VINTAGE RACER GROUP
VRG
NOV. 2012 VOL. 9.5
WWW.VRGONLINE.ORG

TURKEY BOWL XIII
NOV. 23-25, 2012
(remember there is on-line registration)

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

"NEW JERSEY HISTORICS RACES" NEW JERSEY MOTORSPORTS PARK

Photos by Jim Groh

Group 2 Race Report – NJ Motorsports Park, Lightning Course

The Group 2 race group contained cars with perhaps the broadest range of performance of any of the race groups at Millville. The Group included Corvettes, Mustangs, Porsche 911s and 914s, Alfa Romeos, BMWs, Datsun 510s and 240Zs, a Ginetta, a Lotus, Triumphs, an amazingly fast Austin-Healey Sprite and an amazingly "vintage" Ford Taurus. Ranging from Ground Pounders with massive V-8 engines to small displacement 4-cylinder engines, the cars in Race Group 2 ultimately sorted into three (3) groups within the overall race.

Trans-Am V-8 glory was represented in the fastest group, with multiple cars running lap times of 1:20 or less; Trans-Am small sedans and other mid-bore production race cars, running lap times between 1:20 and the mid 1:20s had their own race within the race; and the cars running lap times of 1:25 and above also had their own race within the race. If the slower cars didn't see the fastest cars approaching to lap them, they were certainly were awakened by the roar of their engines as they blasted by.

Saturday practice sessions quickly sorted out the field, with it being no surprise that Michael Dube's NASCAR style 1999 Ford Taurus demonstrated the dominance of modern technology. The classic Mustangs of Hal McCarthy, Tony Conover, Frank McDonnell and the Corvette of Jim Glass all bumped or exceeded average lap speeds of 90 MPH. Running nearly the same lap times were Tom Grudovich's Ginetta G-4 and the Lotus 7 of Baxter Phillips. Practice sessions demonstrated that the Alfa Romeos, BMWs, Datsuns, Porsches, Triumphs and Volvos would be tightly grouped, offering the promise of heated competition during the race sessions.

Saturday afternoon's 14 lap race was lead start to finish by Hal McCarthy's Ford Shelby GT 350. The 1966 Ginetta G4 of Tom Grudovich held the #2 position throughout, while the balance of the top qualifiers traded positions until the finish. Gary Barnes started the amazingly fast navy blue 1963 Austin-Healey Sprite in 6th position and finished 4th overall, in the midst of much larger expectedly fast cars. Not surprisingly, starting in the 25th position, the Ford Taurus of Michael Dube moved quickly through the field, moving to 9th by lap 5 and 6th in lap 7, but was unable to catch the top 5 finishers. Dick Stockton made steady mid-pack movement in his black 1963 Triumph TR-4, starting in 12th position and advancing to finish 8th. There was solid mid-race action between Vince Vacarro'se beautiful black and red 1972 Alfa Romeo GTV and the Porsche 914-6 of Joe Hoover, with the Alfa leading at the end.

Group 2 Race Report – NJ Motorsports Park, Lightning Course (cont.)

Sunday morning's race featured a 27 car field that was lead start to finish by the NASCAR style Taurus expertly driven by Michael Dube, who managed to lap half of the field while averaging a lap speed over 91 MPH. The Shelby GT Mustang of Hal McCarthy and Jim Glass' Corvette swapped positions throughout the race with the Mustang ahead at the finish. The field appeared to be well gridded since most competitors finished within one position of their starting positions. The blue A-H Sprite driven by Gary Barnes continued to amaze, starting 7th and finishing 6th, surrounded by the 914-6 of John Deford and the Lotus 7 of Baxter Phillips. Mid-field, the Tripod Racing Datsun 510s of Ed Wolff and Larry Doll brought back memories of the Under 2.5 Liter Trans-Am winning BRE Datsun 510s, starting in 9th and 10th and finishing in 8th and 9th respectively, followed closely by the 10th place orange BMW 2002 driven by Robert Ball. Unfortunately, Dick Stockton's strong mid-pack start in his black TR-4 was interrupted by an off course excursion and collision with the Armco – fortunately he was not injured and we all look forward to seeing him back on track soon.

