

The Best Convertible Artist William Motta Hagerty Corner Roll the Dice Being a Grid Girl The VSCDA Questionnaire Holiday Issue

A Message from our President Mike Korneli

I guess you could call this our end of the season/start of The 2014 season was a solid year. Overall car count was The new season will be starting out with our new website.

down slightly. As always costs were up. This leads to a very slight financial loss for the year. Nothing to worry about but we need to pay attention to it. This is what's driving our membership dues to increase for next year. I believe VSCDA still offers its members the best value in vintage racing. events much better with our members and the rest of the world. our members. If you have something you think is worth sharing,

the new season holiday issue. That covers a lot of things. The new site is a much more active site. We can now share our While you can't tell, it is also a much easier site to maintain. All those pictures and videos create a great opportunity for send it in.

We will be running the same schedule as the last few years. While we are always discussing the potential of adding another race it will not be happening next year. The event chairs work really hard to put on an event that creates great racing and great memories. Why not share that excitement. Invite someone to driver's school and get them hooked. This year will be the 30th anniversary of our premier event, ELVF. It is also the 60th anniversary of Road America. It should be special indeed. Well we are down to the holidays. Thanksgiving was not long ago. I am certainly thankful for the safe race season we had last year. I spent a lot of years going to races. That time was spent sitting on bleachers and hanging on the fence. I'm very thankful that I have been able to fulfill a passion and spend some time in a race car. Of course the big holiday coming up is Christmas. I have two different Christmas present lists. The first is a big one. That has the Ferrari, CanAm, prewar, Jag and TransAm cars on it. The second list is pretty generic. Car parts, I'm not particular, any parts, brake pads, tires, gaskets, you name it. I've never received anything on my list but I keep hoping. Only another obsessed car person would think those lists are normal. I guess if I get another pair of new underwear it isn't all that bad. All it takes is one super close call on the track and they could be considered

racing gear. Sometimes life is all in how you look at it!



Holiday 2014 Contents

Message from th <mark>e President.</mark> Page 3
The VSCDA Photo Contest
The VSCDA Quest <mark>ionnaire</mark> Page 6
Artist William Mo <mark>tta</mark>
Roll the Dice
Grid Girl Leah <mark>Bauer</mark>
Safety Alert
Dewey Dellinger Aw <mark>ard</mark>
T.A.B.S. Finale
Hagerty Corner
Classifieds
EtcPage 27
Editor Chris Bonk
As <mark>sitant Des</mark> igner

Leah Bauer

The 4th Annual VSCDA Photo Contest

Contest Winner - Doug Bruce - Grattan







lst Runner Up – Kirk Blaha – Subject Bridget Blaha

2nd Runner Up Todd Jongen

The Annual **VSCDA** Photo Contest continued











201 Dentinge

BILL DENTINGER answers... The VSCDA QUESTIONNAIRE.

Q. How did you get into racing?

A: In the mid-1970s I had several collector cars, including a 1948 Triumph Roadster and a 1959 TR3A. The former was very classic, but not much of a sports car, and the latter was a pristine trailer Queen I was reluctant to drive. So I bought a 1956 (early) TR3 to knock around in. At a Wisconsin

Belfer, who commented, "You re- ing'. He assured me that would alize that early TR3 you are driv- be less competitive for a neophyte ing is an old race car, right?" He like I was. I went down to Chicanoticed the competition equipment go and attended an early VSCDA on my car like rear torsion bars, meeting in Sandy Mac Arthur's oversized oil bath, a 3/4 race shop. I met John Kleen and Hencam, etc. I thought sports car ry Adamson. I joined the club were for picking up girls, and had and attended several Hill Climbs no idea that people raced them. Mike invited me up to Road America to watch him race his TR3B with SCCA. I had heard of Road America, but I assumed it was a Waddle says, "It's a disease for circle track. I had no clue about road racing. I was fascinated but also intimidated. Mike then told Q. Did you follow racing in me about a new group (the VSC-DA), which had just formed and

Triumph Club meeting I met Mike would be involved in 'vintage racto get my feet wet. I then attended a Driver's School and ran my first wheel to wheel event at Blackhawk. I was HOOKED. As Duck which there is no cure."

your childhood?

A: Not really. In the 1940s my dad used to take us to Slinger Speedway, a very fast quarter mile dirt track. It was exciting, but I really had no urge to do it myself. And I did always watch the Indy 500 on TV. That is about the only racing I was exposed to as a youth.

