VINTAGE RACER GROUP
VRG
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WWW.VRGONLINE.ORG

Winter Warm-Up GPNY
Saturday, February 23, 2013
Pittsburgh Area Vintage Racer's Dinner
Saturday, March 9, 2013

NEWSLETTER

VRG RACE SCHEDULE 2013

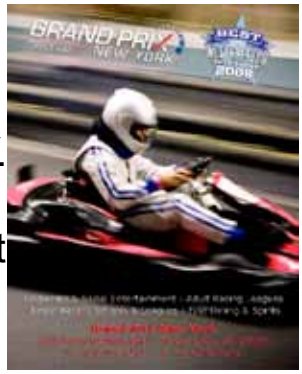
✓ FEBRUARY 23, 2013	WINTER WARM-UP - GRAND PRIX NEW YORK, MT. KISCO, NY Event Chairman: Darry Bova, Tel: 203-329-9710 Email: pbdb35@optonline.net
MARCH 9, 2013	PITTSBURGH AREA VINTAGE RACER'S WINTER DINNER Event Chairman: Keith Lawrence, Tel: 412-995-7101 or Email: klawrence@edmc.edu
APRIL 12-14, 2013	VDCA WILD HARE RUN, VIRGINIA INTERNATIONAL RACEWAY, ALTON, VA Event Chairman: Mike Jackson, Tel: 561-622-7554 Email: vdca@vintagedrive.com
MAY 15-19, 2013	"JEFFERSON 500" AT SUMMIT POINT, WEST VIRGINIA (May 16 - 19) (May 15 - 16) VRG Drivers School Event Chairman: Cal Trumbo, Tel: 704-905-6509 Email: caltrumbo@carolina.rr.com
JUNE 14-16, 2013	CANADIAN HISTORIC GRAND PRIX at MOSPORT with VARAC BOWMANVILLE, ONTARIO Event Chairman: Peter Jackson, Tel: 705-325-8740 Email: ptrt@rogers.com
JULY 12-14, 2013	PVGP HISTORIC RACES, BEAVERUN, WAMPUM, PA Event Chairman: Keith Lawerence, Tel: 724-941-5330 Email: klawrence@EDMC.edu
AUG. 2-4, 2013	VINTAGE CELEBRATION - NEW HAMPSHIRE MOTOR SPEEDWAY Event Chairman: David Fromer, Tel: 802-253-8854 Email: oddjob@stowe.nu
SEPT. 20-22, 2013	NEW JERSEY HISTORIC RACES, NJMP MILLVILLE, NJ Event Chairman: Butch O'Connor, Tel: 973-769-7707 Email: fiveoaks@ptd.net
OCT. 14-16, 2013	VRG AT THE GLEN, WATKINS GLEN, NY Event Chairman: Bob Girvin, Tel: 508-429-2818 Email: rgirvin@.com
NOV. 9 - DEC 1, 2013	TURKEY BOWL XIII, SUMMIT POINT, WESTVIRGINIA Event Chairman: Michael Oritt, Tel: 305-420-4929 Email: Michael.Oritt@gmail.com

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

Winter Warm-Up
Saturday, February 23, 2013
Mt Kisco, New York

Join your VRG friends for some winter fun

GRAND PRIX NEW YORK



An afternoon at GPNY, an indoor karting facility in Mt Kisco, NY. A chance to hone your driving skills in the off season on one of two quarter mile tracks at this state of the art facility. This event is open to VRG members, non-members and friends.

Event Details

Place:	Grand Prix New York, 333 N. Bedford Road, Mt Kisco, NY 10549	
	Phone: (914) 241-3131 *Check out their website at www.gpny.com*	
Time:	1:00 pm	Arrival Time
	1:15 pm	Safety Briefing
	1:45 pm	Racing, Downtown Track
	2:45 pm	Late Lunch, includes Non-Alcoholic Bar
Cost:	$120 includes driving and lunch	
	$35 lunch only	
	Cash Bar for Alcoholic Drinks	

