VINTAGE RACER GROUP
VRG
AUGUST 2012 VOL. 9.4
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NEWSLETTER

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, PIRC, 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, WEST VIRGINIA 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

What a Black Flag Steward Does or Don't Make Me Call the 3 Wisemen!

Over the winter VRG started an experiment, we are trying to staff the black flag station with a single person for the whole weekend! This allows for a good working relationship between black flag, the stewards and the driver's committee (AKA the 3 Wisemen).Dave Parker stepped up and did the J500. I along with my wife, Tracy was asked to take a similar role at both PVGP events.

The job description for the BF Steward is very open. You may be a bad number corrector, a pit lane mechanic, a fireman, smoother of egos and an attitude adjustor. You also need to be able to talk on one radio, listen to a 2nd channel while getting yelled at by crew, pit lane officials and drivers. Oh don't forget the race cars going by at pit lane speeds! Dave, Tracy and I would not give it up.

In all of VRG's events and most other Vintage groups, if you spin, go 4 wheels off or have contact with anything or anybody, you must come to visit the BF Steward. Most of the drivers show up at the BF station before the flaggers have finished calling in the incident, others get a number board and a black flag at 2 stations around the course. It is always amazing to all the volunteers, how you can complain about a fan wearing a yellow shirt in the crowd but miss 3 laps of black flags!

The hardest part of the job is telling a driver his session is done due to damage or a mechanical issue. We get no enjoyment of keeping any racer from racing. We are charged with be the initial judge on most incidents, if the BF steward feels you have a positive attitude a good understanding of why you are talking to us, you will get the point back onto the racing surface. The more attitude, the more time you may spend defending your on track actions. The Wisemen have given the BF Steward the option of having any incident reviewed, which may mean you session just ended.

With all that said, of the 3 weekends, we had little or no problems with the interactions with drivers after an incident. Thanks and keep up the good work.

VRG will be looking for people to help fill the position at NJMP and The Glen events. Any takers?

Steve Hyatt

Pittsburgh International RaceComplex™

2012

PVGP

Bill Stoler Photography

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TECH INSPECTION

GROUP 1 FORMULA AND OPEN WHEEL

There were 21 entries in this group for the two-day weekend 18 showed. As it always is at BeaveRun (aka PIRC), the Pittsburgh Vintage Grand Prix draws an eclectic mixture of entries. There are often locals that race once a year and need a group in which to run – we accommodate. Missing this year was Tom Grudovitch's Formula B. Kurt Engelmann entered Lola F5000, who toured the course at under 1:00, while the rest of the field raced at times that approached 1:02, 1:03, 1:04…and more. He started first never to be seen again. The rest of us raced each other. Ben Ditson brought his Super Vee, as did John Bechtol – the later had problems.

Larry Neviaser in his Ginetta (featured prominently in a video from its Monday race at the 2012 Lime Rock Historics) was the class of the field and had a carnivorous group of S2000's attempting to swallow him. Jim Southwood was the hungriest. Dick Barnes followed very closely but he was saving the car for a new owner and had PVGP duties to distract him. 12 of the entries were Formula Fords, down from last year but a credible field. On Sunday the Formula Fords became Group 7 for a Formula Ford Only Race.

While Christian Morici was the fast man most of the weekend in his Lotus 69, the star of the weekend, the emergence of a new fast man in our ranks, was Cal Trumbo in his Royale RP-16, part of the entry of the Chris Shoemaker Racing Team. Chris Shoemaker himself, the mover and shaker of many interrelated car things had an oil pump failure on Friday, ordered a new one delivered to the track on Saturday, to find that an integral part was missing. He leaned on the pit fence all weekend. Keith Lawrence, in the ex Vinnie Rosalez Zink Z10 (for those of you who do not know – this is a very famous car with lots of PROVENANCE) as Event Chairman for the weekend was the team's wing man for Cal Trumbo and Christian Morici. Frank Newton, from Harley Davidson, Milwaukee and Road America opted to race with us instead of attending the BRIC. We are pleased to see him and are disappointed that more of his Midwestern counterparts did not choose to join him. Bob Cunningham continues to be "a sly old fox" behind the wheel of his Zink Z10 (which may have as distinguished a provenance as Keith Lawrence's) was in the hunt for the lead on Saturday but an oil leak prevented him from continuing on Sunday. Don Denomme, who has made the successful switch from SCCA to VRG, he, Newton and Cunningham and Greg Kokolus (new to our ranks in his PRS) were together tightly grouped and trading places. Yours truly was at the tail end of their train, not challenged from behind, and not challenging from the rear. Bob Romanansky showed, was fast, and broke - very disappointing, as we have missed his and Barbara's presence. Richard Morris is getting quicker, as is James Van Deurzen. Lou Parrotta is still getting used to the pace and exhibits fine track savvy. Bob Bruce did not show. Ivan Frantz did not show. Rick Little did not show. John Kieley did not show, and about 30 others.

