VINTAGE RACER GROUP
VRG
NOV. 2013 VOL. 10.5
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See you at Turkey Bowl

NEWSLETTER

VRG RACE SCHEDULE

2013

✓ NOV. 29 - DEC 1, 2013	TURKEY BOWL XIII, SUMMIT POINT, WEST VIRGINIA Event Chairman: Michael Oritt, Tel: 305-420-4929 Email: Michael.Oritt@gmail.com

2014

FEBRUARY 8, 2014	WINTER WARM-UP - GRAND PRIX NEW YORK, MT. KISCO, NY Event Chairman: Darry Bova, Tel: 203-329-9710 Email: darrybova@gmail.com
MARCH TBA	PITTSBURGH AREA VINTAGE RACER'S WINTER DINNER Event Chairman: Keith Lawrence, Tel: 412-995-7101 or Email: keith@vrgonline.org
APRIL 11-13, 2014	VDCA WILD HARE RUN, VIRGINIA INTERNATIONAL RACEWAY, ALTON, VA Event Chairman: Mike Jackson, Tel: 561-622-7554 Email: vdca@vintagedrive.com
MAY 15-18, 2014	"JEFFERSON 500" AT SUMMIT POINT, WEST VIRGINIA (May 16-18) with FREE Open Practice Day May 15 - VRG Drivers School (May 14-15) 45th ANNIVERSARY OF FORMULA FORD in the USA for all Monoposto Legal FF (1968-81) VRG/Royale FF Challenge Series (First leg of three race meetings) IMSA RS/SCCA 2.5L Sedan Series **John Morton - Grand Marshall** Co-event Chairman: Cal Trumbo and Jim Karamanis, Tel: 304-449-7050 Email: j500@vrgonline.org
JUNE 27-29, 2014	THE VINTAGE MOTORSPORTS FESTIVAL AT THOMPSON SPEEDWAY MOTORSPORTS PARK - THOMPSON, CT OLDEST ROAD COURSE IN U.S., CO-SANCTIONED WITH THE VSCCA Event Chairman: Paul Bova, Tel: 203-329-9710 Email: bovapaul@gmail.com
JULY 11-13, 2014	PVGP HISTORIC RACES, PIRC, (Pitt Race) WAMPUM, PA VRG/Royale FF Challenge Series (Second leg of three race meetings) Event Chairman: Keith Lawrence, Tel: 724-941-5330 Email: keith@vrgonline.org

Balance of Schedule posted on www.vrgonline.org

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

Vintage Racer Group, New Jersey Motorsports Park
September 20th-22nd, 2013
Group 1 Report

Group 1 (small bore) races at the VRG NJMP event were fast, furious, fun, frenzied and phenomenal. The racing was close and entertaining all weekend.

Top finishers (often 5 or 6 cars) for most sessions were within a second of each other with lots and lots of lead swapping. Along the way there were a number of spins and off-road excursions, but thankfully, no bodywork damage.

Sadly, Mark Sherman's TD destroyed a generator housing causing a loss of fan belt. Despite a valiant, "Joisey Boy" effort searching local shops and auto supply stores, no suitable repair could be found and he had to pack it in. Just for the want of a nail..... Mark has spares at home so the TD will run again. Meanwhile Jim Sanders' TD ran like a train holding up the square-rigger MG fort.

Very pretty and solid-running cars included Jerry Smith's award winning Devin-Corvair, Chris Cogswell's Lotus Elite and Rocco Lojac's Alpine.

Harry Sroka, Neil Sullivan and Eric Logan represented the FV cars in Group 1.

The Turner contingent included Paul Bova and Lee Walsh.

There were six Spridgets in Group One along with John Payne's unique Datsun B210.

Minis of Jim Arnett and Bob Thompson joined Mack McCormack's fast Mini.

