VINTAGE RACER GROUP
VRG
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WWW.VRGONLINE.ORG

NEWSLETTER

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

VRG RACE SCHEDULE 2015

MARCH 7, 2015	PITTSBURG RACERS DINNER (Date is tentative) Event Chairman: Keith Lawrence, Tel: 724-941-5330 Email: keith@vrgonline.org
APRIL 10-12, 2015	VDCA WILD HARE RUN, VIRGINIA INTERNATIONAL RACEWAY, ALTON, VA Event Chairman: Mike Jackson, Tel: 561-622-7554 Email: vdca@vintagedrive.com
✓ MAY 13-17, 2015	"JEFFERSON 500" AT SUMMIT POINT, WEST VIRGINIA (May 16-18) with FREE Open Practice Day May 14 - VRG Drivers School (May 13-14) Featured Marque is TRIUMPH, 14th Annual Triumph Kas Kastner Cup (Kas Kastner will be in attendance) IMSA RS/SCCA 2.5L Sedan Series **Brian Redman - Grand Marshall** Co-Event Chairmen: Cal Trumbo and Jim Karamanis, Tel: 304-449-7050 Email: j500@vrgonline.org
JUNE 18-21, 2015	THE VINTAGE MOTORSPORTS FESTIVAL AT THOMPSON SPEEDWAY MOTORSPORTS PARK - THOMPSON, CT OLDEST ROAD COURSE IN U.S., CO-SANCTIONED WITH THE VSCCA Event Chairmen: Paul King, Chairman, and Paul Bova, Co-Chairman, Tel: 508-847-4809 Email: paulking@charter.net
JULY 10-12, 2015	PVGP HISTORIC RACES, PITT-RACE WAMPUM, PA Featured Marque is FIAT * ENDURO * FORMULA FORD FEATURE RACE Opening Event on the Expanded Road Course to 4.1 Miles Event Chairman: Keith Lawrence, Tel: 724-941-5330 Email: keith@vrgonline.org
AUGUST 15-16	WHISKEY HILL HISTORIC RACES, Whiskey Hill Motorsports Park, Palmer, MA. Event Chairman: Mike Lawton, Tel: 978-274-5935 Email: lawton@vrgonline.org
SEPT. 18-20, 2015	NEW JERSEY HISTORIC RACES, LIGHTNING CIRCUIT, NEW JERSEY MOTORSPORTS PARK, MILLVILLE, NJ * Featured Marque is ELVA (60TH ANNIVERSARY) * Mark Donohue Cup for the best race and prepared Elva Courier Event Chairman: Butch O'Connor, Tel: 973-295-3674 Email: bfo@spsk.com
OCT. 9-11, 2015	INAUGURAL VINTAGE EVENT AT DOMINION RACEWAY, THORNBURG, VA, A new & under construction 2 mile road course adjacent to I 95, just sourth of Fredericksburg Event Chairmen: Cal Trumbo and Jim Karamanis, Tel: 304-449-7050 Email:
NOV. 28 - 30, 2015	TURKEY BOWL XIII, SUMMIT POINT, WEST VIRGINIA Event Chairman: Michael Oritt, Tel: 305-420-4929 Email: Michael@vrgonline.org

CONTINUING EDUCATION

*Here Be Drag*ons

On the maps of early explorers unknown and uncharted territories were marked by images of dragons and sea monsters. Our efforts to shave those last two or three tenths off our lap times may feel equally as obscure and intimidating. All too often, however, these efforts result in incidents, damaging not only the cars of the transgressors but also those of other drivers sharing the track. The following quote is relevant on a couple of levels…

"You've got all these things and you try and pull these together and do the whole lot together correctly, and while it is impossible to do a lap of any circuit perfectly, you're striving for the ultimate." Stirling Moss, *VROOM!!*

This quote from Mr. Moss - and there's an extraordinarily similar quote in the same tome from Dan Gurney - describes this pursuit of tenths of a second, and both quotes describe the inescapable knowledge that somewhere, somehow, there is a way to go at least a little bit more quickly. Interestingly, since these interviews were recorded, in the late sixties, the advent of data acquisition (DA) has made great strides in quantifying precisely how far we are from that perfect lap. When a track is divided into sectors and split times are taken, DA software takes the lowest time for each sector and combines them to create a theoretical best lap. This theoretical best lap may be a few tenths of a second quicker for an expert driver, and 10 seconds or more for the novice.

But this isn't why we've chosen this quote. We've chosen it because it's significant that two of the greatest drivers in history have effectively said that they never drove a lap without making a mistake. **So how could two drivers with a combined professional racing tenure of more than 20 years, driving the fastest racing cars in the world, have made at least one mistake in every lap they drove and still be alive today?** The answer is quite simple: they drove mostly within their limits, and their process for extending these limits was incremental and methodical. Further, their experience allowed them see their mistakes very early, when they were easy to correct. **Unfortunately, we see too often at VRG events inexperienced drivers attempting to extend their limits boldly and at times recklessly.** We believe we should see fewer of the following mistakes...

Early-Turn-In: This may be the most common mistake made by all drivers, expert and novice alike. The former, with eyes looking far ahead, recognize it well before the apex and delay throttle input until the car has turned sufficiently to allow exiting under power. The latter, with eyes too low and close, don't realize that they've turned-in too early until they're approaching their track-out. They often do one of the following…

Two-Wheels-Off: Even the best drivers occasionally drop two wheels while experimenting and pushing the limits, but it's still a mistake. Four-wheels-off is inexcusable. **In either case, *do not* try to prevent it from happening**. Drivers who lift or brake and grab a bunch of steering in an effort to yank the car back on the road invariably spin, and often come back across the track in front of other cars. If your wheels are going to drop, keep your eyes focused down the track (where you want to go), straighten the wheel slightly and settle the car with even throttle. Too much of a lift can induce Trailing Throttle Oversteer, and too much throttle can cause wheel spin. Settle the car and gradually ease it back on the road.

Trailing Throttle Oversteer: This occurs when the driver abruptly lifts off the gas while cornering at or close to the limit. Load transfers to the front tires, which suddenly grip and turn even better, and off of the rear tires, which break lose and begin to slide. Whether it occurs prior to track-out or after a driver has gone two-wheels-off, the dilemma is the same…

Oversteer Slides: Oversteer is when the rear end of the car is trying to pass the front end, and we must prevent this from happening or our slide will become a spin. While there's a fair amount involved in correcting a slide, the most powerful tool we have is proper use of our eyes. Most novices look where the car is going, even when sliding toward an Armco barrier, rather than looking where they *want* the car to go, which would be the track surface some distance down the road. If you're looking at the Armco your hands will think you want to go there, and you will. This is often call over-correction. In fact, it's fairly rare for a driver to over correct. In most cases the driver corrects too slowly or too little, resulting in a spin, or fails to "recover" the steering (point the front tires in the direction they want the car to go) when the rear tires regain grip, resulting in a "tank slapper" (a term borrowed from motorcycle racers). However we screw up our oversteer corrections, chances are they will result in…

Spins: At some point it's impossible to save a slide and it will become a spin. At that point, or even before, a driver should put both brake and clutch pedals to the floor, thus locking the brakes and keeping the engine running. ***When you spin, both feet in.*** The car will still spin, but it will spin in a straight and predicable trajectory. If the driver is good at spinning, he or she may time locking the brakes so the car spins toward an open area rather than toward a tire wall. Drivers who fail to put both feet in will dart in random directions, often until they hit something, such as a fellow competitor. If it were up to your author, a driver who spins and fails to put both feet in would be put on probation for 60 days in addition to earning the strong disapproval of Messrs. Moss and Gurney.

Ed Valpey

WINTER TECH AT MORICI – LONG RACECAR SHOP

Photos by Nial McCabe

WINTER TECH AT MORICI – LONG RACECAR SHOP

Saturday, February 28, 2015, another First Annual VRG Winter Tech Seminar (previous ones have been Spring Tech Seminars at Cloverleaf Garage) was held at Graham Long's new shop in Clifton, New Jersey. The building in which the shop is located is 5000 square feet, divided in half. Todd Morici constructed it for the family. One half is Graham's and the other is rented out short term for storing Porsche's. The building is adjacent to the Morici's shop that contains a major collection of Lotus and other racing cars. Thirty signed in.