Q. Do you have a racing Q. What tracks are on your racing recollections? hero or favorite racer who bucket list? inspired you?

mentor, Mike Belfer. While an amateur, he was a good racer, and an even better Triumph mechanic. I was neither, so he was a Godsend. And because I was such a neophyte, he was particularly good for me. He 'spoon fed' both of Nigel Mansel. And, oh yeah...I also think Danica Patrick is cute.

Q. What is your favorite track? Event?

A: Well, I've probably lost count, but I have raced at well over twenty-five different tracks from Mosport to Sebring and Hallet to Limerock. But my favorite? There is no question about that. My favorite track is GRATTAN. I love it. It was always perfect for the Triumph based cars I raced. The two West Michigan Grand Prix events are a tie for my favorite event. That

is ironic because they were street it has to be over. I guess if asked races, and I am not a big fan of that question before I hung up the street races. I think they are dan- nomex, I would have said there gerous and probably no one (pro are a couple of the big named or amateur) should be doing them. tracks out on the west coast that I But my wife and I had a ball run- never got to. ning that event two years in a row. We thought we hit the big time.

A: Well, actually I am now retired thirty-four years of 'racing' sto-A: Well, I would have to say my from racing. I'll be seventy-six in ries. One favorite involves a fela couple of months, and I have low TR3 racer (who will remain some health issues (arthritis in the nameless). Great guy, and an knees and hips) which have im- excellent racer, but a tad on the pacted my reaction time for brak- straight-laced side compared to ing and down shifting. When I me. One event at Road America started noticing that I was leaving he had some sort of SU carb or more room between me and the fuel pump issue and he could not the driving instruction and the up- car in front of me on public roads, get his TR3A to run properly. At grades to my race car. I think the it hit me that I no longer belong on the Saturday night banquet I told worst thing you can do for a neo- a race track. That is not an easy him, "I think your car has a broken phyte is put them in a hot race car. decision to come to when you love crank in it." I have a reputation as New racers need to learn to race racing as much as I do. I have the World's Least Competent Mein a mild race car. Past that, in no problem racing at the back of chanic, so my comment annoyed the mid to late 1970s, I was a fan a race group, but at some point him. But I pressed on, saying, "I



Q. Do you have a favorite "racing" story or favorite

A: Don't get me started. I have





know about broken cranks and I'll bet you twenty bucks your car has a broken crank in it." Of course... he took the bet. What he didn't know was that I had my mechanic bring a broken crank to the track over night. It was a huge broken crank out of a IHC Dump Truck. We put it in the back of his TR3A behind the seats, and that's where he found it the next morning. But the piker never paid me my \$20. will always be the people in the hobby. The vintage racing community is fantastic. I spent nearly twenty-five years as the VSC- I would have to say racing our Tor-DA's Treasurer. Many years ago, during that period, the club's Chief of Tech, a young man named Jon drive. Of those two, the Talisman Forsberg, passed away. I think was the best. The problem Bob it was 'quick cancer'. 'He had a and I had was getting in and out new wife, and they had just had a baby. To say their finances have to bring KY Jelly along with were limited, is hardly descriptive. VSCDA passed the hat and well over thirty thousand dollars was **Q. What car are you dying** raised in short order. Like I say, the people in this hobby are fantastic. I'll always remember that.

Q. Favorite car you've driven? Street car? Race Car?

A: Well, my 1948 Triumph Roadster was a favorite. With its huge Q. Have you ever had an

head lamps, duel cowl wind- on track accident? What seat', it was a real head turn- **perience?** er at any collector car event.

convince Shirley that it was a fam- out brake me. It was a very tight ily car (three kids in the back). It turn, so speed was not an issue, also had the Ford 440 Interceptor but the impact did cause me to roll engine. That car was a rocket. As over. What did I learn? I learned far as race cars go, I was never such incidents cost \$10,000.00 or My warmest racing recollections comfortable driving other people's more depending. race cars, so the majority of my experience is in cars I owned, or Bob **Q. What advice would you** Wismer and I owned as partners. nado Cars (the Thunder Bolt and the Talisman) were the most fun to A: I think the first thing I would recof it. We did not fit. We used to us to the track.

to get an opportunity to drive or race?