The final race for Group 2 on Sunday afternoon was again dominated by the Ford Taurus, leading the field of 19 cars from start to finish. An impressive drive from the 6th starting position by John Deford in his beautifully prepared bright orange Porsche 914-6 resulted in him passing Hal McCarty's Shelby Mustang in lap 4. He passed Tom Grudovich's Ginetta G4 in lap 8 and the Corvette of Jim Glass who fell from 2nd to 6th in the same lap, taking over the lead in the vintage group and finishing 2nd overall. Again, the matching Datsun 510's of Ed Wolff and Larry Doll and the BMW 2002 of Robert Ball looked like a Trans Am battle of old. Wolff's 510 moved from the 8th grid position to its 5th place finishing position by lap 8. The BMW 2002 starting in 10th position was unable to hold off the pass by Larry Doll's 510 in lap 8, finishing 9th, one position behind the Datsun 510. The AH sprite driven by Gary Barnes started in 7th position, surrounded by theoretically faster cars, and held this position until lap 4, when difficulties resulted in a fall to the rear of the field.

I'm convinced that a great weekend was enjoyed by virtually every racer in Group 2, and that they're all looking forward to a return visit to Lightning in 2013.

From the Eyes of Larry Doll

New Jersey Motorsports Park - Photos by Jim Groh

NJMP
Photos by
Jim Groh

SMALL BORE RACING

There is within the VRG organization a group of drivers that enjoy racing in small bore cars that are less than 1.3 liters in displacement. At the recent NJMP event we comprised approximately 15 percent of the field. Our group consisted of a Spitfire, Mini Cooper, two MK 2 Sprites, a Bugeye Sprite, two MG Midgets, two MG TDs and a Formula Jr. Also included were two FVs. A nice mix.

Cars within our group have a range of performance characteristics based on car and driver skills with about 15 seconds separating the fastest and slowest cars. This affords us the opportunity to find someone having similar performance with whom we can race.

Following is my recollection of the Saturday race.. I started out in the race around 7th or so. Once the green fell the fastest cars took off strong and we became strung out by the 2nd or 3rd lap. I settled in battling Eric in the FV and Mark in the TD for a good bit of the race. Harry in the FV caught up with our little group and we ended up battling him for a while before he passed us. All in all, a very clean race.

Some may have noticed a strange logo on a few of our cars and asked about them. Let me explain. There are four drivers who live in southern New Jersey near the famed NJ Pine Barrens, home of the legendary Jersey Devil. We decided to call ourselves the 'Jersey Devil Racers' One of our small group, Rob Brownlee-Tomasso, designed a logo, out of which grew decals, shirts and hats. We've have a lot of fun with it.

Joe Chiarello

FORMULA & SPORTS RACERS
2012 NEW JERSEY HISTORIC RACES

We can say that it is good to be back at New Jersey Motorsports Park on the Lightening Circuit again. The turnout for this group was meager, and we were surprised, as we have had a good turnout of entries in the past – 2010, 2009. In 2011 it was also a two-day event, Friday and Saturday – we could not get the same two days again and we did not think the turnout warranted a three-day event. The Gold Cup at VIR may have interfered with the turn out – we would like to know.

Henry Payne was the group's fast man in his 906E Porsche. We did not get to talk, which I regret, as I knew his mom and dad from racing in Group 5 with the SVRA. His dad, Henry Payne III founded Payne Engineering in Princeton, NJ and had a plant in Florida, where in later years he spent most of his time. He had a very fine collection of plastic bodied Porsche's, one of each, from the 904 through the 917. He was fine competitor, winning in Group 5 regularly and sharing his car often with his son Henry, our "fast man" this weekend. Henry III died in 2008 of a rare blood disease. SVRA Group 5, which he held together as Group Chairman, a SVRA owner with Sid Silverman, and with the annual Micro-Trickle Trophy, died with him as it is merely a ghost of itS former self. "Our" Henry is a nationally syndicated cartoonist whose work often appears in The Detroit News. We enjoyed having him race with VRG.

