough, the corner is bordered by a wall of tires less than 5 feet from the outside edge of the pavement. Definitely not the place to get into trouble.

What with Graham and Noel always starting ahead of me and Graham nearly always able to outdrag both of us what I needed was a some sort of unfair advantage which soon began to take shape. As I said Graham almost always outdragged the Gemini through the first two corners, then through the carousel and on down the straight. Then taking the middle line through the fast L H corner he was able to block any attempt made to pass. However, Graham couldn't block all possible lines at the same time and since he would be concentrating on Noel if I could hide in Noel's slipstream until the last moment and take the opposite line Noel was attempting I might just be able to slip past both of them and into the lead and once in the lead, stay there.

Well it worked like a charm. I got a great start and was inches behind the Gemini as we went down the straight. With the double tow I hit 9,200 down the straight, faster than I have ever gone. Sure enough, when Noel pulled to the right Graham closed the door on him and I immediately went left to the inside. Graham tried to counter by moving left but realizing it would be a double block and obviously illegal he pulled back to make sure at least Noel didn't get by too. Of course the next problem was making it around the corner, not an easy task considering how fast I was going and that my line which was all wrong, but I made it through. For the next 5 laps it was Graham either diving in or pulling alongside, but as I said its a very narrow track and I gave him back some of his own medicine and stayed in the middle of the turn so I could move whichever way was needed to block his attempt. With two laps to go Noel passed Graham and took up the task of hounding me. With just two corners to go I began to believe the trophy and the case of champagne was mine. But, I was wilting fast, too fast and my next shift into 3rd was shamefully slow. Slow enough for Noel to pull alongside and be gone in a flash along with my trophy and my case of Champagne.

And so ended the second race meet and as it turned out the Southern Festival at least for me. My sniffles became a real cold and since my tires in that last race were so miserable I felt there wasn't any sense continuing to Invercago for the last race meet. According to friends it rained cats and dogs as it often does there and grew even colder. Noel and Graham continued their battles but Graham was able to finish first only once. Next week we begin taking the Lotus down to the bare frame. New pistons and rods and a bit more compression. Most importantly a new set of Dunlops. With 50 – 60 Jrs coming from all over the world including that blasted Gemini we're going to have to be at our best. Hopefully, there will be another VRG Yank entry to help me defend our Country's honor. Let me know if interested.

Cheers, David Fenton

VDCA's Tenth Annual Wild Hare Run at Virginia International Raceway

The VDCA Wild Hare Weekend on the 3.7 mile VIR track was filled with wonderful examples from the monoposto era, sportsracers, vintage production, and classic sedans. The club directors take great pride in keeping the entry cost low and giving each driver lots

of track time with all inclusive feature race groups and enduro. The event this year was run as a memorial to Bob Youngdahl, VDCA Board member and long-time racer who passed away in February. Both his son Greg and daughter Rose flew in from MN to attend. For the second year, SASCO Sports hosted the Welcome Party at their shop in the Race Plex, and time was set aside Friday evening to remember Bob and his contributions to VDCA and our sport. Pace car driver Paul McGinley squired Rose around the track on Sunday, and she was thrilled since she'd never been to VIR and had never had a ride on any track before.

At Friday's Drivers' Meeting Race Director, Mike Jackson, announced the retirement of John Harkness and Ceasar Cone from the VDCA Board of Directors after ten years of service to the club. Regretfully,Harkness has retired from racing, but Cone will continue to campaign his Alfas at events. Both joined Mike and the other directors in 2001 to keep the club operating, and their advice and counsel have set the tone for the organization and have ensured its survival and success. Doug Meis and Ray Morgan have agreed to step up and serve as Directors in their place.

The Wild Hare Run Friday afternoon

As usual, after Friday's practice sessions, theWild Hare race was a crazy, chaotic event. Any Australian pursuit race scrambles the minds of the grid and course marshalls, drivers *and* timing and scoring since the slowest car takes the poll, but there is no pace lap. Drivers (and cars) are released from the hot pits based on the carefully calculated intervals determined by their Friday practice times. Theoretically, after a staggered start, all the cars will cross the finish line at the same time. Never been known to happen!

The chaos for this year's run began early when a couple of cars had trouble getting off the grid. Doug Meis and Mike Jackson shouted instructions that eventually got the field on track and on time. They then retired to the timing tower to put together a final results sheet in which Meis had full confidence. Of course on track, meanwhile, chaos was rampant with every car on a different schedule and many on different laps. As the finish drew near, the stewards were still trying to be sure who was or was not in the lead. The flag was thrown on the

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VDCA's Tenth Annual Wild Hare Run at Virginia International Raceway (con't.)

MGA Coupe of Storm Field with pole sitter Becky Labatt in second place in her MG Midget. Jackson and Meis awarded their trophies for the Wild Hare Run at dinner in the Gallery Saturday night. Stirling Heath gets an honorable mention. He asked Meis how is it that he completed 7 laps in a 6 lap race. "Well," Meis explains,"when you run 20 or 30 seconds a lap faster than the time we used to grid you, we kinda stop scoring you. We have a 'break out' rule, and that one was an easy call." Also Saturday night as is traditional, Leo Oddi, representing the Triumph drivers this year, presented the annual Martha MacDougal Golden Sneaker award to Russ Moore of Brooktondale, NY.

