

2005 NHIS Vintage Celebration – VRG Report

The roar of old racing machines once again thundered across the peaceful New Hampshire country-side for 5 days this May, as the New Hampshire International Speedway hosted its' 15th Annual Vintage Celebration. Once a year this truly state-of-the art facility drops the green flag to a bunch of time warped racers, of the 2, 4, and even 3 wheeled, variety, intent on getting the old engines revved-up and the old adrenaline pumping.

This is the second year the Vintage Racers Group took on the responsibility for the road racing portion of the Celebration. VRG Treasurer Brad Marshall (69 Formula Ford) was the chairman, and 110 cars and drivers were on hand, despite a conflict with the Jefferson 500 at Summit Point, and a forecast of rain all weekend. A partnership with VARAC helped, because it brought 19 Canadian cars and drivers to NH.

Thursday things to do were limited to getting an early Registration and Tech Inspection, but did provide a chance to watch the Old Indy Cars, Stock Cars, Midgets and Sprint Cars on track. Friday started off at 7AM with tech, and ended around 5PM with a “Wine and Cheese” party at Brads’ workbench in the North Garage, and, in between, at least 5 hours of Track time! There was also plenty of track time on Saturday, and on Sunday the Races took place.

When the motorcycles had the track, some time was wisely spent in the classroom. Chief Instructor Ed Valpey talked about every corner of the track, (and a very important pine tree, way off the track!) and how best to negotiate NHIS rapidly and safely. VRG President Bob Girvin (57 Allard) and VRG Secretary Mark Palmer (57 MGA) conducted the Driver Orientation Program (DOP) to promote a mutual understanding of VRGs’ rules of the road.

On Saturday night a NHIS Vintage Celebration Dinner was held at the nearby Woodstock Ski Area. Thanks to The Keiley Brothers Racing Team, (72 Ferrari and 59 Gemeni) for the great meal...(weren't those steamers great?!)

Results: Sunday, at race time, was rainy, so the grids very small. The NHIS Vintage Celebration has a reputation as a very low key event, without anyone paying much attention to the results, but transponders were issued this year, and what they recorded for the Saturday Races follows:

Group 1&3		
<u>name</u>	<u>class</u>	<u>type car</u>
Les Roub	C1	72 Porsche 911
Mark Palmer	G2	57 MGA
Henry Moore	G2	60 MGA
Larry McKenna	B4	59 Stanguellini
Paul Fitzgerald	G2	53 MG TD
Alex Saidel	G2	Jomar
Frank Mount	A1	46 MG TC
Harvey Parke	A1	58 Elva Courier
Mark O'Day	A1	46 MG TC
James Stein	G2	59 Porsche 356
Bill Shaw	G2	59 Elva Courier
	Group 2	
<u>name</u>	<u>class</u>	<u>type car</u>
Peter Faill	B3	81 Crossle
Bob Bruce	B3	80 Crossle 16
Brad Marshall	B2	68 Merlyn
Christian Morici	B2	72 Lotus FF
Bill Hollingsworth	B2	69 Merlyn
Bob Cunningham	B3	75 Zink Z10
	Group 4	
<u>name</u>	<u>class</u>	<u>type car</u>
Eliot Shanabrook	C1	72 Alfa GTV
Joe Ware	C4	66 BMC Mini
Steve Fog	C4	72 Alfa GTV
Chris Francis	C1	73 Alfa Spider 2000
Dan Scully	C4	59 Volvo PV504
Allen Ward	C1	70 Porsche 914-6
Randall Clark	C1	62 TVR Grantura
Daniel Thompson	C4	66 BMC Mini
Martin Beaudry	C1	72 Porsche 914

A much more exciting account of the Group 4 race is provided by the winner, Eliot Shanabrook:

“.... for Sunday I'd mounted rain tires unused for two years. Many thanks to Chris Francis who called a. I stepping out of the hot tub with my son at the Holiday Inn in Concord. The race had been moved up to before lunch! With a diminished grid (the V8 cars didn't start) mostly on rain tires, with wipers ready I sat watching the rain drops in the puddle next to me. On the warm up lap Steve Fog in his Alfa was tryin to get some heat into his tires. I suspected he wouldn't have the grip of the rain tires I was running. Behind however was the Mini of Joe Ware, shod in the same rubber as I. Onto the front straight at less than 30mph in 1st with wipers waving the green flag fell. I got by Steve into turn one and quickly learned I had more grip on my rains. As I pulled away from Steve the Mini of Joe grew larger in my mirrors. Th last half of the race was a fun battle of a light weight front wheel drive car with less horsepower and my rear drive Alfa.

No doubt Joe could run faster lap times in the rain but I was able to avoid mistakes and cross the line first.”

Corner Worker Trophies: Not only are the Corners Workers the keys to a safe racing environment, for the NHIS event, they are also the ones who determine who goes home with the hardware. During the final wrap up session, the following trophies were presented.

Malcom Labatt Sikmon Trophy	Frank Mount 46 MG TC
VRG Trophy	Frank Grimaldi - 68 Camaro Z28
Charlie Gibson Award	Peter Faill - 81Crossle
Marty Therien Trophy	Daniel Thompson - 66 Mini
John Sherrigan Trophy	Dave Baker - 59 Lotus MK7
Belknap Cup	Dick Waite - 52 MG TD
Weaver Trophy	Ben Bragg - 35 Ford Special

NHIS was turned back over to NASCAR as the last VRG trailer pulled out late Sunday afternoon, but we are all looking forward to next May, when the “way-back machine” will be switched back on for the 16th Annual Vintage Celebration.

Randy Clark
62 TVR