

VSCDA
VINTAGE SPORTS CAR DRIVERS ASSOCIATION



TM

The VINTAGE *Spirit*

**14 Racers You'll See
at a Vintage Event**

Grattan Preview

Blackhawk Wrap Up

Roll the Dice

Hagerty Corner

Summer 2015 Issue



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Editor
Chris Bonk

Cover photo:
Todd Jongen

A Message from our President Mike Korneli

WIN A FREE RACE ENTRY!

Hopefully that got your attention. Before I tell you how to win a free race entry to ELVF I'd like to do a mid season recap. Our driver's school is the lifeblood of our club. It will help our club sustain, as older drivers hang up their racing shoes. It had what was described as the best weather ever seen for that event. There was a good sized group of students with S2000 cars. The times they are a changin', and that's not always bad. We need to adapt to what the next generation of drivers get excited about.

Blackhawk is also in the books. There was a lot of concern a couple of years ago when SVRA decided to do an Indy event. With both a venue and date so close to our Blackhawk event no one knew how it would affect us. The bottom line is not much. Our event is so competitively priced with great track time that I believe that people understand that value. Most people can only do so many high dollar events. Blackhawk continues to be our second most popular event.

Grattan is almost upon us. It's not too late to get ready for our "Summer Party" event. The best part about having new event chairs is the new ideas and enthusiasm. Alex and Liz are working hard to make the event better than ever. This is not your father's Grattan event!

Events don't happen by magic; it takes a lot of hard work by a lot of people. Next time you see a race chair, tech worker, drivers committee, registration workers and all the volunteers that make the events go, make sure you thank them.

Alright, let's talk about a free ELVF entry. In our last issue I talked about the status of our club and the importance of the social aspect of a club. This year is the 30th anniversary for the ELVF. The ELVF is our most popular event. The ELVF banquet has always been one of our clubs biggest social events. It's time to put the events money where my mouth is. Every driver that attends the ELVF banquet will have a chance at a free entry for the 2016 ELVF. There will be two runner up prizes of a free enduro entry for the 2016 ELVF. This year's "Gather on the Green" and banquet will be the best ever.



ROLL THE DICE

by Tucker J. Madawick



Dice: plural noun, \dīs\

1. a small cube that is made of plastic, 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**

Pay backs are hell.

Doug Bruce and I have been friends and a customer of mine for many years, so when I decided to go vintage racing, he had to join me. I was skipping around in the pits at Mid Ohio back in fall of 2007, when I spotted the yellow Courier, I now have. It was complete, but hadn't been to a track or run in a few years, perfect for me, and with my wife's blessings I bought it. Took a couple of weeks to get it, but I brought it home and immediately called Doug to tell him about my find. Before I could hang up the phone, he was at my shop looking it over and mumbled something about joining me. The next few days he sent me adds with photos of early Sprites and I helped him decide on the car he has now, the ex Bill Carrol White Bug Eye. So off we go to VSCDA

drivers school, get our licenses the first time out and now we are beating on our chests and talking about how we're going to beat each other at the track.

We both made a ton of upgrades to our cars mainly in the safety department and some performance goodies and went racing. It was enormous fun, meeting new friends

"He over cooks the brakes and has to go off course..."

and going to tracks we'd only heard about. About the third year at Grattan, which both agreed was

our new favorite track, we were pretty even, but I had found a couple of extra horses and about midway through the feature race I passed Doug on main straight in front of the home crowd. Now I've aggravated the customer and started a war which is still going on.

Fast forward to the second Indianapolis Invitational Vintage Gran Prix this year, Doug and I are fairly close to each other on the grid. We keep each other in sight, but at the end of the front straight he over cooks the brakes and has to go off course allowing me to get by him, oh boy, oh boy. I keep him behind me for about 3 laps, I see him in my mirrors going from one side to the other and finally does the Hail Mary dive on the outside of the 90 degree left at the end of The Holman straight, I let him go barely

and he beats me to the finish by a couple of car lengths, to take third in class and goes to the podium! If I had known that was the last lap my Courier would have been a couple of feet wider, but it was a clean pass and I had to let him go. We're still laughing about that one, but be careful Doug, I'll have to even the score.



Tucker



Tucker (left) and Doug Bruce



14 RACERS YOU'LL SEE AT A VINTAGE RACING EVENT.

jaysbrickblog.com

By Chris Bonk

Editor's note: This is satire. Profiles are based on a cross section of a population. Any resemblance to persons living or dead is purely coincidental. Aka "Lighten up Francis."

The Arrive & Driver

Profile: Affluence of some sort is generally a part of the equation. He's a busy guy in his everyday job, but he loves to get away and be a weekend warrior. His crew is already at the track. set up and waiting to buckle him in after he hurriedly arrives from the local airport just in time to make the grid call. Gregarious in nature, he loves to invite others for wine & cheese back under the big top trailer or share a bottle of the local IPA.