The get together began informally at 10:30 AM with VRG President, Mack McCormack, filling in those attending on the winter discussions about the upcoming season. There are negotiations going on for a Palmer, MA, date in August. Dominion Raceway in Virginia is still a GO, until it isn't. This winter will have its affect.

Graham followed with a very detailed seminar on winter maintenance of a racecar. I cannot and therefore will not repeat all that he said. My suggestion to him is that he put in writing for us to share with the membership. A lot of what he has to say about winter maintenance has to do with general maintenance. Your best friend is WD40 for cleaning the car. Spray and clean and inspect. He talked specifically about safety wiring everything that could possibly loosen. Generally, if something can loosen, it will. It was a very interesting and complete talk. Interesting to me is Graham's background. He has a graduate degree in engineering. His resume is much more interesting than his having been a "racing wrench" and an early member of Chris Shoemaker's "Animal House." His mentor has been Nial McCabe, a Professor of Engineering at CCM, "Our Nial MCabe," and the Newsletter's photographer *standing in the wings when necessary* – as it was last Saturday.

We know our members at the track, very often by the car they drive. We do not know them unless we get to know them, likening it to getting to know your car. Open the hood – look inside – see what makes it tick. Graham' s talk was all the more interesting to me in getting to know who he is.

At noon we adjourned for lunch provided by Christian Morici. It consisted of sandwiches and chicken wings for 40 – it could have fed 50. The diner down the street that provided the food is known for its chicken wings: spicy, less spicy, sweet and sour, dry – we had all four varieties. Chris told me the day of the Super Bowl the diner sold for take-out 5,000 or 10,000, or some enormous amount, the figure is lost to my failing memory. Sandwiches, chicken, potato salad, pasta salad, soft drinks, water – it was a very good and well organized lunch.

At 1:30 PM we reconvened to hear a presentation from ANZE Suspension on what makes a shock absorber a shock absorber. Filling in for the owner, Angelo Zarra, of Greenvale, Long Island, was Wil Velcoff, who races a Crossle 30F in SCCA (and DUFFUS), is an engineer at Curtis Wright (Wankle patent and builder of the engine that powered *The Spirit of St Louis* that flew Lindbergh to Paris) on Long Island and is completing his studies for a Masters Degree in Mechanical Engineering. He moonlights at ANZE on engineering projects for racecars. Including our VRG President, there were probably more graduate degrees in attendance than college BA's. Wil's presentation covered the history of shock absorbers and displayed the inner workings of the latest from Penske. (ANZE got its start by designing and manufacturing racing struts for Porsche, BMW, and Mustang, using Penske parts. Penske, while designing and manufacturing shock absorbers for all racing applications, including SCCA, NASCAR, and Formula 1, does not manufacture a line of racing struts. Zarra made a deal with Penske to use their innards for his designs and manufacture. One-off projects are often subcontracted to ANZE from Penske.) Wil's was a Power Point presentation on a screen that was difficult to view because of the overhead lighting that is not switchable (powered by sunlight in the roof the interior of the shop is always well lit.) Much of what he was presenting needed to be seen on the screen and it was difficult to view. He gave a very thorough and knowledgeable presentation.

Graham's shop is great space. Very impressive are the pair of Disappearing Lift ™ from Holden Engineering (HEI) that are recessed flush into the shop floor. They were the envy of all who work on their own racecar. We will have to wait until next year to see the fully fixtured shop. People began to leave by 3:00 PM. NO SNOW!

Bill Hollingsworth

Graham Long - Tech seminar attendee list:

1.Christian Morici
2.Raul Fernandez
3.Tammy Calef
4.John Wood
5.Nial MCabe
6.Mack McCormack
7.Jeff King
8.Paul King
9.Omar Tinajero
10.Storm Field
11.Ken Haas
12.Don Mei
13.Rich Kopec
14.Peter Rogers
15.Anthony Cacchione
16.Tom McNiff
17.Andrew Stein
18.Butch O'Connor
19.Rick Londono
20.Chris Morici
21.Ivan Long
22.Brett Ryan
23.Jeff Ryan
24.John Greller
25.Bob Romanansky
26.Mark Sherman
27.Matt Mikol
28.Gail Knorr
29.Tom Knorr
30.Tim Murphy
31.Harry Sroka
32.Bill Hollingsworth

Photos by Graham Long

PITTSBURGH RACERS DINNER 2015

2015 Pittsburgh Area Vintage Racers Attendees list

		DATE	#
hcgilbert1@comcast.net	Harrison Gilbert	1-21-15	1
KLawrence@EDMC.edu	Keith & Denise	1-21-15	2
Mcswigan@comcast.net	Andy & June McSwigan	2-20-15	1
jbechtol@metzlewis.com *bechracer@aol.com*	John & Dotti Bechtol	1-21-15	2
jim.southwood@gmail.com	Jim Southwood, Mary Lou	1-21-15	2
zappa@bakeryoung.com	Mike & Beth Zappa	1-21-15	2
roadstergo@aol.com; nsnider@centralcatholichs.com	Monroe & Nancy Snyder (412) 963-0686	2-23-5	2
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nate@nathancontracting.com	Nate Scigliano & Oliver	2-24-15	2
rodmangp@verizon.net	JJ & Elaine Rodman	1-23-15	2
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bkarolkgd@verizon.net	Brad & Diane Karol	3-2-15	2
christopher.zappa@gmail.com	Chris & Lauren Zappa	2-23-15	2
longsw@westinghouse.com	Stu Long	2-16-15	2
mmoore@wave1.net	Mike & Becky Moore, new VRG, Erie PA	2-23-15	2
Roger.Bailey@ge.com	Roger Bailey	2-23-15	2
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bdolan@sequoiawaste.com	Brian Dolan	2-11-15	2
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jdteplitz@gmail.com	Joe Teplitz – 510	1-21-15	2
nigel.m.cass@gmail.com	Nigel Cass	2-26-15	3
	Matt Washington	2-3-15	2
randybbd@aol.com	Randy Evans	2-12-15	1
schindelm@gmail.com	Michael Schindel	3-3-15	1
chris@vincelongo.com	Chris Longo	3-6-15	1
			68

The 2015 Pittsburgh Vintage Grand Prix Historic Races at PittRace as of May 9 2015

"The facility, formerly known as BeaveRun, went bankrupt in 2010. Jim and Kathy Stout of Alliance, Ohio, owners of Coastal Pet Products, bought the property in 2010 and renamed it. Since taking over, the Stouts have begun a three-stage renovation plan. The one-mile driveway leading up to the facility has already been repaved, and several new buildings have begun to take shape on the property. By the time the renovations are over, Pitt Race will have completed the new buildings, and a one-and-a-half-mile South Track that will complement the current North Track (total track length will be 3 miles) with lots of elevation changes and two new straights. After construction is complete, there will be additional restrooms and showers; a new Pro Shop, maintenance and administrative buildings; an expanded Vehicle Dynamics Area; and garages on the North Track." (PIRC)

They are paving the track next week and our PVGP Historic Race weekend will be the inaugural event for the expansion.

The PVGP is always planning to do some increased advertising for this weekend as they now feel that the PIRC weekend has the most potential for growth and additional charity revenue.

