



RING FREE GOES RACING – AGAIN



2009 Lime Rock Vintage Festival

LIME ROCK PARK, CT

We arrived at Lime Rock Park around 3:00am Thursday morning, early enough to secure the same paddock spot as last year. We were happy to see friends from previous events. Steve Francis, this year with a 1977 Datsun 240Z, Gary Arnold, with the ex-Steve Francis 1966 Mustang and Greg Meindl, who had loaned us a transmission in last years event, with his 1965 Mustang. Hal McCarty was here with his *Cobra Automotive* Shelby GT350. We had met Hal earlier this year at the *Jefferson 500* at Summit Point.



The first session, on Friday, alleviated our rear end and transmission woes. We now have new problems: clutch and handling. We replaced our old springs after the Jefferson 500. The new springs do not have the front eyes reversed and seems to have affected the handling. They also have only 4 leaves with a spring rate of 150 lbs., compared to the 6 leaves and 160 lb. spring rate of our old springs. Having nothing with us to adjust the ride height, the handling problem was to plague us the entire weekend. The clutch and pressure plate were also changed after the Jefferson which may be adding to our problem. The first session also ended with a dead starter which had to be replaced.



We softened the rear shocks one half turn for the afternoon session. Jan got down to a 1:08.2, well off his best time for Lime Rock, however, considering our handling problems, quite understandable. We ran a total of 22 laps for the day. Steve had transmission problems with his Z and will have to install another transmission.

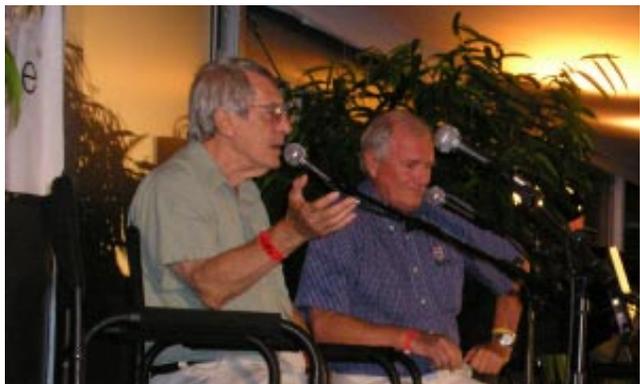


A View From The Hill

Steve and his wife Sharon picked us up in their golf cart and we drove up the hill for the evenings festivities.



Vic Elford was this years guest speaker. As usual, Murray Smith conducted a most entertaining and informative interview. Skip Barber also contributed to the discussions.



l. to r. Vic Elford and Murray Smith





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Woke up to rain on Saturday however by the time the first group of cars went out the track was dry. Ted Wenz (Marcovicci-Wenz Engineering) and Sharon, Wayne Brown (Marcovicci-Wenz Engineering) and his daughter were up for the day.



l. to r. Jan, Ross Bremer, Wayne Brown, Sharon, Ted Wenz and Karen Bremer.

We completed only 5 laps in Saturday mornings qualifying session as Jan was loosing fuel pressure in the turns. The tank took only 12.3 gallons in the 22 gallon tank indicating a possible fuel pick-up problem. We managed only 27 laps on a full tank.



l. to r. Vinny Rosalez, Joe Stimola and Jan.

Vinny Rosalez and Joe Stimola (SRP Engineering) were also on hand. Our relationship with Vinny and Joe goes back over 40 years.



We were 23rd on the grid for Saturdays qualifying race and finished 19th. The race was ended early after only 13 laps. The last 4 laps of the 13 were under a full course yellow.



John Hardens 1963 Huffaker Genie Mk8 leading one of the 1965 Donovan Motorsports Jaguars, Jan and Allan Robbins 1970 Bob Sharp Datsun 240Z.

Starting 18th in Mondays 20 lap Charlie's Cup race we finished 17th.



Jan and Allan Robbins in the Bob Sharp Datsun 240Z.



GT350 of Hal McCarty leads the Notchbacks of Gary Arnold and Greg Meindel.



Mondays Merged Race included cars from 3 classes, 7, 8 and 9. Due to our clutch and handling problems we decided not to start the Merged Race.