VINTAGE RACER GROUP
VRG
AUGUST 2015 VOL. 12.3
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: 412-770-8267 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 * FORMULA FORD FEATURE RACE Event Chairman: Butch O'Connor, Tel: 973-295-3674 Email: bfo@spsk.com
NOV. 28 - 30, 2015	TURKEY BOWL XIII, SUMMIT POINT, WEST VIRGINIA Event Chairman: Michael Oritt, Tel: 305-420-4929 Email: Michael@vrgonline.org

WHO IS KENT BAIN?

If Automotive Restorations, Inc. and Vintage Racing Service, Inc. do not have it; no car owner needs it. A tour through the shops is a complete picture of every aspect of automotive restoration and race prep, including fabrication areas, a paint booth, an upholstery room, a cleaning station, and lots and lots of tools, parts, and cars. There are a few trucks, too.

Owner Kent Bain describes the restoration and service inventory as an exhibit demonstrating the variety of the automobile, ranging from a 1914 Buick to a 1954 Nash Healey colored by the dust from the barn where it spent the last quarter century to a fully ARI restored 1962 Aston Martin DB4 Series 3 in such condition that anyone looking for a flaw had best use a magnifying glass.

He comes from a family of artists and sees the focal point of ARI as the art of the automobile indulged and enjoyed.

Early in his working career, Kent was employed as an industrial designer in a very corporate environment. He soon noticed that he enjoyed spending his free time restoring cars in his garage. That hands-on aspect was attractive and he decided to open a shop with Charlie Webb in 1978. Charlie had been restoring Bugatti's at Vintage Auto Restorations for some time and came to the table with exceptional skills. Vintage Racing Services, Inc. was created in 1982 to address the growing customer base interested in vintage and historic racing. It was not long before VRS welcomed Brian Rechtiene, a familiar name at the track. Today, long time vintage racer, enthusiast, and partner Larry Neviaser administers VRS and Brian oversees shop operations and creative solutions as partner.

There were few car collectors when ARI started. Almost 40 years later, that group and the business have grown. Inside the 40,000 square foot building, 35 highly knowledgeable technicians sell beautiful cars, prep them for races and rallies around the world, restore history to a condition that is accurate for the period, and service an incredibly diverse variety of special collector vehicles. Kent is extremely proud of his staff, pointing to the numerous concours and exhibit format awards as well as years of historic race and rally podiums to attest to ARI's abilities.

Kent feels his education in industrial design gives him a unique perspective. He keeps two cracked automotive parts on his desk, reminders that vintage cars exist beyond their normal product life cycle.

"No one intended or thought that these components would still be in service 50, 75, and, in some cases, 100 years after creation. In the restoration field, you worry about things like the half-life of nylon, rubbers aging, plastic timing gears becoming brittle, and more. This is especially so if an older machine will be raced. There is a lot of extra looking that one needs to be aware of and do."

Sometimes that looking leads to replacing parts. The stock of parts for rare collectables is spotty, so a lot of fabrication and creative reengineering necessarily goes on.

"We do just about everything in house. That makes for better quality control, timely completion, and, I think, better work."

Some of that work refers back to skill sets that illustrate the history one imagines when standing next to an historic car.

The Panel Shop Inc. operates within the ARI-VRS facility. The skill sets mesh nicely to produce a complete body, engineer and work all the mechanical aspects to perfection, apply finishes, create an interior and all else needed in restoration or fabrication of a new design. An entire area of the shop contains wood forms in the shape and size of a real car and metal

WHO IS KENT BAIN?, con't

shaping tools to fabricate new bodies or parts to repair specific panels. It would be impressive enough to admire the craftsmanship and patience in forming metal with machines that incrementally create the right shape. However, the complexity of the work becomes apparent when considering how to apply a custom body shape to a new Corvette so that the doors operate or the body can be bolted onto the chassis properly. In the case of a Cunningham C4R T, the computer scan of the one of the surviving example was so accurate,; the wood frame includes all the imperfections just as the car was created six decades ago. "The owner of the car we're doing actually wants those imperfections built into the new body," explained Mark Barton, panel fabricator extraordinaire.

Given Kent's passion for and delight in racing, he is ready to offer his customers more than hands on care. He understands what is needed to go through the logistical hoops necessary to get a car to its race and well supported wherever that might be, a rally in Iceland or a race from Peking to Paris.

"We're not a shop that's focused primarily on lipstick and polish. We exist to make them work as well as look just right. Here, we test the cars like a practical engineer would, making sure that we do not assume it is right and fixed until the vehicle proves to us that it does so perfectly for a number of cycles."

A dyno sits snuggly in its own little room, waiting to break in and fine-tune the next engine.

"Even on the fussiest show car, we have to consider things like four coats of paint on a radiator and how that might change the way heat transfers from coolant to air. There's a great British term, practical engineering, which means that one thinks things through, anticipates the consequences that might result from our efforts on the downside then test-test-test. Then, if any doubt remains, we have a spare readily."

He added, "Simply put, old cars are old cars and we need to stay ahead of their years of use. If we're doing the job right, to the best of our ability, nobody should get stuck."

For all his concentration on details, Kent is philosophic about cars. "I like the freedom that an automobile provides. It's an extension of individual performance. Vintage racing has enough safety elements that you're not likely to come away badly hurt and you can have a good time testing your car and your skills."

He is amazed at the growth of car collection and vintage racing and often reflects on why. "Antibiotics, nuclear energy, and other medical miracles excepted, the automobile is perhaps the key product of the last century. It has changed life on this planet for us.

"A piece of ceramic from the Ming Dynasty is priceless because it demonstrates what that society embodied and produced. The car is not ancient, of course, and it's still a relevant, practical product, but it has done a great deal to define our society. Those other advances, such as improvements in medicine are missing the fun. I note that nobody really wants to collect penicillin."

A car envelops, gives him a sense of freedom and speed. He admits, "The seats are comfortable and engaging but I like the speed part better. I'll be racing the Spitfire at the Lime Rock Historics and I hope to be at the inaugural VRG Palmer event as well. I'll be on the job helping administer the Lime Rock Historics Sunday in the Park Concours and I hope to find both speed and some exceptional style in place all weekend long."