Richard Jefferson, Baxter Phillips and Steve Hirschtritt lead 1-2-3 for the first Qualifying session on 9/20 with McCormack, Sullivan and Carroll running 4-5-6

Jefferson, Carroll and Bova ran 1-2-3 in the second qualifying session on 9/21 with Hirschtritt, Knorr and Phillips running 4-5-6.

Phillips, McCormack and Hirschtritt lead 1-2-3 on the first race with Carrol, G. Knorr and Jefferson running 4-5-6.

McCormack, Bova and Jefferson ran 1-2-3 in Race two with Carroll, Sullivan and Sroka running 4-5-6.

Phillips, McCormack and Carroll ran 1-2-3 in Race 3 with Jefferson, Lojac and Cogswell running 4-5-6.

For the final (all-comers) race, McCormack, Knorr and Lojac ran 1-2-3 with Cogswell, K. Michael and Logan finishing 4-5-6.

Father-son team of Tom and Garth Knorr had a successful weekend with both cars running strong. Garth, who commutes from Florida to attend VRG events, was running up front in the pack and having some especially close contests with Peter Carroll's Sprite. Meanwhile Tom Knorr battled mid-pack with Nial McCabe and Rocco Lojac. After Storm Field's MGB-V8 retired with engine issues, he was able to run a session in Nial McCabe's #909 Spridget, turning in a very creditable lap time in an unfamiliar car.

As usual, we saw some good examples of the type of camaraderie that is part of the trademark of VRG racing. When Steve Hirschtritt's Sprite engine expired, he noticed that Lee Walsh's similarly powered Turner had retired with a failed rocker arm. Hirschtritt offered up the rocker arm set from his Sprite and Walsh was able to finish the weekend as a result. Many members of the "small bore gang" were looking forward to a re-match at the upcoming Watkins Glen event.

Nial McCabe

Vintage Racer Group, New Jersey Motorsports Park
September 20th-22nd, 2013
Group 2 Report

When asked by VRG to report on the exploits of Group 2 (Formula Cars & Sports Racers) at New Jersey Motorsports Park's Lightning Circuit, my inclination was to focus on the perspectives and experiences of the drivers. After all, VRG is ultimately about the camaraderie and lasting friendships that membership affords. However, when reviewing the registration list of 17 cars I was struck by the variety of Formula Ford (and F3) marques – Crossle, GRD, Hawke, Lola, Lotus, Merlyn, Royale and Tiga. It reminded me of how privileged we are to be able to race the same historic cars that defined Formula Ford in its heyday. Furthermore, each of these cars has its own history that reinforces the view that we are temporary caretakers, rather than owners, of our mounts!

Given this appreciation, I decided to write in celebration of the various makes and models by reaching out to my racing colleagues, several of whom kindly submitted copy that told a short story of their car. Combined with some research, and drawing on Steve Nickless' seminal book, *Anatomy & Development of the Formula Ford Race Car*, I had what I needed!

Nevertheless, it would be remiss to overlook the drivers' views of the weekend, and so I will start by summarizing the commentary I received. Safe to say, the consensus is that Lightning is a challenging, flowing track and that it was a great race weekend on account of the plentiful seat time, great weather and good competition among the variety of cars in Group 2. The open paddock layout means it was easy to check in with, and make the acquaintance of, fellow VRG members. Regarding the barbeque, while the food was very good it would have been nice to have seen more takers. Finally, but perhaps most importantly, the driving in Group 2 was very clean and courteous (as it ought to be in open wheel vintage racing) with just one single exception.

In spite of the great weather on Sunday, an exodus of drivers meant that there were only four cars in the final race, two of which were Formula Fords (Graham Long and me!). In summary this was a great event that should get much better support, given that it takes place at a perfect time of year for racing (after the summer heat, that is).