Occupation: Hedge fund manager, Physician.

Motto: "Anything can be fixed

with a check wrench."

Acceptance in the Paddock: Generally well liked, but also envied.

He Drives: Alfa Spyder, Lotus Elan, Jaguar XKE, 90's era Formula One car.

The Affable Brits

Profile: Scottish or English (most locals can't tell the accents apart) they somehow elevate the occasion and give a vintage event a certain legitimacy and authenticity simply because they come from the same island as half the cars on the circuit. They love to chat about Joe Lucas as being "The Prince of Darkness".

Occupation: Advertising executive, Import Car Mechanic.

Motto: "Green tea by day, red wine by night."

Acceptance in the Paddock:

Loved...if only to hear their accents.

He Drives: A Mini, Lotus Europa, Brabham Formula 2.

The Gentlemanly Racer

Profile: He never dive bombs you, always gives you plenty of racing room and when he passes you it's clean as a whistle. He may not be at the sharp end of the grid but he's a solid racer who'd finish higher if he was less "gentlemanly".

Motto: "No, after you...I insist.."

Acceptance in the Paddock: Highly respected and loved by all.

He Drives: An old front wheel drive Fiat, Formula Vee

The Red Mist Racer aka Mr. Intensity

Profile: He doesn't know what 8/10ths means. He's a Type A

personality who wants to win, win, win! He's usually called in at least once a weekend for "a talking to" by the Chief Steward in regards to aggressive driving, or going 4 wheels off multiple times.

Occupation: Aftermarket car warranty sales, Litigator.

Motto: "Outta my way!"

Acceptance in the Paddock:

Generally despised and the subject of much gossip in the paddock. "Did you hear he went off at Turn 1 and nearly collected the Driver's Committee Chairperson?"

He Drives: A Boss 302 Mustang, early 70's Corvette.

Old School Former Pro Racer

Profile: He still drives like it's his profession. He's very fond of late braking dive bombs...because he can. He has a tendency for sticking his nose here and there and loves to intimidate. He doesn't mind making contact or closing the door on you.

Occupation: Retired racer



Motto: "Rubbin' is racing!"

Acceptance in the Paddock:

Admired for his ability for his age, but everybody wishes he would retire.....from all forms of racing.

He Drives: A 60's Volvo, a Sport Racer, Triumph Spitfire Fastback.

Lifetime Racing Enthusiast (LRE)

Profile: This is probably the most common racing profile type. The Enthusiast has been a fan of road racing his entire life and he now has the time and the financial means to play in the sport of his idols. A mid-packer, he's slowly getting better each season as he gains experience and is able to afford better equipment. Though he has mechanical ability he generally looks to others for advice and assistance in car prep and repair.

Occupation: Small business owner, Middle management in a Fortune 500 company.

Motto: "A good dice is like a win!"

Acceptance in the Paddock:

Being this is the most common vintage racing type his acceptance is based mostly on his personality and not his driving style.

He Drives: A Datsun 510, a Bug Eye Sprite, a Formula Vee, a BMW 2002.

The Narcissist

Profile: He has the painted helmet, the fire-suit from a real Formula One or IndyCar team, the Alpine Stars accessories. Always has an attractive companion of the opposite sex around and is somewhat of a raconteur in regaling those who'll listen about his amazing adventures. He's generally a decent racer, but for the meantime he's more "Show" than "Go".



Occupation: Artist

Motto: "If you can't be fast at least look fast."

Acceptance in the Paddock: Generally well liked, though a few think he's a pompous ass.

He Drives: A Datsun 240Z, Alfa Romeo GTV, any type of Porsche.

Mr. Clueless

Profile: He's been around forever, but it still seems like he doesn't know the racing line, isn't aware of who's around him and basically parks it in the corners.

Occupation: UTF (Unemployed Trust Funder)

Motto: "Say what?"

Acceptance in the Paddock: Thought he may be liked personally, nobody wants to be stuck behind him on the track.

He Drives: A Formula Ford, Lotus Super Seven.

Happy Go-Lucky Guy

Profile: He's at every event,



though he's also generally at the back of the grid. An all-around nice guy who everybody enjoys having a beer with back at the paddock after the race.

Occupation: Retired electrician

Motto: "Just havin' fun!"

Acceptance in the Paddock:

Respected and always welcomed.

He Drives: A MGB, Austin Healy, Ford Cortina

The Fastidious Perfectionist

Profile: His car is immaculate. All the screw-heads line up on the engine. He cares more about buffing the car than his grid position. His paddock is meticulous and he has every tool known to man.

Occupation: Retired Accountant

Motto: "If it doesn't make the car go faster, chrome it."

Acceptance in the Paddock:

Well received and popular when you are looking for just that right tool to borrow.