Bill Hollingsworth

OFFICIAL PACE CAR
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Candy's Rides!!

Bill Stoler Photos

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Wounded Warrior SGT Liam Dwyer

Competes in his first PVGP with help

from VRG Racer Dave Thomas and crew

Bill Stoler Photos

Group 2 - Vintage & Historic Small Bore Report from Pitt-Race, July 2012

Group 2 had a great turn out at Pitt-Race (formerly BeaveRun) with 34 cars taking the track at the beginning of the weekend. There was the usual gang of fast Sprites and Midgets, one Mini and a number of quick B-FV's, who had come down from VSCDA in the upper mid-west. Included in the mix were a Lotus FJr, an A-H 100/4, two MGA's , a Sunbeam Alpine, two MG-TD's, a Porsche 356A coupe, a Turner, a XK-120 Jag and a Corvair powered Devin… quite a diverse group!

After qualifying on Saturday morning, Mack McCormack (Mini) and Pete Carroll (Sprite) were on the front row for the first race with the second row occupied by Eric Coppock (FV) and Chuck Pitt (Midget). On the third row were the FV's of Frank Newton and Gerald Baker. This line-up changed when Mike Oritt got moved into Group 2 and took the pole based on his qualifying time in his previous group.

Race 1 on Saturday afternoon after the lunch break saw a close three way race between Mack McCormack , Chuck Pitt and Richard Jefferson with Chuck getting fastest lap but Mack keeping just ahead for the checker. The battle for fourth place raged between the B-FV's of Eric Coppock, Frank Newton and Gerald Baker with Eric getting the spot. There was also a lot of good, close racing further back in the pack with a few of the usual mechanical issues holding back potentially faster cars.

Race 2 on late Saturday was a great battle between the Mini of Mack McCormack and the Elva MK11A of Mike Oritt. It was a true photo finish with Mack finishing ahead of Mike by 0.089 seconds! The next three places were all Spridgets with Richard Jefferson just beating out Pete Carroll and Chuck Pitt. The battle for fourth place again raged among the B-FV's of Newton, Coppock and Baker with Roger Bailey's FV hot on their tail. Nial McCabe was right behind all this action and got some great in-car video (check out his video site http://www.youtube.com/user/aeronca65t/videos?view=0 for lots of racing action).

After a great day of racing, we all got cleaned up and headed up the hill to check out the silent auction to benefit the PVGP charities and to sit down with friends to a good meal and incredible desserts. It is always amazing how much better a competitor drove his race that day after a few classes of beer or wine.

Sunday morning's Race 3 was similar to the day before with McCormack just keeping Oritt behind for the checker and Pete Carrroll a close third. The B-FV's of Coppock, Baker, Newton and Kitzmiller put on another thrilling race with only 0.6 second between them for fastest lap. Again Nial McCabe captured it all on his in-car video with Harry Sroka, Jr. right behind in his classic FV.

By the Feature Race for Group 2 on Sunday afternoon much of the field had either succumbed to mechanical gremlins or left for the long ride home (including the B-FV's from VSCDA) . Only 18 cars started the Feature. This was the race for the big prize: a case of Spaten beer! Again Mack McCormack and Mike Oritt swapped the lead back and forth. With only a few laps remaining, McCormack, trying to regain the lead from the faster Oritt attempted a pass in Turn 10. The brake pedal descended almost to the floor (faulty master cylinder only discovered a month later at Lime Rock) putting his right foot on the throttle. The Mini shot ahead narrowly missing Oritt's Elva and Jack Kolesar's beautiful XK-120 Jaguar. (http://www.youtube.com/watch?v=EefT68fUDaI&feature=plcp) Thinking he had indeed struck Oritt's Elva, McCormack dove into the pits to see the BF Steward. Oritt went on to win the Feature Race with Richard Jefferson and Harry Sroka, Jr. on the podium. McCormack re-entered the course after being cleared by the BF Steward and came home in fourth place.