Here is more info on the event schedule and details:
Here are the highlights from the new schedule for 2015:

- www.pvgp.org/historics
- The 2015 Pittsburgh Vintage Grand Prix Historic Races at PittRace with be the inaugural event for the PittRace Track Extension
- New and Improved schedule for 2015 to provide all racers with more track time, including:
- Full day Test & Tune on Friday continues – come try out the new track under T&T relaxed environment
- 30 min Vintage Formula and Club Ford only race
- 50 min Vintage Production Enduros – under 2 liter and over 2 liter groups
- 45 min BMW/Porsche Challenge
- Sunday Feature races with podium awards
- Full Schedule - http://www.pvgp.org/drivers/pvgp-historic-races/vrschedule
- Candy's Charity Rides on Saturday and Sunday
- Auction for Charity-Check your house & garage
- Kart rentals all weekend on dedicated Wilson Kart Track
- Flashlight Drags on North Track front straight on Saturday evening
- Auto-Cross on Friday thru Sunday
- Spacious paddock area and available garage rentals
- Same high quality customer service from the VRG & PVGP volunteers – we aim to please the racers and crew

Here are details of the track extension:

- See attached 2 page Track Extension description and press release
- The full track will be a 19 turn, 2.8 mile track with 100s of feet of elevation change
- YouTube simulation - https://www.youtube.com/watch?v=fkH-EkFFB7U&feature=youtu.be

Keith Lawrence

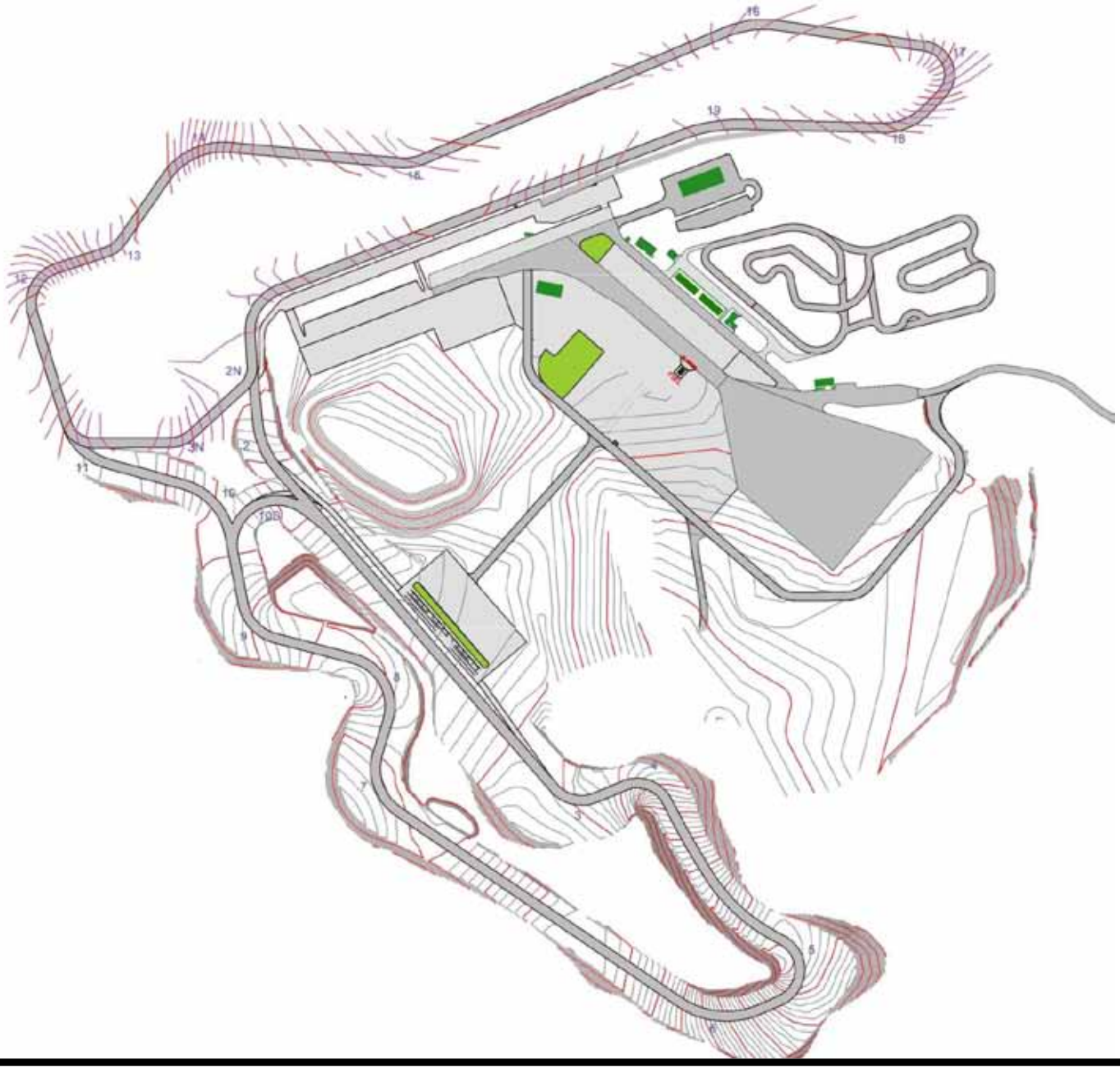
Pittsburgh International Race Complex

201 Penndale Road
Wampum, PA 16157
www.PittRace.com

Pitt Race - South Track Project

The design of the South Track has been of great interest to many motorsports enthusiasts, but particularly those who participate in automobile and motorcycle track events. Since opening in mid 2002, there have been countless suggestions on what characteristics the South Track should have to compliment what is already in place with the North Track. Pitt Race has listened closely to all of the proposed designs, but also has paid close attention to those design parameters that are so critically important to the weekday utilization of all track surfaces... which ultimately determines the economic viability of such a large capital project.

Below is a drawing of the North Track, South Track, Karting Track and support amenities as they will appear when paving is complete in the early summer of 2015. All of the excavation work is completed and much of the paddock area is already paved. Note the new entrance road, dramatic increases to paddock space and enhanced spectator viewing areas.

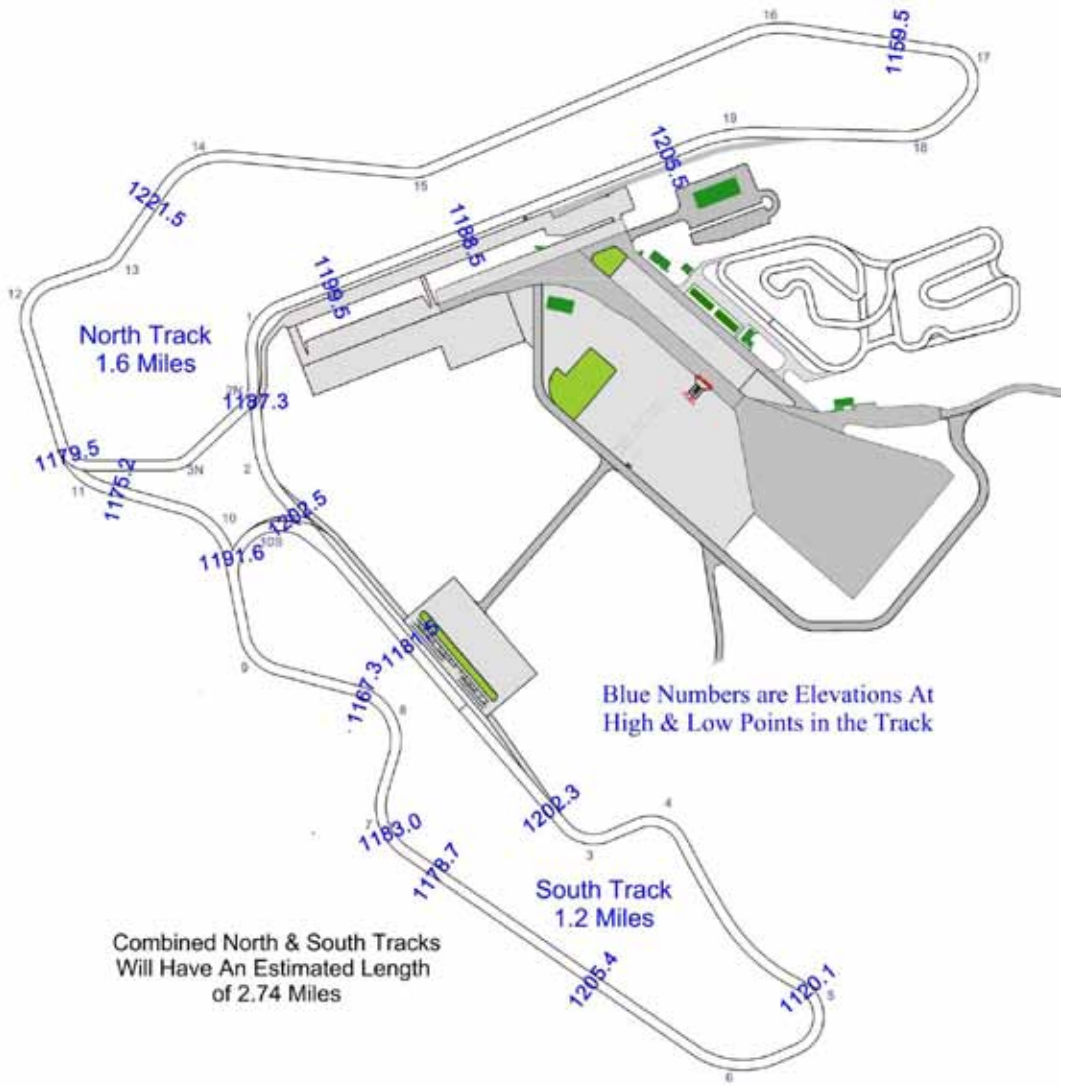


Pittsburgh International Race Complex

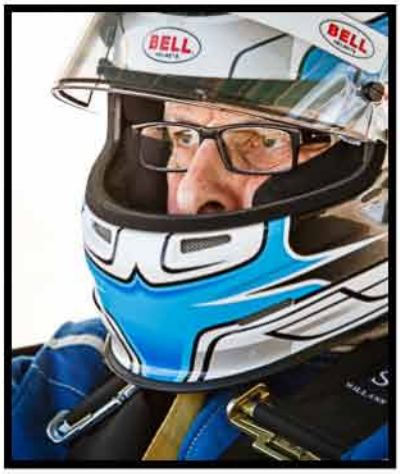
201 Penndale Road
Wampum, PA 16157
www.PittRace.com