Linda Zukauskas
Correspondent at Large

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PITTSBURGH VINTAGE
GRAND PRIX
PRESENTED BY
GREATER PITTSBURGH
AUTOMOBILE DEALERS FOUNDATION

PVGP Historic Races Group 1

Group 1 Open Wheel and Sports Racers
We all came to PittRace to race our favorite cars and the racing was good – even great for most. However, the story of the event isn't the racing –it's the track.

The perfect weather conditions seemed like it was meant to be. When we arrive late on Thursday afternoon the rain was just subsiding as we all took a peek (and there are many good viewing spots) of the new addition to the track that extended Pitt Race from 1.6 miles to 2.8 miles. There, as if someone took a giant magic marker and drew a beautiful black line following the undulations of the landscape, lay the new asphalt challenging us all.

Friday test day started with anxiety, excitement and trepidation as we all tip toed, explored and yielded respect to a new track that no one knew. Much like a first date with a breathtaking companion. By the end of the day, the track had dried well and good rubber was now being planted in all the right spots.

By Saturday morning qualifying sessions the talk in the paddock was that a 2:00 lap was the target to beat. While the track is a complex 19 turn circuit the drivers seemed to be able to learn it undulations and corner nuances quickly. In the Saturday afternoon open wheel and sports racer sprint race Nate Scigliano set a fast pace in his Carbir S2000 and set a 2 minute shattering 1:53 best lap time. Scott Fairchild in a Zink Z-10, the fastest FF qualifier, could only hang with Scigliano for a few laps but bested the rest of the FF field laying down a 1:56.8 for 2nd overall followed by Christian Morici in 3rd overall with a 1:57.8 and contested at the flag by Leon Hodges-Austin (one of the young hot shoes now in our series) in Zink C-5A in 4th overall with another sub 2 minute 1:57.4.

Sunday had two races on tap for the FF gang. The first race was the a FF only event 30 minute sprint. The race developed predictably with the young Fairchild and Morici duking it out in front with Graham Long, minus the aerodynamics of a nose he lost in a shunt (with an idiot who was not watching his mirrors - ed.) in an earlier session, the venerable and wily veteran Bernard Bradpiece and another savvy veteran Denny Austin swapping rides with his son, in the Zink C-5A. After Morici hounded Fairchild for 3 laps , the two began to swap positions almost on each subsequent lap. Some of the racing so close there were gasps from the fans as they went through the elegant esses on the new South course. However, on about lap 11 or 12, it appeared Fairchild may have the race in hand, however the two leaders slowed considerably having been black flagged for allegedly passing under a yellow flag corner, but not until they laid down a blistering 1:56 flat (Fairchild) and a 1:56.8 (Morici). After coming into the penalty box and sent back out they tried but couldn't catch up to the new lead pack. Graham Long took the checker in his noseless Tiga with Denny Austin in 2nd and Bernard Bradpiece with an impressive 3rd despite a late race spin.

With a somewhat depleted field as many participants headed home, the final Sunday Open Wheel & Sports Racer event was again won by Nate Scagliano in his S2 with Christian Morici 2nd (best of the FFs) followed by Daniel Finocchiaro for 3rd. The above is about the racing at the head of the pack. Now, for the rest of the pack.
"Van" Van Deurzen spent most of his weekend in the garage attempting to fix a brake problem with lots of advice, lots of brake fluid, a late night and an early morning and he raced twice on Sunday to some satisfaction. Tom Grudovich, Lola Mk1, had problems, as did Ronald Scott, Mallock, Dave Fairchild, Zink Z-10. Bob Leitzinger, Lotus 26R, was very fast and did not finish and some asked if this were not a production car? Nigel Cass, fresh from his racing with the Canadian F1600 at the GP of Canada held on to his 6th grid position until he spun going into the downhill section taking out Chris Shoemaker. Earl Roberts, GRD F3, toyed with the Formula Fords, as his car thinks it is a FF. Joe Bojalad, Elva Mk VI Prototype with significant race history, ran a great race giving up half the tire width to the Formula Fords. Jim Southwood's S2000 could not keep the pace with Nate Scigliano's S2000 and had to contend with racing with the open wheel. The white haired old editor, Bill Hollingsworth, improved his times all weekend and took a well deserved 6th in the FF race Sunday due to spins and black flags ahead of him. Lou Parrotta, Chris Cogswell, Daren Mann, Michael Stumbo, and too many to list filled out the 26 car field.

The true winners of the week were the beautiful new race track and all the partici-pants that were able to enjoy its inaugural event. Vintage racing at its best! Pit-tRace we look forward to seeing you next year.

Dave Fairchild

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IMPACT!

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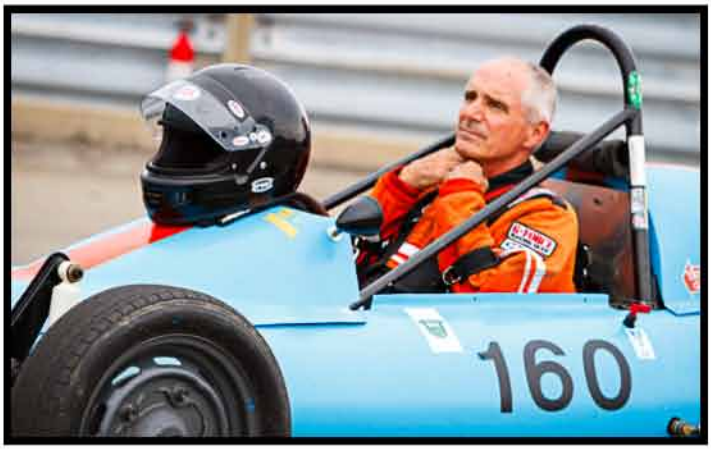
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PVGP Historic Races Group 3

Heading west on the PA turnpike to the PVGP Historics at the Pitt Race Complex, I was excited, yet a bit apprehensive about the new 2.9 mile long course and it's new extension to the old road course. Would turn l be as exciting as it used to be, did I choose the correct gearing for the new straightaways? It's always difficult to envision an un-driven road course by looking at a sketch or even watching a simulated video; you don't get the true sense of elevation change, cornering loads, and speeds attained until you drive it at speed. About the only thing I could be sure of was that the new track connected to the old at original turns 1 and 4, that it had elevation changes, and quite a few turns. We were lead to believe that the new owners, Kathy and Jim Stout, had invested considerable money into improving the facility. Thursday's arrival greeted me by a smooth and newly paved Penndale Rd., a new route into the paddock area, which had been enlarged and very recently paved, and a new bathroom and showers closer to home. There were even a few electrical hookups installed in the paddock (but at $75 for the weekend, we decided to use the generator instead). A late afternoon rainstorm did little to dampen anyone's anticipation of Friday's practice sessions.

