VINTAGE RACER GROUP
VRG
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VRG AT THE GLEN
WATKINS GLEN, NY
OCTOBER 10-12

TURKEY BOWL XIII
SUMMIT POINT WV
NOVEMBER 28-30

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 Co-Chairman Paul King, Tel: 203-329-9710 Email: paul@vrgonline.org
JULY 11-13, 2014	PVGP HISTORIC RACES, 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, WEST VIRGINIA 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.

NHMS GROUP 1

This year marked the 24th annual New Hampshire Motor Speedway (NHMS) vintage racing festival. This year's event was a Friday and Saturday type of race week-end. This is something pretty interesting, as it gives you Sunday to travel back home.

When I arrived at the track, I thought to myself, that I must try to get a parking spot under the tower as it is paved. In past years, the infield and paddock garages, the ones that the NASCAR teams use, were packed full of cars. So I figured I must hurry to get my preferred spot. To my surprise, upon arriving at the track, the infield was empty. I thought to myself, "*did I get the dates wrong?*"

After unloading the humble 1969 VW Beetle, I went about getting the car through tech, with the thought of who was coming to the race this year. In 2013, it was the first time that I had the VW out at NHMS, and I had an incredible time! The car ran very well through out the week-end and there were many other cars to dice with in my class. So my hope was that 2014's event would be just the same as last year.

Talking with the some of the other drivers and organizers at tech, I came to realize that there would only be a hand full of other entrants at this year's event.

I questioned this in my mind, as this is one of the most interesting tracks in the Northeast. First off, the location seems to be very central for many to attend. From Montreal it's about a 4 hour drive, New York City, Rochester, Syracuse etc, maybe 5 hours. Secondly, it's a NASCAR track. There is plenty of room in the paddock, the garages are spacious and affordable, there are clean facilities and the track food is pretty good too. Thirdly, it's a great place to shop as there isn't any sales tax in New Hampshire, so your spouse will also enjoy the event as well.

I know many may say that this road course goes in the wrong direction, (ie: counter clockwise). This makes it all the more fun. Us guys and gals that drive left hand drive cars finally have that much more advantage than those driving right hand drive cars. For those who have never experienced the, '*Bowl',* you don't know what you are missing. The best way to describe this corner, is to imagine that you are driving your car in a corner that is shaped like the inside of a soup bowl. Getting the corner right, is like being in roller coaster with your car glued to the track. Getting it wrong is like falling outside the edge of a soup bowl. The track just goes flat.

This event allows the smaller bore cars to have competitive battles with the big bore cars. Where do you see a MK I Sprites battling it out, in the dry, with a Corvette and Jaguar, and showing them up? This is often rare, for us small bore cars that are usually on tracks designed for big bore cars, example Mosport, The Glen, Road America etc.

So as you can see, I like this event and so does the VW. For those who I did not have the opportunity to meet, this is the second

NHMS GROUP 1 *CON'T.*

season that I've been racing the VW. I've started in vintage racing with a MGA, that my late father and I built. With my brother becoming more interested in racing, I decided to go against convention and build a Beetle for racing so he could race the MGA. This decision has proven to be a fun journey.

Many of you had the opportunity to grow up with Beetles when they were new, and probably owned several of them growing up. So you'll probably remember the little quirks that these cars have. For example, high speed wandering, under powered, sever under-steer, and having a little resisting when closing the doors with the windows rolled up. With some small changes to the front suspension the high speed wandering disappears. With some better carburetion and bigger valved heads the underpowered engine livens up. Adding some larger sway bars front and rear, makes the stock torsion bar suspension stay planted in the curves. As for the windows, just keep them rolled down.

At the NHMS event this year, I had a great time trying to catch-up to some MG TCs/TDs. It's surprising how fast these cars are. When I was finally able to get by them, I had my sights on Nial McCabe's 909 MG Midget. Having had some traffic at the start of the race, my target was able to get away and keep that one second lead for the entire race. I'll have to get him next time.

Which brings me to my conclusion. With the rumors going around that we will not have the 25th Annual NHMS vintage event, we have to do our part not to let this happened. Even if you have a big bore racecar or a stock MGA, this event will be fun for all who attend. Trust me, if I was able to race with a bunch of other cars, with only a couple of seconds off the leader, with a Beetle, you'll surely find someone to dice with, whatever car you race.

Looking forward to seeing you at NHMS in 2015…hopefully, in my rearview mirror!

Jason Di Cesar (VW Beetle)

John Rutherford's father at Thompson way back when "driving the Allard in which he courted his mom"

Photos from Nial McCabe

NHMS GROUP 2
Run Rabbit Run

This past Aug. 1 & 2, VRG participated in the 24th Annual New Hampshire Motor Speedway's *Vintage Racing Celebration.* Unlike past years, the road racing activities were on Fri. and Sat. while the oval track racers were scheduled for Sun. and Mon. As in the past, the Legends Series cars shared some road course time on Saturday. The real wet weather stayed south of us and both days were nearly perfect. Other than a short sprinkle on Saturday morning, the track was dry and fast.

The only disappointment of the weekend was the low turnout. There were only 4 run groups, with the formula/ sports racer Group 2 being made up of only 9 cars. Total participation was in the range of 50 competitors. On the upside, we had plenty of track time. There were two practice sessions on Fri morning followed by an afternoon qualifying run and a 12 lap race. At the end of the day Gary and Mathew Hagopian hosted a delicious BBQ buffet in the Garage 1 area with great pork and chicken selections and a variety of cold drinks. While Group 2's first race on Friday saw a wide range in lap times, Saturday would see most everyone settling in and beginning to pick up the pace.