A: My racing days are over, but I sure find Aston Martin cars to be fascinating. I would like to have (or even just drive) one of those.

screens, and rear 'dickey did you learn from that ex-

But as sports cars go it was a A: in thirty-four years of racing, I dud. To break the four min- am very proud of my lack of inute mile, it would have to be cidents. I have only had two or going down hill. I had some three contacts with armco and/or nice street cars. My wife tire walls. In fact in one of those, and I had one of the first I took my TR3 into a tire wall on Chrysler Crossfires in the country. purpose, rather than hit a pret-It was a hoot to drive. But one of ty little red Alfa. I only had one the best was a 1958 Ford Thun- metal to metal incident. A car derbird. Again, much more of a hit me in the rear guarter panel. Grand Tourer than a sports car, I was at the apex of a tight turn, but it had a back seat so I could and he had tried (and failed) to

give to an up-and-coming racers?

ommend if they can afford it, is to go to a professional racing school. It is expensive, but in three days, they accomplish much. Bob Wismer and I did not do Skip Barber until after we had been racing for more than fifteen years. By then we had so many bad habits, it was nearly impossible to break them. It is not a MUST, but if you can afford it, it is very productive. Then also, try to start out racing in a mild race car. Learn to carry speed, and to get the most out of that mild race car. Then start spoon feeding some upgrades every year.

Featuring Jaguar & Allard

Featuring : **Guest of Honor Bob Tullius**



Trans Am B-Sedan Series Race, Formula Vee Series Race Cup Races, Gather on the Green, Road Course Re-Enactment Jeff Porasik/Wells Fargo Advisors Endurance Series Race Group 44 Reunion

The VSCDA race schedule is: Driver's School, at GingerMan, April 30th & May 1st GingerMan Spring Brake, May 2nd & 3rd Blackhawk Vintage Classic, June 18th - 21st Vintage Grand Prix Au Grattan XXIX, August 13th - 16th Elkhart Lake Vintage Festival XXX, September 17th - 20th















AN INTERVIEW WITH FAMED MOTORSPORT ARTIST AND FORMER ROAD & TRACK ART DIRECTOR WILLIAM MOTTA

This month's The Vintage champion of automotive art and art and cars. After college I free-Spirit cover was painted by its artists. As a founding member lanced for Road & Track. Then I William Motta:. William A. of the Automotive Fine Arts Soci- was a full time designer and as-Motta has won many awards and ety, he continues to work with artprizes over the years, and more ists around the world to elevate the than 900 of his paintings hang in private and corporate collections, including Alfa Romeo, Audi, Mercedes-Benz, Porsche and Subaru. Q: Did you go to art school? Bill retired from Road & Track after more than 40 years as the Art A: I grew up in Bakersfield and Director and more recently, Art then went to the Arts Center School Editor. He continues to contribute of Design in Los Angeles. artwork and is an independent consultant for the magazine. Mot- Q: What came first, a love Q: Do you have a favorite ta also spends more time paint- of art or cars? ing and catching up on overdue commissions. He has long been a A: I was always interested in both A: I like all the eras, but I suppose

quality of automotive art and further promote its appreciation.

sistant art director. Eventually I became the Senior Art Director of the magazine. I worked for Road & Track for 40 years. The best benefits of the job was that I was sent all around the globe to attend auto shows. Paris, Tokyo, Geneva etc. I always had a brand new car to test drive in my driveway my whole career.

era?



I'm nostalgic for the 50's.

Q: What is your technique?

A: Acrylic. I tried oils, but in order to get art done for deadlines acrylic dries more quickly.

Q: Did or do you race?

A: No, but I did take a driver's school class at Willow Springs.

Q: Do you have a favorite type of series?

A: The Can Am series was intriquing until Porsche killed it in the ′70s.

Q: Do you have favorite car?

A: I'm fond of the Ferrari Lusso from the early 60's. It's the only female named Ferrari. Also, the 1955 Porsche Continental Coupe.

Q: Do you collect cars?

A: Not really because as I men-

tioned earlier I constantly had a have one of your originals new car in my driveway by way of in their collection? Road & Track. I do own a Miata.

sure why.



Q: What are the ranges like that. your paintings sell for?

A: I never really kept track of stuff

If you'd like to reach William Mot-A: From \$1,200 to \$30,000 a ta possibly buy a print or original painting and I'm not altogether check out automotive-art.com and search for William Motta or contact his artist rep at Michael Knab **Q:** Do any famous people <mknab@priva.com>



A regular feature. Submit your dicing stories to us!

VICE By Rick Gurolnick

- wood, etc., that has one to six dots on each side, and that is used usually in pairs in various games
- 2. plural also dic.es : a small cubical piece (as of food)

3. a close contest between two racing car drivers for position during a race

icing to me has always meant lots of things: A chance to meet someone new on the track in a new way. A chance to experience the works of art we call Vintage Race Cars at high speed, essentially what many were designed for.