Shifting our attention to the cars, and working alphabetically through the drivers who sent me copy, we start with **Andrew Stein's Merlyn 1968 Mk11** which is re-bodied with a Mk17 body. Andrew's Merlyn has no particular know history prior to about 1975, when it passed through the hands of Tom Gloy. At the time the car had already been crashed several times, repaired and re-bodied with the MK17 body. To quote Nickless, "Colchester Racing Developments Ltd (CRD), the Merlyn manufacturers, arrived on the FF scene in the UK a few months behind rivals Lotus and Alexis, but succeeded in stealing the sales thunder from both in 1968, the first full year of FF racing in the UK. The Mk11 was a conventional F3-based machine that utterly dominated the first important British FF title race. Australian Tim Schenken's 33 wins from 38 starts set Merlyn on an incredible sales roll."

Tim Schenken also played a role in **Tiga**, the subject of **Graham Long's 1976 FF76**. Ex-GP drivers Schenken and Howden Ganley founded Tiga Engineering and, having bought the assets of MRE, the first Tiga FF76 borrowed heavily from Max Boxtrom's 75F design. There is a dramatic story behind Graham's Tiga, including the fact that he and Christian Morici drove to Wisconsin in a severe winter storm three years ago to take delivery of the car. During the winter of 2011/2012, the car was completely torn down for a frame up rebuild. Graham ended up rebuilding nearly the entire back end of the car. During 2012, many of the systems and components were corrected, but the car was never reassembled. Three weeks before VRG NJMP, Graham began laying out pieces of the car on shelving, in prep for the build. The chassis was painted two and a half weeks before the race and the body four days before! Assembly of the entire car started eight days before the event. Graham worked fourteen-to-sixteen hour days, while Christian put all of his free time toward the rebuild. In light of this Graham is to be congratulated on a great showing at NJMP!

From Tiga we move to **Lola**, and **Jack Carruthers' 1978 T-440**, which he purchased originally in 1991. The chassis was upgraded for increased safety, including new front and rear roll-bars, as well as a substantial amount of new structural bracing all around the chassis. In addition, a fuel cell was installed behind the driver and a new oil tank fabricated and installed back in the engine compartment. Jack's opinion (unbiased, of course) is that the Lola is one of the nicer looking

Vintage Racer Group, New Jersey Motorsports Park, con't.
September 20th-22nd, 2013
Group 2 Report

Club Fords out there. Again quoting Nickless, "the T-440 was based on the very popular 340 series but featured long engine/gearbox spacers, a far-forward center of gravity and put the driver's feet in a precarious position. It was built in response to America's request for "something more technically advanced", explained Lola Sales Manager Mike Blanchet, but customers stayed away in droves." Undeterred by this historical perspective, and in spite of some small issues with the car which limited his participation, Jack considered the overall weekend to be a great success, since all of the objectives for his first VRG event were achieved.

Staying with Lola, **John Rutherford's T-342** (Serial # 199) hadn't been run for ten years when he bought it, thereby requiring a two-year restoration. "Designed by Eric Broadley and ex-Marcos, -Cooper and –Surtees man Bob Marston, the T-342 is the '75-76 tidied up version of the T-340, which featured a flexible "fifth spring" chassis that was forever cracking, but when it was whole gave the car a fantastic balance and feel that made every customer a hero" (Nickless). John was clearly one of these during the course of the weekend, which he thought could have been more competitive, had it not been for brake and transmission problems. At one point Joe Griffin kindly stepped forward and offered to drop everything on Saturday night and tear apart the transmission to fix it! Nevertheless, John thought the layout of the track was great with a little bit of everything – elevation changes, blind corners and the light bulb.