In the Saturday morning 14 lap race I was on pole and felt that I could pull away with no issues. Or so I thought. I found myself being the designated rabbit that everyone was chasing, and chasing well. There were a couple of cars that remained in my mirrors in the early laps. I stepped up the pace and managed to lay down a 1:19.7 lap, winning the race and insuring the pole position for the last race in the afternoon. When the time sheets came out, it became clear that a number of competitors behind me had raised their game as well. This was not going to be a walk away.

When we lined up for the last race of the weekend, I was now sharing the front row with Peter McLaughlin in his S2000. He had missed the morning race due to mechanical issues but had recorded a Fri. qualifying time good enough to put him up front. When the green flag dropped Peter suffered a possible electrical issue and only made it through turn one before pulling off. I should take time here to mention that Peter had also brought his beautiful and fast 1987 Ferrari powered Spice prototype. This is a stunning car and always attracts a great deal of attention and admiration. He was running the Spice with the big-and-loud Group 4 cars.

With one less competitor to worry about (sorry Peter) I set off to run some solid early laps so as to open up a bit of room over my competition. As I was pounding around I kept checking my mirrors and recognized Rex Miscovitch and his Royale RP21 lurking in the distance. While he wasn't an immediate threat, if I were to make an error he would be on me in a heartbeat. I decided to run steady laps and keep the gap constant rather than trying for some hot laps and risk flinging myself off into the scenery.

The fact that I went on to win the race was secondary to what had been happening behind me. Both Rex Miscovitch and Tom Taylor came up to me in the garage and were all excited about the race. When the time sheet came out I could see why. I was in first with a 1:21.3, but Rex was in second with a 1:21.8 and Tom was in third with a 1:21.7. While John Rutherford had been second or third in the earlier races, some braking issues dropped him back to forth. These guys had run some of the fastest laps that they had ever run at NHMS and thanked me for being the rabbit in the pack.

Racing in New Hampshire has been a part of my life for over 40 years. Cathie and I started as SCCA corner workers back in 1971 at Bryar Motorsport Park. This is the same land where the present track was constructed back in 1990. We consider it our home track, being only little more than an hour north of home. The present

NHMS GROUP 2 *CON'T.*
Run Rabbit Run

NHMS layout is larger and more challenging than the old Bryar. The original track was a layout a 1.6 mile road course with a short track oval in the infield. The flow of the old track is still favored by many drivers over the present facility.

A number of drivers running in vintage today started out at Bryar. Even Paul Newman attended one of his early SCCA Driver's Schools at Bryar. (Cathie and I were there and have the photos to prove it.) I remember attending TransAm races at Bryar back in the late 60's and have a picture of me with Mark Donahue when he drove the Penske Sunoco Camaro. I got my start in racing at Bryar back in 1980. While the old Bryar had a lot of history, I also remember that the paddock was full of baseball size stones that made walking a problem and setting up a level work area nearly impossible. Or, how about the paddock bathrooms that were early 'detention camp sheik'. And the track itself was crumbling at the edges and was in need of a serious repaving. None of these issues exist today.

There are drivers who knew the old Bryar and others who were never there and still have a problem with the present facility. They're bothered by the sharp transitions on and off the oval where a car can bottom out, or the steep blind hills taken flat out. It is a difficult track to drive really quickly. But, it's the same for everyone. If you think it's tough for vintage racers, regular SCCA races are run using the turn 1 and 2 high bank oval portion of the track. In a Formula Ford you can take the high bank flat out and approach the turn 3 tight right hand transition turn topped out in 4th gear. You had better have good brakes.

On the other hand, garages are numerous, spacious and inexpensive. They offer a first rate air conditioned restaurant and driver's restrooms with a number of clean showers, sinks and actual hot water. There are plenty of hotel rooms, just minutes from the track in nearby Concord, NH, and it's located within easy access of major highways. NHMS is also just south of some of New Hampshire's better known tourists areas if someone wishes to take a few extra days for travel.

The continued lack of success for this event may not just rest with our own individual likes and dislikes. Perhaps NHMS could do a better job in promoting the event. Perhaps we could do more ourselves. While I'm not aware of all the logistics involved, what if we brought back the driver's school as part of the event, would that draw more participants? Whatever the answers, it would be a shame if there were no 25th Anniversary event, and New Hampshire was removed from our schedule.

Don Denomme

NHMS GROUP 3
A Bird of Prey

Hello, for those of you who don't know me, my name is Mark Riley. Most of you however will know my car, the 1955 Ford Thunderbird. As many of you before me I "volunteered" to write a piece for the VRG newsletter about my experience racing at the Vintage Festival at New Hampshire this year.

I would like to talk about the close competitive racing in Group 3, but to be honest, I did not see much action from my position in the field (the back), struggling with ignition problems, different tires and finally a loose rocker which allowed a pushrod to leave its home. However, I must say I feel comfortable and confident when running with this group. My fellow VRG drivers are skilled and conscientious, which allows me to concentrate on learning the track and my car. This year was my third year at this event and my third year learning to road race, making me still a novice within the sport. One of the great things about road racing is you enjoy the same amount of track time whether you run first or last, which is in great contrast to drag racing, where I spent the last 30 years racing off and on.

It was here at Loudon, NH, where I started road racing, taking the 3 day school with Ed Valpey. My great friend Dana Marek convinced me to try vintage road racing and even offered the use of his 1959 Corvette. Insisting at the time to use a car of my own, I converted my retired drag car (70 Pontiac GTO) into what I thought would be a decent road racer. The GTO proved to be quite a handful getting around the racetrack but still I was hooked. The only real problem was my car had to run in Group 4 where I would never be competitive against the likes of Chris Homer in his Corvette or Frank Grimaldi in the Z28. In fact with the great differential in speeds between myself and the other experienced drivers in Group 4 it was probably best and safer for me in another group. Since my GTO could not fit into any other Group I decided to go in a different direction, this is where my friend Dana came in once again.