Group 1, comprised of the smaller bore production cars and Formula Vees, fielded over 50 cars for the weekend including 14 Vees. Often thought of as the little cars, these Midgets, Sprites, Elvas and Ginettas chased the leading MGMidgets of Charles Guest and Jack Cassingham and the Spitfire of Rob Stewart lap after lap. Guest's 1275 was on the pole both Saturday and Sunday, and in the end although challenged by Stewart and Cassingham, won both races. Rob Stewart's broken differential kept him out of the Enduro and feature race on Sunday so Larry Smith's third place finish made it MG Midgets 1st, 2nd, and 3rd to sweep the field. Exciting battles also went on mid pack between the production cars as they became moving chicanes for the Vees moving up through the field. Michael Oritt's Elva Courier diced closely with Fred Burke's Elva Mk 2 and Tim Slater's Spitfire.

As is traditional, the Vees enjoyed a split start, taking the Green flag second. Marcus Jones in his distinctive Zink C4, Mike Ennis in his Lynx B, and Tim Rooney in the Zeitler led Saturday's field. Ennis, who started on the pole, finished second to Jones after an off course excursion. On Sunday Rooney finished second to Jones's first place followed by Doug White who coasted comfortably into third after Mike Jackson's Ringwraith gracefully exited the course in Hog Pen.

Ray Morgan observed that one side note about these Group 1 competitors is that they all pitch in to help another in need. "It seems nothing to these guys to pull an engine to change a clutch between sessions, and that is exactly what they did. A few bolts to loosen, a harness to disconnect, a couple of two by fours and a chain, and *voila*! Friends lift out the engine without the need for a hoist or oak tree limb."And the same is true for the FV's where these guys maintain a communal

parts stash so everybody runs all weekend regardless of the consequences of a mishap.

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VDCA's Tenth Annual Wild Hare Run at Virginia International Raceway (con't.)

Groups 2, 5 & 7were dominated by the Lola T-91 of Ben Sinnott and the Lola T-70 of Hobart Buppert with Sinnott taking the checker on both Sat. and Sunday. VDCA was thrilled to welcome the Monoposto drivers back to this event, and the drivers enjoyed a split start on both Saturday and Sunday with the A and B Sports Racers and S2000's of Groups 5 and 7 taking the green first, and the 13 Club Fords and Vintage Fords of Group 2 taking their start second.

Based on practice and qualifying sessions, Saturday's feature race promised to be an epic Monoposto battle between the Club Fords of Rollin Butler, Bob Bruce (both in Crossle's) and Doug Meis in his Lola with Scott Fairchild's Zink lurking closely in the background. Meis started from the pole and duly led until Butler flew past on the back straight.Meis' pursuit was cut short at the end of lap 2 when his throttle linkage broke, and he could only coast into the pits and retirement. Butler's charge did not last much longer before he fell victim to a persistent misfire that was to plague him all weekend. Bob Bruce came home the winner, shadowed to the line by Scott Fairchild who is serving notice that he has the Zink dialed in and will be in the hunt for future race wins.

The Sunday Ford race began just like Saturday, but this time Butler's misfire started early, and he was unable to challenge. This was a real shame because Butler, Bruce and Meis all had video cameras mounted to record their FF battle. Bruce had commented before the race about how they would provide some great footage since they always "mix it up," dicing back and forth for position. "Well," exclaims Meis, "he suckered me. Once past Rollin's ailing machine, Bob was on my tail, and I anticipated that he would draft and pass me and the battle would be on."But lap after lap, Bruce stayed behind the Lola. No "mixing it up" or back and forth action. He was waiting to make his move on the last lap. Meis considered slowing and forcing him to take the lead, but he could see Scott Fairchild slowly gaining ground on them. "I thought I might have a better chance if I could keep it a two-car race with Bob instead of letting Fairchild into the mix." Soon enough the starter was showing them

the "1 to go" signal, and Meis tried hard to get any advantage before they got to the back straight, but Bruce was right there and promptly blew past him at the end of the straight. Meis tried to hold him off in the braking zone, but Bruce is very good on the brakes, and he shot past and into the lead heading

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VDCA's Tenth Annual Wild Hare Run at Virginia International Raceway (con't.)

into the roller coaster. Not ready to give up, carrying more speed and throttle into the last corner at Hog Pen than he had all weekend, Meis gave Bruce a little gap heading to the last corner so he could try to make a run on him. Fairchild was right behind Meis and later told him he was sure he was about to go off. Meis got a good run on Bob, pulled to the inside heading for the flag and drew alongside as they passed the flagstand in a dead heat. Neither one of them had any idea who had won. The transponders revealed that Bruce had won by .019 seconds with Fairchild just a few tenths behind in third.