Name: _____

Address: _____

City, ST, Zip: _____

Phone: _____

e-Mail: _____

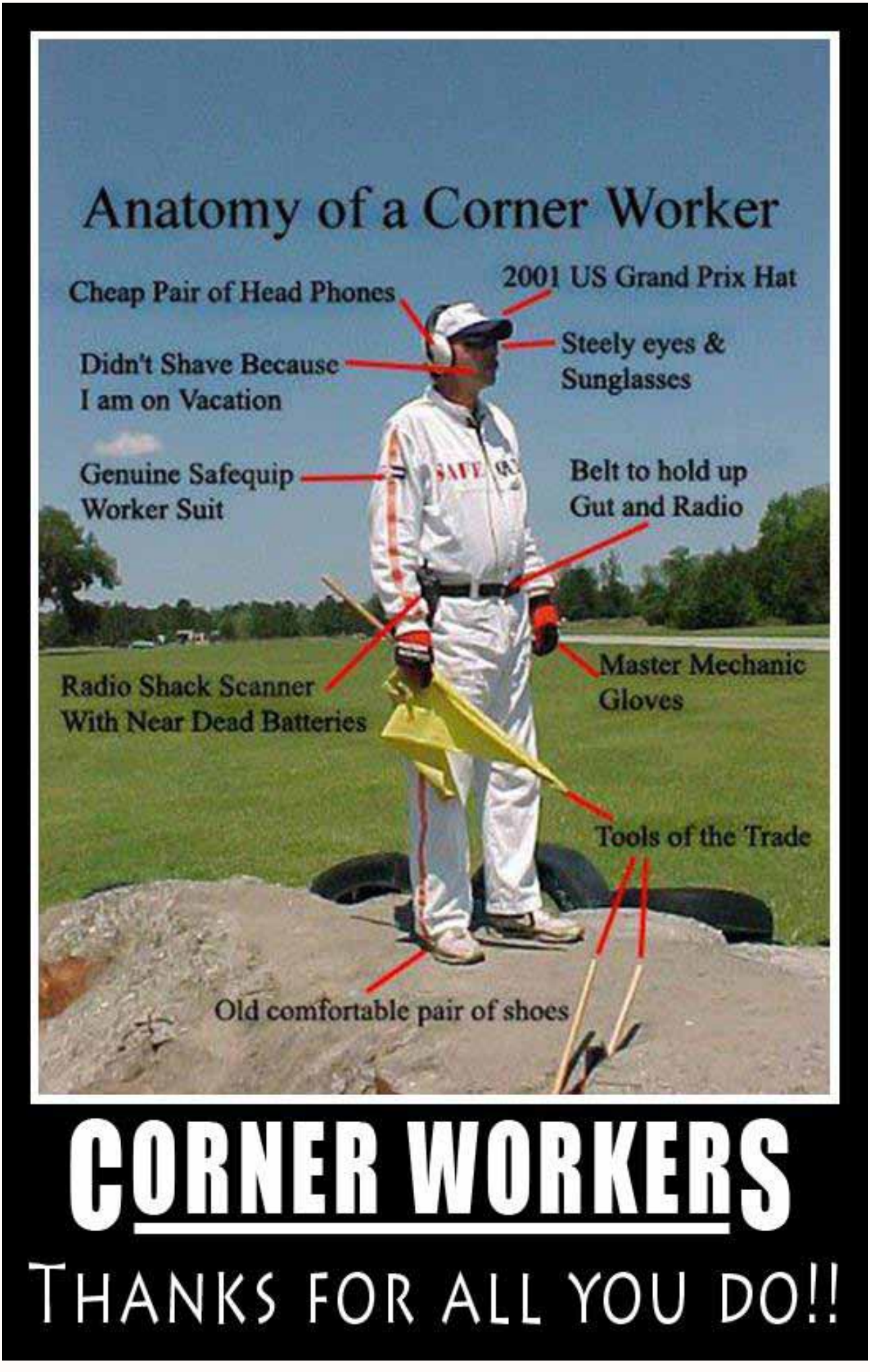
Driving & Lunch: _____ # @ $120 per person

Lunch Only: _____ # @ $35 per person

On-line registration at www.motorsportreg.com

or

Mail this form and a check by February 20, 2013 to
Darry Bova, 35 Chatham Road, Stamford, CT 06903
make checks payable to **VRG**


Anatomy of a Corner Worker
Cheap Pair of Head Phones
2001 US Grand Prix Hat
Steely eyes & Sunglasses
Didn't Shave Because I am on Vacation
Genuine Safequip Worker Suit
Belt to hold up Gut and Radio
Master Mechanic Gloves
Radio Shack Scanner With Near Dead Batteries
Tools of the Trade
Old comfortable pair of shoes
CORNER WORKERS
THANKS FOR ALL YOU DO!!