Pit Race – Track Elevation Changes

As can be seen in the drawing below, there are significant elevation changes throughout both North and South Tracks but they are especially pronounced for the South Track. Coming off the North Track's Turn 2 (1187'), the elevation climbs 15' (1202') and then drops 21' (1181') in a shallow basin on the "straight", followed by a 21' climb to the hard braking zone (1202') that precedes a downhill left-right combination turn. The elevation drop from the high point in advance of the left-right turns to the low point (1120') is 82'. Then begins an 85' climb to a crest on the back straight (1205') followed by a 27' gradual drop into a low point (1167') midway through the "S" section leading back toward the North Track connecting link. The approach back onto the North Track includes another climb of 24' to a high point (1191') before dropping 16' again (1175') to reach the junction with the North Track.



Wild Hare Run 2015



Bill Stoler.com Photos

VIR GROUP 2 OPEN WHEEL
THE KID AND THE COUNSELOR

I have always been a believer in keeping my cell phone turned off unless I want to make a call. Showing the first signs of senility, I left it on the week before the Wild Hare and sure enough it rang, and more foolishly I answered – Bill Hollingsworth setting me up to write about the weekend.

While on the call Bill did inform me that Bob Bruce would not be participating – a big disappointment to us all as we missed him last year. Apparently as part of the rebuild of his Crossle, Bob had purchased an electronic steering wheel from the bankruptcy auction of the Marussia F1 race team. These things cost about $500,000 new – not sure how much Bob paid for it. Unfortunately, he was not able to wire it up to the KERS MCU he has fitted to offset the Fairchild speed advantage. He took it back from Maine to Florida (why Florida?) to get it fixed for the Jefferson. I think that's what you said Bill.

Last year was my first back after a five year break, now with a recalcitrant Crossle 20F. The year was a bit of a washout. The newly rebuilt motor blew a head gasket at Pittsburgh. I was told the new sleeves had moved and it needed a new block. So a new block was fitted and the engine reinstalled for the Glen. We got around but really slow – I could not even keep up in the draft. Over the winter I bit the bullet and pulled the engine again and this time sent it off to Quicksilver. Sandy put it on his dyno and we were way down on power, "I can guarantee you 10% more sayeth the sage from Frederick. The condition when it was pulled down was an embarrassment –it was surprising it was even as fast as it was! Finally, dyno'd and buttoned up it was refitted along with a number of significant chassis improvements – thanks to Holger and team at Powerslide. Sandy delivered, with nearly 13% more power. And so off we went to see if we could avoid humiliation for a second year.

However, before we even get to the running we had a set to with Tivvy. He went through the car with a microscope desperately looking for something to nab me on – "Its too clean, there must be something wrong". And from somewhere he announced some new obscure rule about how long my pipe should be. I thought this was a very personal comment, particularly when he ordained I should have 3" cut off the end. Cindy was not too impressed pointing out that it's the last 3" that makes the difference - in power, and she thought my pipe was fine just the way it was. Brian Thomas and Doug Meis dropped by to review the pipe and Doug offered to represent me in a "cruel and unusual punishment" action. Who thinks up this stuff anyway – I have had that length of pipe as long as I can remember. Was this an executive order from the United Socialist States of America – all pipes have to be 25" long? You might imagine as a Jew I am very sensitive to having my pipe messed with. Benny Hill was outraged!

But off came the offending 3" and then I got my scrutineer pass. You cannot beat City Hall.

The weekend was glorious – the weather was kind, the meeting was really well run – laid back, relaxed but fierce on track action. You Fords who won't travel south of Summit missed a treat.

We had a big field with 15 single-seaters and 23 sports racers of various hues, with a bit of a speed gap between the fastest and slowest times. Particularly Hobart whose Lola is fearsome when passing a little Ford – fortunately you can feel the ground vibrate as he closes in so you have fair warning. In first practice, for some of the Sports 2000's, still and waved yellow and black flags were a mere suggestion. They got the hang of it as the weekend proceeded. The Fairchilds' started the weekend with subterfuge set to confuse their competition by swapping transponders so you never knew which Fairchild you were dealing with.

Joey Selmants and Ben Sinnott were out on their own all weekend in the Sports 2000's but despite giving his all, Ben consistently finished half second behind.

In the Ford Race it was all Scott Fairchild and Doug Meis. The battle for the lead changed by lap in the Feature and the Sunday race, Scott taking the Feature by the wide margin of 0.084 secs and Sunday was Doug's turn by all of 0.03 secs! I watched the battle for a few laps from an increasingly growing gap and figured I had better focus on what I was doing rather than getting the skinny for Bill on the lead duel.

con't on page 13

Bill Stoler.com Photos

VIR GROUP 2 OPEN WHEEL
THE KID AND THE COUNSELOR con't

We finally got the Crossle going at a modest pace and I had a grandstand seat of an even more fierce battle between Joe Griffin and Fairchild senior, which waged all weekend. It was an object lesson in how the Club Fords changed from the early narrow track vintage Fords. Doug's Zink was the widest track Ford I have ever followed – it seemed to occupy the full width of the circuit! Undaunted, Joe found that driving on the green parts was quicker than on the black – it was a rare sight to see Joe's car travelling straight, as throughout the race the front wheels were almost always pointing in a different direction to the general travel of the car. Given my rustiness I figured I would give them both a respectful gap – just in case; I wanted to go home in one piece. Spoils went to Doug on Saturday and Joe on Sunday by 0.05 secs.

There were some great cars around; the MG boys did themselves proud. The event seemed to go off with minimal damage, although there were the usual mechanical gremlins for some. An MGB was towed past our trailer making an expensive grinding sound from the rear. The enduro was fun to watch – some teams were in full NASCAR pit stop mode, others very relaxed, some had no pit crew and rested for 5 minutes and then off again. Pit signals went the same way – professional pit boards with critical information, a signaler waving a gas funnel at his car to let the driver know it was gas time, and another who waved the Union Jack at his man for the same message.

So at 4-30pm Sunday, after a rewarding shower, we cracked open a beer, reviewed the success of the weekend, getting within 1/2sec of my best ever time in the Merlyn 11a I so regretted selling, knowing there was more to come, watching the peaceful emptying paddock in the late afternoon sun, and started the long journey back to Maryland, noting the queue at the staging area ready to take over the paddock after we had vacated. Another week in the life of a busy track.

Thank you VDCA, thank you to all who organized and most important, as ever, thanks to all the marshals for letting us come out to play.

Bernard Bradpiece

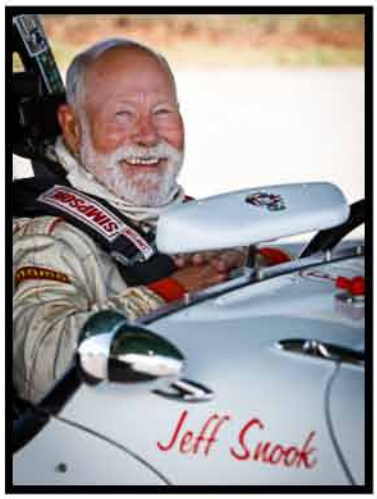
VIR GROUP 3
THERE IS NO WOMEN'S TEE IN VINTAGE RACING

"You throw like a girl!" "You run like a girl!" "You race like a girl!" The statements are clearly derogatory; insinuating that to do something "like a girl" is be lesser, to show weakness. Not so in racing. When helmets are donned and visors are down no one is the wiser. OK so maybe the purple polka dots on my helmet are an indication of my gender but hopefully where I finish is not. Hopefully my fellow competitors would say that I race hard, clean, and smooth. That I never give up. I hope they will say that I always try my best.