I was struggling to find a car that could both run in another group, and also satisfy my desire for an American car, preferably powered by a V8. Having a nonexistent budget, the choices were also non- existing until Dana said "Why don't we take the tarp off the Thunderbird in my back yard and see if we can do anything with that?" So after a 25 year slumber, we literally dragged the T-bird out of the back yard - as all four wheels and the engine were locked. After a month of constant work and a borrowed motor we were off to the track. We are both works in progress. The next items on the agenda are the battleship slow steering and confounding shifter, trying to hall the T-bird down from 3rd to 1st while also braking on the back straight at Loudon before the sharp uphill right hander is quite a circus act, especially since the pedal locations eliminate any hope of heal/towing, even if I had the talent to do as such.

Group 3 is quite an eclectic collection of cars, from MGA's to Triumph's to Lotus' to Volvo's and everything in between, including my '55 Thunderbird. I must say, I am constantly surprised at the attention the T-bird gets. I cannot count the times someone has said "I have never seen anyone race one of these?" and I say "It is better to have this on the track then condemning it to a life of Continental kits and fender skirts only to go to a cruise night or two". Mind you there may be nothing wrong with that but as all vintage racing organizations strive, these cars are meant to be driven and enjoyed. Admittedly sometimes I ask myself why do I race this car myself if no one else seemed to think it was a good idea over the last 60 years? But that is what is great about vintage racing. It is about the cars, the people and the event. My wife, Vicki and I have thoroughly enjoyed ourselves at these events and no matter how the racing goes we have a great time.

I look forward to seeing many of you at Watkins Glen and maybe I will be able to see more of the racing from a little closer to the front, or at least the middle of the pack.

Mark Riley

NHMS GROUP 4

Group 4, the "Big-Bore" cars, ran at NHMS, although the field was thin. As a matter of fact, all the groups were much thinner than we had hoped. Though Chris Homer's red Corvette, was among the missing, Chris brought his autocross-champion blue Corvette coupe, with which I was dicing.

Peter McLaughlin's 1987 Ferrari (??) at 1 minute 15 seconds was the dominant vehicle in the field, and the front-runner, whenever it was on track.

The closest racing was behind Peter's Ferrari, and featured Frank Grimaldi's Camaro, Doug Hagopian's 911, Damon Josz's 911, Mike Dube in his 914/6 and Rod Folia's Mazda. Lurking closely behind waiting for an opening, was Matthew Hagopian's Bugeye Sprite.

Frank led that group in Saturday's race 1, scoring a second place at 1:18.5, his fastest ever at NHMS! Doug and Damon followed closely behind in that order, followed by Mike Dube.

In race 2, without Peter's Ferrari, and Frank's Camaro having been late to the grid due to a loose belt, Doug and Damon led the way to the flag. Frank started last, but worked his way through the field, finishing second to Doug's 911! Doug, who finished first, said he was happy to see the checker, or the result may have been different! Doug Fraser's XKE missed this year's race as its new engine remained on the dyno, but Jaguars were well represented by Jim Messenger's and Gary Hagopian's E-type coupes.

With Margo Otey's "Girly-Girl Racing" Porsche 911 also in group 4, there were four family members racing in the same group!

Although we missed watching the intrepid sidecar platform racers, we enjoyed much more track time by not having shared the track with the vintage motorcycles.

Great weather, Friday eve dinner, and four events each day, contributed to our very enjoyable weekend!

Gary Hagopian

NHIS VINTAGE CELEBRATION MEMORIES

The Vintage Sports Car Club of America (VSCCA) held an event in 1989 at Bryar Motorsport Park, located in Loudon, New Hampshire, marking the beginning of my tenure as Chairman of the New Hampshire events. The Bryar track was shorter and ran in the opposite direction of the current track. Bryar hosted many SCCA road course events including the Trans Am series as well as motorcycle races during the June Laconia Motorcycle Week.

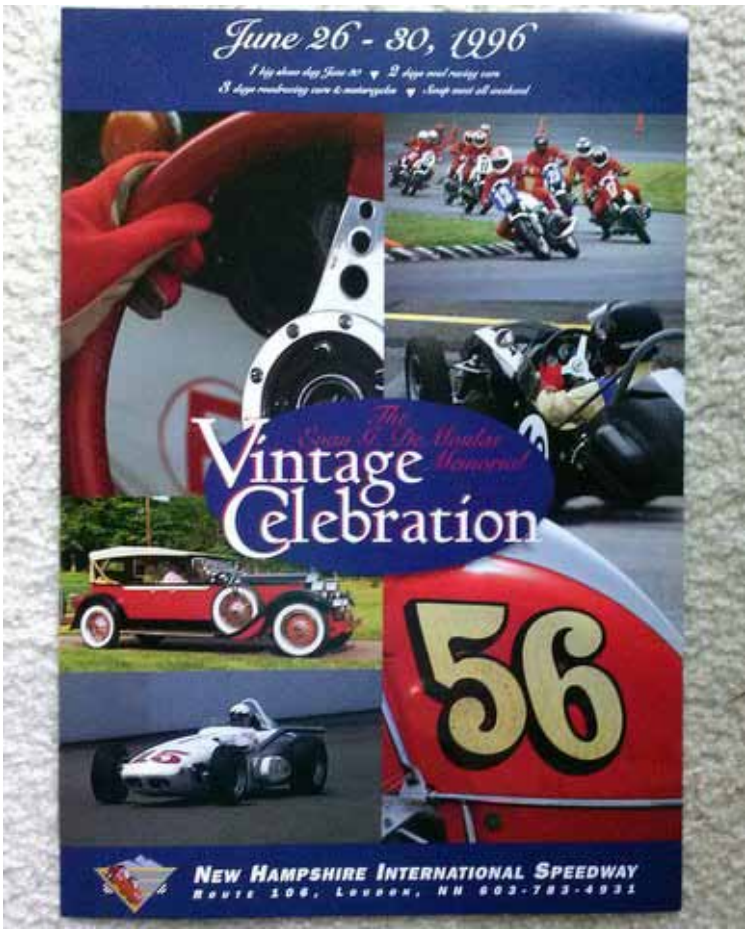
After the Bryar track was purchased by Bob Bahre in 1989, a new facility was built and the VSCCA participated in the first *Vintage Celebration* on the "Magic Mile". At the first organizational meeting between VSCCA and the NEW HAMPSHIRE INTERNATIONAL SPEEDWAY (NHIS) a circle track portion for the event was discussed and I suggested Vic Yerardi as the chairman. Vic was well acquainted with many of the drivers of vintage midgets, sprint cars, and Indy cars as well as the locations of the cars. Vic accepted the position and maintained it until his untimely passing. Bob Coy was the capable chairman of the vintage motorcycle group for the event. During that time, Ted Goddard, Bette French, and Ron Meade represented NHIS.

