

The

VINTAGE

VSCDA
VINTAGE SPORTS CAR
DRIVERS ASSOCIATION



TM

Ike Keeler
VSCDA
Driver of the Year

The Annual Meeting
Racer of the Year
When CART and
the VSCDA shared
the Stage
Hagerty Corner

Al Unser Jr. Talks
The Grid Girl Reports
The VSCDA Questionnaire
Master Shutoffs

Winter 2015 Issue

The VINTAGE Spirit™

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Editor
Chris Bonk

A Message from our President Mike Korneli

The Annual Banquet signals the end of the last season and the beginning of a new one. This year's banquet is the most enjoyable one in my memory.

The combined event with MIRPA proved to be a great idea. Their passion to sustain the memories of the Meadowdale Race track certainly equals VSCDA member's passion for vintage racing. The event included two garage tours which were optional. We spent several hours touring both race prep shops. Fall-Line Motorsports and Black Dog Garage were both amazing in their own way. Fall Line must have had sixty race cars of all kinds. They had three semi rigs. All of this in their thirty thousand square foot shop. Black Dog specialized in GM cars. They also had Al Unser Jr.'s CanAm car. Al Unser Jr. was the guest speaker for the dinner. He came along on both tours. He was very friendly and approachable.

Bobby Rahal did a very nice introduction for his friend and guest of honor, Al Unser Jr. Al spoke for a while and then a moderator asked him questions about his career. It was very well done and a great format. There was a silent auction with a wide variety of things to bid on. We came home with a great picture of Al at the 1992 Long Beach Race; signed of course! I also got to talk with past ELVF Honored Guest and Corvette Hall of Fame driver Tony DeLorenzo.

Our banquet has always been about getting a chance to catch up with race friends away from the track. No need to worry about fixing the car or an early morning session. We thanked our outgoing board members and welcomed the new ones. Volunteers were thanked for all of their hard work and awards were presented. The membership was given an update on the status of the club.

Combining the MIRPA banquet and the VSCDA banquet was a real winner. Those that were there, had a great time. My hope is that we do it again next year. If we do you won't want to miss it.





Meet Stan Mason

Stan Mason answers...

The VSCDA QUESTIONNAIRE.

Q. How did you get into racing?

A: I purchased a HP Racing Bug Eye Sprite when 20 years old in 1969 and joined SCCA (same car I race today). Getting married and having children held off my racing aspirations until 1984. My first Vintage Race as a Tech Inspector was Lime Rock in 1982, which really got the juices flowing. I start-

ed racing my Bug Eye in 1984 with the VSCCA Driver School at Lime Rock. I was honored to have 2 major icons as instructors Bob Akin & John Fitch both with wins at 12 hours of Sebring along with other storied Professional Road Racing Careers.

Q. Did you follow racing in your childhood?

A: I can remember back to age 9 reading Sports Car Magazines. Sports Car Graphic was one of my favorites. I would mow neighborhood lawns for 35 cents, which was what a Sports Car Graphic, Sportscar Illustrated & Road and

Track cost. If it was a good month I would buy all three. I did manage to attend SCCA races at Mid-Ohio, Grattan, IRP, Meadowdale & Blackhawk farms in the 1960's through 1970's. A 1/32 Strombecker Slot Car Set with a Testarossa Ferrari and D-Type Jaguar was a Christmas Gift at about 12 years, that was always cherished and that I still enjoy today.

Q. Do you have a racing hero or favorite racer who inspired you?

A: When I was about 14 I purchased a Road Racing Bicycle, which was uncommon at that time.

All my friends thought I should have been saving for a car. This bike was a big enough event that I dreamed I was walking over the Mid-Ohio Race Track bridge and spotted Sterling Moss coming the other way and he came over to me and said aren't you Stan Mason the kid with the 10 Speed Road Bike, so I guess it was Sterling!

Q. What is your favorite track? Event?

A: Of the 7 tracks I have raced Grattan is still my favorite!

Q. What tracks are on your bucket list?

A: Watkins Glen and Virginia International Raceway

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

A: Even though this story is not about me racing and I have enjoyed many great duals over the years, it is my most important story. In 1965 @ age 16 I talked my Dad into taking me to Mid-Ohio to see my first Sports Car Race. This was a Professional USSRC race and the warm-up races before the main event were some Production SCCA classes including HP. Seeing how cool Bug Eye Sprites were racing together set my future goals, which could only be to get a Bug Eye as soon as possible (with intent of eventually racing it). In 1968 working weekends part time at a gas station making \$20

a week, while attending college I found an advertisement for Sprite Racing Parts. I examined the racing parts all of which were way more expensive than the \$20 a week I could afford. There was also a Race Prepared Bug Eye BRG with Red interior in the same garage. He asked if I was interested in a ride around the block. I of course gave him an excitable yes! He turned on the ignition switch triggering the sound of dual SU electric fuel pumps, as the clicking slowed after gaining pressure he pulled the starter cable, which resulted in a throbbing sound that only a race engine with headers and a straight exhaust can possess. After returning to his Garage I asked if he would be interested in selling the car (pretty bold for a \$20 a week gas jockey). He explained that he was going on military duty in Germany for the next 3 years and would discuss with his wife. He called back after a week and said that it was important for

him to sell his car to someone that really appreciated Bug Eyes, so yes he would sell it to me. I gulped deep and awkwardly explained that I only made \$20 a week. He said, "No problem, just provide a \$100 down payment and pay his Mom when I could". I was able to pay off the car in the next 2 years with some of the pay off coming from the sale of extra race parts that were part of the deal (I wish I had those same parts today).