A little background: I bought my 1960 Porsche 356 Roadster in 1984 as a basket case. It was a San Francisco Region SCCA E Production racer with the interesting piece of history that it had been an extra in the race scenes at California 's Riverside Raceway in the Disney movie "Herbie Goes To Monte Carlo." Don't blink – its only on screen for a few seconds in its original pumpkin orange color. One year at the ELVF at Road America a man came up to me and said "I know this car!" Apparently it was stolen off the streets of San

and cisco stripped. When recovered the owner decided it was a good time to rebuild it as a race car and it enjoyed a busy life racing the West Coast tracks. I have the logbooks going back to the early 70's to confirm this. Mark Eskuche's Ecurie Engineering rebuilt the car and we decided to paint it the lvory color it remains to this day. It's really a very simple machine, pretty much the same over all these

"Sliding around the corner at full power (younger drivers might call that 'drifting' now) I could only think "You got the lead - don't screw up!"

Fran - years. First I drove a couple of years in Midwest Council, my first wheel-to-wheel experience. That was not easy. Heading into corners with other cars trying to pass me – Yikes! What am I doing?! I had a lot to learn about driving a car at speed in competition. But I made it through, and liked it! Hey this is fun! On to the original Chicago Historics, SVRA and VSC-DA, finding a home, like many of you, in Vintage Racing.

> Dicing for me provided the learning I needed to improve as a racer. To figure out what I needed to do to get comfortable at speed next to other cars. To relax and race relaxed. Before it was our Blackhawk Classic the June race at Blackhawk was called the Motorsports Classic with all kinds of vintage cars, motorcycles, karts, current racers and even vintage airplanes arriving. I won my first race there in 1988 or



1989 (can't remember) but do remember hearing the grumbling voices of "Damn Cheater Porsches!" around the paddock. I knew my car was totally to technical spec, so actually I was thrilled to hear the accusations of cheating - that meant my driving was improving!

My earliest recollection of a really good dice was at the Waterford Hills Vintage Race in Clarkston, Michigan. Waterford Hills is a small, tight and rather quirky race track on the grounds of a "Sportsmans Club." Yep, right next to the track the members of the Sportsmans Club are shooting at clay pigeons. You could hear the pop pop pop of the shotguns! It was my first time there (early 90's) and I did my best to learn the track in the few

Rick with his twins Robbie and David



miss the boastful commentary by and dice in the rain. To me racanother racer in a red MG about ing in the rain is the ultimate man/ how he had been racing there machine interface when you liter-20 years and knew the track in- ally have to feel the grip - or slip side out and blah blah. I got - of your tires on the track. No a decent qualifying onto the sec- 'drive by wire' there! Rain is the ond row behind the MG on the great horsepower equalizer, all pole. Meanwhile this track had the while I'm tip toeing as fast as the greatest announcer ever. Full I can! There's nothing like running of excitement and screaming com- nose to tail with a trusted buddy mentary he got everyone on their at 100+ mph in the pouring rain. feet hooting and cheering every Pulling into the paddock, parking pass and corner. The green flag and going thru every corner and dropped and I tucked in behind pass with ear-to-ear grins. When the MG. I stayed close down the you go for a pass in the rain back straight and pulled inside to- you better be super smooth or it wards the first turn thinking "I got guickly turns into a big mistake. him. I got him." Sliding around the Every track has its own "personcorner at full power (younger driv- ality" but that all changes in the ers might call that 'drifting' now) I rain. Last June I was at Mid Ohio could only think "You got the lead trying to decide whether to run - don't screw up!" A guick glance the Enduro in the current drizzle in the mirror showed the red car with my dry race tires or switch to right behind me and then along my kick ass Hoosier "Wets." No side on the other side of the track. shortage of people had their Ac-Back and forth we went lap after cuweather apps running on smart lap. I learned later from friends phones swearing "Stick with the at the track they thought the an- dry tires no way it will rain more nouncer was going out of his mind than five or ten minutes." OK, with excitement. I was learning where he was fast and where I was fast, quickly figuring out the track ing in competition. Finally I got a little ahead and made it stick taking the checker. It was so exciting, I was Porsches!'" totally choked up. Thank goodas my head probably inflated to slippery! And yep - it rains the huge proportions! I never really whole race! Pouring on the far got to talk to the driver of the red side of the track. But it appears car at the time, but many, many years later saw the car - several with dry tires, sure it would stop owners later - at Grattan, to re- raining. The key was to stay super mind me of that great race.

short session we had. I couldn't I also love the opportunity to race

remember hearthe grumblings of 'Damn cheater

ness I had an open top Roadster so I stick with the drys. Damn its everyone took the same strategy smooth and keep the front runners in sight. Find the drier "rain line."