While Bob Bahre owned the track, he graciously hosted "The Elegance" for invited guests to display their collector cars and entertained the guests with a turkey banquet the night before the show. On the day of the show he provided access to a double suite with complimentary food and beverages for the guests to enjoy watching the vintage racing. There was also a car show open to the public. For the first two days of the Vintage Celebration, the oval was used by midgets, stock cars, sprint cars and Indy cars. The following three days were shared by the vintage motorcycles, some with sidecars; and vintage sport cars, all using the road course. The entry fees were some of the most reasonable of any vintage racing events and the facility was one of the best.

Other people who were important helping with the VSCCA part of the event were Kim Eastman who did the tech inspections on the cars, and Patty Eastman, Grid Chief, gridding each class for racing and serving as a flagger, and as a corner worker. Betty "Blue Nose" Daniliwicz, who organized parking and garages and helped in the admissions office, was available and ready to help any way that we needed. Sandy Macpherson helped with radio communications, announcing, as well as working corners for the motorcycles. Steve Chisholm and Jean Petryshyn organized the corner workers, worked on the corners and handled the radios. Gil Greenlaw maintained and configured the track for both the oval and road course and helped in the pit area. Charlie Maloney, Pat Girard, and Wanda Dumas were the friendly and helpful faces at Registration. Many people volunteered as timers and in the admissions office to check entrants in as they arrived for the event. John Shieffelin was very helpful setting up the groups and designating the group assignment for each vintage race car.

It is a little surprising that the next *Vintage Celebration* will mark that event's (25th) Silver Anniversary, and reflecting on that surprisingly long history has brought fond remembrances of many great people. *The Vintage Celebration* brought together remarkable examples of oval and road racecars, as well as vintage motorcycles and sidecars; it was a privilege to spend so many years associated with such a unique and exciting event.

Bob Valpey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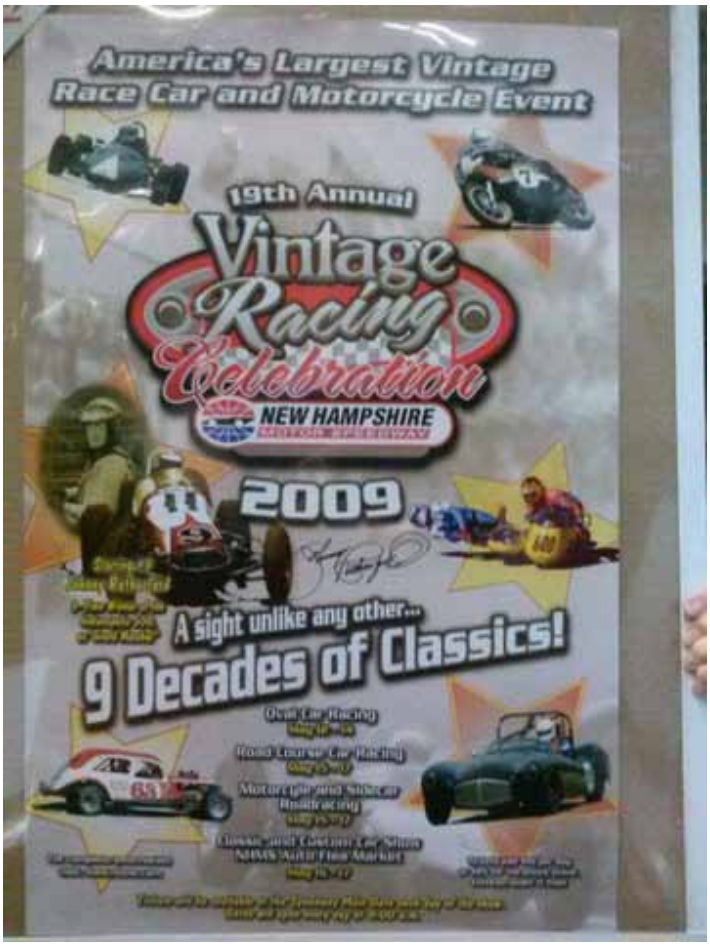
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4

