VINTAGE RACER GROUP
VRG
MARCH. 2014 VOL. 11.2
WWW.VRGONLINE.ORG

JEFFERSON 500 MAY 15-18
VRG DRIVING SCHOOL MAY 14-15
FREE PRACTICE IF REG. BY APR.15

NEWSLETTER

VRG RACE SCHEDULE 2014

✓ 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 Chairmen: 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 and Assistant Paul King, Tel: 203-329-9710 Email: paul@vrgonline.org
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
AUG. 1-2, 2014	24th VINTAGE CELEBRATION - NEW HAMPSHIRE MOTOR SPEEDWAY Event Chairman: David Fromer, Tel: 802-253-8854 Email: oddjob@stowe.nu
SEPT. 19-21, 2014	NEW JERSEY HISTORIC RACES, NJMP MILLVILLE, NJ VRG/Royale FF Challenge Series (Third leg of three race meetings) Event Chairman: Butch O'Connor, Tel: 973-769-7707 Email: fiveoaks@ptd.net
OCT. 10-12, 2014	VRG AT THE GLEN, WATKINS GLEN, NY Event Chairman: Mike Lawton, 978-274-5935 Email: lawton@vrgonline.org
NOV. 28 - 30, 2014	TURKEY BOWL XIII, SUMMIT POINT, WESTVIRGINIA Event Chairman: Michael Oritt, Tel: 305-420-4929 Email: Michael@vrgonline.org

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

Wild Hare Run
Join VDCA at VIR in 2014!

VRG drivers will join their fellow vintage racers of VDCA at Virginia International Raceway on April 11-13, 2014 for the annual Wild Hare Run. It is a perfect time of year to be at VIR. The weather is warm enough to be enjoyable without being truly hot and the racing will be even better than ever. A few things are new for this year but the great features of this event remain.

VDCA will expand the number of race groups based on the growing attendance but will retain the high amount of track time available to each driver. The Pro formula group that has been with us for several years will not be part of our weekend in 2014, allowing us to make the change in run groups. Also, the paddock will be more accessible with the lack of their large rigs.

Repaving! As I write this the track is closed for a complete repaving of both track and paddock. They've been closed since Thanksgiving and will not re-open until early March. The previously spectacular pavement will be even better with only very subtle changes to the configuration. VDCA/VRG will be one of the first racing events on the new surface. Come and set a new lap record for your car or class.

On track features – The namesake Wild Hare Run session will be conducted on Friday afternoon as always. The Run is an inverted grid pursuit race with time delays between entrants that, if run perfectly by each entrant, would result in everyone finishing in a pack. The only trophy of the weekend goes to the winner of this iconic event. No additional entry fee is required to run in The Run but signup at tech is required by noon on Friday. VDCA Enduro – Sunday morning's 60 min race is also open to all entrants but requires sign-up at tech early in the weekend. Once again, no additional fee for the Enduro.

Plus, Saturday evening's dinner will be Enzo's buffet in the gallery. No featured speakers, just lots of good food and conversation interrupted by about 10 minutes of announcements and awarding of the trophy to the Wild Hare of 2014.

Don't miss it –
club racing like it was back in the day.

Mike Jackson,
VDCA Race Director

JEFFERSON 500 & DRIVERS SCHOOL May 14-18, 2014

2014 is the 45th anniversary of Summit Point Motorsports Park and VRG is proud to take part in their anniversary by once again sanctioning the Jefferson 500, May 15 – 18. This year our special guest and **Grand Marshal** is none other than **John Morton**. Morton, who raced for Shelby American, Brock Racing Engineering and other professional organizations, will be sharing his racing memories during the Saturday night banquet dinner and will also be making an appearance on track as part of a special reunion for Formula Ford open wheel racers.

The 45th Anniversary of Formula Ford in the USA feature group will serve as the first leg of the VRG / Royale Formula Ford Challenge Series with races also scheduled for PVGP at PITT Race and The New Jersey Historics. This event and series celebrates Formula Fords that are Monoposto Legal from 1968 thru 1981. We expect a large turnout for this group and feature race. If you race a Formula Ford, don't miss this opportunity to take part in this historic event!

The IMSA RS / SCCA 2.5 Challenge Reunion race will be making a return this year. If you race a Datsun 510, BMW 2002, Alfa GTV, Ford Pinto, etc. don't miss this opportunity to be the small sedan king of the road during this Saturday feature race. This will be the ninth year that Brian Walsh has hosted this event and the third year that the Jefferson 500 has been its' home.

