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WWW.VRGONLINE.ORG



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. Application is also online at www.vrgonline.com.

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



NEWSLETTER

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

For more information:

please visit our new web site at
www.vrgonline.org

You may also contact:
Mark Palmer, VRG Secretary,
e-mail: info@vrgonline.org
phone: 610-867-0288

Upcoming events:

MT. TREMBLANT FALL CLASSIC
SEPTEMBER, 24-26 2004

See outside flap of newsletter for details.

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

VRG is working with VSCDA to provide support for their Mid Ohio event this fall. Mid Ohio is an outstanding facility set in lush rolling farm country. The VSCDA event being run in October should provide cooler weather than some of us have experienced there in late June. With three days and a projected 130 cars there will be plenty of track time for everyone.

VSCDA is planning a Sat. night dinner at the track. Two dinner tickets are included in the entry fee. VRG will have a section of the paddock for us to set up camp as a group. We will arrange a motel deal for VRG members and plan to organize a dinner for Friday night.

This is an expensive event for VSCDA to put on. They are a nonprofit and hope to break even. They also have a requirement to have all entrants be VSCDA members. They have agreed to include VSCDA membership in all VRG entry fee's for a total cost of \$380 for 3 days. VSCDA will make a full refund for any cancellation before 5pm Oct. 11th. See outside flap of newsletter for details.

The PVGP Comes To BeaveRun

The Pittsburgh Vintage Grand Prix hosted a new event at BeaveRun to kick off the week of activities that led up to the PVGP at Schenley Park. BeaveRun, a new track about 30 miles north of Pittsburgh, is a 1.6-mile road course designed by Alan Wilson. The 400-acre facility also has an excellent go-kart track and a large rectangle of pavement for autocrossing. So along with our vintage race activities there was a major kart race and a huge SCCA solo one event in progress on race weekend.

The road course is very safe, yet it provides plenty of challenge. There is ample run off area anywhere you might need it and good tire walls placed well away from the track surface. There are elevation changes everywhere, a series of tight corners with a couple of blind apexes that flow together nicely along with a pair of high-speed sweepers. It is fun to drive this track.

While the facility is a work in progress, it is already a fine venue. Credit card gas pumps are already in place and additional buildings are under construction. The track length will be extended to 2.6 miles in the near future.

There was a wide variety of cars from MG-TDs to GT-40's and Cobras in the different race groups, with a BMW Club Racing group thrown in for good measure. The track seems to suit all cars very well. I am looking forward to going back next year. Put this one on your calendar for 2005! – Bob Girvin



Getting To Know Your HANS Device

The recent discussions on the VSCCA newsgroup regarding head and neck restraint devices prompted me to purchase one. The HANS Device website (www.hansdevice.com) was very informative, and it was easy to order online.

I found the helmet attachments easy to install. It is important that your shoulder strap attachment points be close to your seat back, close to shoulder high, centered on the seat and about three inches apart. If you cannot provide this mounting, I suggest you contact their Tech guy to discuss before you order one.

I was surprised at the amount of freedom of movement I have. I am not aware of the device at all when driving. However, if you pull yourself forward against the belts the restraint straps will limit forward movement of your helmet. Getting the device and your helmet on will take a few practice runs to develop the procedure, but is not a problem.

– Bob Girvin

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).

VRG: A Club For Vintage Racing Drivers

I am not one of the original nine founders. However, I immediately embraced VRG's premise: That there was a need for another voice in vintage racing in the northeast. There was not a need for another vintage car club. There was a need for a vintage racing driver's club. Driver's issues, among them safety, car preparation, on and off track behavior, skill, training, attitude, camaraderie, and communication, needed to be continuously addressed, acted out, and discussed in an open forum.

There will be times when VRG will act as a club within a club. There will be times, as opportunities continue to present themselves, for VRG to promote its own events for its members. In either role, driver's concerns will drive the club. Vintage racing started in the northeast because some friends with prewar sports cars wanted to get together and have some friendly competition on a race track, where it was controlled and safer than racing on the streets. That was almost fifty years ago; and while the cars have survived, most of the drivers have not, or are too old to race. Vintage racing needs neither a caretaker nor a protector. It does need prudent advocacy. VRG wants to acknowledge that change in generations and to keep the spirit that drove the formation of an alliance alive.

The soul of vintage racing is in its camaraderie, and while the cars may change hands, and pass from generation to generation, the drivers pass on, and new ones, looking for the venue in which to indulge their passion for owning and driving vintage and historic sports and racing cars, arrive on the scene. To accommodate this continuous generational change of participants, VRG embraces the evolution of membership and car owners.

We accept the VSCCA, SVRA, and Monoposto rules guidelines for the cars, as there is no reason to institute another set of rules governing eligible cars, which will include cars built through 1972. There is, however, a continuous need to address driver's concerns. On the track, all are not equal. Yet, the participants are there for the simple pleasure of enjoying their pastime.

VRG is committed to making new drivers good drivers, experienced drivers better, and all its drivers safer participants in what is an inherently, acknowledged, dangerous activity. We have formed an imperfect union, with an open forum for discussion that may only perfect the bonds of friendship in this marvelous pastime.

- William I. Hollingsworth



Calling All Ground Pounders

VRG is planning to organize a race group for Mustangs, Camaros, Corvettes, Cobras and similar cars. There are many of these cars in the northeast that are race prepared, but they have a limited opportunity to run in this area. We plan to be involved in a few spectator events where a group of these cars will liven up the "show". These cars and the sound they produce are enjoyed by young and old.

If you or a friend has one of these cars, please contact Mark Palmer (info@vrgonline.org or 610-867-0288) so that we can get you on our Group 6 mailing list.



All photos courtesy of Brian Morgan, © 2004.

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 regulations are generally compatible with SVRA except Group 4 & 7 which shall be limited to 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.

Report from the Secretary, Mark Palmer

Greetings to all our new VRG members! We're certainly off to a good start with our new club. As of this writing, over 130 people have chosen to join the Vintage Racer Group. More applications arrive every day, and I'm quite sure we will have over 200 members by year's end. We're already a good size vintage organization!

I'm also pleased to report that the Lifetime Membership program was a hit – we sold out in just three weeks! This program allowed us to raise much-needed working capital, and we really appreciate the extraordinary generosity of those who joined as Lifetime Members (it was also a good deal!).

The Family Membership was also well received, with about 25 people taking advantage of that plan.

I am working on having membership cards printed, and will mail a confirmation letter and membership card to each of you soon (regular members, family members, and lifetime members).

I think this level of initial membership shows that there is a lot of support in our region for the new organization. Thanks for showing your confidence in our leaders. We're working very hard right now to get things kicked off, and I think you will be very pleased that you chose to join the Vintage Racer Group!