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MOTOR SPEEDWAY
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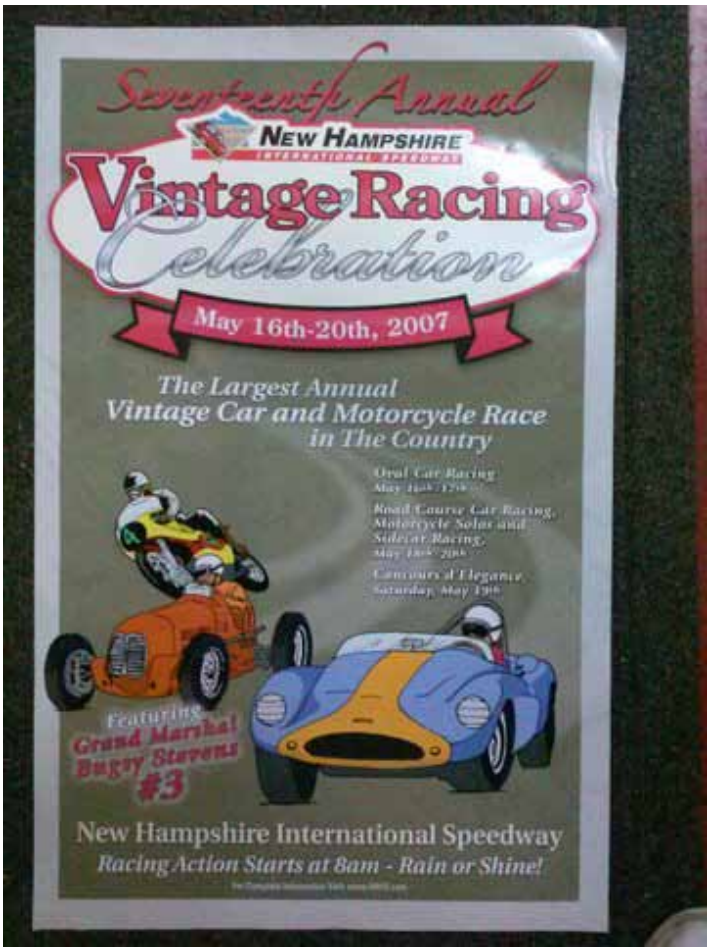
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LIME ROCK REFLECTIONS FROM A CHIEF CLEANING OFFICER

On Monday afternoon of the Lime Rock 32 Historic Festival, I was in the tower watching Joe Riolo's 1965 Corvette negotiate the Esses in fourth place.

I was thinking that I'd happy even if our team didn't win. I'd already had an awesome weekend.

For me, the weekend started Thursday afternoon. I had the privilege of riding in Joe's Triumph TR4 A during the parade. How cool is it to be in a vintage car on a gorgeous summer afternoon? Then, it got better. The roads opened up and so did the engines of 200 cars around me as we drove faster to get to the next set of spectators. We slowed and I was waving and feeling more special than Kate Middleton has ever felt in a tiara and state carriage.

To get into the spirit of history, I'd worn my father's work shirt from when he worked as a mechanic 50 years ago. After dinner with new friends, I rolled down the shirtsleeves and crawled into the Corvette to disconnect the master cylinder.

That shirt knew more about what I was doing than I did. But, Joe and his friend Derek Van Lent were patient with me and gave me time to understand what I was looking at. They remained patient while I figured out how to work the wrench in that tight space. It felt so good to come out of that car with a sense of accomplishment — and relief because it's a bit claustrophobic under there.

On Friday, our hardworking crew consisted of Rich Santella and Derek. Our sponsor, Art Regan of *Car Land Auto Body*, had no pretentions and just got into the work with us. Racing both the Triumph and the Corvette meant four races a day so there was always something to do. We started to get into a rhythm of setting Joe off and hopping onto the golf cart to zip over to the pit lane for readings on the hot tires. We were having fun.

Joe's mechanic, James Yetso, joined us on Saturday and things got more exciting. Over the roar of engines only minutes before the morning's race began, James told us we needed to push the Corvette to start. Half the gears were gone. Derek grabbed the jacks and James disappeared under the car, popping up briefly to confer with Joe before diving back under. I have no idea what they said but I do know the decision was to go. My hands were on the car and I was pushing her forward.

Joe finished fourth in that race.

The crowds seemed thickest on Saturday. We certainly attracted a lot of attention by putting that sexy car up on jacks and James under it. Not sure which flew more… parts, tools, or sweat off his brow.

Meanwhile, Mike Wolf, Derek, and Derek's father, Wes Lent, were a few feet away, working on the Triumph's overheating issue. Nobody caved. Nobody whined. We just worked the problems.

Pam Jones was helping Joe's wife, Brenda, put out a spread that would rival the catering on any movie set. She heard James' wish for a spot weld and came back within 10 minutes, a welder and equipment in tow.

As *Chief Cleaning Officer*, I got under the Corvette to get the melted rubber from her newly coated headers and that gorgeous green/gold body before she came back down on the ground. The Triumph was pronounced ready and we raced again.

LIME ROCK REFLECTIONS FROM A CHIEF CLEANING OFFICER CON'T.

The Corvette growled past me at 145 mph and I could literally feel that noise slap my ears as I watched the car flash from my left to my right, then disappear again. I had to mouth, "Good job," to James because there was no way for him to hear my voice. There was certainly no way for him to know that it was dawning on me just how much stress was testing his work.

When the track went cold, I learned the track is still a fun place to be. Where else could Derek, Wes, and I hop into a golf cart in the pitch black of night and use two flashlights as our high and low beams? I've shut off my brights a million times for oncoming traffic but never laughed with my friends about it as I did when I put my hand over one of our flashlights in consideration of that guy in the oncoming cart.