May 14 - 15, VRG will once again offer a **Vintage Drivers School**. On the 14th, students will have classroom instruction from Chief Driving Instructor Ed Valpey and his group of instructors as well as on-track exercises including skid pad and other skills focused exercises. Instruction will take place both days on the main Summit Point Circuit, the same circuit that will be utilized during the Jefferson 500. Day two of the school will feature more instruction and track time and during the latter half of the day students will blend in with the general practice day participants as part of the Jefferson 500. Upon successful completion of the school, students will have the opportunity to take part in the full Jefferson 500 race weekend.

VRG will again offer a **FREE ($250 value) practice day on Thursday May 15th** to those who register by April 15th. This is an amazing opportunity to spend an entire day on track knocking off that winter rust. As always, cars must comply with VRG Rules & Regulations. **We will strictly enforce VRG Tire Rules and fuel cell requirements**. Full racing slicks and "cheater" type DOT slicks with two single groves are prohibited for vintage racecars. Eligibility questions should be directed to the Event Chairs.

As has become a tradition over the past several years, a special track walk will take place Friday evening which will benefit the High Performance Heroes racing team. Also, The Country Roads Car Club will be returning as host of the Saturday classic car show. In past years this show has welcomed two hundred plus cars to the track.

Last years event drew 250 race participants. We anticipate another large turnout for this historic anniversary event. On-line registration is already open. Please visit the VRG events page and register today: http://vrgonline.org/events

Jim Karamanis & Cal Trumbo, Co-Chairs, Jefferson 500

GRAND MARSHAL – JOHN MORTON

John's interest in racing was first sparked as a child by attending local dirt track races with his dad at the Waukegan Speedway in his Illinois hometown. In 1949 his father took the family to the Milwaukee Fairgrounds to see the AAA race; this made a big impression on seven-year old John who remembered that Myron Fohr in the Marchese Special won the dirt track race.

A neighbor across the street from John got an MGTF, an XK140 Jaguar, an Austin Healey, and later a Porsche. That exposure followed by a trip to the Road America 500 in 1957 with his family convinced John that racing was what he aspired to do. In college in South Carolina, John bought a 1940 Ford 2 door sedan for $43 and began his racing career on the dirt tracks near Clemson. Two years of higher education was all John could stand before he traveled to California to attend Carroll Shelby's School of High Performance Driving. In the five-day course John fared better than he had at Clemson, proving to him that racing was the right career choice; Peter Brock was the instructor.

In 1962 at twenty, John was given a job at Shelby American, the Cobra Factory, not because he was fast, but because they needed a guy to sweep floors, chase parts, etc.† While working there, he purchased a Lotus Super 7 with a small inheritance to begin racing when he was old enough, twenty-one at that time. After a season of club racing in the 7, it was replaced with a Lotus 23B. Shelby used him as a driver on the Cobra team during this period, 1964, as well as entering his 23 by Shelby American in several races. Because of lack of finances, John stagnated mostly in SCCA Club races through 1968 until Peter Brock gave him a big break on his new BRE Datsun team. The period between 1969 and 1972 were fruitful for John, Peter and Datsun. The team dominated both SCCA C Production with the 240Z and 2.5 Trans-Am with the 510.

After the Datsun dynasty ended in 1973, John ventured into F5000, Can-Am and IMSA races. A short foray into the movie industry in 1975 led to stunt work on two feature films (Gumball Rally and Greased Lightning) and several TV shows (Rockford Files & Fantasy Island). In 1981 Phil Conte joined John's small Can-Am team as a sponsor for two years after which Phil formed his own IMSA team with John as one of his two drivers in the GTP category. In 1985 Jim Busby hired John as team driver with Pete Halsmer in one of his BFG sponsored 962 Porsches. The pair won the Times GP at Riverside in 1985. In 1987 John drove for the Group 44 Jaguar team of Bob Tullius and with Hurley Haywood won the last Times GP at Riverside and the West Palm Beach GP. In 1988 after the Electramotive Nissan Team signed him, John and Geoff Brabham won many GTP races, setting the stage for Nissan's domination of the IMSA series. In 1993, John passed the rookie test at Indy and won an AIS race at Willow Springs, the last professional win for a Gurney Eagle.