Friday broke on the cloudy side with even a little fog but the track was not really wet by the time Group 3 (or was it Group 1?) was ready for our first practice session. Group 3 was to be Group 1 for Friday practice day and that was the lingering question all day. It seems we would be in Group 1 for Friday's practice sessions but would be in Group 3 for the timed sessions on Saturday and Sunday. Hey guys, don't confuse a generally older bunch of guys and ladies who have trouble keeping even normal things straight much less details at a race weekend! (The Friday practice day is run by the Steel Cities Volunteers. The Saturday-Sunday races are run by VRG. –ed.)

Practice sessions for group 1 (Race Group 3) went well and the new course had everyone excited and talking! Turn 1, which as I mentioned earlier, used to be very fast, was possibly even a little faster if you entered it properly. It connects to a nice uphill straight at the end of which you turn left and just as you start to turn right you see it…an 85 foot drop that makes the "roller coaster" at VIR look like a kiddie ride. Then you have to climb out of this hole (with a 1.3 liter engine, a diesel might do better), back up to "sea level". Then there are the new turns 7-8-9-10 (esses) complex. It takes only one lap here to realize that if you don't do turn 7 correctly, you won't be where you need to be for the remaining three turns and your lap times will suffer. Then it's back onto the old track to turn 12 but you're going a bit faster than in the past and have to brake. Then it's on to the back straight which seems to have deteriorated a bit while the new layout was being built. The surface here has gotten bumpy and as your speed builds it gets more violent. There is rumor that this section might get repaved by next year but, hey, it's the same for everybody right?

By Friday afternoon the paddock was packed full of racecars drivers and crew. We were told that there were over 210 entries, a new record for the event. Friday night's reception was terrific with great food, beer, wine and socializing with old and new friends.

We woke up Saturday to warm temperatures and bright sun. Group 3 (for the duration) went to the grid for practice only to be held there for what seemed like an eternity in the hot sun; an incident at turn 17 was written on the board we were shown. Apparently a Mustang from the Modern Historics group broke a front spindle towards the end of the back straight and went directly into the Armco. Driver was OK, thank goodness. We saw the car being brought back but still no 5 minute call. Calls for a backhoe driver went unheeded for a little while and finally a backhoe went out with a load of gravel to stabilize the Armco repair. So, finally group 3 drivers put their safety gear back on and went out on track.

After lunch Group 3 went back to the grid for qualifying. Ralph Salomon qualified on the pole with a blistering 2:12.070 in his little Elva FJ. These little rockets, from the rear, look like the little jet rides at amusement parks with their rounded tails and single fin. Believe me, I'm very familiar with the rear of these cars, that's about all I see of them. Second fastest was Roger Bailey in his Lynx FV at 2:14.603 and third was David Dartt in a nicely prepared Mini at 2:14.740. Others of note were Richard Jefferson, Sprite at 2:17.435, Andrew Moore, Sprite at 2:21.531, Mack McCormack, Mini at 2:27.872 Mack was carefully breaking in a new engine, he is very patient!; and Nial McCabe, Spridget at 2:29.771. Nial had quickly built an engine from his stash of parts at home for this race and had only 35 lbs of oil pressure but lasted the weekend and then some.

PVGP Historic Races Group 3, *CON'T*

Saturday's sprint race was delayed on the grid again by the modern historics for debris cleanup. Why does it seem that no matter what group you're in, it's always your group that always gets delayed and marooned on the grid? Anyway, at the green flag Salomon took off and Jefferson and Pete Carroll got a great jump to catch up with Dartt and Bailey. I got a decent start as well and was able to get past Harry Sroka and Hervey Parke but Oliver Scigliano, FV, and Andrew Moore were right on my tail. Scigliano got by me as we headed towards the downhill. Coming around the bottom of the hill, Pete Carroll put two wheels in the dirt and lost some position and I was able to re-pass Oliver's FV. I think we went back and forth a couple of more times during the early laps but then Andrew Moore passed him and was all over my mirrors. Moore finally made a good pass on me to take the fifth position, but I was able to pass him back entering 17. The remainder of our race was pretty much nose to tail. Meanwhile, Richard Jefferson had gotten past both David Dartt and Roger Bailey taking over second place. Final outcome was Salomon 2:11.546, Jefferson 2:14.617, and Bailey, 2:14.884 in that order. Exciting racing. Exciting place. Exciting racing through the first nine places.

Saturday night, during and after dinner, we were treated to the sights, sounds, and smells of the flashlight drag races taking place on the front straight. These folks set up an 1/8 mile drag strip complete with burn out area, starting light and winner's lane indicator light and then go heads up for hours. There was everything from a really cool Chevy Vega pro street car to what I expect was somebody's parents' Toyota Camry. Everyone seemed to have a great time.