Arnie Levine, also in a **Lola T-342** thought "it was a great race weekend. Weather was perfect and good competition in Group 2. Wish I could have said the same for my car! My electronic oil pressure gauge attached to my block with a "T fitting" was an accident waiting to happen. The engine vibration caused the fitting to fail at the engine block, leading to an oil leak during the last few laps of Race 1. Richard Morris was the recipient of a face full of oil. He tried to signal the corner workers to no avail. By the time I came into the paddock after the race, I had left a trail of oil from pit in to my trailer. Fortunately, the major oil drop occurred when I reached my trailer. Tivvy came to the rescue. He quickly diagnosed the problem and tried to remove the brass fitting remnant from the block, but to no avail. He gave me the bad news and told me I needed to tear the engine apart to remove the fitting. Then Tracey lent her gentle hand to the task and the mission was accomplished. My race weekend was saved and I got more time to play."

Group 2 was enhanced by the presence of **Earl Roberts' 1972 Group Racing Development (GRD) Formula 3.** This was originally a factory car rented to a leading French Formula1 hopeful of the time – Pierre Francois Russelot (hence the Gitanes livery on the car). Russelot was usually in the top 5 or 6 finishers in what were very large F3 fields. In 1972, Roger Williamson won the Formula 3 championship driving a GRD. During 1972-75 GRDs were the cars to beat in Formula 3 but the company was unable to capitalize on its initial success and was eventually absorbed by Van Diemen. This was Earl's third trip to NJMP with the car and by far his best in terms of lap time. Mark Palmer has already commented on the fact that Group 2 had some good racing in the Formula Ford field but the S2000s at the front were some distance ahead of the rest. Earl commented that "being a 1972 puts his car on the leading edge of the introduction of aerodynamic aids (wings) and as such with racing organizations like SVRA the car winds up being classified with much more powerful and newer cars such as F5000 and Indy lights. The makeup of VRG Group 2 allows me to be on track with cars of similar power to weight ratios and therefore actually race rather than spending most of my time pointing by much faster traffic. Being more evenly matched in VRG Group 2 also allows me the opportunity to drive with, observe and learn from drivers who are much more experienced than I am."

While the above account is not a full representation of the Group 2 Formula Fords present at VRG NJMP – missing are **Crossle** (Joe Griffin), **Hawke** (Richard Morris), **Lotus** (Christian Morici and Lou Parrotta) and **Royale** (Thomas Taylor), among others – it provides a snapshot of the weekend, and perhaps it will be possible to cover the outstanding marques in a future race report. For this report, thanks are due to Andrew Stein, Arnie Levine, Earl Roberts, Graham Long, Jack Carruthers and John Rutherford for kindly submitting the stories of their cars as well as their input to the VRG NJMP race weekend.

Richard Morris

NEW JERSEY MOTORSPORTS PARK 2013

VRG EVENT @ NJMP 2013 PHOTOS BY BILL STOLER

VINTAGE RACER GROUP @ NJMP PHOTOS BY BILL STOLER

ADVENTURES AT THE GLEN 2013
OR
LOOK AT THE PRETTY BLUE BUSHES'

Here I am, more than a week after returning from the VRG event at The Glen, and I'm sitting in front of a blank computer screen. (Remember when you used to sit in front of a blank sheet of paper in your typewriter.) I'd promised to write an article for the newsletter, and it was time to deliver. So much happened that I hardly know where to start. I guess the best place is at the beginning.

Though I had competed in this event in 2011, with mixed weather conditions, and several more times with the SCCA (during the more civilized summer months), I knew that October at The Glen could present certain challenges. A number of fellow drivers with longer memories, advised me "Bring antifreeze, carry a set of snow tires, pack heavy clothes." What a real confidence builder. With all the precautions taken care of (except for the snow tires) Cathie and I headed for The Glen on Thursday morning. All the long-range weather forecasts were saying that this would be a great weekend. The drive was fairly bright and warm and the fall colors were near their peak. We were able to get registered, move into our garage, get teched and enjoy dinner with friends all at a reasonable hour.

I should mention that The Glen is our favorite track. Over the years Cathie and I have done the Saturday night 'Moonlight Cruise' on Seneca Lake, visited a number of the local vineyards, and enjoyed dinner on several winery decks overlooking the lake. A visit to Watkins Glen would also not be complete without picking up a mixed case of wines at Lakewood Vineyards just up the hill from The Glen Motor Inn.