I love the track, I love racing, and I love my Morgan. I was almost born in one oh so many years ago and spent my growing years with my parents in a +4 zipping around California and then New Jersey and the East Coast. Me in the boot, my brother on the transmission (safety first! J) - until we got too big, then we had to ride in the Volvo station wagon. My brother's name is Morgan; my middle name is Denise after Denise McCluggage. We are a car family. My father, Dave Bondon, started vintage racing when I was a teenager (great story there – just ask him about getting passed by Phil Hill in a Testa Rossa at Laguna Seca. Did I mention he was in a 3 wheeler?). I got the bug in my 20's, started racing a Sprite and haven't looked back.

Thank you VRG for joining VDCA at the Wild Hare and thanks to all those who joined us for the first time. We hope you will rejoin us. The Group 3 race was a wonderfully competitive race with slicing, dicing, and great racing fun had by all no matter what the top speed. Racers new to VIR learned the track quickly and gained confidence with every session. I know they were having fun – I saw it in their faces, telling stories to their friends and co-competitors. Unfortunately I could not stay for the final race on Sunday but if Saturday was any indication I am sure Sunday was a great race. My 6th place finish on Saturday was a great source of pride for me. I raced clean, hard, and fast. I raced like a true competitor. I raced like a girl.

Stacey Schepens



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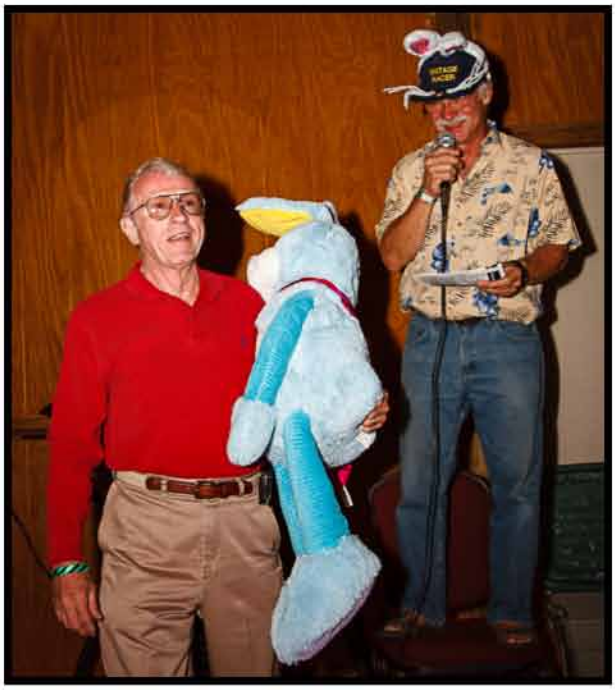

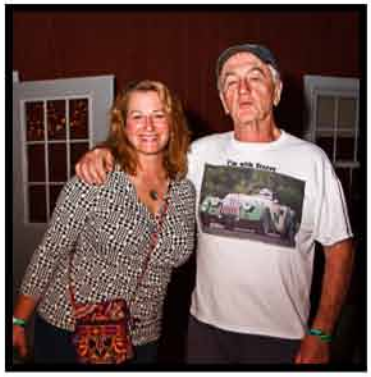

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Wild Hare – VIR 2015 – Grp 6 & 8 Summary

Feature Race - Grp 6 & 8

Thirty cars took the green flag for the Feature Race on Saturday April 11, 2015. First place went to T. Grudovich (VRG) in the white/blue 1966 Ginetta G4 (8AP) with a best lap of 2:07.38 min., second to D. Moser in the red 1964 Pontiac GTO (6AS) and third to Forbes in the green/ orange 1970 Porsche 914-6 GT (8BP). Large gaps between the first three as the delta from 1st to 2nd place was 12.94 sec. and 2nd to 3rd place was 10.04 sec.

Behind the first three cars, there was close racing and only a second between P. Genova in the yellow 1970 BMW 2002 (8RS) who finished fourth and L. Gonda (VRG) in the white/green 1973 MGB GTV8 (8AP). Just a few seconds behind and 7th overall was D. McChesney in the black 1970 Porsche 911 (8AP).

In the busy 8BS Class, V. Vaccaro (VRG) in the red/ black 1972 Alfa Romeo GTV finished first in class and 17th overall. Following Vaccaro was J. Liles in the white 1970 BMW 2002 and E. McMahon (VRG) in the red 1972 Ford Pinto rounded up 3rd in 8BS and 19th overall.

There was more racing action only 20 seconds behind with D. Bearden in the white 1972 Porsche RS (6GTO) visibly ahead of T. Goneos in the white 1968 Porsche 911 (8BP) who was being closely pursued by R. Crowninshield in the red 1971 Alfa Romeo GTV (8DP) and J. Wood (VRG) in the green 1972 BMW 2002 (8BS).

Sunday Race - Grp 6 & 8

Only thirteen cars took the green flag for the Sunday Race on April 12, 2015. This time around, D. Moser in the red 1964 Pontiac GTO (6AS) finished first, followed by L. Gonda (VRG) in the white/green 1973 MGB GTV8 (8AP) and P. Genova in the yellow 1970 BMW 2002 (8RS) in third. A. Tosler (VRG) in the blue 1966 Lotus Elan (8CP) finished fourth.

Towards the back, the green/orange 1970 Porsche 914-6 GT (8BP) of Forbes kept pulling away from the white 1968 Porsche 911 (8BP) of T. Goneos (VRG). Closely monitoring the two Porsche cars was J. Wood in the green 1972 BMW 2002 (8BS).

Enduro

A total of forty-eight cars took the green flag for the Enduro on Sunday, April 12, 2015. Eleven Group 8 cars and three Group 6 cars competed. It is noteworthy that none of the Group 8 and 6 cars were included in the eleven cars that did not finish (DNF) the Enduro.

The winner of the Enduro was D. Sinnott (VRG) in the black Lola T90/91 (7S2) with a best lap of 1:58.64 min. The highest placed Group 8 entry was Forbes in the green/orange 1970 Porsche 914-6 GT (8BP) in third place. Glavin (VRG) in the 1972 BMW 3.0 CSL (6GTO) finished 7th and was the highest placed Group 6 car.

Wild Hare

A fast approaching thunderstorm discouraged several cars to grid for the handicapped Wild Hare Run on Friday afternoon, April 10, 2015. After 6 laps, 16:24.61 min. and no rain, Theodore Goneos (VRG) in the white 1968 Porsche 911 (8BP) took the checkered flag in first place followed by J. Byers and S. Heath of VDCA. Time sheets for the Wild Hare were not distributed so please see attached photo of the timing monitor.

Theodore Goneos

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FORMULA VEES AT VIR

Wild Hares – Really Running

Two weeks after participating in the season opening Wild Hare Run staged for the thirteenth year by VDCA I was asked to write a report from the Formula Vee perspective. Really? It took a week for the adrenalin to wear off after the most exciting race weekend of my relatively short career and now I have to fire it up again? The persuasive, "free-lance" editor ignored my plea to decline on the grounds that my proximity to the results would negate presenting a balanced view.

VDCA's season opening Wild Hare Run at Virginia International Raceway has been gaining in popularity since inception in 2002. This year saw a record entry list of almost two hundred cars, which included a record busting sixteen Formula Vees.

Opening laps of Fridays first qualifying session let everyone know this was not just practice. The front pack of five cars were within a half second, the next pack of three within a second of each other, then two more Vee tussles only several seconds apart. In the final session on Friday Mike Ennis attained pole position by 0.350.

Saturday morning qualifying saw a shake-up with Marcus Jones in an assertive drive secure pole over his son Charlie Jones by 0.210. The gap through to 5th place was 0.766. Aside from two retirements due to mechanical issues, every driver in the three 'packs' improved his time from the previous sessions.

