

VINTAGE RACER GROUP



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# NEWSLETTER

253 BRIDLE PATH RD • BETHELEM, PA 18017 • PH 610-867-0288 • FX 610-954-9489 • WWW.VRGONLINE.ORG

MARK PALMER  
253 BRIDLE PATH RD  
BETHELEM, PA 18017



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LEHIGH VALLEY, PA  
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## MT. TREMBLANT FALL CLASSIC SEPTEMBER, 24-26 2004

Club Auto Sport l'Equipe, Host Club for VARAC & VRG CARS. This venue is one of the best in the Northeast, the village, the ski area, lakes and mountains surrounding a fabulous road circuit make it an outstanding experience. Contact Brad Marshall for entry info: bradusm3@aol.com or phone 508-671-9908.

## MID-OHIO EVENT WITH VSCDA, OCTOBER 15-17, 2004

We are working with VSCDA to support their October event at Mid Ohio. VRG entries will have their own section of the paddock so that we will all have a support group. We will have VRG activities to make sure everyone has a good time. The VSDCA has car groups and attitudes that you will enjoy.

If you have never run at this excellent facility, this will be a great time to do it. Let's go out there and have some fun. If you have any interest in doing this event please contact Bob Girvin at rgirvin1@aol.com or 508-429-2818.

# UPCOMING EVENTS

### For more information:

please visit our new web site at [www.vrgonline.org](http://www.vrgonline.org)

You may also contact:

Mark Palmer, VRG Secretary,  
e-mail: [info@vrgonline.org](mailto:info@vrgonline.org)  
phone: 610-867-0288.

### Upcoming events:

MT. TREMBLANT FALL CLASSIC  
SEPTEMBER, 24-26 2004

MID OHIO EVENT WITH VSCDA,  
OCTOBER 15-17, 2004

## New Vintage Racing Club Announced

Lehigh Valley, PA, June 30, 2004: A new vintage racing club has been formed, the Vintage Racer Group, to serve the expanding needs of racers in the northeastern United States. Announced by Bob Girvin during the New Hampshire Vintage Festival on May 22, the club intends to conduct four to six events per year, for cars manufactured through 1972.

The founders include nine well-known vintage race leaders from the Northeast: Kim Eastman, Patti Eastman, David Fenton, Bob Girvin, Brad Marshall, Mark Palmer, Tivvy Shenton, Chris Shoemaker, and Ralph Steinberg. Club President Bob Girvin stated "The reason for this new club is to offer events for a broader range of vintage car owners in the region. Included will be classes for production cars, sports-racing cars, and certain formula cars built through 1972". The Vintage Racer Group (VRG) is a non-profit, volunteer-driven organization which will emphasize safety, value, and most importantly – fun! – at their events.

The 2004 New Hampshire Vintage Festival, held on May 21-23 at New Hampshire International Speedway, was the group's first race and provided a very successful launch with over 100 entrants. Future events are being planned for the 2005 racing season.

## VRG – What we hope to accomplish

At this point in time the VRG is very much a work in progress. We are only about six weeks old. While we have accomplished a lot, there is much yet to do. We have a great team of people in our core group, all experienced in race organization.

Our goal is to provide additional opportunities to vintage racers in the Northeast. We will have several VRG events and we will support some of our neighbors, VARAC, VSDCA, VDCA as well as the VSCCA. Cars at our events shall be prepared to standards similar to VSCCA (pre 1960) and SVRA (1960 to 1972). We will also allow some pre 1960 cars at VRG events currently not eligible for VSCCA events.

We will focus on our drivers. VRG will work toward helping all drivers improve their race craft within the constraints of a proper vintage attitude. We want good drivers, safe drivers, drivers who are protected by their conduct and their car preparation, by their attitude, and by their spirit on and off the track.



## NEW E-MAIL FORUM

Vintage Racer Group (VRG) has created a new e-mail forum to serve vintage racers in the northeastern U.S.

At this time, you do not need to be a member of VRG to use this new forum. We welcome anyone who has an interest in vintage racing in the region. It is intended to be a network for sharing information and commentary on all events in the northeastern U.S., Mid-Atlantic states, and eastern Canada. VRG information will be highlighted.