Present Day:
Thanks to John's generosity I have owned this car ever since and enjoy Vintage Racing and Showing it at local Sports Car Shows. I am proud to say that every part of the car has been restored or rebuilt by me at least once and I am only the 3rd owner. I kept my first 1965 Mid-Ohio Race Program and after buying the car I was surprised to see my new race car was listed as "Number 14 John Brase Fort Wayne Indiana". In 2013 I invited John to reunite with the Bug





Eye by joining me at Grattan (he had raced my car at Grattan in 1964). He was able to do some lunch track laps with a big grin on his face. We honored John with a presentation by him and Jeff Kelly talking about past SCCA race times. When putting together a story board on the Sprite and it's history John provided a picture that I had never seen before with his wife holding a checkered flag while he made a Victory Lap for winning the H Production Race. This photo is priceless to me and is the first race I attended with a car I continue to enjoy some 40 years later.

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

A: I have always admired the clas-

sic period of smaller bore Front Engine Sports Racers from the 50s. They are scaled down versions of their big 3 Liter Brothers. I own a 1958 alloy bodied Elva MkIII Sports Racer, but have always yearned for a similar class G Mod competitor the 1959 Lola Mk1 for its pure beauty and outstanding performance.

Q. What car are you dying to get an opportunity to drive or race?

A: Lola Mk1 1100cc Coventry Climax Front Engine Sports Racer!

Q. Have you ever had an on track accident? What did you learn from that experience?

A: I was able to avoid an accident when a competitor attempted an inside early apex, which resulted in his car running out of asphalt and into the grass spinning back onto the track. I stayed my course knowing he was moving to the outside of the turn; friction was slowing him down. If I would have delayed or slowed down he would have damaged both of our cars. I have observed others with this early apex spin many times.

Q. What advice would you give to an up-and-coming racers?

A: Buy a prepared 20 year or newer race car with a reliable engine so you can get plenty of seat time. Ask questions, most VSCDA Drivers are willing to provide



SOMETIMES THINGS ONLY HAPPEN ONCE.
SOMETIMES THERE ARE NO SECOND CHANCES.
SOMETIMES YA JUST GOTTA DO IT.

30TH ANNIVERSARY ELVF
60TH ANNIVERSARY ROAD AMERICA
JAGUAR FEATURE, GROUP 44 REUNION
BOB TULLIUS AS HONORED GUEST
JAGUAR CLUBS OF NORTH AMERICA NATIONAL MEET
ALLARD GATHERING

LIFE DOES NOT HAVE TO BE FULL OF REGRETS
2015 ELVF
SEPTEMBER 18-20, TEST & TUNE SEPT 17.



The VSCDA Annual Meeting & Banquet

Al Unser Jr.
Legendary Race Car Driver
Two Time Indy 500 Winner



On February 7, 2015 the VSCDA in conjunction with the Meadowdale International Raceway Preservation Association (MIRPA) had a joint Winter Banquet & Meeting. This is the second time the two organizations teamed up. The first time being in 2013 with the guest of honor at that event being Janet Guthrie. This year's honored guest speaker was two time Indy 500 winner Al Unser Jr.

Al Unser Jr.: Once is Never Enough...

by Linda Daro

When I asked Al Unser Jr. for his

bio, he responded that he had done everything twice... Two-time Indy 500 Winner, two-time CART Series Champion, two-time IROC Champion and two-time 24 hours of Daytona Winner. Combine the opportunity to pay tribute to the holder of this remarkable record on a very pleasant day (for February in Chicago) with two race shop tours, the coming together of two exceptional organizations, MIRPA and VSCDA, then top it all off with an evening with not just one, but two Indy 500 Winners in attendance...the result? One extraordinary event honoring one astounding driver for his dedication to speed and excellence!

On Saturday, February 7, MIRPA (Meadowdale International Raceways Preservation Association) joined forces with the VSCDA to beat the winter blahs. Banquet VIP ticket holders started out the day with a race shop tour graciously hosted by Fall-Line Motorsports, the 2014 IMSA Continental Tire Sports Car Challenge GS Champions. Next stop: Blackdog Speed Shop, the 2013 & 2014 Pirelli World Challenge GTS Champions. There, Al was surprised to see his recently restored 1982 CanAm car, currently owned by MIRPA member Rick Parsons. After a hearty lunch, our guests went on



VSCDA Board of Directors

their way to prepare for the evening's festivities.

And festive it was. Cocktails and a silent auction greeted guests as they arrived. Friends old and new visited and told stories of their adventures since they last met. Dinner was served to an energized crowd of nearly 200. Anxious to hear the stories of Al's racing days, guests were surprised and delighted to find Al being introduced by one-time teammate, friend and fellow Indy 500 winner Bobby Rahal. Al then gave us a real insider look at the world of professional motorsports and the joy (!?!) of growing up within a racing family in a fascinating interview led by MIRPA member Larry Fulhorst.

All in all it was one incredible day, in the company of one incredibly gracious racing hero... And, since Al says he does everything twice, we hope that one day he will come back and once again honor us with his presence!

The Schneider's Run Award for Outstanding Attitude and Perseverance No Matter What the Odds

This award originated due to the extreme effort of a young new VSCDA member. While fighting serious illness he built his racecar. After completing driver's school he competed in his only race at Grattan. He died shortly after.