There were 12 entries – 10 showed up. Arnie Levine, an SCCA stalwart and whom I met a test day at Lime Rock, joined us. He had car troubles. Louis Parrotta had car troubles. Christine Morici does not have any troubles with his car or getting around the track. Of the Formula Fords he was on his own, attempting to stay with the 906 Porsche. The Formula Fords had there own race with Chris Tchorzinicki, myself, and Mark Daniele, and the Lotus Super 7's of Tim Earle and Vic Schuster. Keith Lawrence's trailer suffered a broken axle enroute, and spent the weekend at a roadside stop in Pennsylvania, ex Vinnie Rosalez Z10, tucked away safely within. Greg Kokolus was entered and did not make it. The weather, as it would be at this time of year near the Jersey shore, was perfect. All the flies went home with Darry and Paul Bova.

Bill Hollingsworth

Email from a Spectator

Gentleman,

I would like to thank you for your kind hospitality over the weekend at The Glen.

My Father, Sons and myself had a wonderful day to remember. It was an opportunity to indoctrinate my boys in racing fumes and loud noise. These days of imprinting are critical to a proper upbringing!

The people throughout the event were wonderful, open and friendly. Thank you very much for this unique opportunity, my boys were just bursting with grins all day and cannot wait to return to another road racing event. I was pretty darn happy too!

Thank you again.
David Poles

PS- the grin in the attached picture says it all!
Mark Daniele, owner of the lotus 51 was so gracious and allowed my boys (and myself) to sit in his car and make vroom vroom noises. He was a very nice gentleman. If you happen to be in touch with him, please send him my thanks for his openness and hospitality. I read a quote from current professional driver (Indycar?) Saying that in the 90's Willy t. Ribs took 10 minutes on a race weekend and let him sit in his car, this was a defining moment for him on a path to being a professional racer. Thank you Mark, you made an 8 and a 10 year olds week/month.

Hope to see you all again someday!

VRG AT THE GLEN
OPEN WHEEL & SPORTS RACERS

FIRST THE WEATHER

It did not snow. It rained a little on Friday morning, but was dry, cool, and very cold Friday night; those cars in the garage, if they had feelings, had to be very happy that their nice owners garaged them. Saturday was dry and cold. Sunday was warm and sunny. The Enduro was well subscribed.

We had 15 entries in what was Group 4. Friday morning the track was damp at 10:00 AM for our warm–up practice. Nick Kashur was first out. Everyone went slowly under the full course yellow. On the first lap under a green flag Nick hit his brakes coming into the "bus stop," the rears seemed to have caught first, he spun and hit the guardrail – we were "nine little Indians." Actually we were 11 but as I passed Nick camped out against the barrier I thought of that Agatha Christie story. Rex Miscovitch's transmission quit into turn one in the qualifying session in the afternoon, and Marc Evans forgot to show up. The rest of us had some good racing.

Frank Del Vecchio, Greg Kokolus, Chris Tchorznichi, and me, in Formula Fords, and Tom Grudovitch in his Ginetta G4 had three very good races. It was fast sane racing at its best and all can consider themselves winners. In another pack were "Van" Van Deurzen, Arnie Levine, John Rutherford and Mark Daniele in Formula Fords and Jim Garrington in a Lola Air-cooled Super Vee.

Doug Elcomb joined us from Ontario, Canada racing his Dreossi Canada Class Special. I have seen this car before and not been on the track with it. After the qualifying session lined up for the first race I notice that it is gridded toward the front, maybe in front. I had no idea that this little race car, formed from an auxiliary fuel tank dropped from a F-86 Fighter Jet, was so fast. Elcomb was hard to catch and hard to pass. If the car were standing on end, or if he were lying along side of it, Doug is about the same height as the car is long. Trust me when I tell you that he "sticks out." Great to have him with us, and he gives the Dreossi a "hellava" drive.