Other notable Nissan races for John during 1989-95 include an overall victory at Sebring and several class wins, plus Le Mans in 1994, one of nine times he has competed at Le Mans where he netted another class win in a Lola Mazda and a third overall in a 956 Porsche. He raced extensively in Central and South America in a Nissan 300ZX in the 90s with multiple wins in Venezuela and Costa Rica. In his most recent professional races, 1997-2001, John raced Porsches in both the Grand American series and ALMS and in 2010 in a Mazda MX5 in the Playboy Cup. John, who has won in more different makes of cars than any sports car racer in America, currently competes in vintage races driving a variety of cars, which include Cobra Coupe, Corvette, Camaro, Porsche, Mustang, Ferrari, Lotus 23, Scarab and Sunbeam Tiger. In 2010, John was inducted into the Sebring International Hall of Fame.

At the Monterey historic races in 2012, **The Stainless Steel Carrot** by Sylvia Wilkinson, a non-fiction account of the 2.5 Challenge years at BRE was re-released with all royalties going to pet and wild animal rescue. On October 15, 2013,

Motorbooks published a memoir of John's Shelby days entitled **Inside Shelby American**. In December of 2013, John was given the Bothwell Lifetime Achievement award by the Fabulous Fifties Association.

DO I NEED A VRG LOG BOOK?

The short answer is no. The longer answer is perhaps. The correct question is; **DO I NEED A LOG BOOK TO RACE WITH THE VRG** and the answer to that is **YES.**

The correct answer is actually "you need a current log book with any VMC recognized race club, SCCA or FIA. The underlying point being it must be a current and active log book.

Saying that, the VRG would prefer you really only have one active Log Book. If you race with a group that does not recognize the Log Book issued by VRG then just keep and present the log book from that racing organization at tech.

Why do you need a log book? The log book is the record of your car. Obviously it records all the events you have done and while that is nice what it really does is records the observations of the tech inspectors at each event. It is supposed to be noted if there is something the inspector wants fixed or changed before the next event and it helps the inspector at the next event to more easily make sure your car is safe to race.

A log book, unless it is a VRG log book is not an indication that your car is "legal" to race with the VRG. It just says the car is a real car and it has been teched. Whether the car meets all of the VRG's rules and regulations to be in compliance so that a VRG log book can be issued is rather moot at this point. If the event chair has accepted your car it can race with the VRG even if the car is racing as a "guest" (and the car can be a "guest" even if you are a member of VRG – all it means is this particular car is not eligible for a VRG log book) But regardless, your car **MUST HAVE A CURRENT LOG BOOK TO RACE WITH US. YOU MUST PRESENT A CURRENT LOG BOOK AT TECHNICAL INSPECTION OR YOU WILL NOT BE ISSUED A TECH STICKER.**

In the next newsletter we will go through the whole procedure for applying for a log book, when how, where and anything else we can think of. I actually think I could write an amusing group of articles on the strange applications and information I have gotten over the years LOL

Ralph Steinberg
Log Book coordinator and Car Eligibility Committee Chair

RECOLLECTIONS OF THOMPSON SPEEDWAY
By John Colgate
Former Austin Healey Factory Team Driver

Bill Hollingworth asked me to try to recollect some memories from the old old Thompson course...so blame him for the gaps.

anyhow, I turned 21 in 1956, and back then we had to have two regional races before you got your national licence. thompson became my second race for that endeavor. I was running a 1956 Healey Le Mans, and was just returning from a race at Cumberland where I got a second, sandwiched between two 300SL's. I remember the race at Thompson well, because I did everything wrong, but learnt a lot. The flag dropped and I wasn't in gear, even though the rev's were up. Horrible crashing and grinding of gears to get into first. I also spun in front of the grand stand on the last lap. About this time a gentlemen came over and asked me if I had any idea what I was doing. His name was Ed Brown, and probably influenced my life more than anyone. He was a mechanic. Back than there was a Healey driver called Col. Gil Geitner. He was unbeatable, but I did, and maybe the rest is history.

How to explain the course...You started in the oval, exited halfway through, on to the short straight, up a hill, and then a fairly sharp turn to the right on to the main straight. There was a small pond (more swamp) near the top of the hill. A Healey flipped, and ended upside down in the pond. Fortunately, we had the presence to stop..a bunch of us jumped into the pond, flipped the car over on its side, and dragged the driver out before he drowned. No seat belts fire retardant suits or roll bars in those days. So down the straight, a sharp right at the end (best place to pass) another short run into another right, back down towards the oval where you had a sharp left, on to the oval. Definitely a track for "smaller" hp.