Long time member and former Board Member Bill Dentinger has decided to hang up the racing helmet (at least for the foreseeable future). After the passing of his longtime race buddy Bob Wismer his passion for competition has waned. It is our hope that we'll be seeing more of Bill in one form or another in the future. Bill is the recipient for this year's The Schneider's Run Award.

John Bolander Driver of the Year Award

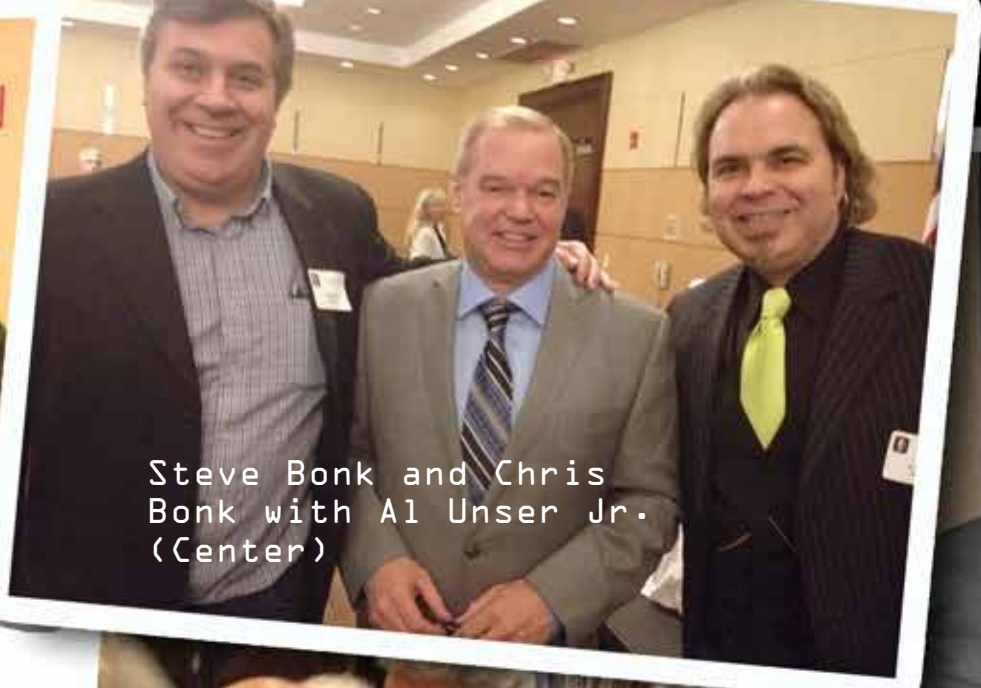
By Steve Bonk

The John Bolander Award for Outstanding Driver of the Year is VSCDA's oldest award. John was an excellent driver and our Chief Driving Instructor during the 1980s. He raced a "scruffy" Porsche 911 that was very fast. John died of cancer in 1992 while still in his 30s

Ike Keeler was chosen from among many excellent candidates. Ike in his second season with VSCDA, won the Trans Am B Sedan series with his well Prepped white and red #14 Datsun 510. The championship came down to the last race, but Ike's dedication to the series helped him to make the decision to hit as many races as possible which was a contributing factor along with his racing ability. He also put on a strong showing at the ELVF. Ike is always a gentleman on and off the track. He is really deserving of this award. Congratulations Ike.



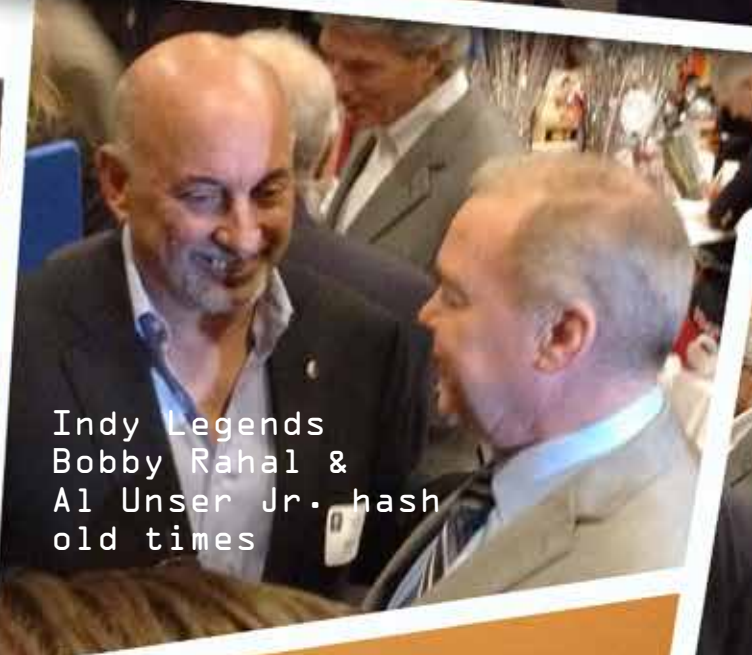
Jessica Johnk (right) receives the Art Bly Distinguished Service Award



Steve Bonk and Chris Bonk with Al Unser Jr. (Center)



Ike Keeler (left) Receives The Driver of the Year Award



Indy Legends Bobby Rahal & Al Unser Jr. hash old times



Don Kelly (left) Receives The Vintage Spirit Award



Silent Auction Cocktail Party

Art Bly Distinguished Service Award

By Deb Korneli

The Art Bly Distinguished Service Award is the second oldest VSCDA award and recognizes outstanding service to the club. It is named for Art Bly, who was a "charter member" of the club and a dedicated VSCDA volunteer. Art was a contemporary of Hal Ulrich, with his race driving going back to the 1930s. Art retired from professional driving in the 1950s, becoming a car owner and VSCDA volunteer.

