



**New Roster Coming Out Soon.
Deadline for changes April 17th**

Jefferson 500 May 15 - 19, 2013

NEWSLETTER

WWW.VRGONLINE.ORG

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 Lawrence, 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

JEFFERSON 500 at Summit Point - May 15-19, 2013

The 2013 Jefferson 500 at Summit Point is rapidly approaching. On May 15th – 19th, 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 a great mix of sprint races, featured car races and enduros. With 200 vintage cars on track, the Jefferson 500 is a marquee event on the 2013 vintage racing schedule.

This year VRG is hosting MG Vintage Racer's as our featured group. And, Brian Redman returns to serve as Grand Marshal for the 20th Jefferson 500. His storied and very successful career in sportscar racing and the World Sportscar Championship, winning the 1970 Targa Florio with a Porsche 908 and the 12 Hours of Sebring twice, in 1975 with a BMW Coupé, in 1978 with a Porsche 935 and the Spa-Francorchamps 1000km race 4 times (1968–1970, 1972). He participated in 15 World Championship Grands Prix, debuting on 1 January 1968. He achieved one podium in the 1968 Spanish Grand Prix in third place behind Graham Hill and Denny Hulme in a Cooper BRM.

From a spectator perspective, several vintage car clubs will be participating. Several 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, The Country Roads Car Club and several local MG Car Clubs. 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 with Brian Redman Friday evening. And on Saturday evening Brian will entertain all the participants at the Jefferson 500 dinner, two 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. or Jim Karamanis at Jim@vrgonline.org.

FORMULA JR IN THE TASMAN RACE SERIES

Four years ago 25 or so Brits, along with some other Europeans and Americans, loaded their Formula Jrs into containers and shipped them to New Zealand and then to Australia, to participate in a reincarnation of the Tasman Series to celebrate the 50th Anniversary of Formula Jr. Because we all had such a great time, we promised to do it again this year and surprise, surprise we have. Added to this year's program were Rapuna, Timaru and Teretonga race tracks, all part of the Tasman series in the 50s and 60s and all on the South Island. Unfortunately, I was tied up in the States having some silly medical tests and wasn't able to catch up with the circus until the last three meets.

I can, however, report FJr is very popular in Australia and the North Island and there were as many as 50-60 entries at each race.

Large fields wouldn't be the case on the South Island, though, there being only a million plus residents. But with the arrival of the traveling twenty five Jrs plus the four owned locally, the Island's enthusiasts would soon witness the largest field ever.

The Formula Jr class existed originally from 1956 to 1963. At first all the cars were front engine and mostly Italian. In 1959, Lotus and Cooper produced cars with their motors in the rear, which proved immediately superior. Within a year they too became obsolete as Gemini, Lola, Lotus, and Cooper offered new models with 5 and 6 speed transmissions, disc brakes, smaller and wider wheels, fully adjustable suspensions, and far superior aerodynamics. Progress in design came so quickly that FJr became known as "The

Car of the Month Class" and with the unveiling of the Brabham BT6 and the Lotus 27, Formula Jr was just too expensive to continue. Recognizing these inequities, today's class is divided into three groups: Group I, front engine cars; Group II, rear engine with drum brakes; and Group III, rear engine cars with disc brakes.



Up until the South Island events every race in the series had been won by the Italian Pierre Tonetti, the 2012 European Champion. Apparently more serious about his preparations than anyone, Tonetti not only brought a couple of spare Richardson motors and enough new Dunlops for each event, he also even brought a spare pristine Brabham BT6. As

if that wasn't enough, he also hired the track the entire day before each event. He even brought his own tent rather than share space in the very large one we were all encamped in.

While all of you were enjoying the blizzard of 2013 we had to deal with 95 degrees of continuous sunshine and perfect racing weather, which except for a couple of days, continued for the next three weeks. Rapuna being my home track, I was expecting an easy time of it. But, boy was I mistaken for just as soon as the first session began, Tonetti lowered what had been the prior best Jr time by some 5 seconds with 4 other Group III cars closer to his time than mine. Still the fastest in Group II, I had been fantasizing about 1st or 2nd overall, but it was obvious that just wasn't in the cards. Almost all of the Group III cars had 20-35 more HP in their Richardson motors, 5 or 6 speed trannies, and more sophisticated aerodynamics and suspension than the 18 had. The quickest were: Noel Woodford's Gemini, the

FORMULA JR IN THE TASMAN RACE SERIES, CONT.