At one point I find myself side by side with a sports racer (all classes together in the Enduro) and we go side by side lap after lap! Yeow! All actually went pretty well and I hunkered down, focused on the cars in front of me and chipped away at car after car finishing with a podium medal for second. At the dinner that night, people yelled out "Good race in the rain!" as I grabbed a plate and this guy I've never seen before comes up and grabs my hand about to hug me and says "I was in the sports racer – thank you thank you thank you for not hitting me. That was areat!" It was a ball.

Some dices are only a waiting game or a corner: going deep as I dare flat out into Turn 6 at



Blackhawk with a Shelby Mustana next to me. Tap brake and turn, full throttle, glance in the mirror to see that, gee I guess that heavier Shelby couldn't go as deep as I could and goes off straight into the grass.

Another great series of dices came in the year 2000 when I entered the under 2.0 liter class of the US-RRC Seniors series hosted by Pam Shattraw and Victory Lane magazine. There I got to meet Mike Besic and his fasssst yellow Alfa. What a battle that series was! We were bumper to bumper the whole series at every track. I beat him at Grattan in the rain as his closed car's windshield fogged up. He took the checker at Road

way Park (IRP) I was driving as soccer championship. Mike – Sochard as I could and barely had cer? But, sure, I totally understand. time to glance in the mirror only to see Mike's big black moustache Well ya know, I've often thought and sunglasses filling up my mir- of auto racing as the ultimate in ror. Damn! But throughout it all "Consenting Adults." You sign the we got to be good friends and its waiver, go have fun and drive great when you can trust another as fast as you can or want. Then driver in the heat of battle not to add the dice into the mix and it's risk something that could take you a whole different game. Things in both out. That's a level of trust few racing are changing a bit with the people get to know. Now I was addition of the GoPro cameras: getting very comfortable with tight we can relive the dice right away racing and close dicing. I had my and over and over. And then that gas pedal pushed down so hard I little clip of video just happens to think I dented the floor pan. My show up on YouTube or Facebook only hope was to . . . aha! Brake for all the world to see, along less! We went into the final race with the editor's snarky comments tied in points and I couldn't wait overlaid. You guessed it: "Damn for our final Battle Royale. But be- Cheater Porsche!" ing the great Dad that he was Mike America. At Indianapolis Race- skipped the event to go to his son's





would be such a fun experience. My dad was going to be racing that weekend and I was so happy to be part of the action. I was asked a few weeks prior to the race, so I had plenty of time to think about all the exciting things that weekend would bring. What actually happened was not at all in any of those equations. When race day came, I was ready to do my thing! I got up, got my uniform on and went to meet the other gird girl. I soon came to find out that she was not coming. Suddenly I realized that I was goa little nervous, but off I went.



I was having a great time waving and taking pictures with both ing to be the one and only. I was drivers and spectators. Everything was going great and I had just Luckily Chris and Steve Bonk taken a picture with my friend Ron Soave, when all of a sudden I felt

had just been stung by a bee (or hornet, we will never know)! It really hurt but I kept on smiling, because I am tough and definitely not allergic to them... or so I thought! Ten minutes later as I waved to my dad heading onto the track, my face started swelling up and I was breaking out in hives all over. My hands were tingling and I felt really dizzy. I knew something was definitely wrong, and it wasn't just my nerves. I ran (in 4 inch go-go boots mind you, which is a skill in it's own!) to the Road America Medical Center. I had barely told them I got stung and they stuck an epi pen in my leg, took me into a room and hooked me up to an IV. They were very quick to help me, especially considering there was just an on-track accident and a couple of the drivers were coming in! Word had gotten to my dad

who had just came off the track, and who's reaction was the exact same as mine, "She's not alleraic." But after he heard the details of how my body reacted, he rushed over, in his car, race suit and helmet still on haha. I was hooked up to the IV and was on lots of medicine when he walked in. First response, "What the heck?!" He was very concerned and we both still couldn't believe this had happened to me. Finally after laying there for a couple hours, the medic team said I could leave. I still felt icky from the medicine so I took it easy that night and went to bed early, hoping to recover quickly and try the whole grid girl thing again the next day.