This year's winner is Jessica Johnk. Jessica has been volunteering at VSCDA events for 13 years. At the age of 12 she started out by printing, running and posting the race results at ELVF and is still doing it. She is there from the first practice session on Friday to the last feature race on Sunday. She even volunteered to save the club money by using her dad's golf cart. We can always count on her to do a great job. Jessica's most recent contribution to the club is a video that she produced for the ELVF website. She shot the video and set it to music. It's a very professional video and we appreciate all the work that Jessica put into it. You can view it at vscda.org on the home page. We are very fortunate to have a dedicated volunteer like Jessica and she is extremely deserving of the "Art Bly Distinguished Service Award".

Joe Marchetti Vintage Spirit Award

by Doug Bruce

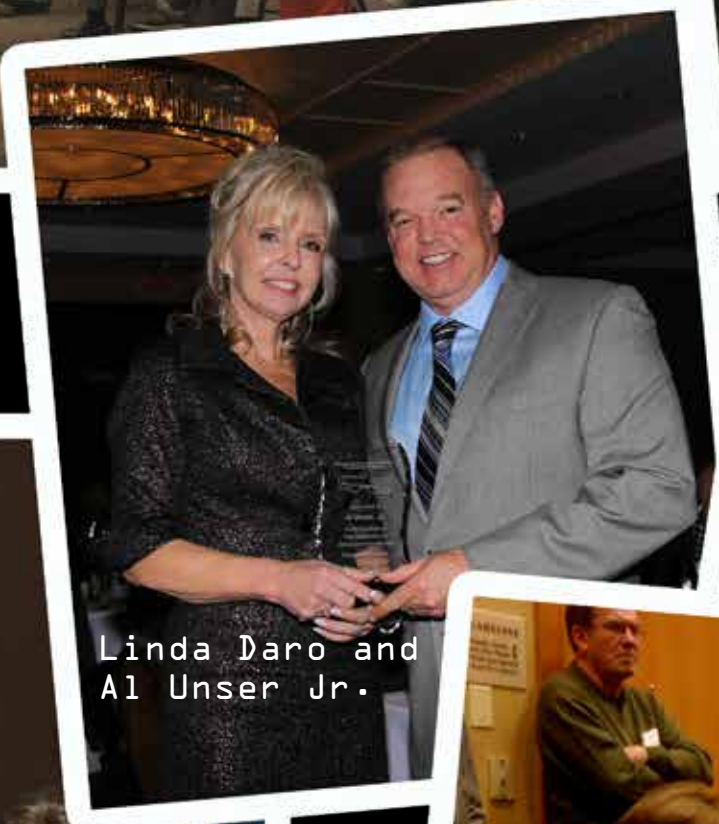
The Joe Marchetti Vintage Spirit Award celebrates the spirit of vintage racing with safe and friendly wheel-to-wheel competition. It is named for Joe Marchetti, a long time member of VSCDA. Joe founded the Chicago Historics which is now called Hawk with Brian Redman and is one of the biggest vintage races in the U.S.

A little research about Joe shows that he was a true Italian American. Not only did he take over the family restaurant in Chicago but reading his obituary from 2002 when he died at the young age of 68 from brain cancer, it was quoted as follows: Wearing plastic shoes his mother gave him to keep his feet dry, he would sit for hours peeling potatoes in the restaurant's kitchen. Now I don't know about you, but hours spent peeling potatoes is not my definition of fun! Sounds like just the award to give someone who would even contemplate racing a leaky British car! It also said that..

Cars, especially fabled Italian Ferraris or Maserati's, also sparked Mr. Marchetti's interest. He organized road races in the United States and raced in Italy. "It wasn't about going fast," said his wife. "It was a gentleman's race." That says it all for me. Our award winner tonight may not be the fastest driver out there, but he is probably one of the finest gentlemen drivers

that you will ever race with. He also makes racing a family affair...his wife, father, kids-all are always found helping in the paddock!. He is always smiling, no matter what the day holds for his car. He races a sharp era correct Group 2 Bugeye Sprite.

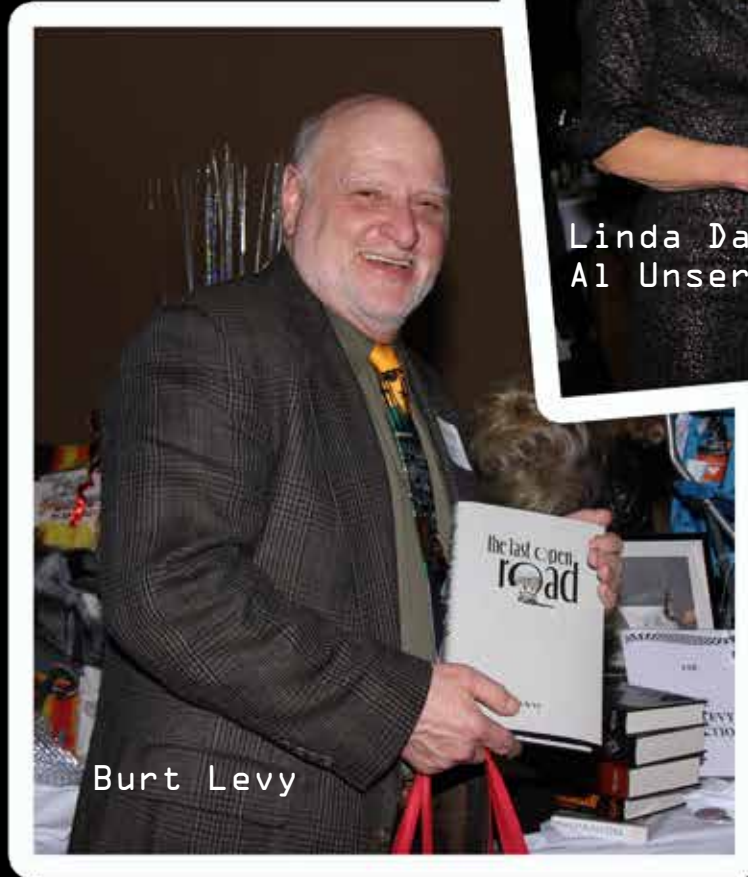
It is my pleasure to present the Joe Marchetti VINTAGE SPIRIT AWARD this year to someone I consider a great friend, Don Kelly!