The pits were the center of the oval which was not being used...George Weaver I think was the owner, and had the ambulance.

We had friends that went to the Pomfret school, and we would sneak into the dorms, and spend the night there.

John Colgate

NEWS FROM DOWN UNDER

Hi all,

Hate to have to report to you that the weather here is glorious, but it is. Since this is that time of year when everyone is out and about we have been having a madcap stream of visitors or visits with friends. Kiwis are the friendliest people in the world so we have what seems like an endless supply of people who can tolerate me. Of course Kathryn tends to cover up much of my shortcomings, well you get my drift.

Most of last week was spent getting ready for the first of the the Southern series races which is held at the city›s municipal racetrack here in Christchurch. Whereas last year›s event was purely for Formula Jrs the race this year is a vintage car event with a whole range of cars from pure race cars to street sports cars, the only requirement is all would have been running about prior to 1961. The exception being cars which are replicas of cars of that vintage but built more recently. Although the field consisted of 30 or so entries only five were capable of running up front. Of those five, four were front engined with motors 3-4 times the size of mine and perhaps the same proportionate amount of increased horsepower. Much of their advantage, however is nullified by much greater weight and an older front engined type of design.

Obviously the big question for us was how I would perform. Would I be able to keep up with the competition and even if I could, would I run out of steam and have to quit before the checkered flag fell. Yes, I had a few day earlier practiced for a time period equal to a race distance, but the stress experienced in an actual race is a lot more demanding than in a practice session.

Despite threatening skies Saturday morning›s qualifying session dawned gray, but clear. Except for an incident with a Lotus 23 whose driver coming out of the hairpin corner had selected reverse instead of 2nd gear all went well. So well I set fastest time and would start on pole position. So going quickly wasn›t going to be a problem. In addition to the qualifying session there were two races scheduled for Saturday. In the first I made a near perfect start, got to the first corner first and led for nearly the entire race. It wasn›t an easy drive though as one of the front engined cars was never more than a couple of car lengths behind me the whole race. Finally, it was the last corner of the last lap and damn if the back end of my Lotus didn›t get away from me and in that split second while I fought to regain control the following car pulled along side me, took away the space I needed to recover and there was no choice but to spin.

The afternoon race was somewhat different, at least as to the finishing order. Again, I got a good start, but this time the bigger more powerful cars were a lot closer and for the first 3 laps we were swapping positions 2 or 3 times a lap. I did however hold on to finish the race in 1st. I was exhausted though and realized my recovery was anything but complete. I would have to have a different strategy for Sunday›s races if I were to last the whole race length.

Since being out in front and constantly and constantly under attack was la ot more strenuous than following I decided to let one of the other cars by and follow until the closing laps and then attempt to get by for the win. Like all best laid plans this one too went astray as I hadn›t countered on two of them getting by me and as a result there was never room enough to find a way past either of them. You literally could have covered the three of us with the same blanket, that›s how close we were the entire race. And, that›s how we finished 3rd place for me which would have been fine except just the checkered flag fell I heard expensive noises coming from the back of my car which I have since found out would require the crankshaft to come out of the motor and motor out of the car.

So the rest of the series will have to take place without me. A bit disappointing, however given that we made it here and I›m still able to drive well and am pretty healthy both of us are really quite thankful and looking forward to just chugging around enjoying the sights.

Thanks for the emails

Cheers,

David and Kathryn

VARAC 2014
Canadian Historic Grand Prix
at Mosport - June 13-15, 2014

Attention VRG racers! The Vintage Automobile Racing Association of Canada (VARAC) is gearing up for what promises to be the biggest, most exciting and best-attended event in its history. The Canadian Historic Grand Prix is one of the most prestigious events on the Vintage and Historic Racing Calendar in North America and it is the largest and most popular event of its kind in Canada and counted as a "Major Spectator Event" at Mosport since 1999.