VRG photography by Bill Stoler

Turkey Bowl XIV
November 23-25, 2012

VRG held the 16th rendition of the Turkey Bowl Friday, November 23 through Sunday, November 25, 2012 and once again the weather gods smiled upon us. Though temperatures were predictably low in the mornings by midday they climbed into the low 50's and though there were a few snow flurries on Saturday precipitation never became an issue over the weekend.

The Turkey Bowl's origins precede the formation of VRG by almost 50 years! Back in the 1960's a bunch of stalwart racers—they weren't *vintage* racers back then—convened in the dead of winter at the old Marlboro racetrack for what was known as the Refrigerator Bowl. Following Marlboro's demise winter sports car racing disappeared in this area until 1997 when VSCCA conducted the first Turkey Bowl. It was never a big event for our predecessors and with VRG's emergence the mantle got passed to us. Beginning in 2006 it became a feature of the VRG calendar, which it still is.

This year's event was well attended with 69 vintage registrations plus 27 "modern" cars and 20 Legend racers for a total of 116 cars. Additionally 13 PCA (Porsche Club of America) piggybacked onto our track rental and ran a separate event Sunday afternoon following our last race.

As in 2011 we again furnished racers and volunteers with free continental breakfasts in the classroom, which quickly became a gathering place for folks seeking to carb up, warm up and buddy up! Thanks go to the Trackside Grille people who catered this event.

The Turkey Bowl is billed as a low-pressure event and no timing or scoring is conducted. This year there were five race groups: VRG Groups 1, 2 and 3 our event partner Dave Parker's group 4 "moderns" and group 5 Legends.

Group 1, which had 30 entries, was comprised of small to medium displacement cars and ran the gamut from several Formula Vees to two MGB's, with lots of spridgets, a number of Elva Couriers and a Lotus Cortina thrown into the mix.

Group 2 had 21 entries of larger displacement and/or higher-powered, faster cars which varied from Lotus 7's to some vintage Detroit iron and contained a number of Porsches, including 914's, 914-6's, a 911, several Ford Pintos, an early Corvette, a Yenko Stinger Corvair and a Dodge Dart. An eclectic group indeed!

Group 3 had 14 entries of Formula Fords, a smattering of Formula Juniors and sports racers and a couple of Ginetta G-4's.

The absence of timing and scoring did not translate into a dearth of vigorous racing and spirited competition was evident in all groups.

Mechanical attrition in group 1 gradually eliminated several potential race leaders throughout the weekend, including Elva Courier drivers Bill Thumel and Hank Giffin and by Sunday's feature the fast guys in the group were Michael Clifford Jr. in a Lotus Cortina and Pete Carroll and Steve Hirshtritt, both piloting Spridgets. The Cortina eventually reigned supreme and it was inspiring to watch young Michael pilot his relatively large vehicle around the circuit, turning in consistent fast laps.

Breakage was also high in group 2 and while Friday and Saturday sessions saw racers Todd Reid, Vic Shuster and Marc Evans as potential threats by Sunday the Ginettas of Michael Clifford the Elder and Tom Grudovich were left to vie for the lead, with the latter prevailing after the former broke. John Wentz in his 1967 Mustang and Al Schwacke in his 1955 Corvette went at it tooth and nail with the Ford dominating in the end. Michael Spraggins successfully completed his first rookie race weekend in his Porsche 914-6 and Jim Wisbon graduated from rookie status and turned in a solid run in his BMW 2002.