The Formula Ford group continues to grow in numbers, so if we were to have a race of the Formula Fords in VRG it would be"50 Little Indians," or more. Most of us have raced in other times where winning was the reason for being there. At our age, and in VRG, our reason for being here is not to win, it is to race. For most of us it is working and we have "fast sane" racing, getting each other, intact, home after the weekend, It is supposed to be for fun…and it is.

Bill Hollingsworth

VRG AT THE GLEN

Photos by Nial McCabe

VRG at WATKINS GLEN 2012 ENDURO

Sunday morning began with a damp track and slow practice times. Rising temperatures and a nice breeze had the track dry in time for the One Hour Enduro. Bob had a grid posted for all 74 event entrants based on fastest lap times so that everyone could know their relative position. I say relative because all were invited to the Enduro.

Forty cars poured out to the grid. Now, one would imagine that it would take considerable time to grid 40 cars. No, it was like clockwork (the whole weekend was for that matter). The track workers at the Glen are beyond competent, they really are incredible. The grid formed in no time; the pace car went slowly enough to insure that everyone was on track and bunched up before the pace lap was really underway.

I was right in the middle of the pack and it was thrilling to be on track with not only so many cars but with such a variety. The line up was: Scott Burkland's pretty 911 next to me, Allen Mitchell's angry Alfa Milano ahead of Scott, Michael Oritt's sleek Elva MK IV in front of me, catercorner ahead was Dave Miller's sturdy TR4 next to Earl Roberts's 911, and behind was Mark Palmer in his MGA next to Kevin Michael's Elva. Gridded ahead of Roberts and Miller was Robert Black in his Pinto, Tom Grudovitch in his Ginetta G4 and ahead of them Michael Lawton in his killer Alfa Spider and Michael Moore in his Lotus Elan. I'm in a Formula Ford; heady stuff from the semi-supine position of a Formula Ford where your behind is only a few inches from a serious road rash and your shoulders about even with the tops of your rear tires. I sort of felt like an unusual insect, (but an insect nonetheless), at a very swank garden party - hoping to be noticed but not swatted. There were eight cars gridded ahead of our mélange and eighteen cars behind us. The Starter waited on the green until the full field was in view then flagged us on.

The eight ahead leapt away, the eighteen behind fell back and we 8-10 packed up like a frightened herd of wildebeest surrounded by starving jackals. We went through corner 1 three abreast. I had Mitchell's Milano barking on my right and Burkland's 911 on my left. If I had had a horn I would have been honking it to remind them that I was still down there. The whole pack took corner two and the S's two and three abreast all the way through the bus stop. Had I thought of it, I would have tried to start breathing again right about here, but there just wasn't time. We were three abreast wherever there was room and two abreast when there wasn't. We stayed in this pack for almost two full laps. It seemed like no one had gained any position. We were nose to tail. If anyone had made a mistake we would all have been in a heap of hurt. But no one did.

There is something very special about riding on the inside through a corner next to guys like Miller, Burkland, or Mitchell as they pilot a production car. In a Formula Ford your eyeballs are at about the same level as their door handles while you're watching their inside front wheel come off of the ground. It's like a mad dog bearing its teeth to growl and snarl at you. It makes you want to yell, "down boy, down".

We finally began to spread out after two laps but were running pretty tight until a double yellow came out around lap 7. There was a large oil dump coming into the toe of the boot and running clear through it on a perfect line. I believe it was Hervey Parke's Elva, (his oil filter mounting plate apparently cracked). He did a great job catching it right away but there was still a lot of oil in a critical braking zone.

Everyone that I was running with decided to do his mandatory pit on the yellow. Unaware that yellow had become black; Rosanne, my crew chief, (also my wife) and I had our fastest refueling stop ever. I left for pit out to find myself in a line and staring at those two exhaust pipes, again, on Burkland's fine 911. Mark Palmer lined up behind me. We all waved to each other knowing we were in for some more fun. And we were.