The Saturday Feature Race commenced with several gaps on the grid due to attrition. A front pack of four, Mike Jackson - Shadowfax, Charlie Jones - Zink, Mike Ennis - Lynx and Paul Buttrose - Zink, locked on immediately with lead changes after drafting at the end the back straight, then again on the front straight after one lap! Neil Sullivan - Lynx could not hold the lead draft but headed another group including Harry Sroka - Autodynamics, Bo Lemmon - Formcar , John White - Beach and Doug White - Zink with the ever improving Oliver Tolksdorf – Zink nibbling at their heels. While their lead changes continued, the front pack positions changed at least once every lap with plenty of action at entry to Hog Pen. With one lap to go (who knew?) and all stuck together, T1 saw some wobbly braking allowing another shake up with a new leader up through the Esses. Late braking on the final lap draft in to Hog Pen resulted in a dash down the hill and sprint to the checker giving Buttrose a victory by a nose over Jackson, Ennis and Jones.

The summary? Mike Ennis had the braking, Mike Jackson had the handling, Paul Buttrose had the legs and Charlie Jones had youth - and fastest lap of the race.

Several comments in The Barn on Saturday evening summed it up. From Mike Jackson, major domo of VDCA and dominant FV winner in almost everything he enters; "You don't get a better Volkswagen race than that". From T3 observer Beau Gabel, VDCA head of Tech, Lotus and Turner racer and ex FV driver; "that race you guys had was the best I have seen in a long, long time". Paul Meis (Zink side-lined) sent a message to the winner, "You slayed The Dragon" read; The Shadowfax had been vanquished.

Then there was Sunday.
AS ten Vees took the green, Mark Lemmon – Formcar accelerated through a gap followed closely by Neil Sullivan – Lynx thereby breaking up the front pack; yes, Buttrose was caught sleeping. Jones had the lead with Ennis and Jackson chasing followed by the inevitable drafting and lead changes mirroring the activity on Saturday. Neil Sullivan and Mark Lemmon stayed in touch with Tom Bungay close-by, his Lynx; back in action after fine-tuning. Doug White was turning the tables on John White with Oliver Tolksdorf right on their gearboxes running his best times of the weekend.

Buttrose, now fully awake, chased the leaders and turned in a best of the weekend lap for FVs chasing the front three. At T1 with two laps to go (who knew?) and Jackson leading, Jones went too deep resulting in a spin, stalling the two close pursuers. Down the back straight Buttrose passed Ennis giving him a tow in pursuit of Jackson. The view from Hog Pen assured they would catch him by T1. One problem, the checker beat them to it. The Shadowfax was back on top.

Regretfully, mechanical issues sidelined the Bobsey of Wild Hare Run regular and creator of the Wild Hare Trophy Bob Clarke, the Zinks of Paul Meis and pole sitter Marcus Jones plus the Horton of new "young blood" to the FV Group, Brian Cotter.

Phew! What a weekend! Next up Summit Point.

Paul Buttrose

VRG Race Series for 1968-81 Formula Fords Round One

I've had the good fortune of shooting the vintage races for the VRG for several years now and the experience has exceeded my expectations on so many levels. But, I've also experienced a downside…The winters have simply become longer! That span of time from the Turkey Bowl to the Jefferson 500 seems to creep along like those months did for me as a teen back in the '70's. That "excruciatingly" slow period of time of waiting in the months leading up to the moment when I could FINALLY apply for my "Student Driver" learner's permit! After a long cold winter spent in the Keystone state, I had been looking for motorsport event or something to shoot sooner! Well, as fate would have it, Bill Hollingsworth contacted me over the winter asking me if I would be willing to do a little "subbing" for the regular VDCA photographer/writer that wouldn't be able to attend the "The 2015 Wild Hare Run." Hmmm…. Let me see, (1.) Traveling south to Danville VA in mid-April would allow me to get a jump on spring and sounded like a good idea. (2.) Add in the opportunity to make my first visit to the famed "VIR-gina International Raceway, made it sound even better. 3. Throw in a chance to shoot newsletter photos for the two of the best vintage racing clubs in the East, The VRG and The VDCA, and it became a grand idea! Obviously, I told Mr. Hollingsworth… "Yes!" and within the hour, I was online and searching: "Hotels near Danville VA!"

The Group 2 Formula and Club Fords participated with Groups 5 and 7 which included the S2000's and other Sports Racers. A nice group of 13 open wheeled Fords were registered and took the green flag on Saturday, but the group was reduced to 12 on Sunday after Les Bowers' beautiful 1971 Hawke DL2A F experienced some oil pressure issues during Saturday's race. The FF/CF and the S2000 races featured some of the closest finishes of the weekend. Saturday and Sunday's features resulted in photo finishes. The Group 2 Formula and Club Fords raced as a combined group with the S2000 on Saturday. I shot these races at the exit of Oak Tree Corner and was treated to what may have been the best racing of the weekend. Both groups saw an abundance of passing and repassing in groups of two or three and sometimes four! Scott Fairchild and Doug Meis put on a clinic as they seemed to swap the lead every other time they came by. But this close racing wasn't just limited to the first two spots. Joe Griffin, in his first visit to VIR, proved to be a quick learner battling with the Dave, the "Elder Fairchild," throughout the race for third. In the end, after swapping the lead several times, Scott Fairchild prevailed in his 1978 Zink Z-10 by only .084 seconds over the second place Doug Meis. Sunday's feature was a FF/CF only race. The close racing of Saturday was repeated, with passing and repassing between the leaders, but this time, Doug Meis would prevail and take the "checkers." Expertly piloting his 1974 Lola T40 and using the draft of Scott's Zink, Doug timed his pass perfectly to cross the line first with a margin of victory of only .037 seconds over Scott. Sunday's race for third was another repeat of Saturday's feature with Joe Griffin, edging out Dave Fairchild by only .057 seconds. There were some great drives thought out the field, which included the Crossle's of Bernard Bradpiece, Bradley Miller, and Mark Daniele, the Lotus's of Robert Koons and Brian Thomas, the Alexis Mk14 of David Allison, the Titan Mk6 of Michael Stumbo, and the Macon MR8 of Brian Farmer. I heard several drivers express their disappointment that Bob Bruce was not there to join the fight due to electrical issues with his Crossle 40/45 and they hope he will join "the fray" during the Jeff 500 at Summit Point!

The FF races at VIR were the first of a five race series that will continue with the VRG Jefferson 500 in May and conclude in September at the VRG Historics at NJMP. The **2015 VRG Race Series for Monoposto Eligible (1968-81) Formula Fords** is an effort to continue the participation, comradery, and the excitement of last season's **Chris Shoemaker's VRG/Royale Challenge,** that celebrated the 45th Anniversary of the Formula Ford. The new series will also include stops at Pitt-Race (PVGP) and Lime Rock Park (Historic Festival 33).

2015 Monoposto Racing Eligible Formula and Club Ford VRG Race Series

April 10-12, The Thirteenth Annual Wild Hare Run at VIR
May 13-17, Jefferson 500 at Summit Point
July 10-12, PVGP Historic Races at PITT-Race on the expanded 2.8 mile circuit
Sept 3-7, Historic Festival 33 at Lime Rock Park
Sept 18-20, New Jersey Historic Races at NJMP - Lightning Circuit

Late word from Murray Smith, Race Chairman for the Lime Rock Historics is that the Formula Fords will be grouped with sports racers 1958-65 (Lotus 23, Elva Mk7, etc). Formula Atlantic, etc, will be grouped with the more modern sports racers. If he receives 25 Formula Ford entries the FF will have a dedicated grid – their own race group! (ed.)

Although this series will follow the tradition of no "big money prizes" or "Hawaiian Tropic" style grid girls or trophy queens, there is a "rumor" circulating that there may be a perpetual trophy in the works for the series, not unlike the famed "MGVR Copper Pot Award" that is so coveted by the MG brethren.

I'm all for keeping the money out of the sport, but I don't think bringing back the girls of Hawaiian Tropic would hurt anything!!….Stayed tuned. We'll let you know how the action goes at the Jefferson 500!

Bill Stoler

Diary of a Mad Car-Wife. .
By Maria Andretti

Hi youse guys, I'm back. You probably wonder where I've been. Well, if truth be known, I had (shall we call it) a misunderstanding with the editor. He thought I was being mean to car-people. To make matters worse, my beloved agreed. So I quit.