same car that won the European Championship with Mike Parks in 1962, the SCCA championship in '63 and with which Noel, in Sidney in 2012, beat all the Aussis. Next were three Lotus 22's driven by Kim Sheam from Melbourne, Chris Atkinson out of Auckland, and Paul Smeeth from the UK. There was also the very last Lola Jr built, perhaps one of the first cars ever constructed with inboard suspension. It was driven by both Macus Mussa from Monaco, a terrific driver who was most often sniffing at the heels of Tonnetti's Brabham, and Robin Longdon from London, considered one of England's best. These were the top cars and drivers and although for a few laps I often kept pace with them and even held second and third for a few laps, they were really beyond my reach. In the end, I always had to settle for 4th, 5th or 6th overall. I did however take some satisfaction in lowering my best time from 1:44.9 to 1:42.1 and for keeping behind me seven other Group III cars as well as all the other Group I and II cars.

Each weekend there were at least 7 races, all with standing starts. The races were very close and the times very fast, approaching the times being set in the Formula Ford races. Yet, despite the pace, there were no mishaps and not even a spin. Three engines were blown at Rapuna and two frames suffered breaks, so there was much work to be done before the next race at Timaru.

Once again Tonetti rented the track for the entire day prior to race day insuring no one else had any chance at track time either to make gear or suspension changes or learn the course. With that advantage, he lowered the class record a full 7 seconds on the 2nd lap of the first session. Timaru, being a much tighter circuit and harder to learn, the rest of Group III were again left chasing him with little hope of a win, just squabbling over 2nd place. In the fourth race Mussa, in the Lola, almost caught the Brabham, so out came Tonetti's spare Brabham with its fresh motor. Then, in went the appropriate gears and voila, no one got near him again. Meanwhile, I was making good starts and sometimes finishing as high as 3rd. In my own class, however, Greg Thornton from Essex, England, in a Cooper type 52 had come alive and out of no-where passed me on the last lap of both the 4th and 5th race. To add insult to injury, the cheeky Brit had the audacity to ask me to let him by after the start of the next race, as he "wanted to play with the fast guys and it took way too long to get by me." Hence he said, "I can never catch up with them". At first I was a bit miffed, but then thought, he's faster, perhaps I can learn something. "Sure, if you can get close enough on the first lap I'll wave you by," which I did soon after the start. Then I hung on to him for dear life and took every chance I got to harry him. Finally, on the last lap in a particularly difficult S bend he made just the slightest bobble leaving enough and only just enough room to take him, which I did. Oh my, but vengeance is sweet.

Teretonga is in Invercargill, home of Burt Munroe, famed for the "World's Fastest Indian" and the southernmost point of New Zealand. (Once in a while one can see ice bergs in the distance which have broken off from the South Pole.) It's an extremely fast circuit with a straight almost a mile long. The rest of the circuit is a series of 5 corners, one right after the other, all flat out in

FORMULA JR IN THE TASMAN RACE SERIES, CONT.

3rd or 4th. I had never driven there before and it is not an easy course to learn. After missing the first practice I was pretty much behind the eight ball all weekend long. The Group III cars enjoyed a tremendous advantage there. What with 5 speeds, better aerodynamics, and extra power they just flew away on the straight. Tonetti, having either tired of winning or run out of spare cars, had packed up and returned home. His absence allowed for some of the most competitive racing I have ever witnessed, as first one of the three 22's was in the lead, or the Lola, or the Gemini. As often as not they were three or four abreast and that cheeky Cooper driver with his Hewland 5 speed was, amazingly, up with them. Each of the drivers won at least once so no longer were there any bridesmaids in waiting left. As for me, I settled for one 4th, a 5th and the rest 6th place overall as well as 2nd in Group II in all but one race.

Well, another fabulous racing season in New Zealand has come to an end. A great time was had by all and once again all have promised to return for another go as soon as possible. It was great to renew old friendships and make new ones with the many others who had joined the traveling road show. Especially so since most of us had brought our partners, which allowed for a lot of socializing during and in between events, which also made it very special. Yesterday, I learned two of the Brits decided to purchase motor homes and spend next summer touring the Island looking for a vacation home. Not surprisingly, one is leaving his race car here for next season while the other is looking about for a car to purchase. While much of the world is becoming a bit more inhospitable, New Zealand seems to remain as beautiful, friendly and inviting as ever. Several VRG members have visited me in the past and Bob Cunningham is due in March. To date, none have shipped a car down, but I remain ever hopeful we can someday field a VRG team.