To join the new e-mail forum, simply send an e-mail message from your regular e-mail account to: VRG\_News-group-subscribe@yahoogroups.com (If you are currently logged into the e-mail account you wish to use, simply click on this link to send the required message). You do not need to have a Yahoo I.D. to join this e-group. If the above link does not work for you, simply create a new message, cut and paste (or type) the address in the "to" box, and hit the send button (note there is an underscore/underline between "VRG" and "Newsgroup" and a dash between "Newsgroup" and "subscribe").

You will then receive an initial message from Yahoo, which requires you to reply within 7 days to confirm. After you reply/confirm, you will receive a welcome message with instructions on how to post messages to the forum, how to un-subscribe, and how to change personal settings on Yahoo.

You can also subscribe by going to [www.groups.yahoo.com](http://www.groups.yahoo.com) signing in (or registering, if you are new to Yahoo), and using the "Join a Group" function.

## VRG Sponsors 14th NHIS Vintage Celebration

The 14th NHIS Vintage Celebration was the best ever, despite typical NH weather; hot, cold, wet, dry, sunny, raining, etc. with a record number of 131 entries. We also celebrated the birth of a new club, Vintage Racer Group, (VRG).

In the interest of driver education and safety we had a Skid Pad Event and Safety Seminar on Friday and Saturday. The Skid Pad was taught by Ed Valpey, a former instructor from Skip Barber Racing School. Attendees ranged from some of our most seasoned drivers to new members. One person exiting the skid pad enthusiastically spouted "I learned so much!"

The VARAC contingent this year grew to over a dozen cars, which are very compatible with our VSCCA and SVRA racers. Better exchange rate or just good racing? They chose to park in the Eastern section of the grass camping area and erected a Canadian flag. John Greenwood even suggested renaming the street. Last year at PVGP, they had a Canadian Customs station, VARAC troops are lots of fun upholding the Canadian Party reputation. John Greenwood provided an after dinner entertainment Saturday night, with jokes and awards

An all MG and Lotus race was held to provide a show appreciation for this strong support. We had a mini-MG focus event with 21 of the Octagons; TCs, TDs, -As, -Bs and Nick Pratt's Midget. We counted 12 Lotuses. Mark Palmer (MG-A) and Dick Fryberger (Lotus 11) ran away with this one. Dick got a great start and ran away as Fryberger so often has done. Mark had to work hard to get away from MGAs, MGBs a Lotus 69, several Lotus 7s. Lane's Lotus 23B did get between Dick and Mark. Mark gave a great chalk talk earlier and it was suggested that he used a private line to beat much quicker cars. But again we have seen that this track can level the field. Horsepower is not king, the line can win.



**Group 1** The Abarths of Alain Raymond, Pat Donovan, Chris Shoemaker and Jim Duffield were pursued by 10 MG Ts, and were challenged by the familiar JAP (J. A. Preswick) powered, Dreaded 1931 Morgan of Jeff Jacobson, who seems to have tamed the 1188cc JAP race engine. In past events, Jeff would burn a piston and rapidly replace the race engine with the road engine, milder version, still going fast. Jeff complained that even at 90 MPH in the wet, traction was an issue. We could hear him spinning the single rear wheel as we watched him snake around the MG Ts on the front straight, with a single rooster tail. Jeff has a 1931 Mog. Trike, BUT it has a 1938 JAP engine, any protests? The T's had their own race within a race, Fitzgerald and Hollingsworth leading the 50's vintage pack. The front engine Juniors of Kieley, Pastore and Don Dingman were placed with Ray Saidel in the open wheel Jomar. Ray recently celebrated his 80th birthday and is still driving a racecar of his own creation, wish we all could celebrate an 80th like this.

**Group 2** Under two liter VARAC and VSCCA event with MG-A's Ginetas, Lotus 6s/7s, a Porsche 914/356s thrown in, MG-As, Elvas, and two Arnolt Bristols. As the dust cleared in three races, generally Palmer in the MG-A, Greenwood in a Seven and Beaudry in the 914 would be in the lead, chased closely by the Faulkner MG-A; Lightfoot, Navin, Pratt in newer MGs and three storming Healeys.

