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Doug Durrell in 1967 Kiki MK3 at Mt. Tremblant

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# NEWSLETTER

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

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## American Thunder at Beaver Run JULY 9-10

We are planning an American Thunder race group for the Beaver Run event that is part of the Pittsburg Vintage Grand Prix race week. The featured marque is the Ford Mustang in recognition of the all new 2005 Mustang. If you have a race prepared Mustang, Camaro, Corvette, Cobra or similar pre-1973 car, please join us for a weekend of racing fun. There will be plenty of track time and this will be the featured Race Group for the event.

Beaver Run is a 1.6 mile road course designed by Alan Wilson. It is fun to drive with many elevation changes and a challenging combination of slow and very fast corners. It is also quite safe with adequate run off area.

Please contact Bob Girvin at [bob@vrgonline.org](mailto:bob@vrgonline.org) or 928-284-4263 if you have any interest in participating in this feature race group so we can put you of a special mailing list. We will keep you posted on all details as they develop.

## VRG Rules of the Road

*It is our goal to make vintage racing enjoyable and safe. To this end it is important that we all have a common understanding of the rules of the game. By establishing rules of conduct we all know how we are expected handle on track decisions. By stating our rules of conduct it also makes the determination of fault in the case of an incident simpler.*

First it is important to understand that vintage racing is some what different from most other forms of auto racing. Our race groups are often made up of cars that have very different speed potentials. Even when lap times are similar, one car may be much quicker down the straights while another is perhaps lighter and can brake later and carry more corner speed. The result is the two cars seem to be in each others way much of the time. Add to this the fact that our groups will have very experienced drivers racing at 9/10 in fast cars mixed in with driver with limited racing experience driving cars with less speed potential and happy to be driving at 7/10. Such is the nature of vintage racing. This means there is a great need to understand and accept these differences and be willing to adjust your driving to accommodate these differences.

I will cover some of our rules in the newsletters to come and try to explain any nuances or logic that may not be obvious. In this issue I will start with one of the most important rules regarding overtaking under braking for a corner.

**The fundamental rule is that the overtaking driver has the responsibility for a safe pass.** It is important to recognize that responsibility continues until your car is completely past the car being over taken.

If the rear end of you car is in front of the car being passed before the turn in point you have completed the pass and the turn is now yours.

If the front of your car is ahead of the car being passed at the turn in point, but there is still overlap, then you still have the responsibility for a safe pass. However, the car being passed now has to share the road. In the case of an inside pass he must yield the apex and leave room for the passing car. Both drivers need to share the road surface. If the passing car slides wide and forces the car being passed off the road it will be at fault. If the car being passed hits the passing car even though the passing car is staying to his side of the road it will be found at fault. This same logic will hold true whether the passing car is making an inside pass or an outside pass.

While in the braking zone both drivers need to be prepared to share the corner should the overtaking car be even slightly ahead at the turn in point. If the passing driver only gets the front of his car up to the door of the lead car at turn in, he needs to assume the lead car will be going for the apex and he must yield to the lead car. If the passing car is successful in getting position at turn in, the car being passed needs to be ready to take a wide line and stay on the road at track out.

## RACE SCHEDULE

# 2005

**APR 16-17 VIR with VDCA**

*Spring tune up, low key racing, full course*

**MAY 20-22 NHIS Festival**

*Full race program, School, VRG meeting*

**JUN 24-26 Mosport with VARAC**

*Be part of our Can-Am Challenge*

**JUL 9-10 Beaver Run with PVGP**

*American Thunder & Can-Am Challenge 2*

**AUG EVENT - TO BE ANNOUNCED**

**SEPT 23-25 Mt Tremblant Fall Classic**

*Fall foliage, incredible venue*

**OCT 15-16 Mid Ohio with VSCDA**



Frank Grimaldi in his 1968 Camaro in the same car that he ran in the Trans-Am Series

## HANS Device Followup

Having now done a number of events with the HANS I have found that position of the shoulder strap anchor points is critical. It is recommended by the manufacturer that the attach points be 3 inches apart and at or slightly below shoulder level and close to the driver. It is also important that the attach points be centered on the driver. This is to help keep the straps on the HANS.

I have found that a patch of Velcro on the surface of the HANS that the belt contacts and a matching patch on the belt helps keep the belt in place. I have the patch located near the rear of the HANS or on top of your shoulders. This is really more to keep the belts in place while getting all belts attached and tightened. Once tight they do seem to stay in place.