Before turning in for the night, I reviewed the entry list one more time. There were at least 17 formula cars registered in Group 4. All but a couple of entries were Formula Fords. While it's always nice to see a large field of competitors, I only recognized a few of the names. With so many unknowns I couldn't be sure how things would shake out. I figured the first qualifying session on Friday morning would tell me more.

We got up early Friday morning and looked out to a solid overcast sky and light rain. The weather reports on the motel TV were telling us not to worry, that the clouds would clear and the day would be warm. We headed for the track to wait it out. The first morning session saw some light rain and most drivers decided to take their chances in the second session. Sure enough, by late morning the conditions were relatively dry and the clouds were going away. The track was still not perfect, and with the cars spread out I wasn't quite sure where I qualified. When the time sheets came out I was surprised to find myself in 2nd on the grid behind Kyle Kaulback in his Lotus 61 and just in front of Joe Griffin in his Crossle 45.

I'd met Joe briefly at the Jefferson 500 in May and knew that his car was well prepared and quick, while Kyle was a complete unknown. Joe and Kyle were garaged next to each other and I walked down to say hello. Kyle's Lotus was also beautifully done. After introductions, we spoke briefly and wished each other well in the afternoon's first race. Again, due to less than perfect track conditions, qualifying times were not a great indicator of what the eventual outcome would be.

As we rolled down for the start, Kyle got a bit of a run on me and Joe was able to follow him through Turn One, dropping me back to 3rd. During the opening few laps I would check my mirrors now and again to see who might be coming up on us and seeing nothing, I decided to concentrate on the battle right in front me. I hung back a couple of car lengths since I didn't know Joe or Kyle well, and if the battle were to end in cars spinning off course, I didn't want to become part of the mix. Turns out that no great risks were taken, and we flashed across the finish line still locked in battle with Kyle in 1st, Joe in 2nd and me in 3rd. The time sheets showed our lap times as 2:13.2, 2:13.6 and 2:13.4 respectively. We congratulated each other on a great race and looked forward to Saturday.

ADVENTURES AT THE GLEN 2013 OR LOOK AT THE PRETTY BLUE BUSHES', CON'T

Saturday was bright and sunny with temps in the mid 70's. Rather than huddling against the cold in the garage, people were walking around in shorts and sitting outside working on their tans. Now this is what

fall at The Glen should be like. As we rolled out of Turn 11 for the start I determined not to be relegated to 3rd place again. This time I got the jump and was able to pull in front of Kyle at Turn 1. It was now the Don, Kyle and Joe show. Though not for long. My gearing was just a bit off, and they could both pull me down the straight heading for The Bus Stop. We entered The Bus Stop nose to tail with Kyle 1st, Joe 2nd and me 3rd, again. It was a battle to the finish again. I noticed that more people were coming out to various corners to watch our fight and see if this would end up in a smoking pile of metal and fiberglass. Luckily, we fought well with no unnecessary risks. I must admit that, for me, 3rd place was getting a bit tiresome.

As a side note, I had replaced an older model GoPro camera that had begun operating sporadically with a new GoPro 3 unit. Cathie always belted me in and double-checked that everything was ready to go before taking our ATV off to a remote location for her photo shoots. In all the rush we had forgotten to turn on the camera. When I came in after the race I noticed that the camera was gone. The only thing left on the roll bar was the bottom mount. We put the word out to the corner workers and one group thought that they had seen something fly off of the car. Within less than an hour our camera was returned to us. The protective case was beat up a bit and the outer lens cover looked like it had taken a bullet to the upper right corner. What was remarkable is that the camera still worked. Cathie was only ticked off that she hadn't turned it on and missed film of the hit and the tumble down track.