VRG at WATKINS GLEN 2012 ENDURO, con't.

After a clean start I nipped at that 911. We changed positions a couple of times until I finally got around after some three laps (I think Burkland was having a tire problem). I can still feel that warm, fragrant, heady breeze coming off those pipes. I began chasing Dave Miller. We went back and forth lap after lap. I was awed by how fast Miller could twist that old Triumph through the corners.

At one point Mitchell barked by me, on the inside of corner 1, with his angry Milano and I'm thinking, 'that guy could really use a muffler'. Or worse, John Garuti - in his Boss 302 - hauled by me on the outside of corner 2, and as the ground was shaking I was wishing for a windscreen, fearing all that torque he was putting down would tear up and hurl asphalt at me.

I finally made it by Miller (or he let me by) on the back straight of the boot only to have him, Mark Palmer and Mack McCormack, in his Cooper S, harass me all the way to the finish. The way McCormack kept closing in on me, if I didn't know better, I would have thought he might have a couple extra pistons under that little hood.

I had such a great time while chasing and being chased, it is what makes an Enduro so great – you always have someone to race with. Often in my own class I find myself running alone a lot, almost always near the back. An Enduro puts you with drivers of very similar speeds and capabilities and therefore everyone gets to race. In my book it is the most fun.

Other than the black flag for oil clean up, the one-hour Enduro was incident free with 40 cars on track and 31

taking the checkered flag. It says a lot about the quality of the drivers that run with VRG.

I talked with some of the guys I was 'packed up with' after the race and they were like, "Man, could you believe those first two laps." We were all wondering when would we spread out, who would or could make a move, what is going to happen, I hope it isn't bad. The value of trusting the driver's around you cannot be exaggerated. We were racing. It was good, maybe as good as it gets.

James Van Deurzen
#93 Merlyn

Caywood

93

34

330

41

Photos by Nial McCabe

78

VRG AT THE GLEN - WATKINS GLEN

Photos by Nial McCabe

What is this/is this a REAL …/ what kinda engine is in it?

When I'm approached about my car, this is generally the range of starter questions I get. I have taken to adjusting my "patter" by starting off with "it's a 1962 Devin C".

My imprinting on a Devin began years ago; May 1958 to be exact. It was on one of my many cruises by the local drugstore magazine rack when I spotted the latest issue of Motor Trend (35 cents then). On the cover was the actor Richard Boone (aka Paladin) in his gunfighter outfit, leaning against his Devin bodied 356. Man was there anything

cooler than that! It got even cooler when reading further I found out that this guy Bill Devin would sell you anything from one of 27 body sizes all the way through a kit (I'll get back to this) to a finished car from his California "factory". About then the clerk reminded me this was NOT a reference library and off I went.

Flash cut to spring 1998; lots of life had gotten in the way of the Devin. I was about to make my first real job transition and the Devin came crashing back into my thoughts. I had the time and made the opportunity via the web to find out what had been happening to the Devins and the man. As it turned out Bill Devin was still out there and with the help of a group of his buddies, was still involved with his cars. In fact he had towed my car behind his RV to the '98 Monterey historics with the hope of a sale. In the photo my car is right side front. My luck was running with no sale at the races so I bought the car that fall. When I asked that Bill sign the dashboard I was told the response was "well Carroll (Shelby) gets a lot of money for his charity for that". But, when the car arrived, there was Bill's signature. There had been some discussion between Bill and Shelby about getting into "the car business" but Bill went his own cantankerous way and the rest is history for them both.