Sunday morning was, again, sunny and warm and by later in the morning the paddock was packed with racers, crew, and spectators. During lunch break, Candy's rides were offered to raise money for the Allegheny School and the Autism Society. Late in the "rides" session, a car dropped oil on the track, which required an extensive cleanup delaying the start of the afternoon's feature races. The skies began to darken as a rain system moved toward us from the west. After the oil cleanup, nothing seemed to be happening as far as gridding any race groups, just silence. It was then announced that the computer timing system was "updating" and we would be further delayed. The sky continued to darken. We (our group sitting in the paddock) then decided that they ought to run the races without the computer just like the old days. Use a couple of stop watches and watch for lead changes from flag stations, after all, it is a vintage race why not use vintage timing and scoring? Well, after about an hour of waiting, they finally announced that the races would be run without the computer timing system. Group 3 was later called to the grid under the threat of rain at any minute. Again Ralph Salomon was on the pole, Roger Bailey second 2:14.603, Richard Jefferson third, now down to 2:14.617 and having a terrific weekend in the #98. At the green flag, Jefferson and Carroll get a tremendous jump passing Bailey for second and third as Salomon began to extend a lead. By turn 3 the order is now Salomon, Carroll, Jefferson, Bailey, and Andrew Moore (2:15.165). At turn 6 Carroll goes into the dirt again, only this time it's four wheels off so he is now headed for the black flag area in the pits as we were instructed to do. Sometimes it's so tough to follow the instructions but kudos to Pete for doing the right thing. By the top of the hill, its Salomon, Jefferson, Bailey, and Moore. Bailey pursues Jefferson down the back straight only to be passed by Moore just before the kink but Moore can't make it stick as Bailey out brakes him into turn 17, then Moore passes Bailey at the beginning of the front straight, meanwhile Salomon continues to build his lead but Moore and Bailey are gaining on Jefferson in second. Bailey challenges Moore once more at turn 18 but Moore holds him off and gains on Jefferson. A few laps later Jefferson, pursued by Moore, catches up with Salomon and attempts a pass at turn 3. He pulls ahead, but Salomon will have none of it and takes off like a rocket down the hill. As Jefferson and Moore reach turn 7 on the final lap, they encounter traffic and the #366 Porsche of William Swartz. Jefferson manages to duck inside of Swartz on the inside of turn 9 but Moore gets squeezed just enough to dash any hopes of passing Jefferson. At the checkered flag it's Salomon 1st, Jefferson 2nd, and Moore 3rd. During our cool down lap, it starts to sprinkle, so group 3 actually gets a break to end the weekend. As we pull into pit lane, there is Tracey Hyatt holding an authentic leader board with the podium finishers listed by car number and seconds behind the leader - truly VINTAGE.

Thanks to PVGP, VRG, Kathy & Jim Stout for a fun weekend at what will be a really nice facility when completed. Yes, there were a few glitches, but we had a great time at a much improved racetrack
at a much improved racetrack.

STEVEN HIRSCHTRITT #61 SPRITE

PVGP Historic Races Group 4

Wow what a track. Everyone I talked to raved about the new, extended layout with dramatic elevation changes, sweeping turns and a nice rhythm. Great racing and the weather held off…until the end.

Although many of the Group 4 (Medium Bore) cars ran the test and tune on Friday there were a number of participants that went out to see the track for the first time on Saturday morning. With clear skies, a dry track and 2 yellow flag laps to start there was plenty of opportunity to observe the track, the flag stations, and the consequences of going off track. With the new construction and a wet month leading up to this event the mud was treacherous. If you dropped a wheel you might never be seen again.

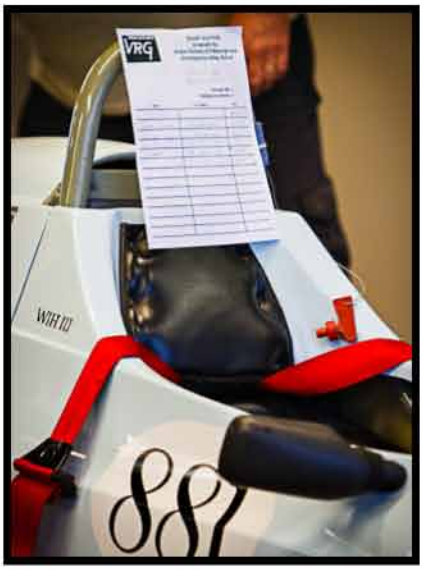
As far as I could tell the morning practice went well as did the later qualifying session. Some of us did experience some difficulty in the second session. I broke an axle in my Elva Courier and also saw the first of what was to become a repetitive scene with Michael Zappa in his very fast black and gold MGB laying down a few quick laps and then retiring to the pits early on with engine trouble. Many thanks to Tom Leavy who lent me an axle for the modest fee of a couple of promised point bys.

The 30-minute feature race on Sunday afternoon was a true racing adventure. As we lined up on the grid the skies looked threatening. It appeared that there was a chance that we might be able to complete the race in dry conditions but that was not to be the case. There was a delay on the grid as a car was being towed out of the mud. Then the tow truck had to be rescued from the mud. As we left the grid it was beginning to rain but the track was still dry. After three pace laps under yellow flag, it was pouring when the green flag came out. I don't know how many of us stayed out and finished but it was a slippery, low visibility, fun race. I know I swapped positions a couple of times with Dave Edsinger in his Yenko Stinger. Each of us happy to let the other lead until the spray became intolerable. As much as I couldn't wait for the green flag to come out I was soon ready for a checker. To my knowledge the finishing order was Niel Deye in a 2002 BMW followed by Rich Maloumian in his always competitive Austin Healy 100-4 with Roy Hopkins in another 2002 coming in third.

Overall it was a great weekend with a well run event on a phenomenal track. Thanks to Keith Lawrence, the corner workers and everyone involve in putting this one together.

Norman Berke

(Group 4 had 43 entries. We could not attempt to mention everyone as we might miss one of you. Hopefully Bill Stoler got your picture – ed.)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PVGP/VRG Historics at PITT RACE
GROUP 5

The Big Bore Group 5 race at Pitt Race was by far the largest big bore turnout at a VRG event in a long time with 26 cars on the grid. Keith didn't have to add any cars to the class this year to fill out the field. Our Tripod Datsun's have been sold and this year we are running an early Mustang notchback so I was looking forward to my first event running with the big bore cars. At the same time we were eagerly anticipating the new 1.2 mile addition to the track. The various simulations that were popping up on You Tube prior to the official opening were a definite tease on how good the section was going to be.

There were no disappointments, the new track section is an excellent addition to the original 1.6 mile track. Driver after driver came in from practice laps on Friday and Saturday with nothing but positive comments. The track has a really nice "flow" to it that once you get a few laps in, get comfortable, and find your apexes, it is a real pleasure to drive. The new section has dramatic elevations, late apexes, a nice uphill straight off the old track and a downhill right hander that's reminiscent of Laguna Seca. Kudos to the Pitt Race owners and staff for the efforts and expense involved in creating such a great place to race.

Saturday's sprint race started with great weather and a full complement of 26 cars in the field. There was a good pack of quick cars up front with Charlie Powell's Corvette, Sam Viviano's Camaro, and Bill Foster's 95 Mustang finishing as the top 3 cars. Just behind in 4th was Steve Byrne's 240Z, the first 6 cylinder car in a sea of V8's. The Tripod Racing Mustang finished 15th in it's first race and I'm looking forward to improving (it's a lot different than the 510 I previously drove!)

Sunday's feature race was later in the day with some weather issues so there was fairly sparse turnout of only 6 cars for the big bore race. Times were considerably slower with Bill Foster's 95 Mustang, Brian Dolan's Tiger and John Bechtol's 914/6 taking the podium spots.