Les Bowers put in some fine performances and quick lap times in the Hawke DL2A to lead the mid pack Fords. New Formula Ford driver Drew Kessler also did an outstanding job in his Winkleman, improving his lap times by over 10 seconds a lap over the weekend and putting in a very competitive drive on Sunday.

Several production classes were combined in **Groups 3, 6 and 8** into a big bore shoot out of sorts. Led by Sean Ryan's1970 Chevy Camaro, Randy Williams' 1967 XKE Jag, and Dennis Moser's trusty 1964 Pontiac GTO, this battle of the titans also included many Triumph's, MG's, BMW's, Lotuses, Morgans, and Porsches in a constant stream of the world's greatest sportscars. Even a Fiat 124 coupe driven by Andrew Celovsky demonstrated how much fun this group experienced. Ryan's Camaro was the car for Saturday, leading from the green flag, persistently chased, but not threatened, by the Jag and the GTO. The finishing order was Ryan, Williams and Moser.

The leaders were followed by 19 racers all on the lead lap and all very competitive with each other. However, the most exciting race was driven by Denny Wilson who started last, due to a late arrival at the grid, and finished 13th in his 1962 Lotus Super Seven. He danced his way through the twisties called the uphill esses, passing car after car as if the Lotus were on rails. With steering input being so critical to speed and agility, the driving skill Wilson demonstrated in his open cockpit was simply amazing. What a session.

Sunday's Big Bore race was shorter, five laps instead of eight, with only half the Saturday Grid making the race after running in Sunday morning's Enduro. Sean Ryan's Camaro was gone, but Williams and Moser in the Jag and GTO made up for it by racing nose to tail for six laps. On the last lap the "dynamic duo" caught

con't on page 14

VDCA's Tenth Annual Wild Hare Run at Virginia International Raceway (con't.)

Bob Wismer's venerable TR4 at the bottom of the hill going into Hog Pen. Since there is only one line through, the "nose- to- tail" line was three cars long for a split second, but due to some prudent and good driving, the antagonists got safely by and headed for the finish line. Williams was able to just maintain his lead at the flag. Fun was had by everyone, and all the cars went home in one piece sans dents!

The one hour **Enduro** on Sunday morning brought out a cross section of entrants mismatched by speed and performance only to show off the skills of the drivers as they battled for position and created races within the race. Where else can the spectator see and follow competition between, for example, an Elva Mk 4 and a Cooper Formula Junior or a Merlyn Mk6 and a Lotus 23B, or the Sports 2000's and Formula Fords. This is the magic of VDCA at the Wild Hare Run 2012.

As is traditional at Friday's drivers meeting Paul Meis, statistician and moving force behind both the HP and FV Challenge series presented awards to the **2011 Champions**. Gary Barnhart accepted the trophy for the HP 2011 championship. This was the third year in a row that Gary has won the championship, and the trophy has been permanently retired with him. The series will not be continued in 2012. The winner of the 2011 FV championship, Duke Waldrup, was unable to attend the event, but Mike Ennis was on hand to accept his second place trophy. John Fuchs placed third last year. Already a total of 17 drivers have scored points for the 2012 FV championship. Currently several drivers are tightly bunched for the lead, including Mike Jackson, Bo Lemmon, Doug White and Paul Meis. All the leaders include drivers who entered both the *Winter Games at Road Atlanta* and the *Wild Hare Run at VIR*.

Paul has announced that this year he is initiating a **VDCA series championship for Formula Ford**. So far 15 drivers have scored points in this series. The current leaders are Rollin Butler, Les Bowers and Scott Fairchild. Butler and Bowers are ahead by virtue of participating in both the Atlanta and VIR events. Fairchild has scored extra points by sponsoring a Monoposto track party at VIR.

*Paul Meis, Doug Meis, Ray Morgan, Neil Harmon, Bob Bruce, Bob Wismer, and Mike Jackson all contributed to this story.

FABULOUS FIFTIES DINNER AT THE PETERSEN MUSEUM DECEMBER 6, 2011

Last December I visited Los Angeles for business and family and the *Fabulous Fifties* Dinner at the Petersen Museum as the guest of Art Evans and Bill Pollack, *the non-club's* founders and spokesmen. I was sitting with Bill Pollack and his daughter and niece, Warren Olson and his wife, and Bruce Kessler and his wife, Joan. At Art Evan's table, adjacent to ours was Carroll Shelby, Derek Hill and Alma, Phil's widow, and a few others I did not recognize. Bruce Kessler was the honoree. He last surfaced at the Targa 66 in Palm Beach in 2006, having been retired from film making and boat building to fish…and to occasionally visit some long time racing pals. Bruce lived around the corner from me in Beverly Hills and I would often stop for a chat as I was passing his house on my motorcycle. He raced a Cooper Norton F3 that Warren Olson maintained in his shop in Hollywood, located behind Eddie Meyer's machine shop and in the location of Meyer's second shop before moving one block west to the other side of the machine shop. In the mid fifties Troutman and Barnes constructed the first Scarab for Lance Reventlow in Warren Olson's shop. Bud Meyer and I would walk through the machine shop to watch the progress of the Scarab. It, along with Ernie McAfee Engineering on Sunset Blvd, and Hollywood Sports Cars, were the hubs of sports car racing in Southern California in that period. Tim Considine, a retired child actor and now sports car magazine and book author introduced Bruce Kessler following tales and stories told by friends and survivors of the period – Carroll Shelby being one. The grimmest tale was of his racing at Le Mans in 1958 in a 3 litre Testa Rosa Ferrari for the Louis Chinetti NART Team with his co-driver Dan Gurney, in the rain. Kessler hit a spinning car on the Mulsanne straight and was thrown from the car, which traveled upside down for a few hundred yards, burned, and destroyed. His mother encouraged him to "hang it up." He had had a fine career up to that point. He raced Reventlow's Scarab, was SCCA F3 Champion and raced his 2 litre Maserati in many events if he were not the hired gun for a non driving owner, such as John Edgar and NART. He produced and directed a lot of movies. Besides Shelby, some of others who I did not recognize spoke. Art Evans read an email from Dan Gurney, and Steve Earle spoke.