VRG members are invited to Canadian Tire Motorsport Park just north of Bowmanville, Ontario where MGs, Triumphs, Jaguars, Porsches, Alfa Romeos, Lotus, Minis and more will challenge the world famous Mosport Grand Prix Circuit. Mosport is one of only three true historic Grand Prix tracks in North America along with Le Circuit Mont Tremblant in Quebec and Watkins Glen in upstate New York. VRG drivers who have raced at Mosport will agree that it is an awesome, technically demanding, fast 2.459 mile track with challenging corners and impressive elevation changes. It is also a classic grassroots vintage racers event put on by an enthusiastic group of Canadian volunteers for all to enjoy,

Triumph and MG Racers will be the "Featured Marques" for 2014 as VARAC steps back in time to in time to recreate the epic battle for sportscar supremacy between British manufacturers – Standard Triumph and MG Cars. In addition to the featured Triumphs and MGs, there will be three full days of exciting racing involving full grids for all Vintage and Historic racing machines from Minis to Mustangs and Canada Class open wheelers to Can-Am cars. There will be racing for six groups of cars including Monoposto (single seat open-wheel vintage & historic race cars), Small Bore Vintage & Historic Cars (under 2000cc), Big Bore Vintage & Historic Cars (over 2000cc), Wings & Slicks (very fast purpose-built racing cars running on slick tires), G70+ Cars (cars dating from 1973 to 1989 including all kinds of Alfas, Corvettes, Porsches, Mustangs and a host of others.

Jeremy Sale

For more information go to www.canadianhistoricgrandprix.com or email: bob.deshane@varac.ca

NOTES FROM THE PRESIDENT

Hopefully by the time you read this the weather will be warming up and we will all be getting closer to racing season. I know from comments on the Vintage Racer Group Forum (VRGF) that many of you have been working on your race car with both major and minor projects. I am very pleased with the progress of the VRGF and must thank Jim Karamanis and Ian Wisbon for setting it up, trouble shooting and maintaining the Forum. We had a few initial teething pains but Jim and Ian jumped right on them. We now have 243 members who have made over 500 posts. Some of the more interesting ones are the two Elva projects, one by Mike Clifford, Jr. and the other by Ian Wisbon. It will be fun to follow both these restorations and then see the cars turned out on the track.

I encourage everyone to read and contribute to the Forum, which will only be as good as the contributions that the members make. If you are having a problem with your car that has you stumped, post it on the VRGF. We have a lot of talent in VRG and someone will know the solution. If you have come up with a good solution to a problem with your own car, post it on the VRGF so the rest of us can benefit from your solution. Do you have a specially modified tool to do that impossible job…let's see it. It is also easy to insert photos right into your post. There are clear "HOW TO" instructions on doing almost anything. If there is something that is giving you trouble with your use of the Forum, let us know. We want everyone to be able to use the VRGF.

If you don't want to visit the Forum everyday you can get a digest sent to your email; or if there is just one thread you want to follow, you can do that also. Again, activating this option is clearly outlined in the "HOW TO" section. We also have the ability to conduct polls as we did recently with the "Off Season Karting Event" poll. And in the very near future, a smartphone and tablet friendly version of the VRGF will be available which will make using the forum from your phone or tablet device faster and much easier. If you have additional ideas of features that you would like to see on the VRGF please let the administrators know in the "VRG Forum Questions" section.

I am sure that I am not alone when I say that I am ready for Spring and the start of the 2014 vintage racing season. See you all at the track.

Mack

NOTES FROM THE EDITOR "TRAVELS WITH CHARLIE"

I made my west coast swing last week. It was timed to attend the Memorial Get-together in honor of Bud Meyer at the National Hot Rod Museum in Pomona, the site of the Winter Nationals. Bud Meyer was a long time friend. I knew him 8 years less and 20 years longer than my father. He ran a very successful auto repair business in West Hollywood until 10 years ago. He also during his lifetime, working for his dad, Eddie Meyer, produced flat head Ford racing equipment, campaigned an Offy midget and raced a 135 cubic inch hydroplane until he was almost killed in 1955. His cousin, Sonny Meyer (Louie Meyer Jr.) raced the boat and when the class was upgraded to being 150 cubic inch, his son Randy Meyer raced the boat. I was involved with my own 150 hydro for an 8 year period beginning in 1964. I saw fellows I had not seen since the 1970's. It was a very nice reunion on a sad occasion. The only survivor from the same age in attendance was Ed Iskenderian, who is 93. Bud was 94. Bob Patterson and John Wolf and I had lunch at Galpin Ford on Thursday. Patterson is still building Cracker Box Racing Boats at 88. John Wolf built Ford racing engines – great racing engines to go with Patterson's great boats. The 266 Hydro record in the kilo of 151 mph still stands. Power was 260 cu inch Gurney Westlake Ford fueled by methanol.