VRG photography by Bill Stoler

VRG photography by Bill Stoler

Turkey Bowl XIV (con't)
November 23-25, 2012

In the early sessions of group 3 Ralph Manaker's Chevron B-16 was dominant but right behind him were Christian Morici (Lotus 69), Dave Fairchild (Zink Z-10) and Frank Del Vecchio (Van Dieman RF-81) battling back and forth for much of the Friday and Saturday's racing. Keith Lawrence had his Zink Z-10 finally sorted out after a major restoration and started turning good times. However, by the end of day Saturday, attrition started to take its toll and for the Sunday race Group 3 was down to just 3 cars. Matt Mikol (Lola FF), Graham Long (Merlyn CF) and Cal Trumbo (Royale RP16) made an attempt to put on a race for the spectators (or maybe just the corner workers?). The lead went back and forth until Graham Long spun in turn 5 and collecting Matt Mikol in perhaps the lowest speed accident ever to have occurred. Both cars returned to the paddock under their own power but it ended the session, and all three drivers had a podium finish without ever taking the checker flag. *This can only happen in vintage racing!*

Group 4, the "Modern" car group, had 27 cars covering the full gambit of sports cars ranging from a Busch series stock car, several Baby Grand cars, several Alfa Romeo's, several Corvettes, several Spec Miata's, and a group of Porsche 911's covering the 996, 964, 911 Carrera models, as well as a Porsche 944, a new Mini, an Acura Integra, and an Eagle Talon.

The Legends car group #5 had 20 cars (the most we have ever had) which replicate 1930's-vintage Ford coupes built around motorcycle drive trains. Six of the Legends car drivers had never raced on a road course before and three Legends car drivers came all the way from Morocco to run the event: Youssef Alaoui, administrator of the Africa Legends Cup; Mounia Loulidi driver and President of the Casablanca Motorsport Drivers Association; and Youssef Rouane, who has been racing Legends cars since 2010.

The Moroccans had a great race weekend with us. They were thrilled with the challenge of the Summit Point Main Circuit (in Morocco, they race on temporary street circuits that are flat) and they enjoyed the camaraderie and hospitality of their newfound American racing friends. They promised to return and bring more of their countrymen with them!

Each year we try to use some track time on Saturday for a special race. In 2012 it was a LeMans start out of the hot pits (we still get cold sweats thinking about how the Ford Cortina made it out unscathed!). This year we decided to run a 45 minute relay race and, comprised of five cars each, eight teams competed in the 1st annual Turkey Bowl Relay race.

Each team had to have a car from each race group (VRG 1, 2 and 3, a "Modern" GT and a Legend car). Starting in reverse order with the Legend group, each car would pass Start-Finish four times and the gap between teams at the finish would be recorded in race control. Once the group had cleared the track, the next group would be released with the appropriate delay, and so on.

After group 4 and 5 had crossed start/finish, Team 8 (Roger Austin/Baby Grand, Andre Balanc/2001 Corvette, Dave Parker/Baby Grand, Bill Schwacke/1955 Corvette and Mike Rowen/Austin DB4) had a strong lead and were the favorite to win. Half way through the relay and with open wheel cars on track, the Team 6 Lotus 69FF driven by Christian Morici began to eat into the lead of Team 8 and close the gap. Christian was followed by Tom Grudovich in his Ginetta G4 who further reduced the Gap to just eleven seconds. Nevertheless Mike Rowen in his Aston-Martin DB4 had only to keep everyone in his mirrors. With one lap to go and the DB4 still in the lead at start/finish with Michael Clifford, Jr. in his Ford Cortina hot on his heels, Team 8 looked to be lock. But looking at turn 10, the first car to emerge was not a DB4 but the Cortina. Michael Clifford, Jr. managed to overtake Mike Rowen in the back half of the track for a Team 6 victory! (Team 6: Greg Harnish/Legend; David

VRG photography by Bill Stoler

Turkey Bowl XIV (con't)
November 23-25, 2012

Riley/Porsche 911; Christian Morici/Lotus 69FF; Tom Grudovich/Ginetta G4; Michael Clifford, Jr./Ford Cortina)

At the happy hour at the end of the day, the relay race was the buzz of the weekend and many drivers wanted to see it back on the schedule in 2013 with the caveat that drivers would form their own teams. *Who says vintage drivers aren't competitive!*

A banquet was held Saturday night at the George Washington Hotel in Winchester (Race Central) and Cal Trumbo made sure that attendees were sufficiently lubricated by distributing a large number of free-drink chits at the door. Following dinner Sam Smith broke out *Tom the Talking Turkey* who is awarded each year to a participant for some outstanding Dubious Racing Achievement. Following a lengthy, if one-sided dialogue between Tom and Sam it was determined that this year's recipient should be Tom Dick who accomplished the almost-impossible feat of completing a 360 degree spin while exiting the false grid, surely a hard act to follow.