I loved buzzing around in a golf cart. Spectators think you're someone important when you drive one of those at Lime Rock. Eventually, I started to realize just how often I knew the answer.

I was very proud of myself and so grateful to my team for letting me spread my wings. These people, who knew that I'd never changed a tire in my life, let me put the street tires on the Triumph for the ride home. I even used the torque wrench. Oh, don't get me wrong. James reviewed the setting on the wrench and Derek supervised but I did it!

All this and we won the big race, too.

I didn't see Joe's car pass the Porsche in third place but when I saw the Corvette's new position I thought, "Third is better! I'll take third."

Then, Art Hebert tried to pass Jack Busch. These guys had been our nemesis all weekend. Art failed his attempt and Joe took the opening. "Second. Very good."

I feel a guilty gratitude that Jack's engine failed. When it happened, Derek and I nodded politely to the Donovan crew member near us in the tower and made a hasty retreat downstairs to join James at the pit. I have never been so pleased to deliver a message because, from his vantage point, James didn't know, "We're winning!"

There is a trophy that Joe keeps close by. Honestly, the real prize for me will always be in my heart. I was part of a winning team not because we crossed the finish line first but because we crossed it together.

Linda Zukauskas

Correspondent at Large

BARN FIND

Born as a short tail April 1961. Original owner was Albino Buticchi. Mr. Buticchi was a wealthy industrialist who later owned the Milan Soccer club. To us however he was a young very fast amateur race car driver. He drove for Scuderia Saint Ambroeus. The car competed in GT GP Monza, 4 hr Pescara, Coppa Inter Europa, and 1000 km Nurburgring. The car was in an accident at Nurburgring and returned to Zagato in 1962. It then became the first prototype "coda trunca" Long tail. Of the total 200 SZproduction the final 30 cars were long tail coda truncas. I am interested in any help with the cars history from 1962 to 1980. The car has a Gaston Andrey sticker on the rear and a 1967 New York inspection sticker. I believe it was raced at the Glen during this period. The car is in very original condition, very well preserved especially for a race car.

Very interesting car find!!

Thanks, Mike Rowen

PS - please feel free to call me 717-278-8888 for any more info

VRG GREETINGS!!
256
FROM: NEW JERSEY

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REFLECTIONS OF A CHAMPION

If my inbox is any indication, you have all seen the press releases. And yes, it is true. I won the Royale Challenge. The Formula Ford event of the century, so far. I have the trophy. My name will soon be engraved on the Cup of Perpetuity, the Royale Challenge Cup. So, stop the congratulatory telegrams, emails and phone calls, please. You might consider a note to the other trophy winners. Denny Austin, 2nd place, Christian Morici, 3rd and Nigel Cass Honorable mention. One could hardly ask for more worthy competitors.

"What is it really like to be a Champion", you ask? For one, it's a lot of responsibility and a lot to think about. It changes ones entire future. Like, "What's it like to be signed by an F-1 team"? I can only talk from personal experience. You need to be a negotiator.

As you've read, Red Bull has signed me to a ten year, $850M contract. People say why $850 mil, why not the big B. Well, I didn't want to be greedy. I just wanted a bit of respect, just a bit more per race than Schumacher was being paid. Is that so much to ask? It only seemed fair.

Another oft asked question: "What do you think will be your biggest challenges the first year in F-1"? My number one concern right off the bat is car fitment. That's right. Have you ever seen how much room is in one of those modern F-1 cars? This is beyond shoe-horning. Apparently this is what the Red Bull is all about – appetite suppressant. I said "no way Bernie, widen the cockpit, I need shoulder room". They are working on it. My other big challenge? I really don't like how the cars look any more. Where's the style? Today, it's all about performance and function. I say no, there has to be more. And this is my other challenge and hopefully my gift to F-1. I want to popularize it once again in America, the country with the largest advertising budget in the world. It starts with style. It starts with attracting an audience, and particularly the female audience. Beautiful cars are goal number one, no more wings everywhere. The insect look is out. Number two is they have got to get the sound right. If they think they need to put a rice burner in the things to save a buck, I say something is wrong. How are we going to attract the fairer gender to the races and the pits (especially the pits) if the cars sound like sewing machines gone berserk? Why can't we just go back to a really pretty car with a big ass motor and let it be. Is this so much to ask? Trust me friends, I am on this big time.

"How do I feel about the sponsor"? Not so good, but what's to be done. Part of F-1's history is a slow slog towards softer and softer recreational drugs. Out went the smokes and real drink and now we are down to caffeine, sugar and cell phones. But we need the money. I need the money. And Red Bull said no way to a name change or a new color scheme. I am just going to have to live with it.

But, the question on every lip has been "How did he do it?", win the Formula Ford Royale Challenge, perhaps the most prestigious race series since the Mille Miglia? "How can he be champion without having won a single race, or for that matter having never even placed?" As with all great endeavors perseverance paid off, along with intense concentration, showing up, always thanking the crew chief (my wife) and keeping fuel in the tank. Fuel is important. To finish you must start. To win you must finish. Starting and finishing, these are the most critical to racing success. No race has ever been won that wasn't first started and then finished. Here is where I excel! The rest is just a touch of frosting. Is it like a parable, like a fairy tale, like the hare and tortoise thing? You decide.
I must tell you that the Formula Ford drivers had a blast, thanks to Chris Shoemakers' *brainiac* idea to create and sponsor the Royale Challenge. We had three weekends with large Formula Ford fields. Three Ford drivers came all the way from Denver, and one from Utah, to race with us in New Jersey as the word of the challenge had spread like wildfire across the Plains to the Rockies.