– Bob Girvin

## Driver Headrest Regulation

In putting together the VRG Rules and Regulations we recognized that other clubs are requiring that a driver head rest be within 6 inches of the back of the driver's helmet. This seemed a little far away to offer good support. We were not sure how to deal with this issue, not wanting to put something in our regulations that could lead to a neck injury. On the other hand we did not want to create a new standard without some guidance from a knowledgeable source.

Fortunately, *USA Today* published an article on head rest design in new autos the following day. It included a chart prepared by the International Whiplash Prevention Group, a subgroup of the Research Council for Automobile Repairs - an international trade group that aims to reduce insurance costs by improving safety and security. Their data suggest that the headrest support the persons head high on the head and be closer than 3 inches. You will see this reflected in our regulations.

– Bob Girvin

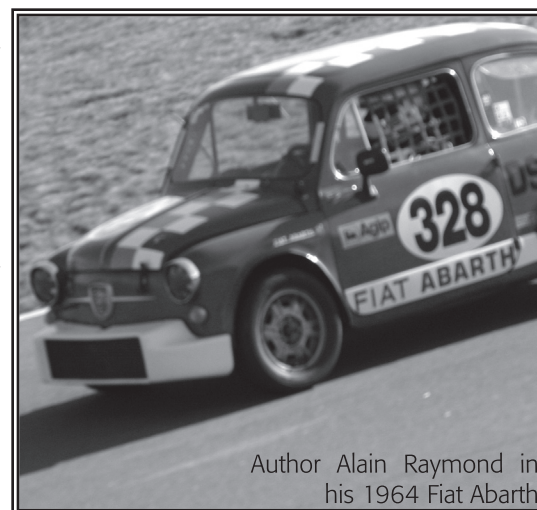
## Mt. Tremblant Recap

This past spring, at Le Circuit Mt-Tremblant, I had the opportunity to interview Max Papis. The discussion came on Le Circuit itself. "I have driven all the major tracks in the world and Mt-Tremblant is undoubtedly one of the best road courses anywhere, second only to Spa and the old Nürburgring", said Italian-born Papis in perfect French. Now that's quite an endorsement for the 40 year-old Le Circuit, renovated a few years ago to FIA standards. Racers in Quebec are fortunate to have Le Circuit as their "home track" and they are eager to share this motorsport mecca with other enthusiasts.

Sharing was precisely the theme of this year's Fall Classic held September 24 to 26 in the superb Laurentian Mountains, a short 90minute drive from Montreal on a smooth two-lane highway. And to make the weekend even better, we had the best racing weather you can think of, which made the magnificent fall colours even more spectacular. For those who wanted more than racing, Tremblant Village, the largest four-season resort on the eastern side of the North-American continent, offered shops, restaurants, entertainment, bicycle trails, sailing, golfing, chair lifts to the mountain top and accommodations so plentiful that you didn't know where to look. All for the "very affordable" Canadian dollar.

But how about the racing, you say? Well, thanks to the efforts of organisers, headed by Daniel Thompson of Montreal (VARAC) and Brad Marshall (VRG), the vintage grid was made up of 57 cars, divided in two groups (fast and slow), with participants from New-England, Ontario and Quebec. The action-packed week-end was also enjoyed by five other series, including the two popular and always spectacular Toyota Echo and Honda-Michelin spec racers.

Friday practice went well, with new comers getting acquainted with the 4.26 km (2.65 mile)



Author Alain Raymond in his 1964 Fiat Abarth

## Mid Ohio Recap VRG AT MID OHIO OCT 15-17

VSCDA did a fine job organizing the activities of the weekend. They have cars and attitudes that are similar to where we are going with VRG. I am looking forward to going back next October, when I hope the weather will be closer to normal.

The weather was challenging. It was about 20 degrees below normal and we had rain and hail showers, wind and short periods of sun. High temperature for the three days was about 43 degrees. In spite of this everyone seemed to have a good time.

The turnout was small due in large part to the conflict with SVRA at VIR. Total entries were about 100 cars. There were 12 VRG cars, so we had a fair percentage given our club was not much more than a concept in June and some of our members that would have gone to Mid Ohio were already planning on going to VIR.

Mid Ohio is an excellent facility that provides a challenging track that is fun to drive. It has one fast straight, but the majority of the track is an interesting combination of turns, ups and downs connected by a few short straights.

track and its 15 turns and tricky elevation changes. "Technical and very challenging" were the words used by Papis to describe this ex-Formula 1 circuit, "yet, very safe, thanks to the incredible renovation work done to bring Le Circuit to FIA standards". In particular, drivers had to work hard to master the blind-over-the-hill Turn 1 and the tight downhill Namerow corner (named after pioneer Quebec race-driver, the late Norm Namerow).