Your intrepid reporter, David Fenton



VRG Refund Policy Guidelines

Rev 1.4 2/20/2013

These are the general guidelines for refunds of entry fees at VRG race events. Each VRG event is different, and as such these are only general guidelines. Specific rules listed on the event entry form, or event FAQ's, will take precedence. Entrants must read and understand any refund policy as listed on the entry form or other event-specific documents. Entrants should understand that club expenses such as track rental fees, insurance premiums, emergency vehicle & personnel fees, social function costs, and other expenses are generally NOT refundable to the club. Therefore to assure the financial stability of the club, certain refund policies are necessary. The Event Chair has the responsibility and authority to interpret and apply these guidelines to his/her specific event, taking into account the policies and actions of the respective track management, and any partner clubs that may be involved. At events where VRG is not the primary race promoter, other entities may control the refund policy.

That being said, for events that are financially controlled by VRG:

1. A full refund will be issued to any entrant who notifies the Event Chairman of his/her inability to attend the event before the start of the event.
2. Any entrant who does not cancel by notifying the Event Chairman or Registrar prior to the start of the event, is considered a "no show". A no-show will not receive a refund or credit.
3. A full refund will be issued to any entrant who arrives at an event but does not turn a wheel on the track due to circumstances other than weather. The Event Chairman must be notified of the circumstances prior to the participant departing from the track.
4. Any entrant who "turns a wheel" (operates his/her car on the track surface) at any time during an event, will not receive a refund or credit.
5. An entrant who receives a free Test Day, or discounted Test Day, as a result of his/her race entry, and then cancels the race entry, is no longer eligible for the free or discounted Test Day. If the entrant has already taken part in the Test Day, a fee for the Test Day will be deducted from any refund.
6. Partial loss of track time due to inclement weather, track clean-up of fluid spills or accidents, or any other reason is not refundable.
7. Online entries paid by credit card will receive their refund via a credit to their card of the full entry fee less 5%.
8. Entrants who pay by check will not have their check deposited until after the event. Refunds will be accomplished by returning their check or shredding it, at their option. This is done to allow entrants to pay for their registrations well in advance with no financial penalty.

VRG Policy Regarding Internet Publication of Race Results

VRG will publish results to Mylaps.com whenever practical.

As always, the devil is in the details – hence the "whenever practical" statement. VRG does not currently have our own Timing & Scoring staff, nor do we possess the software or hardware required for Timing & Scoring. We procure the services of several different local T&S personnel at the various tracks that we visit. It is not possible for us to have a single T&S provider who travels to all our events, and we do not have total control over the T&S services that are provided. In most cases, these T&S providers use the AMB transponder system, but not always. There are various computer programs used by the different T&S providers. So it may not always be possible, or convenient, to upload all our results to mylaps.com. Also, the Turkey Bowl event has well-established tradition of "no timing & scoring", since it is a very low-key, end-of-season event. Therefore, we will endeavor (but can't promise 100%) to upload VRG results to mylaps.com for all our events other than Turkey Bowl. Each Event Chairmen will advise either in the FAQ's or at Driver's meetings if results will be published and at what site.

Scribblings From The Secretary

Hi Everyone,

While we're on the subject of mirrors ... this is one thing you can practice during the off-season, while driving on the highway: practice your mirror habits! A few tips:

-- at all times, you should know what cars are behind you and alongside, how close, without even looking. In other words, you should be checking your mirrors frequently enough that you constantly have a "mental picture" of all the cars around you.

-- my high-school Driver Ed instructor used to do this drill: while the student was driving, the Instructor would suddenly cover the rear-view mirror and ask "what's behind you? what kind of car, how close?" If you couldn't answer, you failed the test. This was his way of teaching a student to always maintain that "mental image" of cars around him.

-- most people, including race drivers, adjust their mirrors incorrectly. The outside mirrors should be adjusted **OUTWARD**, to see cars that are alongside your car -- not **BACKWARD** to see cars behind you.

-- Try this test: carefully "track" another car as it is passing you on the highway ... you should first see it in your rear-view mirror, then it should pass into your left-side mirror, then from your left-side mirror into your peripheral vision -- **WITHOUT EVER TURNING YOUR HEAD**. If you are turning your head to look for cars in the lane beside you, your mirrors are set wrong. There should be very little "overlap" between what you see in the rear-view mirror, and what you see in the side mirrors. When the car's rear fender leaves your rear-view mirror, it's front fender should be just starting to appear in your side mirror.

-- with modern street cars, if the mirrors are adjusted properly, there will be **NO** blind spots. If you are experiencing a blind spot, your mirrors are set incorrectly.

-- it's hard to say exactly how often you should check your mirrors, but probably something like once every 10 - 15 seconds is a reasonable start. Most people drive for a minute or more without ever looking in their mirrors. Many racers only check their mirrors 2 or 3 times a lap, which is way too infrequently.