The only reason I'm back is because he"s gone. That editor. Not my beloved. The new editor begged. I made him beg a lot. That felt good. But I finally gave in. Somebody has to speak for all the downtrodden car-wives out there.

Spring is here. That means all the car-people out there are panting in anticipation of driving hundreds of miles to camp out int the dust and the,noise. They drool over bonding with other car nuts. Talking carburetors. And tires. Who gives a damn how wide a tire is as long as it doesn't have a nail in it.

I've only been to one race and, trust me, that was more than enough I'm too old to spend time in such primitive conditions. I looked into renting one of those RV's, the ones that look like big silver bullets. Appalling what they want for those cramped quarters!. So I had to ditch that idea.

Ever notice, car-wives out there, how really yucky the food is out there. It's a miracle they all don't come home with food poisoning. I thought that if I rented one of those silver bullets,I,could,give a lucky few some decent if not,amazing chow. But with the high price of silver bullets I had to abandon the catering gig. I'll send him off with a P,B&J, and he's lucky to have it over a, can-you-believe, corn dog. Serves him right for abandoning hearth, home and me for five days.

Hope this article makes the paper or I'll have to go on another sabbatical until they get a more reasonable editor for this rag. Meanwhile spring is springing. Guess I' ll have to plant my garden all by myself. Again? Hang in there car-wives. You are not alone.

Love, Maria

Letter From The Editor

We put off having an earlier Newsletter because we lacked enough material, only having the Winter Tech and Pittsburgh Racers Dinner. In the last week content has been poring in. This Newsletter was going to be after the J500 – it is an overflowing cup.

This does not happen with out the wonderful coverage by our correspondents on the scene, and Ed Valpey, Bill Stoler, Darry Bova, and the smiling faces of the membership. We are pleased to have Maria Andretti return to the fold. For those of you who are married you fully understand that there is a contrary view, to most everything you say. If you need one – she is yours!

You can see that the big news as an unfolding story. The PVGP at Pitt Race, with the track expansion, is going to make that track, and our event, a major draw. I am anticipating we will hear from someone who will have walked it. It is being paved this weekend.

The Whiskey Hill track at Palmer is inching ahead. The contract is expected to be signed this week. Members of the BOD drove the course as their way of celebrating Mothers Day. The following are Bob Girvin's comments today, Monday, May 11, 2015:

Mike (Lawton) and I got to do several sessions on track yesterday at the new Whiskey Hill Raceway. It is a fun track to drive, many interesting twists, turns and elevation changes. Most of the turns are low speed, maybe 40 to 50mph at the apex. This is a track that will take some time to learn and will reward our better drivers. It is extremely challenging without any high speed blind apex corners that will bite you bad if you get it wrong. There are walls and catch fences at the points where there are serious drop offs and you are not going very fast at these locations. There are places that need more tire walls, but they are making more tire walls every day we were told. There are no curbs in place yet, however, they will be added soon. This is still a work in progress. I think this track has the potential to be one of the best tracks in the Northeast. I hope they put the same effort that went into building the track into the paddock area and support facilities. The track as it stands today is no more dangerous than many of the tracks we currently run, in my opinion.

I will end on a sad note. Denise McCluggage died last week in Santa Fe, NM, at the age of 88. She was *a girl racing with the boys*, an accomplished journalist, and a friend or acquaintance to many of us. As a teenager, seeing her at Cal Club events in her Porsche 550 Spyder, she might have looked like a girl but she drove a racecar with the best of the guys.

Bill Hollingsworth

Calvin the MGA Loses His Stripes

His rookie stripes that is. The Wild Hare at VIR was Calvin's third outing with the VRG. I pestered everyone in the paddock with my Rookie Event Confirmation Form until finally Mack McCormack agreed to sign it.

It was Calvin's first outing with the hopes of newly freed horsepower. Thanks to the great work of Max, Andy, Terry and the rest of the "B-Stingers" crew during the off-season, the engine's cylinder head was ported & polished then tested on their flow bench. I installed an aluminum flywheel and header exhaust system. My wife liked the new sound – last year it had a stock MGA exhaust manifold, exhaust pipe & muffler. Now at least it sounded like a race car!

Well, we're still not the fastest but no one can claim to having had more fun! Friends from upstate New York & Massachusetts came down to crew for me. (I think they really just wanted to get away from the remnants of snow after their record breaking winter.) After a little practice my lap times were almost 15 seconds faster than last year.

Sunday's Group One race was the highlight of my weekend. Jeff Sienkiewicz (MGA #645) and I had a great dice with the Turner #83 of F. Parker Burke. Jeff's video is here: https://www.youtube.com/watch?v=SYxm7kVCva4

Here are the good parts:

1:05, the green flag is waved.
3:25, Turner passes me at T13
5:35, I pass the Turner at T11
The Turner remains behind me until...
17:20, the Turner gets along side and

Calvin the MGA Loses His Stripes (con't.)

takes T13. I chase the Turner as the starter indicates "last lap". (at least I *think* it was his index finger…)
20:20 I chase the Turner down the carousel. I kept repeating to myself 'don't screw up Hog Pen, don't screw up Hog Pen'.
We drag race down the main straight and finish side by side.

I met up with Jeff after the race and he said, "We need to go find the guy in that Turner." We saw his car parked under a canopy and Jeff shouts, "Where is the driver of this car?!? We know he's cheating because we're cheating and he beat us." We all had a good laugh. Neither of us knew who had won. When we got the timing sheet, it had him ahead by 0.052 second!

Eric & Leann Russell

Mebane, NC

REPRINTED FROM THE MG VINTAGE RACERS NEWSLETER

Greetings MG Vintage Racers and friends

By most reports our 2015 Focus Event with VDCA at their Wild Hare Run at VIR was a success. With the exception of Friday evening's rain and wind event, the weather could not have been better! Somewhere in the neighborhood of 47 MGs joined in the fun and frivolity-let me share the weekend with you…

This writer arrived at VIR to a looooong line of racers waiting to enter VIR ahead of schedule to stake a claim to some paddock space. With what looked to be record attendance for this event, paddock space was surely precious. Luckily VDCA and VIR authorities secured an MG paddock area ahead of time and posted a rather polite, but persistent guard who took his job quite seriously-MGs ONLY! Of course many of our gang had their friends scattered throughout the paddock so as it turned out we had plenty of space in the MG paddock. Thursday's agenda included setting up MGVR Central, Tech (thanks to Frank Mount, David Smith, and Storm Field for their tech help), prep for the traditional Thursday evening MGVR Meet and Greet at Central. At around 6 pm racers filtered into MGVR Central as Larry Smith and Rick Starkweather warmed up their grills and unpacked brats, burgers, snacks and salads for a Welcome to VIR barbeque! By 7 we had around 80 or so partiers enjoying the company of their fellow MGVRs while listening to old vinyl albums (Grateful Dead, The Band, Dire Straits etc) and consuming some of the best grilled grub ever!

Friday began with sunny skies but questionable weather predicted for the afternoon. With practice and qualifying planned for the day, everyone scrambled to prep their c ars. As luck would have it the weather cooperated throughout the afternoon. One surprise treat for MGVRs and others was the Peter Krause track talk after the drivers' meeting. This well-attended talk must have helped as the off-track excursions of the morning were followed by more sure-footed driving in the afternoon. Once track activities ceased we were off to the Sasco Sports party at their shop located within the VIR facilities. A special treat was seeing Mario Andretti's Lotus 79 John Player Special that won him the 1978 Formula 1 Drivers Championship and the constructors championship for Lotus. Thanks to Sasco Sports for opening their facility to entrants and crew, AND for the beverages and snacks we all enjoyed! As dark settled on VIR, so did the rain clouds-and rain it did! A small, dedicated cadre of hearty souls settled down at MGVR Central to share some Whistlepig Rye (courtesy Kevin Richards) and bench racing/story telling as the rains pounded the shelter above us.