Linda Daro and Al Unser Jr.



Former teammates Bobby Rahal and Al Unser Jr.



Burt Levy



What a Grid Girl Does When She's Not a Grid Girl!

by Leah Bauer

Hello again! I know what you're all wondering: Oh boy, did another bee sting her? Well, luckily the answer is no! That only happens when I'm in my uniform! I wanted to share a little insight on my life during the off-season from auto racing. I still am involved in other forms of racing during the winter. I just can't get enough of it! This season I've been going to a lot of Snocross and Vintage Oval races. Dad sponsored "The Long Hall" race at this year's first Vintage Oval race in Dorchester, WI.

Some of you may not know, but he is very involved with Vintage Oval racing and is a World Junior Champion! He is a member of the Eagle River Hall of Fame and we actually just participated in an event for it last weekend called "Ride with the Champs." This event gives all the past champions, and non-champions alike, the chance to ride their snowmobiles all over Northern Wisconsin (and even into parts of Michigan). Everyone signs up to be in a group, depending on where they want to go and how many miles they

want to ride that day. Our group put on about 100 miles Saturday and had a blast! A couple of us in the front of the group were flying through the woods (and to note: I

and trying to pull it over, it was clear there was no saving it. Luckily someone had a tow strap, so dad was able to pull me to the closest parking lot where we left the sled



was ahead of dad by a long shot!!) when all of the sudden, my sled made a terrible noise and died on me. Yes, I was going so fast I blew up my sled. I was really hoping for the best, but after about 15 minutes of checking the sparkplugs, the belt

and I rode double to another bar. Someone came to get dad and take him to his truck while I rode his sled with the group back to the lot to load up my dead sled. I was extremely bummed about the situation, but was still able to ride the



rest of the day on dad's sled. That night at the banquet everyone was telling the story of how I went so fast I blew up my engine. Haha

In addition to the Vintage races, I also watch my cousin Mike Bauer race Pro Snocross for Haala Racing. He's really good and a lot of fun to watch! I know the big question on everyone's mind, "Why doesn't she race?" Trust me, I ask myself the same question most days! However, I do race (In a much less expensive sport might I add!). I am involved in snowshoe racing. Yes, that is running as fast as you can, through the woods, in 20 below weather, for miles, in snowshoes. And you think Auto racing is bad ass, ha! (Kidding! It really is) For anyone that underestimates the challenge, try it yourself and then tell me how you feel! A couple weekends ago, I placed 3rd out of 9 and 14th overall out of 88, with my 3rd sinus infection of the year! Call me crazy, but let's face it, I'm too competitive to walk no matter how terrible I'm feeling!



Aside from all the snowy fun, I am ready for summer to return and auto racing to start back up! I am still considering

being a Grid Girl again and have been quietly following the controversy on Facebook. I can definitely see both view points, however, in my defense after being a Grid Girl, it really is not as big of a deal as everyone is making it. It all depends on how the Grid Girl acts and carries herself in my opinion. If she is being friendly and polite, and doing her job, I don't see a problem with it. A lot of jobs require uniforms, some people may like them and some people may not. There is a history with Grid Girls and since this is Vintage Racing, I can see where the tradition would want to remain. In this case, I really hope people will be able to look past the uniform and base their opinions on personality, not the uniform.



By Bob Wilson

After a recent session with the guys at race tech, an interesting situation has unearthed (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 generator when turning at an engine speed or 1000 plus rpm will make enough electricity to power the ignition 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 several things will work:

1. Do not run with a generator. Most race cars will do just fine without a generator and should run several hours on a well charged battery. Besides a generator in the system robs horsepower. However, it does make a handy fan belt tensioner.
2. Change to an alternator...this requires some simple rewiring including running a wire to the cutoff switch to short the alternator.
3. Simply disconnect the generator leads while racing. This is a better than nothing alternative, but it will resolve the problem, at least on a temporary basis: ie. enough to go pass tech and continue on with the racing activities. If you do this be sure to tape the wire ends secure the wires so that they do not wave around.
4. Replace your old two pole shutoff switch with four pole switch designed for some alternators. The two large lugs are for the switched ground cables, the spade connectors are for the lead from the ignition 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 disconnect 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 unaware and argue the case just as I had. It probably comes 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. Nonetheless 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.