I was intending to have dinner or lunch with John Morton and his wife Sylvia Wilkinson. They were in Utah. I had lunch with my friend Art Evans, a noted author and retired sports car driver from the '50's. We had lunch at "Eat at Joe's" a packed dive on the Pacific Coast Hwy in Redondo Beach. He has written too many books for me to list but is about to have two published, a photo book on Carroll Shelby as a companion to *Shelby, the Race Driver*, and a biography on John Fitch – much more extensive than Fitch's autobiography. Shelby, Fitch, Ken Miles, Ernie McAfee, Phil Hill…and John Morton, a neighbor in El Segundo, all good friends with Evans. He will attend Lime Rock for the Historics on Labor Day where his book on Fitch will be debuted.

NOTES FROM THE EDITOR "TRAVELS WITH CHARLIE"

My school chum, Pancho Kohner, a filmmaker and vintage car racer (Cooper MG, Devin Chevy, Dolphin Twin Cam) has written a script on the competition between Craig Breedlove and Art Arfons for the land speed record at Bonneville in 1964 and 1965. He is looking for a bankable director who has some mechanical knowledge. We may get to see that made. I had a birthday dinner with Bill Pollack and his daughter, her birthday. Bill wrote *Red Wheels and White Sidewalls*, which was about his racing in California in the 50's. He won the second Pebble Beach Road Race in Tom Carsten's Cadillac Allard. He and Art Evans are "non co-presidents" of the *Fabulous Fifties Association.* Their books are very good reads.

When I got home I had lunch with Michael Cannell, author of *The Limit*, the book about the 1962 Formula 1 rivalry between Phil Hill and Count Von Tripps. Hill won the world championship. Von Tripps was killed. The book has been optioned and it may get made into a movie. The Wall St Journal gave it a fine review in 2011. It is also an excellent read.

Bill Hollingsworth

BOB PATTERSON

WINTER WARM-UP 2014
GRAND PRIX NEW YORK

Another successful Winter Warm-Up is in the books. This year's event saw the usual pre-race blustering and verbal attempts to cower fellow racers. None were deterred and the racing was intense.

Former President and suspected karting dilettante, Bill Hollingsworth, having never set butt into a kart, did a reconnaissance lap for all of us to insure the circuit was safe. Bill decided it wasn't safe... with him out there. Can anyone say moving chicane?

The early heats saw some new moves unveiled by veteran racers. It was quickly realized that the laws of physics would prevail. the black flag was pointed, wagged and waived but the racing continued unabated.

This year saw the advent of multiple family teams, the McCormacks, the Shoemakers, the Kings, the Meis and the Bovas all fielded family teams. Team orders were ignored with as much flair as Formula 1. Jared Shoemaker was heard to remark ; " just leave me alone, I know what I'm doing"

Final — 05:07 Lef

Kar	Racer Name	P	Last	Best	La	Gap
10	Christopher Bov	1	27.70	27.28	15	-
13	Stefan Vapaa	2	27.87	27.18	15	2.43
5	Christopher Sho	3	28.75	27.42	15	3.00
8	Jeff King	4	28.39	27.29	15	3.20
3	Buido Ambrogio	5	28.20	27.03	15	3.49
14	Mack	6	27.58	27.43	15	5.37
12	Dominic Bova	7	28.18	28.18	15	8.63
15	Paul King	8	27.83	27.29	15	14.3
6	Norman Berke	9	29.77	28.73	15	15.8
11	Paul Bova	1	28.53	28.21	14	1L

After all of the jockeying for fastest lap, the finalists were grouped into two final races with rolling starts. Top finishers in the consolation race (podium 2) were, Chris Cogswell, Doug McCormack and Jared Shoemaker.

The feature race saw a pitched battle between Chris Bova, Stefan Vapaa and Chris Shoemaker with several wheel to wheel duels. They finished in that order, though the final outcome was in doubt throughout the race. Stefan was toppled from the top of the podium, there were some whispered comments from the crowd about age being a factor.