He Drives: A Lister, Pre War MG.

The Industry Guy

Profile: He owns an auto repair shop and this is his living. Breaking down a motor over night is it's own adventure. He's generally a beer type of guy that will be the first to lend a hand when you are in trouble though they tend to be

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critical of other people's work. "I wouldn't have done it like that. That's your problem."

Occupation: Mechanic, Race Prep Shop Owner.

Motto: "We've got time to fix it."

Acceptance in the Paddock:

This is the second largest type of racer at vintage events, so unless he's an opinionated jerk, he's well liked.

He Drives: A Camero, 60's era



Corvette, Super Vee.

The Ride Mooch

Profile: He sold his car due to budgetary constraints (in other words, the significant other put their foot down on the hobby), but is still part of the community and comes to every event with a gear bag in tow in hopes that he can suggest to a car owner that said owner might want a co-driver for the enduro.

Occupation: Collective bargaining mediator.

Motto: "Have helmet. Will travel."

Acceptance in the Paddock:

Must have friends in the paddock prior to attempting to mooch rides. They are always one incident away from being hated.

He Drives: Somebody else's car.

Former SCCA Driver

Profile: He spent years and tons of money developing his car in SCCA competition with the hopes of winning a national title and going Pro. In vintage he mostly complains about the "era correct" rules and how much better SCCA is.

Occupation: Personal Injury Attorney, Race Prep Shop Owner

Motto: "Era correct my ass. This is a safety upgrade, not a performance upgrade!"

Acceptance in the Paddock: Tolerated.

He Drives: 80's era Corvette or Z car.

The Jaded Bastard

Profile: Been there, done that, seen it all. A Jackie Gleason type character that is quite wealthy and seems non-plussed about everything. Generally a "one-upper" in exchanging experiences. The only thing that can render him speechless is a lap at Indy during the Oval Experience at a vintage event.

Occupation: Retired Captain of Industry.

Motto: "That ain't nothin'!"

Acceptance in the Paddock: Not many friends...Just paid lackeys.

He Drives: Early 20th Century Indy Car, D Type Jaguar.



JAGUAR

VSCDA
VINTAGE SPORTS CAR DRIVERS ASSOCIATION

ALLARD

It's Coming!

2015 ELVF

30th Anniversary Elkhart Lake Vintage Festival

60th Anniversary Road America

Jaguar Feature, Group 44 Reunion

Bob Tullius as Honored Guest

Jaguar Clubs of North America National Meet

Allard Gathering

September 17-20

Road America Test & Tune Sept 17.



Blackhawk Classic

Vintage Vee Race Report by Jeffery Tschiltsch

The Formula Vee sprint race was the final event on Saturday. The skies had grown dark but everyone was sure the rain would hold off, and it did, right until the cars started off on the formation lap.

The light sprinkles quickly turned into a full-fledged downpour halfway through the first lap. Even though the entire field clearly gave the first wet race of the season the respect it deserved, the first car went off track between turns 4 and 5 and then several more either spun or went off exiting turn five, all on the first lap. Some cars dove straight into the pits and the end of that lap but most continued to tough it out. Lap times averaged over 30 seconds slower than the qualifying times from earlier in the day. After three laps the race was red flagged due to lightning. The top three finishers were Garrett Van Camp, Mitch Beiser and Chuck Buysee.

The rain race completely shuffled the grid for the Bill Milner Memorial Sunday feature race as some of the

top qualifiers in the dry struggled to turn a quick lap in the wet race. The weather was the complete opposite of the day before, there was a 20 minute delay on the grid in the baking sun as oil was cleared off the track from the previous race. When the race eventually started the field got away clean although there was a huge cloud of oil-dry dust that for the challengers had to navigate as the lead cars churned it up at turn 3D.

Some of the cars starting at the back of the pack due to their poor wet lap times had great drives: Steve Lockwood started 25th and worked his way up to 13th, Ricky del Rosario finished 4th from a grid position of 13th, and Bill Griffith worked his way up from 14th to finish 6th. Others had a harder time: Mitch Beiser started second but slowly fell through the field to finish 8th, and Mike Rogers finished 9th after starting from the 4th spot on the grid.

When it was all said and done Garrett Van Camp took the checker for the win, followed by Chuck Buysse in second and John Kennelly in third, who charged through the field starting from 7th. As usual Black-



Dan Sheehan Photographs

hawk provided entertaining race action all weekend in the Formula Vee class.