REFLECTIONS OF A CHAMPION, con.t

Chris designed a great contest, one that everyone could participate in and perhaps win (I should know). He made showing up and entering and finishing every race the major points tally, although winning did gain extra points. Car prep was very important. So was luck. Chris's timing was impeccable from my standpoint. This year was the culmination of 5 years of sorting my car and replacing too many parts to want to remember. It was also the first race season after my crew chiefs retirement from her day job – so we were able to participate in all three of the Challenge weekends. But was it fun?

The spectators loved it. The front runners, Scott Fairchild, Joe Griffin, Jim MacNicholl, (1st, 2nd and 3rd at the Jefferson 500, first race of the series) Christian Morici, Greg Kokolus, Andrew Stein (1,2,3 at PVGP, second race) Nick Evancich, Morici, Griffin (1,2,3 New Jersey Historics, third and fourth races) Denny Austin and son Leon, Graham Long, Dan Finocchiaro, Richard Morris and others put on a show of very highly skilled driving. Dicing and jockeying was the norm.

The drivers loved it. We all had someone to race with, whether front, middle or back (Again, I should know). And Chris and the gang threw a party each Friday evening of the Challenge so that we could all exchange pointers for the big race tomorrow, get to know each other and, oh ya, drink a little beer and eat too. It was the perfect package. Racing, laughing, comradery, laughing, eating, laughing, drinking, laughing, racing and repeat. Doesn't get much better. And the trophies. Graham Long created 1st,2nd and 3rd trophies that are to die for perfect. He also created the challenge Cup (the Stanley Cup of Formula Ford racing). They are so far beyond your typical trophies that they are art. We also had Bill Stoler as the Official Challenge Photographer. He has put together the "Royale Formula Ford Challenge Series CD" which is sure to become a collector item and priced at just $50. Let Bill know that you want one before it is too late.

For my wife it has been a hugish fairy tale like deal. And that is what kept me going through thick and thin. I began racing because my wife has always thought race car drivers were really hot and certain fantasies of hers had gone unfulfilled. My being a good husband, etc., etc., I bit the bullet and became a race car driver. But then she wanted more, she wanted a champion. What choice did I have? Ruin her Bucket List? I had to have the trophy. Not for me, the ride with Red Bull is reward aplenty, but for my wife. For her bragging rights. I love it when she says to her friends,

"I sleep with a champion". It means more to me than a rice burner at full whelp.

Sincerely,

James Van Deurzen, Royale Formula Ford Challenge Champion

VRG/Royale Racing Formula Ford Challenge Series: Round Three: New Jersey Motorsports Park

The third and final round of the VRG/Royale Racing Formula Ford Challenge Series was held during the 2014 VRG New Jersey Historics weekend (Sept 19-21) on the Lightning Raceway at NJMP. 22 Formula cars were entered including some friends from the Rocky Mountain Vintage Racing organization based in Colorado. Garry and Jane Tapp Dillan CO, John Mihalich Craig CO and Jim Steinmetz of Park City UT joined the VRG regulars for a great weekend of open wheel racing.

The Formula Ford VRG/Royale Challenge is a three race series open to all Formula Ford (1968-81) makes and celebrates the 45th anniversary of the historic race car. The NJMP weekend was the climax of the three race series sponsored by Royale Racing that kicked off at the Jefferson 500 in May and followed up by an event at the Pittsburgh Vintage Grand Prix in July.

The weekend included two 12-lap races and both events were captured by a 28 year old Nick Evancich of Philadelphia PA. Evancich who indicated he has always been into extreme sports, is a former professional surfer and grew up in nearby Strathmere NJ. He didn't start racing until age 22 in karts, and currently competes in the SCCA and NASA in the MAZDA MX-5 series. Next year he is looking to compete in the Pirelli World Challenge Series. His first time in an open wheel car was earlier this year in the Jefferson 500, finishing 5th in his 1980 Van Dieman RF80. Evancich captured the pole for the weekend, edging out Christian Morici by a mere 7/10th of a second during qualifying. Both races ended with Evancich capturing the top spot. The finish for second was extremely close with Christian Morici and Joe Griffin crossing the finish side by side and it was Morici capturing the second spot. Graham Long took the third spot in the second FF Challenge race. Other notable battles during the day included Greg Kokolus just edging out Dennis Austin for 8th place in race one. Richard Morris, Jim Steinmetz and Chris Shoemaker raced for position #8 with the Steinmetz capturing the spot. Race two was another exciting one for Greg Kokolus finishing 8th after a three way battle with Chris Tchorznicki and Dennis Austin. Jim Van Deurzen edged out Arnold Levine after a spirited battle for 14th spot.

The FF Challenge Series features a unique point system which rewards more than just winning. Competitors get a chance to earn points in addition to "on track" performance. Points are earned "full participation" in the series, including early bird entry, drivers meeting attendance and social activities, such as the "Paddock Party" and helping other racers during the weekend.

The top point earners for the weekend at NJMP were:

1. Christian Morici 188
2. Nick Evancich 187
3. James Van Deurzen 176

The final points for the series

1. James Van Deurzen
2. Dennis Austin
3. Christian Morici
4. Nigel Cass

As you see by the standings, your very first VRG/Royale Racing FF Challenge Champion is James Van Deurzen. This championship is already paying dividends for "Van" and I encourage you to read his "Reflections of a Champion" included elsewhere in this issue! Finishing a well-deserved second place was Dennis Austin, who shared his FF ride with his son, Leon during the NJ weekend.
Third place was tie between Christian Morici and Nigel Cass. Third place was rewarded to Morici based on his back to back wins at Pittsburgh, and Nigel received an Honorable Mention award for 4th place.