It goes without saying that many people contributed much time and effort to make this event great and though I am sure I am overlooking several people the following deserve special recognition:

The drivers and crews who race with us and the supportive families who let them.
Our partner Dave Parker, who organizes and runs Groups Four and Group Five.
Cal Trumbo who serves as Event Coordinator and Dave Thomas who assists him.
Tom Dick for help in arranging things with the George Washington Hotel.
Tivvy Shenton who conducts tech inspection and shares freely of his knowledge.
Mark Palmer and Mach McCormack who served on the Driver's Committee.
Steve and Tracy Hyatt for running everything trackside and keeping us in line!
The SCCA corner and grid workers who stand out in the cold to make us safe.
The unnamed wrecker drivers who drag us and our cars back to the paddock.
The management and staff of Summit Point raceway who furnish us a great track.
Cal Trumbo who served as Event Coordinator and Dave Thomas who assisted him.

After four or five years as Turkey Bowl EC Cal is moving on to run the Jefferson 500. I will be stepping into his shoes next year and I hope I can help VRG to furnish our members and friends with another memorable Turkey Bowl in 2013 and beyond.

Best to all for the New Year—Michael Oritt

VRG photography by Bill Stoler

Look for more VRG photos at www.billstoler.com

Mike's Nascar

My interest in the stock car started when I read an article in one of the 2009 Vintage Motorsport's magazines. The article was about racing former Nascars in historic racing. It mentioned that they were reasonably priced and pretty easy to maintain. Since I've been driving Porsches, I wanted to try something different. I wanted a big, heavy V8 car like Frank Grimaldi's 1968 Camero. I had started helping him as a "pit crew member" over 20 years ago. Trying to find an historic TransAm car was way out of my price range. So when I read this article, I thought this was a perfect opportunity for me to get into a big, heavy, "safe" and faster car.

So my search began by looking on certain websites that had these cars. Most of the cars that I found were down in the Southern states. Traveling that far to look at them wasn't feasible due to my limited finances and my work schedule so I continued to look and look. I happened to look on Racing Junk's website and saw there was a 1999 Bush car for sale in Massachusetts, where I live. I was thrilled that it was so close. I contacted the owner and went to see the car.

He purchased the car from a local Bush North team so he could take measurements off the car to build stock cars for the road. He didn't need the car any longer and had no purpose for the car. It was taking up space in his garage so he decided to sell it. The price was more than I wanted to spend so I made an offer and he was firm on his asking price so no deal at that time was made and I left. A few weeks later he called me saying he needed to move the car and accepted my offer. I took Steve Moulton with me to look over the car and help me get it running before I decided to make a full commitment. We looked the car over, got it running and Steve said to me "if you don't buy this car, I will". So I bought it, and took it home and started going through the entire car, so I could get it ready for an open practice at Lime Rock, CT.

I was fortunate enough to have happened to get all the information on the car and the original owners name from the seller. I contacted the original owner, Fred Scaff, who lived in the same State as I do. He was pretty excited that I bought the car to race again. The car happened to have had Limerock history. It had run in three (3) Bush North races there. He still had a lot of parts and pieces for the stock cars that he owned over the years and was willing to help me get the car ready for Historic racing. To this day he still helps me with the car. My first experience in the car was at an open practice at Limerock only 3 months after the purchase.

I found the car to be extremely different from what I was accustomed to driving. Compared to a Porsche, it did not brake as well but had explosive acceleration and handled a lot better than I expected. I was very excited after that first practice but knew it was going to take some time to improve my driving skills to drive faster. To improve you need seat time. So in 2009 I did a few more practices. Then I remembered that theVRG race in New Jersey the year before had a stock car in it so I asked Mark Palmer if I could bring the Nascar instead of my Porsche 914. He said yes.