Honorable mentions:
-Ambrogio Buldo had the fastest lap time of the day; 27:039
-The Bova team placed three racers in the top 10 (and the old man was beaten by his son and grandson)
-Don Mei ate the most lunch

Paul Bova

Photo's by Tom Pasquarelli

Good Humor
ICE CREAM

Clear track - Go!
Move over to the outside
Go Slow! - No Passing!
One lap left in race .
STOP! - Wherever you are.
Finished - Slow down
Pointed at you once for a warning (Keep Going)
Waved at you once for a Penalty (Come Off Track Next Lap)

Final					04:28 Lef	
Kar	Racer Name	P	Last	Best	La	Gap
12	Christoph Cogs	1	29.38	28.29	16	-
3	Doug Mccormac	2	29.63	28.63	16	0.88
14	Jared Shoemak	3	30.79	28.60	15	1L
8	Donald Mei Jr	4	46.69	28.36	15	1L
11	Mark Sherman	5	30.53	29.86	15	1L
5	John Greller	6	29.91	28.74	15	1L
6	Arnold Levine	7	43.01	33.15	13	3L
10	Sal Depino	8	0.000	0.000	0	16L

Photo's by Tom Pasquarelli

Photo's by Tom Pasquarelli

2014 PITTSBURGH AREA VINTAGE RACER'S WINTER DINNER ATTENDESS LIST

Harrison Gilbert
Keith Lawrence
Andy & June McSwigan
John & Dotti Bechtol
Jeff & Cindy Brown
Jim & Mary Lou Southwood
Mike & Beth Zappa
Dr Bill Swartz
David Gills
Nate Scigliano
JJ & Elaine Rodman
Dan DelBianco
Bill Haus (PVGP Race director)
Chris Granche (PVGP race director)
Ken & Maggie Murin
Joe & Rosemary Mendel
Andy Schor
Larry Collins
Dan & Kathy Fowler
Kevin & Stacy Maehling
Chris Zappa & Lauren Frey
Stu Long
John Styduha
Mike & Becky Moore
Tom Baumgardner
Regis & Eileen Fate
Ian & Betsy Wisbon
Roger Bailey
Bob Koch
New - Lauren Licht & Aaron Shook
New - Luke & Andy
New – Elizabeth King Larkin, Paul King daughter
New - Craig & Mary Seifert,

PITTSBURGH AREA
VINTAGE RACER'S WINTER DINNER

RACING TIDBITS

Greetings from New Zealand,

All is well here. Kathryn is recovering from her back injury sustained the last week we were in Portland and I seem to continue to recover from my surgery. Seems it just takes a bit longer to recover the older one gets, Our house here also came through the year with a minimum of turmoil so other than cleaning up the gardens getting settled has been a breeze. I know I shouldn't mention weather, but it is improving and the last three days have been quite marvelous. Yesterday, I did get out to the track to test the Lotus and myself and both seem up to the task, the lotus particularly.

Mark my mechanic had to get right back to his place so we had only a few minutes, 25 to be exact, for testing. We had about 8-9 laps which is the usual race length and I felt fine, granted a bit rusty, but physically fine. This Fiday is practice for the first of the Southern Festival Races with Saturday qualifying and Sunday the feature race. I will let you know next week how it all goes.

So far the city›s recovery is anything but impressive. Streets are still torn up and there are still large building coming down. I suppose we should have understood that the destruction was so immense it would take a lot more than a couple of years in which to to recover. Few did however, and so no one is satisfied with the progress so far. Fortunately, the Lyttelton landscape, where we reside remains as lovely as ever.

I hope all are withstanding the cold and remaining healthy. If you have a chance do drop us a note.

Cheers,

David and Kathryn

(This "tid bit" is longer than we would normally publish, but we had the room; and it was originally not intended for this page). We would like to have your "tid bit,"please keep it to 25 +- words.

John & Jennifer Payne

Found 50% leak down in Datsun plant at the end of the season. Seems someone used the wrong rings in the last rebuild! The rings never expanded. That's what happens when you try to build a cheater motor I guess. Hopefully will have better power this year. Planning on running VIR and Jefferson whether still in Pennsylvania or moved to Tennessee. Looking forward to running with the small bore people again.

Don Demomme

Car is apart and replacement of bent components progressing after Glen impact with 'blue bushes'. Looking forward to Jefferson 500 and Thompson.

Paul Bova

During my routine crack checking this year found many unexpected cracked parts. A good example is my wire wheel adapters, when is the last time you crack checked yours?

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