-- get in the habit of checking your side mirror every time you turn the steering wheel -- prior to turning the wheel. If you're setting up for a right turn, you should glance in your right-side mirror while braking for the turn -- every time! I know it seems silly to check your right-side mirror at a city intersection before turning right, but it's a good way to develop the habit so it becomes automatic when you're on the race track. Obviously, on the highway, you should (and probably already do) check your side mirror before changing lanes. But try extending that habit to all turns, getting off an exit ramp, turning at an intersection, turning into your driveway, everywhere you make a turn. Eventually your brain will be imprinted with the habit check mirror before turning wheel.

-- another useful trigger is the brake. Every time you touch the brake, check your mirrors. This is a useful habit to have for racing, because many passes occur under braking.

-- when you're learning a new track, or analyzing an existing track, take some time to think about potential passing zones. And then train yourself to check your mirrors every time, every lap, when entering those zones. Typically,

Scribblings From The Secretary, con't

they are the braking zones at the end of any significant straight. Don't just check your mirrors 2 or 3 times a lap on the straights. Analyze the track and think about where you are likely to be passed, and train yourself to check your mirrors at those points also.

-- some of the worst places on racetracks are on "wandering straights": places like No-Name Straight at Lime Rock, or between T3 and T4 at Summit Point, or the back straight at BeaveRun. These are places where the track curves slightly, but not enough to be considered a real turn. Virtually any "racing line" will work along these straights, so it is hard to predict where other drivers might go. We see a lot of contact incidents in these areas because the slower driver is not expecting to be passed, is not watching his mirrors, and is pursuing a different line than the overtaking driver might expect. So these are "hot spots" where you should be definitely checking your mirrors, every lap.

Sorry if this sounds a bit preachy, yeah I know -- you're all experts and already know how to use a stupid mirror ... but still, we have had too many incidents and near-incidents lately, as a result of lack of awareness. And this is one of the very few things you can work on in the off-season to improve your driving ability. Please consider it as you're tooling down the highway this winter.

Mark Palmer

Advice in Rhyme

Mirror mirror on my car
Some may wonder what you are
Bright and shiny in the sun
You keep me safer when I run
Down the straight fast and quick
Check that mirror before I flick
That rocket coming is just a speck
But at the corner we'll be a wreck
My mirror saved me that's for sure
Maybe I should use them even more

Paul Bova

Mirrors mirrors on my fenders
Keep me out of bad rear-enders
If before I move to pass
I check them prior to applying gas.
But though they may have great reflection
Still a car may escape detection
And I can make a bad decision
If I engage in tunnel vision
So I will take Mark's words to heart
As around the track I dart
I'll scan my Raydots rightly and leftly
And thus I will be racing deftly.

Michael Oritt

YELLOW FLAGS, RED FLAGS, AND MIRRORS

At The Turkey Bowl, 2012, there were a few incidents attributable to mirrors, either to their not covering the field of vision to the left, rear, and center of one car leading or about to be passed another; or to their not being used. UNACCEPTABLE. These are specific safety features of a racecar to protect the driver of that car and to protect the driver following him. If they do not cover the full field of vision, correct them so that they do. If you do not use them, if you drive down the center of a straightaway not keeping to the extreme right or left depending on the direction of the next turn...and are not paying attention to whom might be approaching from your rear, you are making TWO major driving errors. If this needs to be explained then you need to enroll in the Drivers School at the Jefferson 500. At the Jefferson 500 scrutineers will, in particular, focus on how well your mirrors are giving you a full field of vision.

Our New Zealand Correspondent, David Fenton, was fined \$500 for passing under a waving yellow flag. The fine there for not coming to a full stop under a red flag is \$1,000 and suspension.

At SVRA/Sebring, February 28-March 3, during late afternoon practice an Audi R8, travelling at near 140 mph collected a GT350 Mustang, when attempting to pass. It was a horrific accident. The GT350 ended up on its roof and was destroyed. Both drivers are uninjured. Investigation of the accident determined it was “a racing accident,” but the driver in the GT350 it was said by one observer, moved to his right – he was supposed to be on his left. He never saw the Audi, which had its lights on. In addition, four drivers failed to stop when the red flags were waved. One of the drivers, an ex-NASCAR driver, returned to the pits, which is what the red flag rules would be under NASCAR. The other three continued for a while before coming to a full stop at the side of the track. UNACCEPTABLE.

Included in the SVRA/Sebring driver’s packet were the flag rules. Included in every VRG driver’s packet are the flag rules. There were at least four at Sebring last weekend that did not read them. We suggest you go to the SVRA website and read Competition Bulletin #C2013-006. In addition to a three-month suspension and a loss of points, the driver will be fined \$500. This is serious stuff for a serious infraction.