I told Mark that I would respect the other drivers and not mess up anybody's race. I think that is why VRG keeps letting me come to their events with a fairly modern race car. I started bringing the car to some SVRA events to run in Group Ten to see how I would fare with similar cars. I was surprised that I could run in the middle of the pack and my times were getting faster. During the summer of 2012, the car really started to come around. Now I can really feel the speed and forces. I've been to Limerock, Summit Point, New Jersey Lightning, Sebring and the Glen in the Blue Ford Taurus 33.

Mike's Nascar. con't.

The Taurus is fun to drive anywhere, but Watkins Glen is the place. It is the place for this long, big and fast car where its' power can be used. When I first get out on the track it takes a couple of laps for the tires to heat up, then they grip like magnets. When I role the throttle on and rocket down the front straight you feel the speed. Before I know it I am at my braking point and standing on the brakes, blipping the throttle down, shifting to get this 3400 pound stock car through turn one. Now the car is sliding up over the curb. It tends to push here now and I can rotate the rear end just by easing up on the throttle to get the nose pointed where I want it to go. Then I nail the throttle, whoosh! In a second 7000 comes up, and believe me, 650hp is a very nice rush.

I love running up the hill, G's pulling on you, motor reaching 8000, shifting, then running to 8000 again down the back straight. If there are any slow cars in front of you, it is amazing how fast your gain rate is. It almost startles you how quickly you go past them.

The inner loop is coming quick; I brake, down shift, begin to go through and I go over the curbing just like the Nascar guys - it helps turn the car.

Now I am going down turn Five and the back end wants to come around. I use the throttle to control it. Now I'm in the boot trying to get through as fast as I can. There is a lot of working the wheel and throttle here. Turn Nine is pretty slow and it is hard not to spin the wheel at the exit. I can get through turn Ten pretty fast, so I stay on the throttle and left foot brake. On turn Eleven I push as hard as I can and let the car slide right up to the wall then right down the straight. That is a lap around the Glen.

These stock cars have pretty robust components that last a long time, especially sprint racing. The brake pads are pretty thick and last at least two seasons. I use Martinsville pads that work well for road racing. The rotors are checked after every race weekend for cracks. It would not be any fun if one came apart at high speed. I have removed all the tethers Nascar requires the teams to put on the front suspension and deck lids so, if there in a crash, these parts will not fly into the crowd. On a long weekend the car will use 55 gallons or more of fuel. A set of Goodyear stock car tires will last at least two weekends and cost about $190 a piece.

I really enjoy running my stock car with VRG and appreciate that the members don't mind me bringing it. I would like to thank Mark Palmer, Bob Girven, Butch O'Connor and Tivvy Shenton for letting me bring my Nascar 33 to their events. I hope people have enjoyed watching it go around.

Mike Dubé

2013 Pittsburgh Area Vintage Racers
9th ANNUAL WINTER DINNER

Date: **Saturday, March 9, 2013**

We had a little trouble with the cold weather last few years, so we schedule it a little later than before…

Location: Fresco's Restaurant 10545 Perry Highway, Wexford, PA 15090. At the corner of Richard Road and Perry Highway.
(frescopittsburgh.com)

Food and Drink details: We will have a 5 entrée menu to choose from (no need to pre-order) and we will have a cash bar in our room and all meals will be billed individually. Meal prices range from $14 (veggie linguini) to $29 (filet mignon) and include either soup or salad, coffee or tea.

Schedule: Cocktails start at 6.30 pm, dinner 7.30 pm-ish, socializing and mayhem to follow.

RSVP: Please RSVP with number attending (spouses, new members and guests encouraged) by March 1st via phone **412-995-7101** or email (preferred) **KLawrence@EDMC.edu**

I can also provide discounted hotel info if you plan to stay overnight. Best choice for hotels would be in downtown Pittsburgh and stay over to the next day to see many of the great city highlights – museums, art galleries, the new Superbowl trophy # 6 at Heinz Field, etc.

I hope to see you all there.

Keith Lawrence
1964 AutoDynamics Mark I FV
1978 Zink Z-10c Club Ford

VINTAGE RACER GROUP

VRG

MARK PALMER, SECRETARY
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Nazareth, PA 18064

WWW.VRGONLINE.ORG

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

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The VRG Board of Directors Wants to Wish Everyone A Very Happy and Healthy New Year