Earle and I, classmates at school, as with Dick Messer, the retired Director of the Petersen Museum, Bill Coberly, classmate and partner with Messer in the 280 inboard hydroplane I drove for them, and Chris Cord, whose stepfather owned the Ferrari's and Osca that Ernie McAfee raced, were good friends, had sports cars in school, and after McAfee was killed in the 4.4 Ferrari at Pebble Beach felt that sports car racing was too dangerous. At 23 I began racing an inboard hydroplane to avoid the danger of racing a sports car. Cord at 40 began a racing career that culminated in his driving for Dan Gurney's All American Racers in a Toyota Celica in which he won the IMSA Championship in 1987, and from which he retired in 1989 when racing an Eagle with Willy T Ribbs and Juan Fangio II. Earle and Cord prior to Chris's racing career raced in vintage events and Earle, well…, he does not need to be introduced or described, as he has had the very distinguished career as the father of US Vintage Sports Car Racing. He was the only one to speak about Kessler who was not from the period. We were kids. At the road races we had to be taken by a parent as we could not drive.

What he had to say at the end of the evening, reflecting on his career and on the few living drivers from the 1950's is that sports car racing then, before becoming professional, and now, in vintage racing, is about the relationships. The cars may be the stars but the glue and the reason we do it is because of the relationships we have with each other. He now is only involved with one event, The *Sonoma Historic Motorsports Festival*. His thinking has evolved from Monterey into thinking it is more important who attends that what is brought to race. That is a full circle from the *Monterey Historics* in which what you brought got you the entry, or who you are got you the entry, as long as what you brought was *acceptable*. It is an evolution of a career.

Vintage sports car racing is very much about the associations and the relationships. In VRG, no prizes, no points, no trophies make the playing field more important than the winning of a race. Someone always wins but it does not seem to dominate the agenda. We are a living extension of the *Fabulous Fifties*, when sports cars were driven to and from the track. *Road & Track* was our bible and the relationships from the track went with us for the rest of our lives.

My friend Art Evans raced a Devin for Bill Devin and had a successful amateur career, worked for Paramount Pictures, and has authored numerous books, including two editions of the *Fabulous Fifties* and the biography on *Ken Miles*. My friend Bill Pollack raced the Tom Carsten's Allard, winning the first Pebble Beach main event, with Phil Hill being second in a XK120. He won many west coast events, including Pebble Beach twice. He later raced the Baldwin Special belonging to Ken and Elie Simpson, good friends of Bill and Onnalee Doheny, owners of the Ernie McAfee Ferraris. Both these guys are in their eighties and I am proud to be their friend. Earle and I share their period. It is always about the relationships.

Bill Hollingsworth

Jefferson 500 at Summit Point

The 2012 Jefferson 500 at Summit Point is rapidly approaching and with a mild winter and an early spring, most of us are ready to get the Vintage racing season going. On May 16th – 20th, Bill Scott Racing and VRG are hosting the Jefferson 500 with a racing school on Wednesday, a free test day on Thursday if registered by April 15th ($250 value) and a great racing schedule on Friday, Saturday and Sunday. The schedule is an exciting mix of sprint races, featured car races and enduros. With 200 vintage cars on track, the Jefferson 500 is a marquee event on the 2012 vintage racing schedule.

This year VRG is hosting Brian Walsh's IMSA RS / SCCA 2.5 Challenge Reunion Race series. And, Peter Brock himself will serve as Grand Marshal. Brock is famous for designing the Corvette Stingray, the Shelby Daytona Coupe and for running his own Brock Racing Enterprises Trans-Am 2.5 Challenge Team which won multiple Trans-Am championships. Most recently Brock designed the 'Brock Coupe', a modern example of his classic design engineered and built by SuperPerformance International. He also recently penned and constructed the lightweight and aerodynamic 'Aerovault Trailer'. Brock also starred in George Lucas' senior project film "1:42.08".