Overall the weekend was excellent with a good crowd and tremendous turnout of cars (the largest field ever at this event). The new track was very well received by everyone and I suspect that this year will result in the largest charity donation ever from the Pitt Race portion of the PVGP.

Ed Wolff

(Please note there is no coverage of Group 2, Modern Historics, which was primarily BMW. We were told we would receive an article as we very much wanted to acknowledge their participation. After repeated reminders and no response we have proceeded without that coverage. - ed.)

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PITTSBURGH
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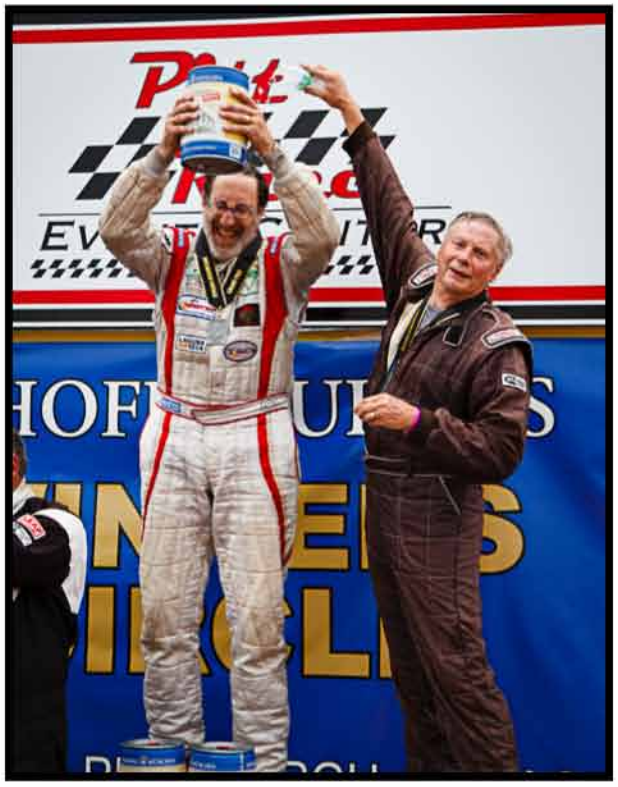
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Dan Finocchiaro

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3rd LEG OF THE VRG RACE SERIES FOR 1968-1981 FORMULA FORDS

The newly expanded PITT RACE INTERNATIONAL RACE COMPLEX was the venue for the 3rd weekend of racing and camaraderie for the participants of the 2015 VRG RACE SERIES for 1968-1981 Formula Fords. The weekend started with a test and tune day on Friday, followed by a reception for drivers and crewmembers and plenty of the Hofbräuhaus beer brewed locally by the Pittsburgh location that is Pennsylvania's first authentic Hofbräuhaus – modeled after the legendary 400+ year-old Hofbräuhaus in Munich, Germany.

Saturday morning featured practice/qualifying sessions and Scott Fairchild continued his dominance by setting the fast time among the FF contingent. His 1:57.377 tour of the new "North/South" track configuration was only .4 second faster than the 1:57.783 of Christian Morici. Qualifying third was Leon Hodges-Austin with a time of 1:59.258. The Saturday afternoon session was a sprint race of 25 minutes; and it was Fairchild finishing in the top spot, followed by Morici and Hodges-Austin. Staying in the hunt, finishing 4th was the Graham Long. Long would become a factor before the PVGP weekend came to a close!

Race day was Sunday. Hot and humid conditions greeted the racers in the morning with a threat of storms forecasted for the afternoon. A 20-minute warmup and practice session saw Christian Morici fastest with a time of 1:57.334, followed by Craig Chima and Bernard Bradpiece. Scott Fairchild turned to the warm-up duties to his dad, Dave Fairchild (who had tire problems beginning on Friday and opted not run), for the Sunday morning session. At 11:00, the first race of the day would be the VRG RACE SERIES for 1968-81 Formula Fords (The Chris Shoemaker Cup will be awarded at the 5th Leg at NJMP September 18-20) and 13 Formula Fords took the green flag. Scott Fairchild took the early lead in his and was shadowed by the Christian Morici for the first several laps. On lap two Morici began filling the mirrors of Fairchild and made the pass to inside as the duo entered T1 and the entry to the new "south track" extension. Morici held the lead for a couple of laps until being passed by Fairchild going into T1, the same place of the previous pass. A look at Fairchild's on-board video showed that he was very fast through the new "high speed esses" that make up T7-T10. Fairchild indicated this was his favorite part of the new course (Scott's best lap time for the weekend was 1:56.0 – ed.). Some other close racing was taking place back in the field, including Nigel Cass and Chris Shoemaker. This duo tangled into the new T3, where the course begins the drop into the signature "Coyote Gulch." This brought out a local yellow and legend has it, that Mr. "Wile E. Coyote" snagged our leaders! There was some confusion over passing under the yellow, and the two were brought in for a consultation with Steve Hyatt, acting as the Black Flag Steward. This opened up the opportunity for third place racer, Graham Long, to possibly grab the "Hofbräuhaus Mini-Keg" that goes with a podium finish at the Pitt-Race Historics! "The multi-talented Driver/Mechanic" Long ran the rest of the race cleanly, and captured the *checkers,* as well as the "ice cold Hofbräuhaus!" Joining Long on the podium was runner-up, Dennis Austin in his 1976 C5A-FF and Bernard Bradpiece in his 1972 Crossle 20F VFF. Also joining the top three on the podium was Darren Mann who was awarded "Best Drive" by the course workers.

The story of the weekend is the new track at Pitt Race. The new track extension has extended Pitt Race from 1.6 miles to 2.8 miles. The drop at T3 and T4 into "Coyote Gulch" reminded me of the "Corkscrew at Laguna Seca." The combination of T5 and T6 at the bottom of the hill and back up to T7 has been described by Dave Fairchild as being like the toe of "the boot" at Watkins Glen.

Maybe the best description of the "dramatic new curves and steep elevations changes" of the new track configuration is "The little girl has grown into a voluptuous young woman." This is not my quote, but one that I overheard a vintage racer state during the track walk Friday evening. I concur. The series heads to the Lime Rock Vintage Festival during the Labor Day weekend and concludes with the VRG visit to New Jersey Motorsports Park, September 19-20. I'm looking forward to seeing all of you in the Garden State, the land of the infamous "Joisey Boys!"