Saturday afternoon's race was another knock-down-drag-out affair. This time I got an even better run into Turn 1 and managed to lead for the better part of two laps. Again, the run up through The Esses was proving to be my downfall. As I mentioned, my gearing was just a bit off and they each got by on successive laps in the run down to The Bus Stop. This time a new car entered the mix. David Hughes in a Tiga S2 managed to find some speed and got under me in Turn 1 to take over 3rd place. There were now four cars locked together lap after lap with no one showing any serious advantage. According to the time sheet all four of us crossed the finish line with only 0.986 of a second separating 1st from 4th with lap times ranging from 2:13.0 to a high of 2:13.7. This was some of the best racing I'd ever experienced.

Saturday night featured the Annual General Meeting followed by dinner. We were all gathered at the new Media center and found all the doors locked. It seems that they had moved the meeting and dinner to the new VIP club on the inside hill overlooking The Esses. It was a beautiful building with two levels of decks overlooking the track, the forests and the lake off in the distance. Due to the delay in everyone arriving at the new location the meeting was appropriately short and we settled in for dinner. The hors d'oeuvres were great and the meal was first rate. It was the perfect ending to a day of great racing.

Sunday was another warm and sunny day, though a bit cooler than Saturday. With a 7-hour drive back to Massachusetts, we, along with a number of other

ADVENTURES AT THE GLEN 2013 OR LOOK AT THE PRETTY BLUE BUSHES', CON'T

competitors, had decided to run only the Sunday morning race and get an early start on the trip home. Sunday morning's races were run in reverse order with

Group 4 going off at 9:10. This time I was gridded 3rd on the inside of the second row. Got a good start again and moved to 2nd place just behind Joe's Crossle. Entering The Esses I checked my mirrors and couldn't see either Kyle's Lotus or David Hughes and his S2. Not being sure what was up I decided to concentrate on tracking down Joe and got past him as we exited Turn 7 and headed for the Heel of The Boot. Again, this lasted till the back straight where he carried a bit more speed.

Everything was settling in till I noticed Kyle's Lotus coming up behind us. He got passed me and I found myself in 3rd again (DAMN!). Kyle was in 2nd and being held off by Joe at every corner. As we got the one-lap sign the battle up front got real serious. They were entering corner after corner side-by- side. This slowed them down and gave me a chance to try and set one of them up for a late race pass. They entered Turn 8 side-by-side again. I took my usual line and put the power down just a bit early to get a good run up to 9. I swung out a bit wide and ran my left rear tire up over the exit berms. We had been doing this all weekend. What I'd forgotten was that we were now running earlier in the day and the berm was still wet with morning dew.

The painted berm with a bit of moisture was the perfect storm. The back end kicked out and the car started to come around. I locked the brakes, but I had gone off of the track onto the grass and the tires were now wet. I looped around and was headed for the 'blue bushes' on the right side of the track across more damp grass. The car had slowed considerably, but not enough to prevent a hit to the right rear suspension. When I got out of the car I could see that the right rear wheel was shattered and some suspension bits were bent. Here I was only four corners from the end of the last lap of my last race of the weekend and 'Bam'. It wasn't my first and probably won't be my last.