The next morning I got up, put on my uniform and once again went down to meet grid girl #2 who also did not show up. Not 15 minutes after putting on my uniform I started breaking out in hives AGAIN!



What in the world?! Back to the completely gone and for me to medical center I went. I walked in feel 100% again. I felt terrible to see some very surprised, famil- that I could not fulfill my duty as a iar faces. They had to put me on grid girl and am convinced it just the IV and meds again. Unbeliev- wasn't meant to be that weekend. able. Dad came in to see me for Dad is convinced I'm allergic to the second time and was just as the uniform and should probashocked as everyone else, includ- bly not wear it ever again haha. ing myself! This was a bad reac- Oh Dad! I did have a wonderful tion and stayed in my system for time while it lasted though and quite a while. The RA medic team hope to be a grid girl again next did a great job though and took year. I will be sure to carry my epi very good care of me. I even got pen and avoid bees at all costs! a smoothie once I started feeling better! Or maybe it was the other way around and I started feeling better because of the smoothie haha (Not sure if I was supposed to tell anyone, because I think I was the only patient that got one.) Once out, I packed up and headed home, itchy and exhausted. It took about 6 days for the hives to be















REGARDING MASTER SHUTOFFS ON RACE CARS By Bob Wilson

After a recent session with the guys at race tech, an interesting situation has un earthed (pardon the pun) itself. It seems that the engine in a race car equipped with a generator and wired negative ground will not shut off with the master shutoff switch while running at any speeds over 1000rpm. We have known that this is true with cars equipped with alternators but I am just finding out about generator equipped cars. It seems interesting to me that sometime in my fifty years of racing British cars that we would have heard about this or at least figured it out by now. But no! It took a rejection at tech to bring this to light.... or at least turn our light on, of off as the case may be. It seems that it works like this: Regardless of the on or off position of the Master shut off, the ga ator when turning at an engine speed or 1000 rpm will make enough electricity to power the rpm will make enou tion system. It will not handle the lights and other accessories but the ignition system requires so little current to operate that it will just keep on running. The generator is grounded to the engine , beyond the shutoff and creates its own circuit. Ergo the engine will continue to run as long as the rpms stay up.

OK, how do we solve this? Any one of everal things

1. Do not run with a generator. Most race cars will do just fine without a generator and should several hours on a well charged battery. Besid r in the system robs horsepower. However,

Change to an alternator...This requires some ple rewiring including running a wire to the cut-switch to short the alternator.

3. Simply disconnect the generator leads while rac-

etter than nothing alternative, but e the problem, at least on a temp go pass tech and continue on v the racing activities. If you do this be sure to tape the wire ends secure the wires so that they do not

place your old two poles shutoff switch with le switch designed for some alternation T switch designed for some alternators lugs are for the switched ground c the spade connectors are for the lead from the igni-tion to SW side of the coil. Turning the switch to the off position interrupts both the system ground and

the ignition power. Discard the resistor that usually comes with the switch. You can always install the old two pole dis-connect in your street car rather than unhooking the cables to make things safer while working on your car or storing it for extended periods of time.

It seems that I would have discovered this situation before now, but I , and at least a dozen of my racer friends were un aware and argue the case just as I had. I probably come from the fact that we have never shut our cars down with the master cutoff, or that more and more cars are running alternators or no generating system at all. None-the-less the situation exists, I am glad to have uncovered it and I am pleased that I can save someone; driver, owner, tech official or whoever some grief

WEBER FUEL LEAKS From VMC:

There has been a report of possible Weber fuel leaks caused by factory lead plugs coming out. It was reported on an IDF 44 (VW Engine) but may also impact IDA & DCOE carbs.

VRG reported this issue which has been added to the VMC Mechanical Failures List.

Many of you may not even realize that VMC has maintained a "Mechanical Failures List" over the As noted, the above issue has been added to that list. The most current version of that list is available on www.the-vmc.com, more spe-on the Links of Interest page. However, you actly download the just-updated list of known



By Kathy Newton

The Dewey Dellinger Award

Previous winners include: 1997-John Belanger, The Dewey Dellinger Memorial Award is a traveling 1998: Bob Shedd, 1999: Phil Cull & Frank Newton, trophy, awarded each year at Grattan, by a vote of 2000: Dan Sherburn, 2001 Mike Kitzmiller, 2002 all Vee drivers to the person who best represents a Bob Hann, 2003 Ricky del Rosario, 2004 Garrett love of and dedication to Vintage Vee Racing. Van Camp, 2005 Eric Coppock, 2006 Mike Jack-Dewey Dellinger was founder of Victory Lane Magason, 2007 Eric Dean, 2008 Rod Bolhous, 2009 Ted zine and a true friend of Vintage Vee racing. Dewey Sodergren, 2010 Karen Coppock, 2011 Kathy Newpassed away in 1996 at the age of 47, after a long ton, 2012 Rod Bolhous, 2013 Don Carone. battle with cancer.