From a spectator perspective, several vintage car clubs will be participating. The East Coast Datsun 510 group will be holding their annual meeting at the event. The Pinto Stampede, a group of vintage Pinto enthusiasts who cruise annually to raise money for the Wounded Warriors Project, will end their caravan at the Jefferson 500 and catch the racing action. Other car clubs scheduled to attend include The National Capitol Region Mustang Club, a club for 1967-Present Ford Mustangs, and The Delmarva Cougar Club, a club for 1967-1973 classic Mercury Cougars, and The Country Roads Car Club. All these cars clubs will have an assortment of vintage iron on display and are expected to take part in a vintage car parade on track during the event.

Social activities will include a track walk to benefit The Wounded Warriors 5:30 – 6:30pm Friday evening. And on Saturday evening, Peter Brock will entertain all the participants at the Jefferson 500 dinner. Two dinner tickets are included with early and regular entry.

For more information on the Jefferson 500, visit www.vrgonline.org or contact Cal Trumbo at cal@vrgonline.org.

PETE BROCK

Peter Brock has followed his genes. His father was a journalist, a foreign correspondent for the New York Times. His grandfather, E. J. Hall, designed the Liberty aircraft engine of WWI; Peter is presently a journalist and has had a famed career as a distinguished automobile designer.

Brock was born on November 15, 1936 in New York City. The family went West. Pete grew up in the San Francisco Bay area and attended Menlo Atherton High School on the Peninsula. He started his auto career at an early age. At 12 years old, his first job was cleaning Bill Breeze's Sport Car Center in Sausalito. At Breeze's, he became interested in racing and crewed for a number of Bay area teams. After high school, Pete went to the Art Center College of Design in Los Angeles and studied automotive design.

At age 19, Brock was hired by General Motors in Detroit. He worked under Bill Mitchell and Harley Earl. While at GM, he participated in the design of the prototype Corvette Sting Ray. While in Detroit, he also bought his first race car, an ex-factory Cooper Climax that had run at LeMans.

After moving back to California, Pete finished preparing the Cooper at Max Balchowsky's shop in Hollywood. His first race was at Palm Springs in 1958. He sold the Cooper in 1960 and purchased a Lotus XI. Brock was the runner-up twice in the G-Modified West Coast Division Championship. He met Carroll Shelby at Max's and the two started Carroll's driving school where he was lead instructor for three years. His assistant instructor was Bob Bondurant, who took over the school when Shelby closed it in 1967. Brock also designed cars for Shelby including the Daytona Cobra Coupe, the Mustang GT350 and the ill-fated DeTomaso-Shelby Can-Am. In addition, he helped with the Shelby campaign in Europe when the team won the World GT Championship.

In 1966, Ford assumed control of Shelby American and Pete was out of a job. He formed BRE (Brock Racing Enterprises) and the firm was retained by Datsun to run their factory team. In 1968, Pete put Frank Monise in the cockpit of a Datsun 2000 and the team won the D-Production Pacific Division Championship. Through 1973, with John Morton as the lead driver, the team won two national C-Production Championships and two 2.5L Trans-Am Championships. BRE 510 Datsun's became as famous on the street as on the track.

At the height of the 1974 "fuel crisis," Pete closed the race shop and got involved in the designing and building of hang gliders. His firm developed the modern double-surface hang glider, won six cross-county World Championships and set many World distance, endurance and altitude records. Following in his grandfather's footsteps, he conceived and began the development of a super-lightweight engine for aircraft and autos. Unfortunately, he went broke in the process. Pete still believes in the concept, however and says, "Someday, I'm going to finish the project and revolutionize the internal combustion engine."

While teaching automotive design at the Art Center, Pete turned to writing. He spent three years writing a book about the Shelby Cobra/Ferrari era of 1964-65. The Daytona Cobras turned out to be a best seller in it genre. This success led to a number of offers from magazines. Since Pete had always been a serious amateur photographer, he combined this skill with his talent as a wordsmith. Today, he roams the world on magazine assignments covering all sorts of racing and adventure projects.

Along the way, in addition to the cars listed above, Brock also designed the JP6 Toyota prototype, with Kas Kastner that ran in the factory team in 1968 at Sebring and the Olds-V8 powered Mirage Can-Am racer for Jack Nethercutt, Jr. For more information on Peter Brock, go to www.bre2.net