Devin was an early 50's racer in an eclectic group of cars (Deutsch-panhard, Crosley, moving up to a Ferrar212 eventually trying to buy a 250MM right from the factory to enter in Le Mans only to be sabotaged by Luigi Chinetti into missing the race). Along the way Devin hit on making some bodies off of a forming he took off a friend's Ermini 1100 sport (http://ferrariexperts.com/ermini.htm) They were an instant success and Billbegan building bodies for retrofitting, selling them all over the US and some internationally, but he really wanted to build cars. In 1958 he introduced the Chevy small block powered SS model on a ladder frame from an Irish source that Bill brought back to the States for production. When the SS model did not take off(12-14 made) he turned to the Devin D (VW powered) and then to the Devin C(Corvair powered). Estimates indicate that 200 of the D and C models were sold in kit and assembled form, of which just 24 were Devon Model C's. However, by the end of 1963 the business was no longer viable, although a Devin GT coupe did appear at the 1964 NY autoshow,but it was too late. Bill continued to provide support and parts right up to his last days (2000).

con't on page 15

What is this/is this a REAL .../ what kinda engine is in it? (con't.)

My Devin is a 1962 Devin C, VIN # DC 1004, which is Devineese for the 4th Model C made. C simply stood for Devin's use of the entire Corvair transaxle assembly for the power train. A Devin D used the VW configuration. I believe there were a couple of waves of C's made with various Corvair power plant/transaxle assemblies. My goal with the car has been to reflect the "old days" when you could drive your car to the races/autocross and get to work with it that Monday. As such, with the help of Ralph Steinberg and his crew at Cloverleaf auto, the car is just like it would have been leaving Bill's shop. The tires are Dunlop bias ply, the brakes arethe original Corvair drum;the front end is the original VW; the original Devin frame and body are intact. And the '62 Corvair turbo engine/transaxle has been rebuilt to stock specs. Even the windshield wiper motors are the original VW, not that I can use them. I do have the original windshield as well as the side curtains, bows and top but we just drive it around with the racing windshield and step into the seats past the rollbar setup. It is street legal in NJ.

I am often asked how it is to drive. I generally respond by pointing to the speedometer where I have taped the message, "not the 914". A friend of mine used to let me drive his 914-4 track car at Porsche club events and that was as predictable as you could want. With the rear end weight distribution of the Devin, drum brakes, et. al., it is a whole different drive .

I have been to autocross events, VRG races and I'm trying to get in some hill climbs (Pa. Hill Climb Association runs some I can get to easily). Ak Miller did regularly win at the Pikes Peak climb in a Devin Special and they have added a vintage class – Road Trip??? Those of you who have seen me at VRG events know I'm a "high speed cruiser". And I don't go anywhere without my crew.

This is why we really enjoy the fellowship and spirit which pervades the VRG. As a non mechanic I am humbled by the level of "gearhead" capability and I appreciate the racing courtesyin the groups I have run.(In this shot from Schenley I am about to be lapped !)

A friend of mine once said, "I bet you won't see another one of these coming down the road" which is certainly true. And with that does come a lot of smiles and approving thumbs up kind of attention when out on the road. But to me a real hoot is the excitement and smiles generated when I have the opportunity to allow kids to sit in the Devin. These are "kids" in my neighborhood (8 months to 80), kids at races and kids at the occasional car show.I recommend you consider such an offer whenever there are spectators at events, it will be a win-win.

This gets me back to that kit reference. For those who have been to Schenley you may have seen another Devin(silver) which is driven by Cliff McCandless. Cliff actually bought his Devin from Bill as a kit that arrived on a railcar ready for Cliff to assemble. How many of us can say they"built" their car and talked with the designer/manufacturer? I believe Cliff confines his racing to the Schenley event now. Drop by and talk to a guy that knew Bill Devin in the old days.

Jerry Smith

VINTAGE RACER GROUP

VRG

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

WWW.VRGONLINE.ORG

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

VRG 2012 Directors

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

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

James Van Deurzen - Editor
jvd@tds.net

Darry Bova - Layout and Production
darry@vrgonline.org

NOV. 23-25, 2012

TURKEY BOWL XIII, SUMMIT POINT, WEST VIRGINIA

Visit the VRG Website www.vrgonline.org to Register