



A look at early entries for the inaugural U.S. Vintage National Championship

AUSTIN, Texas (June 28, 2013) – The first U.S. Vintage Racing National Championship held at Circuit of the Americas in Austin, Texas, will feature **approximately 500 vintage race cars** competing in 12 classes with a national champion crowned in each class. Here's a look at some of the notable vehicles already entered to take part:

1953 Maserati 250F Formula One car - Serial No. 2501

Formula 1® racing cars of the 1950s regularly competed for many years, unlike their modern counterparts that are raced for a single season. Peter Gidding's 1953 Maserati 250F was the first 250F race car, hence its serial number 2501, was built and test driven in 1953. Subsequently, it was displayed at the Paris Auto show in October of 1954, and immediately after the show, had its competition debut at the Formula 1 Spanish Grand Prix. This event was particularly auspicious as it also marked the first race for Maserati's new driver, the legendary Stirling Moss. The car was updated by the factory in 1955 and continued as the primary team car in both the 1955 and 1956 seasons.



In 1956, Moss again drove No. 2501 at the Formula 1 German Grand Prix, finishing second at the challenging Nürburgring circuit. Moss then enjoyed a first-place finish at the Formula

1 Australian Grand Prix in December. The year of 1957 was the last of factory team status for No. 2501, when it was driven by European racing legends Jean Behra, Harry Schell, Hans Herman and Formula 1 superstar Juan Manuel Fangio.

During its remarkable career, the No. 2501 car raced in a total of 40 Formula 1 Grands Prix, including five appearances at the Monaco Grand Prix. Since being acquired by Peter Giddings in 1986, the No. 2501 race car has competed in more than 150 historic racing events around the world.

1963 Z06 Corvette - Serial No. 30837S120678

The first generation Z06 race-optioned Corvettes included a close ratio four-speed transmission, heavy-duty suspension, heavy-duty brakes with finned drums and vented backing plates, a 360 HP fuel-injected engine and aluminum "knock off" wheels. The car was raced by Dr. Kelly for 10 years in Houston area events and then sold to his mechanic in 1973. Dr. Kelly's mechanic then sold it to Garrett Waddell, who drove the car for 11 years.



In 1984, Garrett received an invitation to participate in a vintage sports car race that served as a support race for the Formula 1 Dallas Grand Prix. From that first vintage event in 1984, Waddell has raced his personal bucket list of tracks, crossing them off as he competed at them. The 2013 season will see Garrett compete at three remaining destinations on his list: Sebring, Watkins Glen, and the Circuit of The Americas.



1974 Eagle Formula 5000 - Serial No. 755-001

Formula 5000 was an open-wheel, single-seat auto racing formula that ran in various regions around the world from 1968 to 1982. The "5000" denomination comes from the maximum five-liter, 302-cubic inch engine capacity allowed in the cars. Manufacturers for the series included McLaren, Eagle, March, Lola, Lotus, Elfin, and Chevron.



1974 Eagle Formula 5000 car serial No. 755-001 was built by American Dan Gurney's All-American Racers in late 1974. Noted Formula 1 driver James Hunt drove the car to a second place finish in its initial outing at the F5000 event at Laguna Seca, Calif. Hunt next qualified seventh at Riverside, Calif., but crashed on Lap 38. In 1975, the No. 755-001 car was driven by American Indy Car stand out, Bobby Unser, and Austrian Vern Schuppan, scoring several top 10 finishes and a second place at the Long Beach, Calif., event.

Tom Malloy purchased the car in 1999 and has raced the No. 755-001 at numerous vintage events since that time.

1990 Chevrolet Intrepid RM-1 IMSA GTP - Serial No. 64/65



The Intrepid race cars were designed by Bob Riley and his son Bill, later of Riley & Scott fame, to compete in the highly competitive International Motorsports Association (IMSA) GTP category. The cars were originally designed to be powered by European Judd V10 engines, but after reviewing the weight regulations for the class, Riley decided on 800 HP, 6.5-liter, Chevrolet engines.

The Intrepid cars raced in the IMSA Camel GT series from 1991 to 1993 and were campaigned by businessman Jim Miller, who funded their design and development with support from Chevrolet, Tom Milner's Prototype Technology Group, and

Wayne Taylor Racing. The Intrepid scored a victory at the New Orleans Grand Prix in 1991. Design highlights of the Intrepid included its unique shovel nose and aerodynamic skirts over the rear wheels. The cars are now driven at vintage racing events by the father and son duo of Toby and Theo Bean.

About SVRA

Founded in 1978, the Sportscar Vintage Racing Association (SVRA) is vintage racing's only national organization and conducts vintage racing events at legendary tracks including Watkins Glen International, Sebring International Raceway, Virginia International Raceway and the Mid-Ohio Sports Car Course. In 2013, SVRA acquired Historic Sportscar Racing-West (HSR-West), announced a new set of rules and enforcement procedures, expanded the race schedule and created the United States Vintage Racing National Championship. SVRA's mission is to expand vintage racing and to implement a new level of professionalism and prominence. Further information on SVRA can be found at www.svra.com.

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