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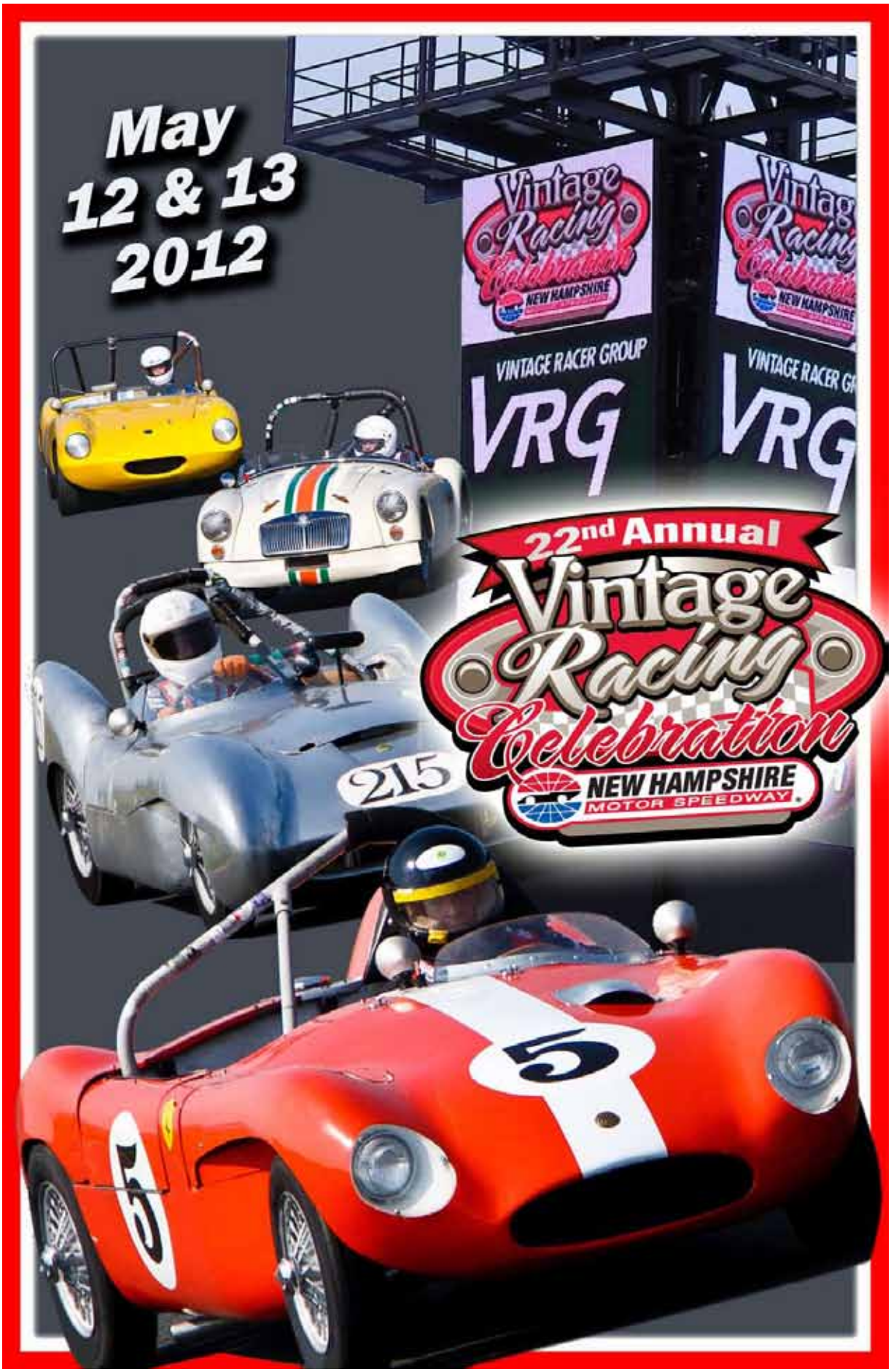
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12 & 13
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Vintage Racing Celebration
NEW HAMPSHIRE
VINTAGE RACER GROUP
VRG
22nd Annual
Vintage Racing Celebration
NEW HAMPSHIRE
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215
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Racing at New Hampshire May 12 – 13, 2012

ATTENTION RACERS!

We are members of VRG, because we love racing. If we expect to continue this sport and this club, we MUST support the efforts of the organizers (NHMS VINTAGE FESTIVAL) to provide us with a venue! If we don't enter the event so that it's entertaining to their paying spectators, the track will find ANOTHER group, and we'll lose our race date, so please REGISTER WITHOUT DELAY!

We're expecting many more cars than were entered last year. Because we're not racing on Friday, we are upgrading the Friday eve. social, so no need to find a place to eat after parking your rigs. Hot sandwiches and hot hors d'oeuvres, plus adult beverages, should properly prepare us for Saturday's racing!

Saturday's dinner at the Makris restaurant is to be a clambake, or other limited menu selections, for only $35.00, a satisfying prospect!

Gordon Kirby, nationally renowned automotive writer, will regale us after dinner, with his many racing experiences.

This event is the least expensive vintage race on the 2012 schedule. Unlike SVRA, HSR, and others, we are a club run by volunteers, thereby keeping costs down. NHMS is great from a financial and organizational standpoint, since they provide registration, timing, ambulances, and flaggers, at no direct cost to VRG. They collect the entry fees and give VRG a cut of each entry, making our only risk, the track management being disappointed with our numbers, and then finding another group for the Vintage Festival.

VRG's "publicity department" will be making direct contact with racers both in and outside of our membership, in an effort to raise both the numbers and the quality of this years' entries, and to encourage spectating.

Ed Valpey's willingness to run the Driver's School for "newbies" and us "track hardened experts", deserves support as well, if we intend to certify new drivers like my second grandson who's anxious to become a vintage racer, and to provide we "veterans", an opportunity to upgrade skills after a winter of atrophy.