Group 2, cont.

PVGP – PITT RACE 2012

However, the most inspiring performance in Group 2 was that given by Sgt. Liam Dwyer USMC, a veteran wounded in Afghanistan by an IED. Liam drove his first race in the #14 blue A-H Sprite, meticulously prepared by Dave Thomas and Dave Morris (crew chief), Frank Gorse (pit support, head of funding, videographer), Tivvy Shenton and Graham Long (tech support and consulting engineers), Dave Bondon and with help from all the VRG Spridget guys (Richard, Charlie, Gary, Larry, Nial, Pete, Dave Smith, Chuck and Tom). Liam's safety gear was generously donated by OG Racing. Check out Liam's story: http://www.youtube.com/watch?v=Qd4XZ1PTO4c&feature=relmfu and watch some video of Liam putting the hammer down in his Sprite at Schenley Park the following weekend:
http://www.youtube.com/watch?v=k_LcgKwrVMc&feature=related

All in all, it was a great weekend with great weather and great racing. The new owners have made many improvements to Pitt-Race since last year including paving the paddock. We also found out that PIRC is serious about extending the track to the originally proposed 2.5 mile configuration http://pittrace.com/page_trackmap.html which means that next year could be even more exciting.

Richard McCormack

This year's PVGP weekend at Pitt Race was a huge success. It was a year in which we honored Candy Stephani and all the work that she has done for the Charities and for the Charity rides specifically. Now at Pitt Race the rides are known officially as Candy's Rides. The weather was perfect at Pitt Race and Candy would have been pleased because we had a lot of little kids, they were her favorite. We also had our share of big kids. They all had an exciting ride. Many of the drivers came out for the rides because this has become an important part of the weekend for them. Four different people stated that they came to the race weekend specifically so that they could participate in Candy's rides. They came from as far away as Maine and Paul Wilson even brought his beautiful Lola T70. As a result of this dedication we raised over $4,000 for the charities.

One young driver came up to Ralph and said his car broke down but it was OK because he was able to do the rides before his car broke down.

The silent auction raised $1,800 for the charities. Thanks to all who donated items and to those who bid on them.

Next Year will be the 10th anniversary of the PVGP event at Pitt Race. So come prepared because there is going to be a party. The name of the race track may have changed, but the fun racing weekend remains.

Mustang will be the Mark of the year at Pittsburgh in 2013, so bring out the ponies. Tell your friends.

Heads up for next year you will not be able to run at Pitt Race in 2013 without a fuel cell, So if you need to make some modifications during the off-season start planning now.

Thanks to all who came out and made the weekend the huge success that it was from every vantage point. If you didn't make it this year be sure to join us next year.

Ralph Steinberg

Look for all the photos from PVGP 2012 @ www.billstoler.com

PRESIDENT'S PAGE

Sunday, September 23, 2012

Pulled Pork, Baked Beans, Potato Salad, Wine and Beer, and all your friends – dinner last night at the Millville Army Air Field Museum after a day of racing the Lightening Circuit at New Jersey Motorsports Park. That was last night. Today, when I unloaded the trailer, all the flies you did not see Saturday at the track flew out of the trailer and are now haunting Long Island. It was fine weekend of racing on a wonderful circuit. If you were not there – you missed something. Perfect Fall weather, a light breeze, and flying overhead, every once in awhile, a World War Two war bird. Photos and stories will be in the next Newsletter.