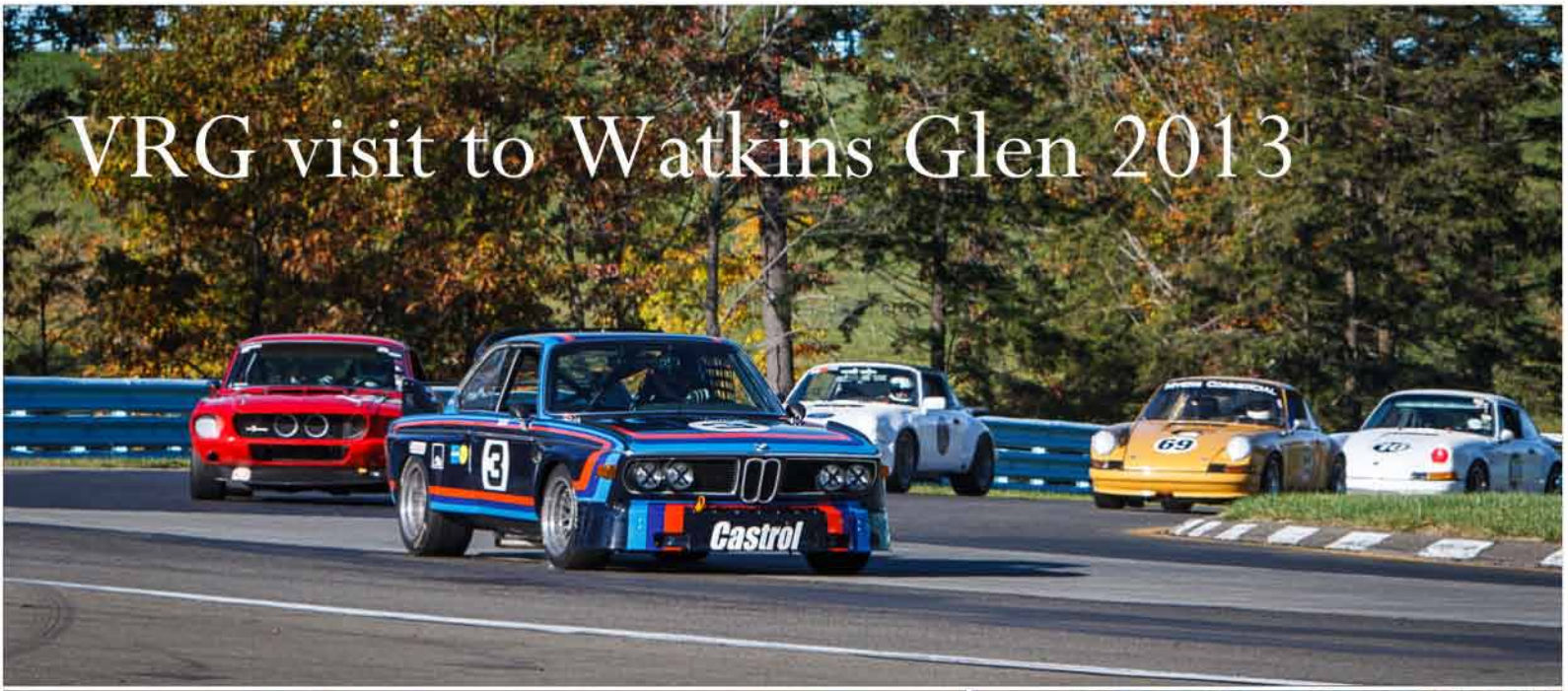
It seems that Kyle had gotten jammed up a bit at the start and had fallen behind. He managed to rip off a couple of quick 2:12's in his effort to catch us. As they entered onto the front straight Joe missed a shift and Kyle blew past for the win. Kyle was now four-for-four for the weekend. A truly great drive.

As for me, I was being checked out by the EMT's. Cathie was naturally concerned when she didn't see me come around at the end. She made a few inquires and was told of the situation. No real serious damage done and that I would be coming back to the garage area in an ambulance. This was just standard procedure. True to her photographer's instincts, as I stepped out of the ambulance she was there to take my picture before giving me the big hug. It was great to see both Joe and Kyle drop by to see how I was doing. A group of competitors stepped up and helped me jack up the car and load it into the trailer. Now I have some winter work to do along with working on a better gearing chart before I return to The Glen.

Our THANKS to the VRG officials & organizers and fellow competitors for a great weekend!

Don Denomme, #101 yellow FF

VRG visit to Watkins Glen 2013



View more photos at www.billstoler.com

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FF 101

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HP3

BELL

BELL

VRG ANNUAL MEETING REPORT

VRG held its Annual Meeting on Saturday evening during the Watkins Glen fall event.