It seems like it was only a few weeks ago when the sight of nearly 40 Formula Fords filled my viewfinder during the start of the first leg of the FF Challenge at Summit Point back in May. But the leaves are falling as I write this before I depart for the VRG at the Glen, it's hard to believe the 2014 VRG season is almost in the books. The VRG/Royale Racing FF Challenge series, celebrating the 45th anniversary of the historic Formula Ford race car was certainly a success and will be remembered as the highlight of this 2014 VRG season! Congratulations to Chris Shoemaker of Royale Racing, the competitors, and the VRG volunteers that worked together produce this wonderful experience. We certainly look forward to seeing this series continue!

It's been a pleasure for me to follow the VRG this year, and I'll be offering the 2014 VRG/Royale Racing FF Challenge Series year in Review CD (full size digital files for printing) for $50. It will include on track action photos of all three series. A reminder that I have the group photos of each race that I will include with each CD. Individual prints of the group photos may also be ordered on my website. Email me at wrstoler@comcast.net or go to www.billstoler.com to view the photos online.

Bill Stoler

NOTES FROM THE EDITOR

This is an issue that is mostly about the 24th Vintage Celebration at New Hampshire Motor Speedway in August. The turnout was slim and the enthusiasm HUGE. Your driving correspondents have given some memorable pieces on their experience that some thought might be "the last one." NHMS has assured us that there will be a Silver Anniversary 25th and we await news of a key player from the past that may join us. Bob and Alice Valpey have shared with us their thoughts from the beginnings in 1989 and have photographed the posters they have kept from those early years at Loudan. It was the beginning of VRG, when through a conflict of two events on the same weekend, the VSCCA cancelled the event. The meeting of the Founders to form the club was there. The dinner was a clambake at a ski resort ten miles north of the track catered by Richard Kieley – a memorable evening. We look forward to having the 25th.

We have a Correspondent at Large. She approached Darry Bova at Lime Rock and a conversation turned into our first "at large' Correspondent. She may do some pieces that are not directly related to an event. Welcome, Linda.

Our written coverage for the New Jersey Historics is a little skimpy. Your Editor had a problem and went home Saturday morning. Those whom he asked to write articles did not make this deadline. Enjoy Bill Stoler's photos, his article on the Royale Formula Ford Challenge, and, in particular, "Van" Van Deurzen"s piece on what it is like to be a CHAMPION. VRG does not typically go into that type of thing. You will never see us have a "National Championship." Chris Shoemaker came up with a formula to reward attendance, sort of like the gold stars we got in school, to make a CHAMPION. When you see Van at the track give him his due. Read his article. We dare you not to smile…or to laugh.

The New Jersey Historics, three days of racing on the Lightening Circuit was a successful event. Butch O'Connor pulled a rabbit out of Don Mei's hat. The Vintage Motorcycle group filled in to take some track time, put on a wonderful show on some beautiful vintage bikes; and would like to return next year. We had an incident free weekend. The "dreaded" Mark Palmer napped all weekend and the rest of the Drivers Committee had only themselves with whom to talk. The on track behavior is to be commended.

GROUP 1

Ray Stone showed how it is done. Ray in his 1959 Bugeye Sprite did his best not humiliate the amateurs in the chase. "Prez" McCormack, however, learned a thing or two from Friday and the two of them put on a driving demonstration in the Saturday and Sunday races. Nick Michael in his Mini, Roger Cassin in his Alfa Guiletta, Harry Sroka in his FV, Lee Walsh, Alain Raymond, and Nial McCabe filled out the front runners taking the "Ray Stone Driver's Course." Chris Cogswell, Thomas Knorr, Ed Sica, Ivan Long, David Smith, Eric Logan, Mark Sherman, Joseph Chiarello, Garth Knorr, Rick Londono, Jeff Graham, and Jerry Smith missed the Ray Stone driving lesson but had good racing.

GROUP 2

This group has some pretty fast cars. Michael Clifford in his Ginetta and Todd Reid in his Lotus Super Seven were the quickest and had a fine race. Hank Giffin and Norman Berke in their Elva Courier's led the second pack that included Chuck Pitt, Michael Kusch and Adolf Battle. Scott Janzen, David Spiwak, Gary Hess, Mark Palmer, Michael Oritt, Mathew Roberts, Christopher Roberts, Boyd Wagner, Michael Stein, Rocco Lojac, Don Mei, and Rob Brownlee-Toma, and John Faulkner filled out a very fast field of under 2.5 litre cars. Good, close, safe racing.

GROUP 3

Read about it with Bill Stoler and Van the Champion. There were 22 Formula Fords. Fast clean good racing.

GROUP 4

Many of us will remember the movie *Carousel* when the song "a Real Nice Clambake" was sung. At mid point there was the phrase, "Here come the clams." Well, "Here come the big bore." Tony Conover in Notchback Mustang and Shawn Dewey in his Shelby GT350 put on a show. WOW! It was if the circus had come to town. There were 17 entries, and the two front runners were in a race by themselves. Erich Bollman in his Boss Mustang, Mike Kincaid and Steve Kramer, Nicholas Giametro in their Mustangs make five. Louis Casazza's McKee Mk 7 looked as if it just arrived from the Monterey Historics; Perry Genova, Andrew Abrahams, Tim Cashman, and John Woods were in BMW 2002's; Joe Hoover, Michael Spragginss and Paul Behofist were in 914/6's; and Jim Karamanis in the "Lone Pinto." I think that for a 2,2 litre Pinto to beat a 5 litre Mustang says something. It was by far the most exciting race group to watch this weekend. We are very pleased to see the big bore group grow.

That's all folks,

Bill Hollingsworth

VINTAGE RACER GROUP

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We wish Formula 1 driver

Jules Bianchi a speedy recovery