This Newsletter is about VRG's portion of the Pittsburgh Vintage Grand Prix at BeaveRun, renamed Pittsburgh International Race Complex (PIRC). This is the second year of new ownership after bankruptcy reorganization. It was always very good and it is now better. The road to the track from the highway has been repaved and could be used for a hillclimb. Much of the paddock has been repaved, or paved for the first time. Planned for this winter is the expanded road course. We were told it would be ready for the PVGP in 2013. We were also told it would not be ready until 2014. Stay tuned. What is the same is the fine track and the group of volunteers of the PVGPA that operate the event over two weekends. We always have a great time as we are treated as guests, and we provide a little entertainment. There are a few write-ups and some great photos from Bill Stoler. Those of us who were there have the memories of another summer weekend in the Pittsburgh area. Ralph Steinberg, Keith Lawrence, Steve Hyatt run a good show. The caterers, a constant, provide wonderful meals. Darry Bova organizes and runs the silent auction that makes a good contribution to the charities, and Ralph Steinberg is the foundation for the "Candy Rides," that had lines a block long and contributed significantly to the same charities: Autism Society of Pittsburgh and Allegheny Valley School. Too many people to mention with out forgetting to mention one – so we single out Donna McDonough, who is on the spot all weekend at Registration, and Dan DelBianco, Executive Director of the PVGP. COME RACE FOR CHARITY – good stuff! You have great staffs.

Watkins Glen is in three weeks, October 12—14. Three days shared with the F2000 and FF1600 Championship Series. There you may see the next Mario Andretti, or Fangio! VRG has lots of track time and an enduro on Sunday – for all comers. Wives are expected, as they were last year, to be pit crew if needed.

ANNUAL GENERAL MEMBERSHIP MEETING at the conclusion of racing on Saturday, October 13th. An Update will be forwarded about the exact time and giving an agenda.
That's all, folks,

Bill Hollingsworth

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GRAND OPENING

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RULES OF THE ROAD

1. Why we need rules of the road: It is our goal to make vintage racing enjoyable and safe. If we do not all agree to play by the same rules, problems may occur. By establishing rules of conduct we all know how we aer expected handle on track decisions. By stating our rules of conduct it also makes the determination of fault in the case of an incident simpler.

2. Driver attitude: It is important t understand the vintage racing is somewhat different from most other forms of auto racing. Our race groups are often made up of cars that have very different speed potentials. Even when lap times are similar, one car may be much quicker down the straights while another is perhaps lighter and can brake later and carry more corner sped. The result is the two cars seem to be in each others way much of the time. Add to this the fact that our groups will have very experienced drivers racing at 9/10 in fast cars mixed in with driver with limited racing experience driving cars with less speed potential and happy to be driving at 7/10. Such is the nature of vintage racing. This means you must understand and accept these differences and be willing to adjust your driving to accommodate these differences.

3. Overtaking: It is the responsibility of the overtaking car to make a safe pass. When you are the faster car, the car being passed has the right of way. Even when the blue flag (blue w/yellow diagonal) has been shown to the slower car, the slower car is not required to yield the desired line through a turn. If you have actually established a lead, that is, the front of your car is clearly ahead of the car you are passing, at or before the turn in point, you have the right to share the corner with the car being passed. The car being passed needs to yield the apex, but you still don't have the right to push the car being passed off the road. You have not completed the pass until the rear of your car is in front of the car being passed. Only then, have you fulfilled the responsibility for a safe clean pass.

4. Being overtaken: All drivers have a responsibility to keep an eye on their mirrors. You must be aware of the cars that maybe about to pass you. If the car behind you is clearly a faster car that is going to pass you, or you simply desire the car to pass you, point to the side you want to be passed on. This is best done as you exit a corner. That point-by is valid until you reach the turn in point for the next corner. When you give a point-by stay on your normal line. The only exception being, when you give a point-by as you are approaching a corner. In that case, you are indicating that you will share the turn with the overtaking car. You MUST then leave room for the faster car to make a pass.

5. In traffic moves: When in heavy traffic typical of the first few laps, it is imperative that you not make any rapid line changes without first being sure that you are not going move into the path of another car so as to cause contact between cars.

6. Blocking: When racing for position with another car you may adopt a defensive line so as to make a pass more difficult. You must not weave back and forth for the purpose of keeping another car behind you. You must not make sudden moves off your normal line to shut the door on a car that is carrying more speed than you.

7. Damage avoidance: If a car in front of you loses control you should treat this as an automatic waving yellow. The car in trouble may be two or more cars in front of you and the car right in front of you may slow to avoid contact with the out of control car. Do not look at this as an opportunity to pass. When you get past the car in trouble you can resume racing.

VINTAGE RACER GROUP

VRG

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WWW.VRGONLINE.ORG

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

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Thanks for all who participated in making PVGP - PITT RACE a success.