REGARDING MASTER SHUT OFFS ON RACE CARS

BLAST THE FROM THE PAST

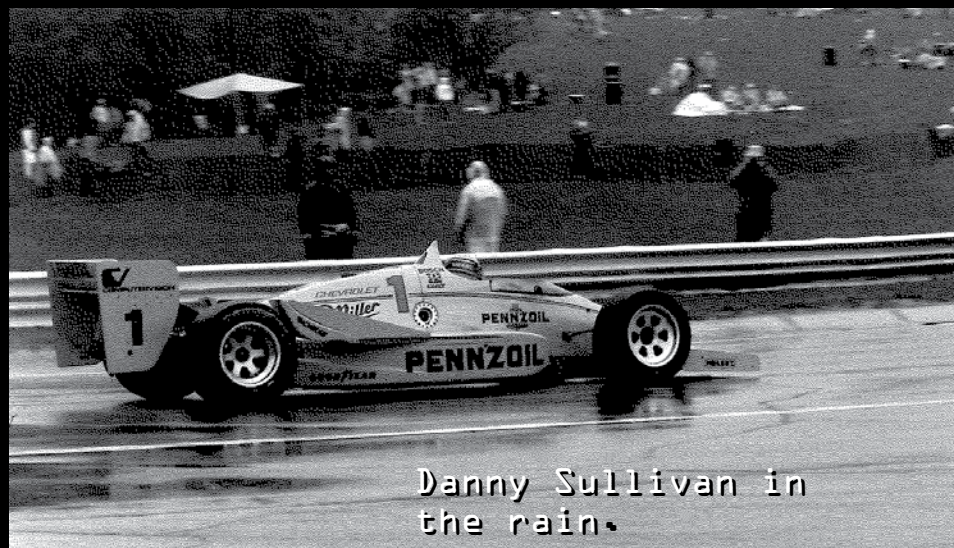
By Bill Dentinger

Probably not many, but I am sure there are still a few VSCDA members who will recall that one October weekend long, long ago, VSCDA's Ekhart Lake Vintage Festival (ELVF) was actually sanctioned by Championship Auto Racing Teams (CART). That is neither an exaggeration, nor a typo. It really happened.

How? Well, back in those days CART raced at Road America every summer. That year, 1986, their entire weekend was rained out. It rained so hard that they could not have decent practice sessions. It rained so hard that they were unable to hold equal qualifying sessions for each team. And on race day, Sunday, September 21st, 1986...it rained so hard that they could not possibly race. The Race For Life 200 had to be canceled. They lost a major race for the season and at the major road racing

circuit on their schedule. And there were pieces to pick up. CART and Road America had contractual obligations to each other that had to be fulfilled. CART owed Road America a race. The Race For Life 200 needed to be rescheduled. As it turned out, the only weekend left open on CART's schedule, was VSCDA's October 4th and 5th, 1986 ELVF weekend. VSCDA had a firm written contract with Road America for that weekend. George

Bruggenthies was the Event Chair. Less than two weeks before the event, George received a call from Edna Pate (Road America's Clerk of the Works at that time). She said something to the effect of, "I'm so sorry George, but I have to cancel your ELVF week end." George answered, "Edna...I think VSCDA has a written contract with Road America for that week end." Now at the time, VSCDA was a young and scrawny sanctioning body.



Danny Sullivan in the rain.



We had very little, if any, political horsepower. BUT we did have a binding, written contract with Road America for that weekend. So low and behold, CART and Road America came back to VSCDA, with their hats in their hands, looking for a way to get our week-end. Limited horsepower or not, Bruggenthies knew that VSCDA held the higher cards in this game. All he had to do was say, "Go fly a kite. It's our week end." We might have won

that battle, but George also knew that if he did that, we might also slam the door on any future VSCDA racing weekends at Road America. So instead, he said something like, "Well, how can we work together to come up with a solution that serves everyone's needs?" Negotiations followed, and a solution evolved whereby CART would sanction the weekend and ELVF would serve as a support series at CART's event. CART would practice and qualify on Friday, and race on Saturday. VSCDA would practice and qualify on Saturday, and race on Sunday. And that is what happened. Sad to recall, but it rained again on CART's two racing days.

It rained so hard on Saturday that CART's race probably should have been canceled again. But they did not cancel. They raced anyway. Rooster tails streamed thirty feet in the air from their open wheel race-

cars. But they came to race, and they raced. Fittipaldi won the race.

Back in those days, there was no paved 'Millionaire's Row' competition paddock. There was no North Competition Paddock. There was only the so-called upper 'Competition Paddock'. And that weekend it was used exclusively by CART. Well, almost. Bruggenthies, Chuck Maranto, and a few other VSCDA Monoposto racers paddocked with CART. At that time vintage racing was still evolving. During that weekend the CART teams (racers, wrenches, etc.) were all totally fascinated with our vintage racecars. All weekend long; they visited and hung out together. Chuck Maranto tells about playing poker in his tent on Friday night with Andretti, Foyt, Sneva, and Unser. It was a big treat for both the CART and VSCDA race teams. The Pros and the Wannabes mingled together all weekend.

Most of the other VSCDA race teams were made to paddock on the grass parking area down

below. When the CART teams packed up and left late Saturday afternoon, VSCDA racers were allowed to move up and into the formal upper Competition Paddock. Unfortunately due to all of the rain, most of them were stuck knee deep in the mud. They could not move. Local farm tractors actually had to be brought in to pull them out of the mud. Once cleared out, that lower, grassy parking area looked like a war zone. It was full of deep ruts and gullies. Come the following Monday, Road America had some major landscape repair issues to deal with.

As luck would have it, Sunday morning dawned with crisp, fall, Indian Summer weather. The sky was clear. The sun was out. VSCDA ran a full day of great vintage racing. That is how it happened. And that is why there may still be a few VSCDA old timers left, who have ELVF competitor's credentials with big gold letters that say, "CART".