Finances are fine. The race schedule for next year is coming together and looks to be somewhat stellar. Secretary Mark Palmer gave his, as usual, thorough report and handed the microphone to President Bill Hollingsworth.

VRG is organized as a rather perfect representative democracy and as such its directors and officers each have term limits. Bill informed us, not without dry eye, that Mark Palmer and Tivvy Shenton (two of the seminal founders of VRG) had hit their term limits and could no longer serve on the Board. It felt like the passing of an era, the handing over of the batton, the book being closed and the judgements in; like the yeomen putting down their tools and the rest of us looking and wondering who will pick them up and wield them as deftly as have they.

It would be difficult to overstate the contributions that Mark and Tivvy have made to not only the creation of VRG but to its continued successes these past ten years. I could go on about how fair and efficient is VRG, what a great value, how well and safely run, etc., etc.,- but we all know these things. The contribution that I most value from these two guys is that they always seem to be having such a (insert own adjectives or expletives here ……) good time. They will both help out with anything, laugh and offer advice or get on their knees and grab that wrench. They exemplify what vintage racing is really about. It would not be a stretch to say that VRG might not be here if not for the efforts of the likes of Mark and Tivvy.

The election results were announced. Cal Trumbo was reelected to another term and we have two new board members, both well known to most of us, Nial McCabe and Michael Lawton. We all join in in congratulating all three and especially in welcoming our new Directors Michael and Nial.

On another note of transition, Bill Hollingsworth has served out his term as President (although he remains on the board). Bill has been a stalwart Pres.; a job somewhat akin to herding cats. Bill has done a fantastic job and leaves Mack McCormick, our incoming Pres., with inordinately large shoes to fill. Good luck to Mack (Louvers Unlimited), we know he will be as good a Pres as he is pilot to his Mini and to Bill a huge thanks for all of your tireless work.

VRG has been blessed to have had the kind of leadership it has enjoyed these past ten years and the continuity of that leadsereship seems well in place.

Again, a heartfelt thanks to Mark, Tivvy and Bill for all that they have contributed and continue to do for the club. Congratulations to our new President, Mack McCormack and new BoD members Nial and Michael and to all of the continuing members as well, the best of luck.

PS
Tivvy remains our Tech Guru. Fear not.

James Van Deurzen

THE VINTAGE MOTORSPORTS FESTIVAL at Thompson Speedway Motorsports Park is a go!

An exciting meeting was held at Thompson Speedway Motorsports Park earlier this month. Exciting because we were able to tour the newly laid first layer of asphalt on the updated road course at Thompson. We were also able to tour the newly built garages, 25 of them, and the newly built timing tower. Signs of progress are everywhere.

This is shaping up to be an historic re-opening of the oldest road course in the United States.
Mark your calendars for Friday June 27, 2014 through Sunday 29, 2014. There is even talk of a test and tune day on Thursday June 26 to familiarize participants with the revised track layout.

The event will include many unique aspects. First and foremost is the historic nature of the track. Secondly this will represent the first time that VRG and VSCCA have collaborated to sanction an event. Each club will run four race groups with participants choosing to run with the club and rules of their choice via the registration process. There should be plenty of track time for each club's members to familiarize themselves with the technical intricacies of the course.

Plans are under way for a gala dinner on Saturday night, a buffet breakfast on Sunday morning followed by a car show, and an afternoon of spirited racing. You're not going to want to miss the fun, and the opportunity to say "I was there".

Paul Bova

VINTAGE RACER GROUP

VRG

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

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The VRG Board of Directors Wants to Wish Everyone A Very Happy Thanksgiving, Merry Christmas and Happy New Year

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
Mark Palmer, Secretary
Jim Karamanis, Director
Keith Lawrence, Director
Tivvy Shenton, Director
Cal Trumbo, Director
Ed Valpey, Director

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See you at Turkey Bowl