Even after leaving the magazine and giving up his on track racing activities, Dewey would be at the track, entertaining us as track announcer. His fun lovina Thank you for sending the trophy. I have chosen a spirit is evidenced by his creation of the Fabulously place of honor, with the 42 toy race cars I had in Fun fishing contest, and his winning the first Most 1950. Thanks, it made my day!!" Outrageous Bathing suit trophy at the Grattan pool. In the evenings you could find Dewey holding court We were so surprised and pleased! It was like Christoutside his tiny air Stream. the conversation often mas in October--how amazing the many years the turned to the good old days of racing , or if you just trophy circulated successfully-and it is in perfect conneeded a compassionate listener, Dewey was your dition. Dewey would be very humbled at the meanman. ing it held for his fellow racers. It REALLY means a lot to us, and we will proudly display it!

With this award, we remember and celebrate his contributions to and love of vintage racing, and his Thanks for making our day!! fellow racers.

In 1997 Sandy and Herb Taylor commissioned this beautiful award. Sandy raced with VSCDA for many

years: therfore we feel that the final resting place for this prestigious award should be with them. Thank you Sandy and Herb for all your years of service to the VVV group even after you stopped racing.

The following is a thank you letter from Herb and Sandy Taylor:

Sandy & Herb

Page 21



by Steve Bonk

his years Trans Am B Sedan series came down to the last Champion? Ike Keeler in his Datsun and John. Ike got a great start and year: the top 3 racers get their car 510 was leading in the points, but if he didn't show up Mike Recine racing his Alfa Romeo GTV could win the series. Dave Denison was out of town so he could not protect his second place position with his tance herself from John and Mike. Datsun 510. The race was held at Autobahn's south track with Mid- Saccameno's Yellow Alfa at Bay. a good one. Road America at the western Council racing club.

of who could win or be a spoiler ceptional considering he had never kept us all guessing. Ike needed to qualify for the race and get the 8 critical points minimum. If Mike Time out there it belonged to Andy Recine didn't show, Barb Neverol had a shot at second place. John 1:39 in our very first event there 6 Steve Saccameno, and John Wheeler in there Alfas could have spoiled somebody's shot also.

had transmission issues, so that Neverol 2nd and Mike Recine 3rd. race. Who would be the series took a little pressure off of Barb A tradition that will continue next the real excitement at the begin- Denison and Barb Neverol tied Recine, Barb Neverol and John has more wins or higher podiums. Then Mike was able to keep John Next Season is shaping up to be Barb ran her personal best time Hawk is featuring the Trans Am The mathematical possibilities out there. Ike's 1:41 time was exbeen to the track before. For those wondering about the TABS Record Besic in his Alfa running a high seasons ago. That was surpassed by a low 1:39 by Dan Meller in his Datsun 510 2 seasons ago. The

Unfortunately John Wheeler's Alfa podium was Ike Keeler 1st, Barb ran flag to flag for the win! But on the T shirt for next season. Dave ning was the battle between Mike for 3rd, but the tie breaker is who Saccameno. Barb was able to dis- Dave Denison gets his 510 on the shirt.

> B-Sedan group July 16-19. Thank you everyone who has helped. participated and sponsored the series. Without you we couldn't relive the golden days of Sedan racing. Cheers.





The Meadowdale International Raceways **Preservation Association** in conjunction with the

Motorsports & Memories Winter Banquet Saturday, Jebruary 7, 2015



VIP Race Shop Tours Available to Banquet Attendees Fall-Line MotorSports 2014 IMSA Continental Tire Sports Car Challenge GS Champions **Blackdog Speed Shop** 2013 & 2014 Pirelli World Challenge GTS Champions

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The Coolest Convertible Ever Produced Was...

By: Jim Koscs

Naturally, the Corvette and Mustang are the top two coolest convertibles chosen. These American-made beauties have definitely to be awed - and collected - by many. The 1953, '57 Fuelie, 1967, Chevy Chevelle. 1968, 1969 and 1975 Corvette, and the 1964 ¹/₂, 1965, 1966 and

coolest models made, according to ri F430, 1948 Packard Victoria, the poll.