Next morning, under bright fall sunshine, practice was followed by qualifying. Group A was headed by a pair of Montrealers: Maryo Lamothe in his Lotus Super Seven (2:06.7) and veteran John Sambrook (2:07.3) driving his faithful 1970 Ginetta G15. In Group B, Doug Durrell in his 67 Canadian Kiki Mk3 (1:54:9) was followed by Frank Grimaldi driving a 68 Chevy Camaro (1:56). The afternoon 8-lap race in Group A was won by John Sambrook (Ginetta G15) edging Mark Palmer (MGA) by 3 second and John Faulkner (MGA) by 11 seconds. Group B was led by Doug Durrell (Kiki Mk3), while James Peterman (70 Mustang) and Frank Grimaldi battled lap after lap for second spot. The Mustang came ahead but another contest was taking place further down the field between Tivvy Shenton (55 Jaguar XK 140) and Hugh Kwok (64 Porsche 356), keeping spectators on edge, the old Jag edging the Porsche at the finish line.



On Sunday morning, while the Vintage grids prepared to open the third and final day of racing, a thick layer of fog covered the track and its gorgeous adjacent lake. "It will lift as soon as the sun moves up", declared confidently the grid marshal. And indeed it did. With only a few minutes delay, Group A was off, following two laps behind the pace car.

In Group A, the 13-lap race lasting some 30 minutes was again won by John Sambrook, putting a fantastic best lap of 2:05.2. John was again closely followed by Mark Palmer, Fred Samson in his 69 Lotus Elan Plus 2, taking third place. In Group B, unchallenged for 13 laps, Doug Durrell took first, followed by Frank Grimaldi and James Peterman. Kwok and Shenton again offered a great show, the Jag giving up before the end with a blown head gasket. Another spectacular sight was Stefan Wiesen trying lap after lap to control the generous oversteer of his newly restored and rare 1963 Elva Courier Coupe.

Next year? Well, this year's good turn-out and "happy racers" is a great boost to both VARAC and VRG to work closely with a receptive track management for putting together an all-vintage event for the 2005 Fall Classic. Our tentative date: Sept. 23 to 25, 2005. Stay tuned and "à bientôt" – Alain Raymond

All of the VRG cars entered seemed to run well with the exception of Tom Groudivich's Formula Ford which broke a crank. Fortunately, Tom had his Elva MK 7 with him. Tom placed second overall in the fast group so he should have gone home with a smile. Paul Wilson changed a head gasket in the Climax motor in his Elva during a snow, sleet, and wind squall at 38 degrees. He did make the next race.

We had a VRG group dinner at Buck's on Friday night. Good food, some new friends made and good discussions regarding the future of VRG and other topics. VSCDA hosted a large dinner Saturday night, also at Buck's.

Thanks to Mike Clifford and his big Blue Truck which served as VRG central for this event.

– Bob Girvin

## VRG Online – Stay connected!

VRG has created a rich network of information with its web site <http://www.vrgonline.org>. The site offers resources regarding all aspects of our events (flyers, tech sheets, entry forms, results, etc), mission statements, membership applications, classifieds, vintage racing links, and much more.

*Tech Note: Many of our documents are offered as PDF – a document format that presents information in a consistent format regardless of which computer is used to access the information. This format requires a free reader to view the document. If you have problems opening PDFs, you can download the reader at <http://www.adobereader.com>*

Another tool in the VRG online community is our newsgroup forum. The forum allows VRG to leverage our members' extensive knowledge base by allowing real-time communication.

*Tech Note: The newsgroup is as simple to use as sending an email: the entire group receives your message and can respond accordingly. The forum emails can be delivered to your email address as individual items, or in a daily digest format.*

Our current members communicate about items such as track lodging, parts, tech information, and more. In addition, the VRG also uses the forum to make announcements and promote discussions of current issues facing the vintage racing community and club.

VRG continues to expand the site. We are working to provide Tech Tips, Track Maps w/ Race Line Descriptions, Track Videos, VRG By-Laws, VRG Rules & Regulations, and much more. VRG is also creating an archive thereby ensuring future members full access to our history and accomplishments.

The bottom line is VRG is a club built by members for members and our internet tools reflect our desire to keep you, a member of the vintage racing community informed 24/7. – Christopher Shoemaker ([chris@vrgonline.org](mailto:chris@vrgonline.org))