This is directed to YOU! Please use the new "on-line registration" opportunity, the fastest, easiest entry system you'll find anywhere, and ENTER THE NHMS VINTAGE FESTIVAL TODAY!

John Kieley
David Fromer
Gary Hagopian, VRG co-chairs of the 2012 NHMS Vintage Festival

PVGP Historics at PIRC, July 13 – 15, 2012

Normally by now I have bombarded you with reasons to come to the PVGP/VRG Historic Races at PIRC, (formerly known as BeaveRun). Well I am going to tell you all about it today and I need you to go tell everyone of your friends on why they need to come to this race, this year. They need to come whether they plan on racing or cheering you on as you race or enjoying the many things to do at this event. As you all may know the track has new owners and they are very enthusiastic about the track and our event. They have paved the entire road leading into the track and they have re-paved just about everything that has blacktop on it and paved over most of the gravel paddock areas in the facility. They have even taken the bump out of turn one - well, that is what I hear. I have discovered over the years that vintage cars seem to find more bumps than more modern cars – may just be what we try to pass off for suspension

They have started plans for the track expansion and they plan on opening that section in 2014 and we may get to be the first big event on it! Now that assumes we keep being the event we have grown into. And since I believe in you all so much and I have convinced PVGP to follow that belief/dream we got the track to commit to a three year contract! So we need to show then we appreciate them too.

Now, the correct schedule is listed on my website here; http://cloverleaf-auto.com/Cloverleaf_Vintage_Racing.htm You will find the race schedule for the weekend, news about our feature races and other tidbits of information. You will also find links to the entry forms and Schenley Park Information. This should all be up on the PVGP website too but sometimes things will show up on my site first or be directly related to just you. The Historics PVGP's website is http://pvgp.org

One thing I want to point out quickly, any special race, ie, Formula Ford, Marque of the Year, etc. held at the Historics, and we are only talking about the Historics, is included in your entry fee. Now to be eligible for these special races you have to meet certain requirements, check the schedule and you will see groups listed

As many of you know, Candy, my wife, died this past December. What many of you may not know is that if Candy had not been around, the face of the VRG may have looked a bit different and for sure the odds of us racing this year at the PVGP/VRG Historics would most likely be slim to none. She also did more to make the charity rides a success than anyone else. She pushed us all into making it what it is and now copied in many places. In her honor PVGP has officially named these rides, Candy's Rides.

She would be happy but she would be the first to be calling out for drivers to get their cars out to her grid and filling them up with passengers!

So not only do I need to make this year's event the best ever just because I try to do that every year, I need to do it for a lot more personal reasons too.

To help raise even more money for "Candy's Rides" we will be selling to everyone that wants one, one of those

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PVGP Historics at PIRC, July 13 – 15, 2012

wrist bands that everyone seems to be wearing . Ours will be purple which is the color for all cancers and Pancreatic cancer. Candy lost her fight to Pancreatic cancer but she beat some real nasty Breast Cancer to a standstill for 15 years. So purple fits on many levels and there are many of us who unfortunately cancer of one sort or another has touched. The proceeds of these wrist bands will go directly to the PVGP charities. All drivers who bring the cars up for track rides will get the wrist band for free. Also we will ask all drivers to put their car number on a little disk which will be dropped into a box and we will pull two numbers each day of just those cars that were out on that day. Each of you, so two on each day, will be getting a gift that I think you will be very pleased with. And no I am not telling you what, come on out and find out

I am not sure if you know that many of our spectators come out just for these rides. It has been overheard as they are standing in-line "so, do you want to stay and see them race? I hear it is a pretty good show."

Ok, so now we need to put on a show to wow their socks off! Candy is getting them in the gate for you and I need you to make it a spectacle – how often do you get to race in front of spectators and how often do you get to meet them while you take them around the track and get to show off!

When Candy was still driving, (yes she raced cars too at one point), Bruce MacInnes was Candy's driving instructor. His comment about her was that she was one of the smoothest drivers he had ever coached and since she was a women she only had one brain to deal with and it was above her belt (he was my instructor too, before Candy, but he never said those things about me – oh well) Anyway Candy drove what many consider a "big" car in Vintage – my XK120 Jag – so Candy had a soft spot for big cars and loved seeing the bigger faster more modern cars come out to play. So I want to see my ground pounders out in force this year, one for my wife and one to impress the track and keep them on track for their expansion. Once that expansion has happened you may actually be able to finally put those pesky nimble small bore cars to bed – Hmm, probably not but you can think so!

For those who have cars that can run both events or own two different cars, one for each, the double entry is one hell of a deal and like last year you can leave rigs for free between events at Pitt-Race

So why are you sitting and reading this ?Go here http://www.pvgp.org/drivers/racer-entry-form/ download the entry form and fill it in!