Bill Stoler

THE SHOEMAKER CUP
OR
HOW TO BASK IN THE LIMELIGHT AS A CHAMPION

So, you ask, "what's it like, being the first recipient of the SHOEMAKER CUP"?

First, let me say, that it's big. How big? If I were to guess I would say probably a lot like when my neighbor, Terry Anne Meeuwsan, became Miss America, (even though we all thought her sister Judy, with the Honda 50 that she road side-saddle, was the hot one). There she was, on the screen; let me say that I know that she thought it was A BIG DEAL. So, ya, Big. And being the first winner, well, that's like frosting on the cake, like a free tank of gas. I take great comfort and solace in knowing that they will always say, "And wasn't he the first one?" So, you ask "How Big is Big"? OK, fair question. Big like this,

Like people are constantly approaching me all the time, following, chasing crying out for me to just give them one moment. I can hardly go to a race or a basketball game or even something culturally cosmopolitan without admirers begging. "Aren't you the guy who won the SCHUMACHER CUP? Aren't you the actual winner of the coveted SCHUMACHER CUP?" I respond, "Yes, I am the actual, and first winner of the SHOEMAKER CUP. They say, "You mean the SCHUMACHER CUP, that SCHUMACHER, the really famous SCHUMACHER?" And I say "Yes, that SCHOEMAKER" (although I have to admit, as nice a guy as he is I had no idea that he was so well known. Here's to you Shoemaker). "That SCHUMACHER"? "Yes, yes I cry out, that SHOEMAKER"! Their heads practically explode. And they say, "and you are the first winner?", and I'm like "ya", and they are "you mean THE SCHUMACHER CUP", and I'm like ya, "the SHOEMAKER CUP." Then they grope towards me in a zombiefied stupor, pen and treasured memento in hand, and beseech me for an autograph. I tell you, my shifting hand was taking it real hard. I was developing callouses where they would never be needed. I was thinking about getting a rubber stamp made. I confess. I did.

The stamp took a bit of explaining until I told my they actually had the most authentic autograph forever, a lasting piece of me. (And, lately, I'm is just no justice and he can't possibly be at his fans that the ink was doped with my DNA so that possible. Better than a hasty scribble. Verifiable glad I had, given JMF's problem. I mean, there best these days. I say let the man rest.).

Oh, the cup itself, the actual trophy, it is dynamite. My wife and crew chief, Rosanne, and I, have CUP is a real gem. We take it everywhere we in stature. It's like Paparazzi in a bucket. A total wear. The Shoemaker Cup is timeless, which is The nicest champagne bucket we have ever used. tried out a few in our time. The SHOEMAKER go. It is like the Stanley Cup only much larger party anywhere you go. It shows no signs of to say that it will outlast all of us.

So, I want to say congratulations to all of the future winners, those who will be listed second, third, fourth and so on, on the CUP. Your victory will still be freighted with honor. It's a lot like the Superbowl (or is it the Super Bowl?), only larger. You win the Superbowl and you get the same ring all the other guys get, one that could easily fall into the toilet just after you've flushed. No worries here with the SHOEMAKER CUP. I wouldn't trade the CUP for all forty of those rings. And just wait until you see the custom made velvet SHOEMAKER CUP BAG that will be coming soon.

When I surrender the CUP to the next victor, the forever second winner, I am sure my life will take a bit of a nosedive. But don't worry about me, I will always have my memories and photos and the rubber stamp. And, my name will forever be on that CUP.

Good luck to all of those in contention for the 2015 season. Being the second winner is as good as it can get now.

James Van Deurzen
2014 Winner of THE SHOEMAKER CUP

NOTES FROM THE EDITOR

Greetings everyone. We begin this issue with a wonderful interview with Kent Bain. Our limitations in these interviews have to do with locale. Linda Zukauskas, our *Correspondent at Large* lives in Woodbury, CT, does not own a sports car, let alone race one; and is a reporter for the Waterbury Republican. Her enthusiastic volunteering to conduct interviews have needed to be in her "neighborhood." J. R. Mitchell and Murray Smith have been, and as Tivvy Shenton said recently, but "not very involved with VRG." True, Tivvy – but they are involved peripherally. J. R. more than many know, and Chairman Smith due to the many VRG members who race in the Historics at Lime Rock. Kent Bain is very much involved, as a member, and his clients as supporters. He brought 14 entries to the Jefferson 500 a few a years ago. He and his clients at Vintage Racing Services have raced with HSR, SVRA, VSCCA, VDCSA, HMSA, VDCA, and VRG. He has told me he thinks we do things very well. He likes our attitude. Thank you, Kent. We can always make it better. Stay the course.

The race meeting at Pitt Race was very successful. There were a few glitches, possibly *too many cooks in the kitchen*, but the individuals that volunteer for the PVGPA and VRG put on an exceptional event. The expansion of the track to 2.8 miles in length has made Pitt Race a major destination on your race calendar. If you missed it this year – don't miss it next year.

We have an ever increasing group of willing correspondents to whom we are very indebted. Regarding Nigel Cass, I need to tell the story. Chris Shoemaker, in April announced to the Formula Ford group that he was going with a group of FF to the Canadian Grand Prix. Formula Ford was going to be featured as a support group that weekend. He had room for a few additional Formula Fords. Chris did not enter the Jefferson 500, because, I was told by Graham Long, "He is preparing his car for Canada." After the Canadian GP I called Chris, thinking an article on the experience of the team of VRG Formula Fords at the GP would make good reading. I left a message. When he returned my call – "he didn't go!" None of those he mentioned went. "Nigel will write you an article." I had to get off the cell phone on which he had called me as I was in New York City traffic, about to drop my wife off at her destination and then park the car. "I'll call you back in 20 minutes." I did, as I needed to know, "Who is Nigel?" I never heard back from Chris. We never got an article from Nigel for the last newsletter and I did not know "who is Nigel?" Two days after the June Newsletter is emailed we receive this terrific report from Nigel Cass. Now I know who Nigel is – he is the guy who went to the Canadian GP, alone, to race in the support race and write us a very interesting race report. Thank you Nigel, and thank you Chris! (They are photographed together at the entry to Turn 3). Chris missed "Van" Van Deurzen being given the *Chris Shoemaker Cup,* a cup that will be awarded at the last *VRG Formula Ford Series Race* at New Jersey's Lightning Circuit to some unlikely participant. Chris has very responsible for the growth of Formula Ford in VRG, with very possibly the largest roster of owners in the country. We also owe him for being the founder of the Newsgroups (which began with the VSCCA – another story).