Saturday dawned. There were clouds aplenty but skies were bright as we all prepared for a fine day of qualifying followed by afternoon racing. Voting was brisk for the MGVR Spirit Award-the Editor forgot his ballot box but Crew Chief Jim Warren stepped in to offer an empty 12-pack box of Copper Ale that appeared to qualify as an impromptu ballot box. The famed hooded monks met in a smoke-filled room to select the Bill Parish *Master of Speed Deception* Award winner while an ad hoc committee met in secret to decide who should take home the John Targett *Doff of the Cap* Award. All three awards would be presented at Saturday's VDCA Banquet. The only Focus Event award to be handed out (in theory) Sunday would be the MG-V-8 Award going to the first MG to finish the All MG Race…except for the small detail that someone (no names) forgot to bring it to VIR. Saturday afternoon's racing was as exciting as it gets-MG V-8's of Les Gonda and Jerry Richards defending MG honor in Large Bore Production going up against Loti, Corvettes, BMWs etc, MGB's dicing with more Loti, Datsuns, Triumphs, Merlyns, Turners, etc, MGA's dicing with Elvas, Sprites, Turners, Fiats (?) and T-Series MGs dueling with Formula Vees! Racing was furious with plenty of wheel-wheel dicing. I won't mention any names but someone forgot to tell his connecting rod to behave-it escaped the confines of its tiny A-Series block. Someone else forgot to lecture his crew about the virtues of securing the bonnet (again-no names). Despite these minor inconveniences the racing was fine and dandy once the full-course yellow flags lifted. Keep in mind that Saturday's racing was only a warm up for Sunday's All MG Feature!

MGVR joined our VCDA brothers and sisters for their Saturday Wild Hare Banquet-an on-site extravaganza featuring some of the best buffet fare and a low-key atmosphere complimenting the friendly environment that is a feature of this event. Grand

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Poobah Mike Jackson outlined the banquet presentation thus: "I'll take two minutes to talk about and award the Wild Hare Trophy, and then Hank Giffin will address the gathered racers for as long as he wants to-because he is big. MGVR will have 5 minutes to conduct business before the crowd becomes rowdy". Well…Mike took about two minutes to award the Wild Hare to MG Vintage Racer Jim Byers, who somehow figured out the formula to finish first in Friday's Wild Hare Run. Hank (MG Vintage Racer)Giffin stood to praise Mike and Sandy Jackson and others for their selfless and tireless work to organize and run the VIR wee kend. Yours truly, with the help of Bob Watkin, *raced* through announcements, MGVR Focus Event awards and Thank You's. This year's award winners are:

Bill Parish *Master of Speed Deception* Award went to Rob Orander and his Beer Flag. Rob has two responsibilities as award winner- share his fascinating vintage racing story with his fellow MG Vintage Racers, and return the award to next year's Focus Event!

John Targett *Doff of the Cap* Award went to the B Stingers Race Team. Team members include Max Fulton, Simon Briggs, Zarrel Lambert, Jim Lathan, Terry Jones, Andy Broughton, Michael Byrne, Ted Alman, and Rick Starkweather.

< p class="MsoNormal">Of course the Big Award at any Focus Event is the MGVR Spirit Award as represented by The **Big Copper Bucket**. This award is presented to the MG Vintage Racer who best represents the Spirit Of MG Vintage Racing as selected by vote of the MG vintage racers. This year's winner was ***Larry Smith***.

The Sunday itinerary included multi group warm ups, the ALL MG race and Group racing. This year's ALL MG race featured a slight twist based on negotiations between VDCA Race Chair and MG Editor-Square-body Sprites were allowed to participate providing they purchased MGVR stickers from Dan Leonard and *adhered the stickers to their bonnets* for the All MG Race! Two thusly adorned Sprites joined 43 MGs for the MG Feature Race. While finis hing position is not the point I will emphasize that Les Gonda started near the end of the grid and easily and politely found his way toward the front before pulling off before the finish, making way for the MGB 4-cylinder battle. Butch McKenzie ran a spectacular race to first position, followed by RMVR's Jonathan Lane, who drove from Colorado to race at VIR for his first time! Steve Konsin finished third in his well-prepared MGB, followed by Larry Smith in his Midget. Joe Lightfoot was VARAC's first finisher at position 5 in his MGB followed by Dave Nicholas in first MGA "Honeybee". Top Ten included Luening (MGB), Russell (Midget), Conrad (MGA), and Pitt (Midget). First (and only) Twin Cam was Jim Holody, First T Series was Dan Leonard, and First with Wild Hare Co-Pilot went to Jim Byers. Most Improved was David Good, whose MGA was screaming all weekend until early in the All MG Race. Best VSCCA-legal M GA goes to Jeff Sienkiewicz-who appeared to be in a weekend-long battle with Eric Russell's MGA. Congrats to Eric for finally shedding his stripes! Best Barn-Find has to go to Stan Heath and his ex-SCCA MGB. Cleanest MG on-track was care of Carol Stevenson. Best Finish by a Street MG belongs to Bob Vitrikas and his 'for sale' MGA. "Crimson and Clover Award"…TIE!-Dave Smith and Butch O'Conner. A big High Five to Donald Dickey and Jerry Richards-great to see both of you on track again for 2015!

Congratulations to the award winners and everyone who participated in this year's Focus Event with VCDA at their annual Wild Hare Run!

Chris Meyers, Editor

ANNOUNCEMENTS: 2015 Significant Events:

June 19-21 Canadian Historic Grand Prix with VARAC at Canadian Tire Motorsports Park (Mosport). MG-Triumph Challenge!

July 23-26 Glenora Wine Cellars US Vintage Grand Prix a t Watkins Glen. Collier Cup Race for MGs!

August 31-September 2-MG "Out Of Focus" Event at Put-In-Bay!

VINTAGE RACER GROUP

VRG

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Klemantaski Book to be Auctioned at J500 Dinner

Murray Smith secured Moss's autograph, on the page of his being photographed in the Lotus18. Brian Redman has agreed to auction it off after the dinner, before he speaks. He will inscribe something to the high bidder, which we hope brings added value (his signature ought to be worth something). The Auction will benefit the High Performance Heroes (wounded warriors in the Summit Point vicinity who have supported activities at the track), as have other fund raising activities each year at the Jefferson 500.

Louis Klemantaski, Jesse Alexander, Bernard Cahier - three of the major names in motorsports journalism in the 50's and 60's. Klemantaski's Collection is owned by Peter Sachs, a CT neighbor of Paul Bova. Klemantaski's career began before the war and carried through the major growth of sports car racing in Europe after. It is a magnificent book, donated to VRG by the publisher. He rode with Peter Collins in the 1956 Mille Miglia. His first studio in London after the war he rented from Sterling Moss's father. Some of the most renowned motorsports photographs in your memory are printed here. The autograph is personal and priceless. Your donation is tax deductible.

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

VRG 2015 Directors

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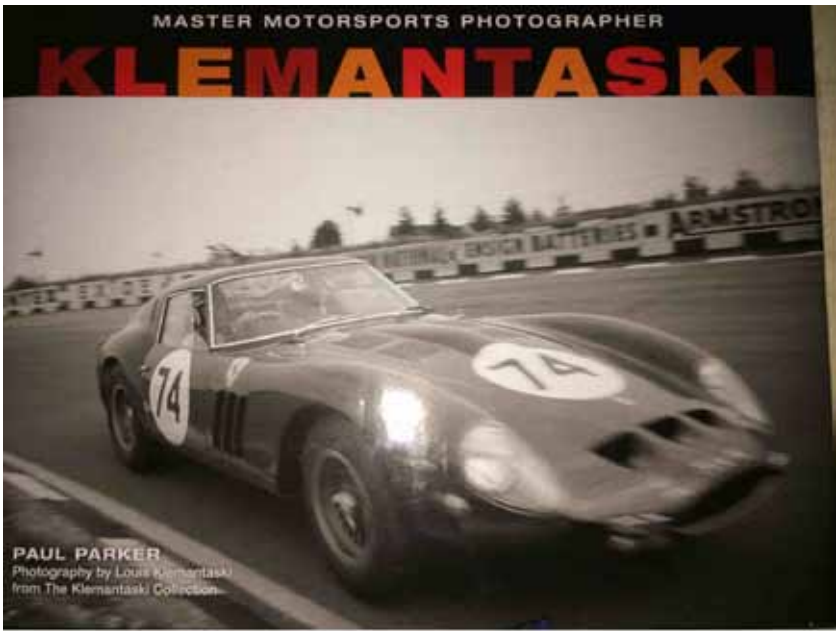
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