The third most popular was the 1968 1/2 Shelby GT500KR, 1955 1959 Cadillac Eldorado. With a few votes each: the 1955 and 1957 Chevy, 1964 Pontiac Catalina, '58 Chevy Impala, late '50s Mercedes-Benz 300 SL, 1958 Ford retractable hardtop, 1965 Pontiac GTO, 1959 Pontiac Bonneville, '57 T-bird, Jaguar XKE, stood the test of time and continue Ford Cobra, 1972 Olds Cutlass, 1970 Hemi 'Cuda and the 1970

Single nominees include the '59 1967 Mustang were the absolute Ford Fairlane retractable, Ferra-

1964 Ford Falcon, 1965 Lincoln, 1995 Mistubishi 3000 GT Spyder, T-bird, 1932 Dusenberg model J and the 1972 Mercury Cougar, 1939 Ford Deluxe, 1953 Oldsmobile Fiesta with a continental kit, Triumph TR6, 1967 VW Beetle and 1968 Spitfire, 1936 Auburn Boattail Speedster, Model T Touring Car and the 1969 Firebird.











Classifieds:

1955 Topolino Crosley H Modified Sports Racer

This 50s Topolino Crosley Sports Racer (body resembles a Jabro D-Type Jaguar front with a Porsche RSK type rear head faring) that I would like to sell for \$4500 or will consider parting out. This early H Modified Race Car ran in a class where creativity and light weight were the passion. This car reflects that criteria. It could also be updated with more displacement and newer drive train if interested.

Specifications:

Engine – Race prepped Crosley 750cc cast iron Over Head Cam Engine with high duration cam, lightened, Dual Point Malory Magneto, Braje Alloy Valve Cover, 1 1/8 Dual SU Carbs & Straight pipe headers. Engine had dyno specification sheet originally.

Transmission – Fiat Topolino Alloy 4 speed

Rear axle Fiat Topolino with trailing link suspension

Chassis - ladder tube with properly supported vintage roll bar sand blasted and painted

Body – Primarily fiberglass with alloy side pod.

Wheels – cut down Topolino center welded onto a 13 inch rim.

Suspension - Fiat Topolino light weight suspension with front and rear transverse spring and drum brakes. This suspension was preferred in the 50s for it's adjustable spring rate.

Fuel cell

This car has quite a few aeronautic hardware components, which leads me to believe that the original builder minimized weight (estimated 850 lbs) and may have had a background in airplanes.

This Topolino Crosley Race Car was raced in the 50s. I assume it was raced in SCCA H Modified Class in the Midwest circa 1955. I first became aware of this car in 1969 at a Ft. Wayne, Indiana SCCA Solo Event where it set fastest time of day. Additional photos available by contacting me.

Anyone providing accurate meaningful details or history about this car can receive up to \$50.

269-228-0096 or E-Mail StanBMason@AOL.com.

Stan Mason

Classifieds:

42 Foot Gooseneck Trailer for Sale

- FRP/Aluminum Construction (Fiberglass Reinforced Plywood)
- 20' X 40' HiTech Awning w/ Electrical Hookups
- Fluorescent Interior/Halogen Exterior Lighting

dschuracer@gmail.com

Doug Schumacher



Etc:

They wave him though Tech. Grid Girls ask to hang on his arm. His hayride requires a 4 point harness. He is....The Vintage Racer.

"I don't often race in the rain, but when I do I run dry tires to keep it fair."

Submitted by Phil Bonk and Chris Bonk

The Vintage Racer is a regular feature. Please feel free to submit your Vintage Racer suggestions for future issues. Send to chris@chrisbonk.com

2014 ELVF DVD – Italian Marques Featured 68 minutes – Track and In-Car Video

Friday: Practice and Enduro, Driver Interviews

Saturday: Road Course Re-enactment and Gather on Green Car Show

Sunday: Italian Feature Race, Kimberly Cup, Sheldon Cup, Elkhart Lake Cup and Feature Race Groups

VSCDA member price \$18.00 (with postage included). Payment by check or PayPal. Produced by John Seaman – 456 Bluebird Ln. Sheboygan Falls, WI 53085 jcman22@charter.net







Page 27

Memorial Donations:

We have currently received \$1355.00 in Henry Adamson and Bob Wismer's memories. Thank you to those who donated. We will be deciding how to appropriately honor them with these funds.

> Caption this.... Come up with a clever caption for the photo below and we'll publish it next month.



Нарру