We hope that you will read the articles. The Bill Stoler photos tell the story of who was at the PVGP/VRG at Pitt Race. GREAT WEEKEND OF RACING.

Bill Hollingsworth

WE HAVE MADE SOME CHANGES

Vice President ---------- Jim Karamanis
Treasurer ---------- Cal Trumbo
Chairman of Information Technology ---------- Ian Wisbon

Paul Bova has served as Treasurer for six years. VRG is very indebted for his financial management skills and guidance. The Board of Directors elected Cal Trumbo to Treasurer and elected Jim Karamanis to Vice President, filling the position vacated by Cal Trumbo. Mack McCormack found a name for the position Ian Wisbon has been performing for the past two years, and appointed him to that position.

FORMULA FORDS AS A GROUP AT THE 2015 CANADIAN GP

For most racers and racing fans, Formula 1 is the absolute pinnacle of motorsport. We may argue back and forth over personality-less drivers, over complicated rules, and long for the halcyon days when "sex was safe and racing was dangerous"; but not one of us would turn down the opportunity to suit up and do an F1 event ourselves.

At 28 years, I am much too old to become a Formula One driver (how sad is that?!). I believed that the closest I would ever get to being part of the F1 circus was, at best, being a spectator with decent grand stand seats. However, with a little luck, a bit of guts, and a lot of help I was able to get a lot closer than I ever could have imagined

Prologue

It all began last year. On the Thursday before the 2014 Canadian Grand Prix, I got a call from Tammy Calef that went something like this:

Me: "Hello Tammy, how are you love?"
Tammy: "Shut up and listen, Mack has got us tickets to the Canadian Grand Prix….. you in?"

Within 10 hours I was packed, and Tammy was sitting outside my house. We drove that morning all the way to Syracuse where we met up with Chris Shoemaker. We then all drove together to Montreal, at which point we rendezvoused with Christian Morici.

At the Grand Prix, we were walking through the pits for the F1600 support race. Chris started to speak to the team principal of Brian Graham Racing, a Canadian Formula Ford outfit. I wasn't paying much attention, but my ears perked up when I heard the gentleman say to Chris "You guys could come up next year and do this".

A year on, Chris, Tammy and myself planned to take our Formula Fords and race in the F1600 support race at the Canadian Formula One Grand Prix at Circuit Gilles Villeneuve. Unfortunately for me, Tammy and Chris both had to pull out last minute due to unforeseen circumstances. (*cough fear* *cough-cough scared*)

It looked like I was going on my own, and for the first time I felt fear about what I was getting into. Luck went my way when my dad's work project changed. He was now able to go with me to Montreal and crew for me while I raced!

We left on the Wednesday before the Grand Prix weekend. The 13 hour drive to Quebec was uneventful. Crossing the border to Canada was very straightforward, and required no special paperwork. That night we parked the trailer and spent the night at a Holiday Inn just outside of Montreal.

Thursday

Bright and early in the morning, we got in the truck and started hauling our race trailer to the track. Circuit Gilles Villeneuve sits on an island in the Saint Lawrence River that runs straight through Montreal. There are only two bridges to get on to the island…….and we took the wrong one. Security was very friendly and patient with us. I called my contact, Marcel Lafontaine, who came and escorted us into the track. Marcel is the president of Formula Tour

FORMULA FORDS AS A GROUP AT THE 2015 CANADIAN GP, *CON'T*

1600 (http://www.siteformulatour1600.com), which is the company that runs the Toyo Tires F1600 championship (http://formula1600.com). I cannot say enough good things about how amazingly helpful Marcel was throughout the entire experience. He was always on call to answer any technical, procedural, or rule questions I had before coming to the race.

Once in the F1600 paddock, Marcel's personnel directed us to our pit space. We unloaded the car (a 1975 Merlyn mk 29) and proceeded to stress out for the next 3 hours over whether or not the car would pass technical scrutineering.

In the end, there was nothing to fret about! The Canadian technical inspectors were extremely reasonable. Their inspection was very similar to that which is done at VRG. After that, we drove back to the hotel and settled in for the night.

Friday

On Friday, my father and I arrived at the track around 9am. With a drivers meeting at 12.45, we had some time to kill before Qualifying at 15.30 (all times for the weekend were done on the 24 hour clock). To pass the time, we headed over to the circuit and watched the Formula 1 cars do their practice session. The number of fans that showed up just to see practice was quite incredible!!!

By 15.30 it was our time to qualify, and it RAINED. Here I was, at a Formula 1 event, driving in an absolute monsoon, on a track I have never driven, with brand new tires we have no experience with; I was terrified. I felt a little bit better once we were in the F1 pits grid-ing up. A few of the Ferrari mechanics saw my James Hunt crash helmet and were taking pictures, which was pretty darn cool!

As I put the visor down to go onto track (the rain had not let up), I knew what I had to do. I followed all the other F1600 cars onto Circuit Gilles Villeneuve, went through the first corner, and immediately spun off track. Bugger. For the next thirty minutes I drove slower than a tortoise, and still managed to spin out 6 times! Fortunately there was no damage, which was great because a lot of other cars ripped their wheels off.

Although it was some of the most terrifying driving I have ever done, and I have driven the Nurburgring in Germany, I was absolutely elated when I made it back to the pits (and not on the back of an FIA approved tow truck either!). I had done it. And not only that, I wasn't even the slowest by quite a margin!

Saturday

Race 1 was scheduled for Saturday afternoon, immediately following Formula 1 qualifying. I was relieved to discover that we would be racing in the dry this time!

Two hours before we headed to the false grid, all of us drivers went to the F1600 tent to have our drivers meeting. The

FORMULA FORDS AS A GROUP AT THE 2015 CANADIAN GP, *CON'T*

first 20 minutes of the meeting were delivered entirely in French, which had me very concerned as it all sounded quite serious, but then they gave it to us again in English. At that moment, we were introduced to our race director, a lovely Canadian woman with a dry wit and a great sense of humor (one of her best lines was "I can guarantee all of you that no one is scouting for Formula 1 this weekend"). She did an excellent job going over the supplementary regulations, accompanied by a track map, showing us exactly what we needed to do and when we needed to do it. During the entire presentation she kept saying "Charlie doesn't want you to do this", "Charlie doesn't want you to do that", etc etc. I'm sitting there thinking: "Who the bloody hell is this Charlie wanker and why is he so anal about temporary curbing?!"…..then it dawns on me, she is talking about Charlie Whiting (the FIA Formula One Race Director).