Eventual race winner Emerson Fittipaldi

Top Ten Things You Want to Convey When Trying to Persuade Someone to Join the VSCDA's Driver's School at GingerMan!

By Chris Bonk

1. It's real racing: It's not parking lot time trials. It's real wheel-to-wheel racing with all the inherent dangers of racing (this is a plus and a minus. It sounds more interesting when its dangerous, but significant others may not approve.).

2. It doesn't have to be expensive: One can start out on a budget. There are plenty of race ready vintage race cars that can be had for a couple thousand dollars online. BringaTralier.com and race-cars.com are excellent resources. Many members here at the VSCDA can help someone find a car.

3. You don't have to own a car to take the driving school and race: We at the VSCDA can find rental race cars for the driver's school and for race weekends.

4. You don't have to be a master mechanic: If you rent a car many times it comes with a support team. In the event you have a car and run into problems at the track The Vintage Spirit encourages us to help one another when we can.

5. You don't have to run every race weekend: One can run one, none or all of the VSCDA races.

6. Being a Vintage Racer is cool: That statement is self evident.

7. It's not just about the on-track activities: It's about the camaraderie and friends that are made off track as well. The Vintage Spirit mandates we play hard, but fair and at the end of the day we should feel comfortable having a beer or a bratwurst with the fellow racers we just competed alongside.

8. Its a family thing too: Many of our members' children have grown up at the track. There are events and activities planned for the whole family at any age.

9. Spectating and crewing for someone can be exciting as well: Coming to the track to feel the convivial atmosphere and vicariously enjoying the weekend's events along with contributing to the party is a lower stress option for many members.

10. Being on the ragged edge in a race car is like nothing they've ever felt: The adrenal rush of racing may be similar to other daring sporting events or endeavors, but the actual act of racing side by side is unique to motorsports. Being at one with machine and the landscape is a Zen like experience. It's quite addicting and quite exhilarating.

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Our 10 Favorite Camaros By Generation

By: Rob Sass

Chevrolet is about to confirm one of the worst-kept secrets in recent automotive history: the 2015 edition of its beloved Camaro will be the last of the fifth generation. Like most enthusiasts, we were heart-broken when the F-body Camaro and Firebird went away after the 2002 model year. And we were elated when the pony car came back in 2010 with a design

that paid homage to the first-gen 1967 car without being slavishly retro. The American muscle car ecosystem seemed whole again. So with the passing of the much-loved fifth-generation car, it seems like an appropriate time to look back at some of our favorite Camaros from each generation while we look forward to the sixth:

FIRST GENERATION

1. 1967 Yenko Camaro — Don Yenko essentially ran a kick-ass speed shop out of his family's decades-old Cannonsburg, Pa., Chevrolet dealership and became

famous for modifying Corvairs, Novas and, of course, Camaros. Advertised simply as "The Mean Ones," the 1967 Yenko Camaros were, in fact, pretty damned mean. Yenko replaced the car's factory 396 V-8 with a Corvette L-72 427 that put out well over 400 gross horsepower, and Yenko Camaros went on to become among the most feared and (later) the most valuable muscle cars from the first golden age of automotive performance.

2. 1968 Camaro Z/28 — If the big-block Yenko Camaro was a straight-line drag strip specialist,

the Z/28 was the first-gen Camaro that you wanted to take on a road course. Its small-block 302-ci engine was essentially a 327 block with the crankshaft from the old 283 V-8. It made for one of the most entertaining and rev-happy pushrod V-8s of all time. The buff books loved it. In its July 1968 road test, Car Life magazine said "a pint-size engine with the heart of a tiger gives it a Supercar's performance and a sports car's handling." The same publication named it one of the 10-best cars of 1968. The great Mark Donohue gave the first-gen Camaro its racing chops in a big way in the

SCCA Trans Am series.

SECOND GENERATION

3. 1970 Camaro Z/28 — The all-new second generation Camaro bowed for the 1970 model year complete with a fastback design and some styling cues borrowed from one of the best, the Ferrari 250 Short-Wheelbase Berlinetta of 1964 (Camaro would appropriate the name "Berlinetta" too, but we're getting ahead of ourselves). Looks are subjective; some people like the first generation Camaro, some prefer the second. But objectively, the new car was an even bet-

ter performer. Car Life noted that it was faster, handled better and was more comfortable to boot. The first Camaro with a 350-ci small block, the 1970 Camaro was one of the all-time best classic Camaros.

4. 1979 Camaro Z/28 — The so-called "malaise era" — which refers to a period of time (1974-84) when automotive performance suffered under stricter emissions laws and insurance underwriting and the U.S. was going through a post-Vietnam economic and psychic funk — gets a bad rap among car collectors. But it wasn't all bad, and many Gen-X collectors have a



big soft spot for the era. The 1979 Z/28 looked fantastic with a new front spoiler and NACA duct hood. And while 175 hp doesn't sound like a lot, the early 1970s change from SAE gross to net horsepower made it look worse than it was. The 1979 Z/28 remained a sharp handling and by-no-means slow car. Fans of the seminal teen comedy "Fast Times at Ridgemont High" will remember what happened to football star Charles Jefferson's 1979 Z/28. It wasn't pretty. Values of malaise era Z/28s have roughly doubled over the last five years.

