

# The Fun Begins Here



The Historics at Pitt Race kicks off a 10-day celebration of fun cars and fast times.

**T**HE PITTSBURGH VINTAGE GRAND PRIX is celebrating 40 years since the first event at Pittsburgh, Pennsylvania's Schenley Park. A one-day event in 1983 has evolved into a 10-day celebration with numerous car shows and road rallies bracketed by two race weekends. The first weekend is known as the "Historics at Pitt-Race," and was added in 2004 when PVGP race director Mike Connolly thought the PVGP should consider racing at the new track in Beaver County located about 40 miles northwest of Pittsburgh. The new "BeaveRun" purpose-built track would allow cars that were too big and powerful to race on the streets

of Schenley Park. Nineteen years later, this world-class racing facility is known as the Pittsburgh International Race Complex or Pitt-Race, and the event features American muscle cars taking on the best of Europe's and Asia's sports cars. The PVGP and the Vintage Racer Group, with its focus on safety and the ability to run efficient races, combine efforts for the Historics weekend at Pitt-Race.

The July 15-17 event attracted 225 entries and was chosen for the annual Kastner Cup, drawing Triumphs from across the U.S. and Canada. The weather was typical of summer in western PA—hot and humid, with only a few showers on Saturday morning challenging drivers to a session in the wet.







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1 | David Di Cesar's '60 MGA shows the way for Lorne Fritz's '59 Triumph TR3, Emily Ryan's '75 Caldwell D-13 and Jason Di Cesar's '69 Beetle.

2 | An expected shower didn't dampen the enthusiasm of Michael Rowen in his '61 Aston Martin DB4.

3 | With eyes ahead toward the apex, Geoff Herald points his '62 MGB on a quick line.

4 | Kenny Williamson's '69 Nerus Silhouette leads the Medium Bore pack away at the wave of the green.

5 | Peter Dolan's '65 Shelby GT350 couldn't stay ahead of Christopher Turner's '74 Porsche 911 for long.

6 | Jan McCoy concentrates aboard this pretty '81 Gemini 81C Formula Ford.

7 | It's an MG T-Series battle with Michael Barstow's '53 TD leading Kurt Byrnes' '51 TD, two of the oldest cars entered.

8 | Pat Darrow's '65 Triumph Spitfire takes a high line against the '64 Spitfire of Tim Slater.

This world-class Pitt-Race facility has undergone significant improvements and expansion over the last decade. In 2015, the south track extension lengthened the track to 2.8 miles with 18 corners. The highlight of the course is the T3-T5 section, a challenging left turn at the long straight that begins an 89-foot elevation drop into "Coyote Gulch," (reminiscent of the corkscrew at Monterey, CA) before making the 81-foot climb to the back straight. This signature section combined with several long straights and a series of esses provides plenty of passing opportunities and has become a favorite among racers.

For enthusiasts, the track has 400 acres of viewing opportunities, including "Spectator Hill," providing

plenty of tailgate parking and ample room to view the action.

The racing was divided into four groups for vintage and included feature races for the Kastner Cup Triumphs and Formula Ford Challenge Series. The small-bore group included the usual Midgets, Sprites and Formula Vees but was dominated by a trio of well-prepared Lotus 23 race cars—Joe Blacker, Darren Mann and Malcolm Ross racing well together at the front. Blacker and Ross took wins on Saturday, but Sunday's Trophy race was captured by Pittsburgh native Andrew Moore in his '64 Sprite—no stranger to the podium.

Pitt-Race is the perfect venue for the big-bore "ground pounders." This race is always a crowd favorite and



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