Although plagued with yellow flags, the race was a lot of fun! I started the race in 32nd position out of 36. It was going well in the beginning, I even passed a few cars! However, the FIA has LED screens set up around the track that flash the color of the current flags being waived by the corner workers. You may have seen this on TV, they flash green, yellow, double yellow, etc. Coming into the 5th turn I saw what I thought was a red flag, which meant we needed to slow down and go back to the pits. I backed off the throttle, and before I knew it all of the cars behind me blew past. By the time I got to pit in a realized we were still green on the course. I then made it back to where I saw the red flag on the LED display……it wasn't red, it was yellow and red to signify oil on the track!!!!

I was in last place and felt like an idiot. But then suddenly my fortunes turned: safety car period. Somebody had wrecked in the hairpin, and we did quite a few laps behind the safety car. Once the safety went back to the pits I hit the throttle and managed to regain a few positions! In the end I managed to finish 26th. After the race they weighed my car, turned out it was 100lbs OVER what it could be under the regulations.

Sunday

The F1600 race on Sunday was scheduled for 9am. This meant we had to be at the track early to get everything ready! Once everything looked good, we got called over to our drivers meeting.

During the driver's meeting, we were told in very specific terms that we needed to "bring down the aggression" as our group was having far too many accidents…..

When we actually got to racing, pole and second position didn't make it 20 feet past the start until they collided and created a safety car period. So much for toning down the aggression!!!!

I started the race in 33rd position. I had a terrific race and managed to finish 23rd! I was very pleased with that. I truly believe that with more experience at Circuit Gilles Villeneuve I could quite easily get the car into the mid-pack. If you want to see an onboard video from this race, check out the Cass Racing Facebook page (www.facebook.

FORMULA FORDS AS A GROUP AT THE 2015 CANADIAN GP, *CON'T*

com/cassracing). There you will find a link to my video on YouTube (https://www.youtube.com/watch?v=tYWwtFqm5tw)

Once it was all over, my father and I went to our grandstand seats (thanks to Leigh McBride) and watched the Formula 1 Race. All was well.

Conclusions

I have been blessed in my life to participate in many amazing motorsport events, but none of them has compared to the F1600 race at the Canadian Grand Prix. I highly recommend it to all of you. I am going to cover a few things that I feel anyone with a formula ford should be aware of before taking on this event:

Cost:

There is really no way for me to blunt this, so I am just going to say it, the entry fee was $1600.

Having said that, considering everything I got to see and do, I feel it was a bargain. That is all I am going to say on that.

Border Crossing:

No issues here. Entering Canada they didn't even look in the trailer. I had prepared an inventory. I offered to show it to them but they didn't want to see it.

Coming back to the US was just as easy. The border guard opened the trailer door, looked inside and that was it.

Accommodations:

This can be tricky. Of course, if you stay in Montreal during the Grand Prix weekend the cost of a hotel can be exorbitant. However, if you are prepared to drive for 30 to 45 minutes there are some extremely reasonably priced hotels just outside of the city. Having said that, the traffic in Montreal is so horrific I feel it is probably in violation of the Geneva Convention.

I know what you all are thinking: can I sleep at the track? The answer is…..sort of. TECHNICALLY, you are not supposed to sleep at the track, however every year people do (the paddock had quite a few RVs). Marcel Lafontaine, President of Formula Tour 1600 put it to me like this: "I cannot technically guarantee you can stay at the track, however every year people do. What you cannot do is sit up all night partying and drinking and making noise".

Also, Tammy Calef was investigating renting a multi-bedroom house for the weekend. Apparently this is very cost effective.

Tires:

You have to run the Toyo Proxes race tires. I ordered them from Britain West Motorsport in Canada. They cost $600 shipped.

FORMULA FORDS AS A GROUP AT THE 2015 CANADIAN GP, *CON'T*

Technical Inspection:
Tech Inspection was no different than what happens at VRG. They looked over the car, made sure my safety gear was in good condition, shook hands and we were done. You do NOT have to wear arm restraints. However, you are required to have certain sponsor's decals on the car (Toyo Tires, Nippon Oil, etc). The event organizers give you a sticker back in both black and white. Very easy.

Scrutineering:
They DO weigh the cars after every session. It is very easy though and takes no more than 10 minutes. It was at this moment I found out my car was 100lbs OVER their weight limit. How you get 100lbs off my car I have no idea!

If by some miracle you come in first, second, or third place, they will check your car and engine for technical compliance. This was by no means a concern for me in 23rd place.

Practical Concerns:
I highly recommend that you have either a golf cart, a mini moke, or something small you can use to two your car and equipment to the pits. The Formula 1 pits, where we grid up, are over a mile from the F1600 paddock. I did not have any way to tow my car as I didn't realize this. Getting to the pits wasn't bad in terms of overheating, but after the race it was a concern.

Is It Worth It?
Yes, Yes, Yes, Yes! I will never be able to verbalize what an absolute amazing time I had. Formula 1 is a true traveling circus, and being able to see behind the scenes of it all is really special. There is just something amazing about racing on the circuit, coming back to the pits and standing there watching the Mercedes F1 team practice pit stops in front of their pit garage. Here is another example: when we would pull into the pits before a race session, the mechanics from the Formula 1 teams would all come out of the garages and take pictures and videos of us on their phones…..beat that.

Other Questions?
If you have any other questions regarding my experience at the Canadian Grand Prix, please do not hesitate to come up and ask me! I regularly attend VRG events, so feel free to come up and chat with me about it. I would very much like to get a group together for next year

Nigel Cass

VINTAGE RACER GROUP

VRG

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Please reread Ed Valphey's article on the VRG website.

HTTP://WWW.VRGONLINE.ORG

Then click on CONTINUING EDUCATION, the last article is called HERE BE DRAGONS. Is is an important piece on losing control of your racecar. It was printed in the last issue. Do yourself the favor and re-read it each time you prepare to go to a race.