See you there

Ralph Steinberg
PVGP Director of Competition PVGP/VRG Historic Races

TECHNICAL INSPECTION SHEET

Rev 1 2/9/2012

OWNER_____EVENT_____

DRIVER_____DATE_____CLUB AFFILIATION_____

CAR MAKE_____MODEL_____ YEAR_____CAR#_____

INSTRUCTIONS: Prior to bringing your car to Tech, fill in the requested information above and inspect each item listed below. Once all items have been checked off as OK, and you have read and agree with the statements at the end of this document, sign as Owner and Driver. ***Bring your CAR, this TECH SHEET, your LOG BOOK, and your DRIVER SAFETY GEAR to Tech Inspection.***

ITEM	REMARKS	ENTRANT/ OK	INSPECTOR/OK
Helmet (Snell 2005 SA)			
Head & neck restraint (*additional signature required if not present*)			
Eye protection			
Suit/Underwear (3 layers)			
Socks			
Shoes			
Gloves			
Arm restraints/window net			
Roll bar, mounting, padding			
Seat mounting			
Lap belt & mounting			
Shoulder harness, sub belt			
Sufficient mirrors			
Windscreen			
Fire extinguisher/charged			
Fire system sticker			
Kill Switch Access& Sticker			
Headlights Taped			
Numbers Correct			
Hood Retentions Positive			
Radiator Catch Tank (>1 qt.)			
Sump Catch Tank (>1 qt.)			
Fluid leaks, fuel,oil & water			
No Antifreeze (seasonal)			
Safety Wire all drain plugs			
Fuel Hose & Clamps secure			
Throttle return springs (2)			
Wire Harness			
Holes in firewall?			
Battery hold down secure			
Ungrounded lug insulated			

TECHNICAL INSPECTION SHEET (cont.)

ITEM	REMARKS	ENTRANT/ OK	INSPECTOR/OK
Dual braking system			
Brake Fluid Level			
Brake Lines & Hoses			
Caliper/wheel cyl. Leaks			
Play in Steering			
Steering U Joints & Couplings			
Hub Bearings			
Kingpins / Ball Joints			
Captive Washer/Heim Jts.			
Wheel Lugs / Knock offs			
Wheels /Spokes			
Tire condition & tread			
Fuel Cell, mounting			
Fuel filler cap secure			
Exhaust System secure			
Exhaust exits behind driver			
Brake Lights			

I have, as the Owner/Driver inspected the above vehicle and take full responsibility for its condition on the race course. I agree that the inspection conducted by this inspector is in no way intended to be a certification, representation, or guarantee of any kind that said automobile is fit or safe to drive, and that this technical inspection does not create, either expressly or impliedly, any liability on the part of the inspectors, event organizers, or venue management. I, the undersigned Owner and/or Driver agree to release and hold harmless the inspectors, event organizers and venue management from any claim of any kind whether suffered by me or any person seeking to hold said inspectors, event organizers or venue management responsible for any reason connected with this inspection or race event.

Owner_____ **Date**_____

Driver_____ **Date**_____

Election to not use a Head and Neck restraint system
I understand that the wearing of a properly installed head and neck restraint system while racing is strongly recommended and that my not doing so may subject me to a greater risk of injury or death.

Driver_____ **Date** _____

I have inspected the above vehicle for the racing event listed above:

Inspector_____ **Date** _____

VINTAGE RACER GROUP

VRG

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

WWW.VRGONLINE.ORG

NEW TECH INSPECTION SHEET ONLINE VRG IS NOT MANDATING A HANS OR ANY H&N RESTRAINT DEVICE

At a recent Board of Directors Meeting the use of, mandating or not to mandate a Head and Neck Restraint Device (to most of you aka HANS Device) was very thoroughly discussed. It is mandated by most professional racing organizations, in 2012 by the SCCA, and in 2012 in Canada by VARAC. The results of the survey indicate a strong sentiment for its use. It also indicated some resistance. VRG very strongly recommends wearing a H&N Restraint Device.

The VRG Technical Inspection sheet has been revised to include a checkpoint for its use. If any entrant does not have and chooses not wear an approved Head & Neck Restraint Device (SFI 38.1/ FIA 8858 Approved) the entrant must sign a waiver provided in a box at the end of the two sided Tech Inspection Sheet. The new Tech Inspection Sheet can be previewed and downloaded at vrgonline.org Forms

All previous Technical Inspection Sheets are invalid and will not be accepted.

Bill Hollingsworth

NEW VRG number is 720-RACE-VRG (cool, huh?) that is 720-722-3874

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

VRG 2012 Directors

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

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VRG Drivers' School, May 16 - 17, Summit Point Raceway

By popular demand , the VRG will be holding a Drivers' School in the Mid-Atlantic Region for the first time./ VRG Chief Driving Instructor Ed Valpey will conduct a level 1 school. Potential students can read about Ed's program on the VRG website : www.vrgonline.org/school/

The cost of the school is $250. You can register on-line or by paper at the VRG website under the "Jefferson 500" event page ; www.vrgonline.org/events/

Participation in the Jefferson 500 is not a requirement for the Drivers' School. However any student who passes the school, may also enter the Jefferson 500.

Membership in VRG is required in order to participate in the school . Visit the VRG website at www.vrgonline.org for membership forms. And, for questions regarding the school, contact Ed Valpey : ed@vrgonline.org or call him at 603-387-2082