What is the point? **READ THE INFORMATION SHEET AND RULES BEFORE YOU GET IN YOUR CAR.** This can be a dangerous pastime – only you can keep it safe.

We are looking forward to a safe season of fair competition,

Bill Hollingsworth



Photo's by Tom Pasquarelli

Winter Warm-Up 2013

It was a cold and dreary winter's day. Everyone could do with a warm up and that is what they got at Grand Prix New York in Mount Kisco, New York. Nothing warms up a racer's heart like the site of a track. There were 19 hearty participants in this year's hard fought wheel to wheel battle to claim the title of VRG karting champion.

For years Chris Shoemaker has held sway as King of the Hill, but as he has aged the trip to New York and the thought of the intense on track competition has cooled his ardor to defend his title. No matter, other younger challengers from within and outside the club have arisen to challenge for the coveted title. Stefan Vapaa has held sway for the past two years, despite the fact that the karts are not manufactured by Saab. Dr. Dave Rubins a Florida import with significant kart track experience has always been a front runner and of course the usual suspects like Mack McCormack and Norman Berke make themselves known.

This year's action saw the group split in four groups with each group getting two qualifying heats against different competition. The top 10 times then competed in a final race and the intent was for the second group of nine to compete in a consolation race. However the fickle finger of fate was to intervene.

The top group got off to a good start Led by Stefan Vapaa, followed by Chris Bova (he comes from good stock), Paul Bova, Doc Rubins, Norman Berke and Mack filling the top six spots. The race was hard fought but uneventful until Doc Rubins who had worked his way up to fourth was unceremoniously punted into the tire wall. It took a red flag and several minutes to extricate the kart, and Doc (physically unhurt but clearly unhappy) was loaded into a new kart at the back of the pack. Stefan went on to win the race followed closely by Chris Bova and Norman Berke who inexplicably managed to get by me as did Mack.

The lunch was great, we managed to celebrate Michael Orritt's 70th and the bench racing was never ending.

Paul Bova



Photo's by Tom Pasquarelli





Photo's by Tom Pasquarelli

Pittsburgh Area Vintage Racer's Winter Dinner 2013



The 2013 Annual Pittsburgh Vintage Racer's Dinner was held on Saturday March 9th and was once again a huge success. It was the 9th time we have held this event and we packed the 60 seat facility. We had only 3 empty seats and the weather for the 2nd year in a row was outstanding!!!!

The speeches were held to a minimum (it is rumored that the alcohol had already taken a strong hold on the host)... and no one wanted to hear the same old stories anyway. It was casually observed by this same host that two tables had very large "transfers" of adult beverages (not including the host table) – one was barley focused and the other grape oriented.... Any guess as to which cars are related to which beverage

types – hummmm?!?!?!?!?!?

Chris & Sue Shoemaker, Graham Long and Ralph Steinberg were in attendance from Philly and win the longest traveled distance award. We had 4 new VRG members in attendance and welcome them to the fold - John Styduhar, Tom Hershberger, Mike & Becky Moore, and Tom Baumgardner.



There was some interesting discussion about the upcoming PVGP Historic Races event at PittRace. The track once again is spending some serious money to improve the facility. They will have new garages adjacent to the paddock with restrooms completed and they should be well underway for a 2014 completion. There will also be some improvements to the event schedule as well, so please watch for the e-mails and details posted on VRGonline.org.

Once again, we had several new prospective drivers from the Pgh area and it seems that several are looking for cars, so please post accordingly on the VRG forum (http://autos.groups.yahoo.com/group/VRG_NewsGroup/messages). Porsche was the marquee of discussion last year and Formula Vee has taken over the lead this year. May be related to the 50th FV reunion at Roebing Road on April 6-7th. I would like to think that folks have finally figured out the high "smiles to dollars ratio, in engineering texts this is denoted as: :)/\$, of driving a FV. See you at the races (real soon).



Keith Lawrence
Pittsburgh PA
1964 AutoDynamics FV
1978 Zink Z-10c FF



Pittsburgh Area Vintage Racer's Winter Dinner 2013





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



WWW.VRGONLINE.ORG

JEFFERSON 500 at Summit Point May 15-19, 2013

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

VRG 2013 Directors

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Paul Bova, Treasurer
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Jim Karamanis, Director
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Roster Going to Print April 17th

We are putting together a new roster and if you have changed any information since the last issue like cell number, email, address etc. Or if you would like to add any information like spouse or car please let me know ASAP.

Thank you
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