**Group 3** The open wheel contingent got bigger as Chris Shoemaker and Christian Morici joined the Formula For ranks, and we invited Club Fords as Monoposto has recently allowed. Peter Faill ran away, closely followed by Larry Rossi, a replay of last year. Larry in a new car was still sorting out the slick tire advantages. Jeff Schur, Ivan Frantz and I were running in the second wave with new FF drivers Chris and Christian dicing with the Lotus 18s.

**Group 5** As an open event, we allowed several SCCA historic cars (like Dan Scully's Volvo) which push the upper end of SVRA specs, however Tivy Shenton handily showed that an old '140 Jaguar can hold its own with modern machinery in wet or dry conditions, as he was chased with enthusiasm by "Hot" Volvos, Datsuns and Alfas. Dudley Cunningham is still sorting out the Blower-Bocar-Stiletto. He had a drag race or two with Bob Girvin's Allard, but soon the smaller machines got them in the twisty bits.

Peter McLaughlin brought a car for each Vintage group, but only ran in three groups; Sebring Sprite in group 1, Lotus Seven in group 2, and a couple of laps in group 3. His group 5 car, ex-Bob Sharp Datsun did not get to go.

The Belknap Cup is given each year to a person who exemplifies Vintage auto racing sportsmanship. A group of peers awarded this trophy to Dan Scully, a consistent vintage racing competitor, long time NHIS supporter driving the Volvo PV544, a car which looks like a bumblebee, but runs like a bear.

See you next year at the same weekend.

## VRG CAR CLASSIFICATION GROUPS

The following list is the guideline that VRG will use in forming race groups for its events. Depending on actual entries received for an event, groups may be combined or cars may be moved from group to group. Tire regulation is generally compatible with SVRA regulations. Groups 4 & 7 Dunlop L 204

### Group 1 PREWAR AND SMALL BORE

- A. Under 1000cc
- B. Prewar
- C. Preservation
- D. Exhibition

### Group 2 MONOPOSTO CARS THROUGH 1972

- A. Formula B, Formula II and pre-1966 Formula 1
- B. Formula Ford thru 1972
- C. Rear engine Formula Jr.
- D. Front engine Formula Jr.

### Group 3 PRODUCTION CARS THROUGH 1972

- A. C- Production
- B. D- Production
- C. E - Production
- D. BS - Sedans

### Group 4 SPORTS RACERS THROUGH 1959

- A. Sports Racers over 2000cc
- B. Sports Racers Under 2000cc
- C. Sports Racers Under 1300cc

### Group 5 SPORTS RACERS THROUGH 1972

- A. Sports Racers over 2000cc
- B. Sports Racers under 2000cc
- C. Sports Racers under 1300cc

### Group 6 BIG BORE SEDANS AND SPORTS CARS THROUGH 1972

- A. Sports Cars over 3000cc
- B. Sedans over 3000cc

### Group 7 PRODUCTION CARS THROUGH 1959

- A. Over 2000cc
- B. Under 2000cc

## MEMBERSHIP

The enclosed membership application will provide membership through December 31 2005. VRG will be a nonprofit corporation. It is our intention to use dues income to support the operation of the club. Events will have an entry fee set to cover the cost of that event. We do not anticipate a large membership during our first 18 months resulting in the need for our dues for this period to be \$70. By the end of 2005 if we have had a good membership response the annual dues may be less than this initial period.

## LIFE MEMBERSHIPS

We are also offering 30 life memberships at \$500. This money will provide additional working capital above that invested by the founders. Life members will also receive a VRG jacket. If you desire to be a life member, please call Mark Palmer to make sure they have not all been spoken for and remember to add your jacket size to the application.

What are you waiting for? Become a member now and contribute to the success of this new organization that supports drivers and their devotion to vintage racing. Fill out the attached membership application and submit it to Mark Palmer. 253 Bridle Path Road, Bethlehem, PA 18017.



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to see more photos.