THIRD GENERATION

5. 1982 Camaro Z/28 Indy Pace Car — Admittedly, the '82 pace car wasn't about performance as much as looks. But the third-generation Camaro was new and fresh and extremely good looking. The pace car's silver-over-blue livery looked fantastic and the Pace Car edition's take rate was high, just as it was for the Corvette in '78. Nice examples are few and far between, but when they do show up they are bargains, trading for well under \$13,000. Act now.

6. 1990 Camaro IROC-Z convertible — One of the biggest things to happen to the third-generation Camaro was the introduction of the first convertible since 1969 (courtesy of American Sunroof Corporation) just in time for the Camaro's 20th anniversary. We like the '90 because it was the last year that Chevy would license the IROC name from the International

Race of Champions and because the convertible was available with the 230-hp version of the 305 V-8. Fantastic ones still trade for under \$20,000, making this car one of the strongest "buys" on the list.

FOURTH GENERATION

7. 1997 Camaro SS LT4 30th Anniversary SLP coupe — SLP Engineering (which stands for "Street Legal Performance") followed the Yenko formula of 30 years earlier and grabbed one of the hottest Corvette engines (in this case the 1996 Grand Sport LT4) and inserted it into one very special Camaro. With wheel, tire and suspension upgrades to go with the balanced and blueprinted 330-hp LT4, the car cost about \$18,000 more than the next hottest SS Camaro of the same model year. Accelerating from 0-60 took only 4.9 seconds, and it could cover a quarter mile in just 13.3 seconds, comparable to the Yenkos and COPOs of the 1960s. Just over 100 were built, and it takes around 50 grand to buy one today. In 10 years that price will likely look like the steal of the century.

8. 2002 Camaro SS 35th Anniversary convertible — The F-body went out of production in 2002 (by then it was being produced only in GM's Sainte-Thérèse, Quebec, plant), and it would be another eight years before the name came back. But at least it went out with a bang—the 325-hp SS went like stink and looked great as a convertible in Rally Red with huge

stripe graphics.

FIFTH GENERATION

9. 2010 Transformers Special Edition Camaro — OK, with so many super-high performance variants to choose from, we grab one that we can pivot and has an iconic look. Brilliantly announced at the 2009 San Diego Comic-Con, fewer than 2,000 were produced exclusively in Rally Yellow with black stripes and Autobot badges that were strategically placed. It's by far the best-recognized Camaro of all time and a sure-fire future collectible.

10. 2014 Camaro Z/28 — Like the original Z/28 that cleaned up on road courses in the SCCA Trans Am series, the new Z/28 has track star written all over it. With extra-careful attention paid to light weight and aerodynamics, the car is able to put to good use on the track its huge Brembo brakes, Pirelli P Zero tires on 19" wheels and 500-hp, 7-liter V8- (that's 427 cubic inches to Chevy big block fans). The new Z/28 car is a multi-dimensional performer in a way that big block muscle cars of the 1960s couldn't even dream about. Top speed is well over 170 mph, making it the fastest street-legal Camaro yet.



In Memoriam:

William "Mac" McMillan Reynolds, 85, of Lake Bluff, passed away on December 31, 2014. Mac was an expert in the restoration of pre-war MG automobiles, and received many awards at antique car shows. He was an active member of VSCDA in the early years racing a C-type MG.

Etc:

Caption this:



"Five minute call to the grid..No problem!"

"By the end of a race weekend, none of the Sprites are running..its so quiet!"

"I gotta figure out how to put this seat in my race car"

Doug Bruce

A Vintage Racer:

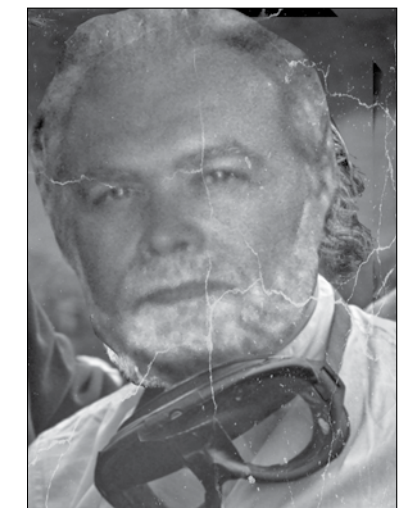
He can talk the talk, walk the walk and nap the nap.

Chris Bonk

His dark clouds have brake linings.
He finished the 24 Hours of Le Mans in 23 hours.
He won the Pebble Beach Concours d' Elegance without a car.
He is....The Vintage Racer.

"I don't often race vintage, but when I do it's with the VSCDA."

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

Classifieds:

2006 Palomino Yearling Pop Up



2006 Palomino Yearling pop up. Sleeps 8, has AC and heat, electric, 2 propane bottles on front, special ordered tinted windows, extra storage up front, refrigerator, stove, and sink. Stove can go on the outside. There is an electric outlet outside. Spare tire on back.

Contact [Annie Pobgee \(Fire/ Rescue\)](#) either by e-mail or cell phone.

red_rsq_2@yahoo.com or 608.774.4766

Classifieds:

Lynx B FV



Lynx B FV restoration with 1 race weekend in VSCDA log book.

Has all top grade components ie. Noble engine, Roxanne exhaust, Lyebarger trans, Koni vintage shocks, SPA fire system, Carbotek brakes, Dunlop tires, Clark vintage nose and tail, Kevlar main body section all in factory gelcoat. Car has original log book. It has powdercoat frame and fan housing, comes with chrome wheels, Alpha quick connect wheel. Engine is plumbed for oil filter and has K&N air filter. More not listed. \$12500

Contact [Mike Kitzmiller](#) 419-628-2238 kitz1@toast.net



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