Trans Am B-Sedan Report by Steve Bonk

The Blackhawk Classic is always Trans Am B Sedan group favorite, but for some reason the grid was light. Some of us did the Friday practice day to get some rust off and get back in the swing of things. That didn't work out that well for some of us. Lol!. Barb Nevoral blew up her engine in

a big way. My car was running quite well (with Dan Meller doing driving duties) People were wondering if we had a Paddle Shift tranny in the car while he was blasting off practice laps, but we noticed a little water being pushed into the overflow bottle. "Hmm, Mark did we re-torque that head gasket?" That would be a no. Don Eichelberger was there practicing with his Datsun 510 also. Don a Previous Blackhawk race winner and Trans Am B sedan Champ was having his own head gasket issues. So by Friday that was 3 cars missing from the grid. I want to thank Dean Champeau

for taking over handing out the medals for the race. I decided to leave and pull my sick motor on Saturday. I am sorry I can't give a more detailed report. Last years Trans Am Champion, Ike Keeler took first place. Terry Stahly, wheeled his Alfa home in 2nd. And a rookie to the series, Greg Meyers, moved his Mazda into 3rd place. Scott Hanson took 4th. Jeff Babcock, and Joe Brabender brought home there Volvos right behind Scott.

Thanks to all the Sponsors, and drivers for your support.

The next VSCDA Trans Am B sedan race is at Grattan in August.



The Sights of the Blackhawk Classic 2015



Dan Sheehan Photographs



Dan Sheehan Photographs



Dan Sheehan Photographs



Photo Credit: Dan Sheehan





Photo Credit: Dan Sheehan



GRAND PRIX AU GRATAN XXIX

AUGUST 14TH-16TH

GRAND MARSHAL
CHRIS WIERS
IRAQ WOUNDED
WARRIOR VETERAN

GRATTAN RACEWAY
BELDING, MI

FRIDAY NIGHT
PADDOCK CRAWL
SAT. NIGHT BANQUET
CAN-AM CHALLENGE

TRANS AM B-SEDAN SERIES
SPRITE MIDGET SERIES
VVV SERIES

JEFF PORASIK OF WELLS FARGO
ADVISORS LLC ENDURO

BADGERS VS SPARTANS/WOLVERINES CHALLENGE



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Vintage Grand Prix Au Grattan XXIX VSCDA'S Summer Party

By Alex Rorke

Last year's "Grand Prix Au Grattan" was another successful celebration of VSCDA vintage racing. Start planning now for a spectacular weekend of international racing at the roller coaster Grattan Raceway Track in Grattan, MI. Three days of close racing, camaraderie and loads of track time are waiting for you! We are honored that Wounded Warrior Chris Wiers will be our Grand Marshall. Experience one of the very best natural terrain tracks in North America, multiple times each day, in big fields with a variety of cars.

What more could you ask for? How about a party! Our Grattan weekend features: A Minimum of Three Track Sessions Per Day. **The Jeff Porasik of Wells Fargo Advisors LLC Enduro!** For closed wheel cars up to 3 liters. **The Annual VSCDA/VARAC Can-Am Festival Challenge!** Our Canadian G70 friends are returning to run a series of special "Can Am Festival Challenge" races. We call on all eligible domestic G70 cars to come and defend our national colors! VARAC Chair, Del Bruce, promises even more guests from Canada will be joining us. **The Trans Am B-Sedan Race Series.** This class of under 2.5 liter sedans was popular with both amateur and pro racers "in the day". Noted for their light-weight and exceptional handling, these cars are quite popular today and compete in their own growing race series within VSCDA. **The Spridget Race Series.** VSCDA has the strongest and fastest growing vintage Sprite and Midget racing

group in the Midwest. The friendships formed in the paddock are as strong as the racing on the track!

The Vintage Vee Race Series. Close, hard-fought races take place in the Formula Vee group, with over 30 cars on the track!

Giving Back--Rides for Wounded Warriors! For a \$20.00 contribution (100% to charity), this hugely successful program offers guests a 2 lap lunchtime ride on Sunday in a race entrant's race car (driven by that racer) at 6/10th speed, on a closed track. Not only is this a great way to raise money for Wounded Warriors, both the guest and driver come back with big smiles! If you would like to volunteer your car, please contact the VSCDA office: vscda@vscda.org. Two Great Evening Parties! Friday night features the "Paddock Crawl" progressive dinner where the racers themselves are the entertainment—just follow the wine and beer on the golf cart as it travels through the paddock to the next course of the dinner! Friday and Saturday's dinners feature local microbrewery beer. Of course, we will again feature the cuisine of Cannonsburg Grist Mill,

which has drawn rave reviews for the last 3 years!

New: **Badgers VS Spartans and Wolverines Challenge.** To challenge Wisconsin's VSCDA members to make the trip around the Lake, encourage the largest turnout possible from hometown racers in Michigan and celebrate Grattan's party atmosphere, a new prize will be awarded through the **Badgers VS Spartans and Wolverines Challenge.** Based entirely on voting and observations from all at the track and the event chair's subjective and imperfect judgment, a case of good wine will be awarded to Michigan (and its racers) or Wisconsin (and its racers) based on which-ever state provides the most support for the weekend. The second place state's racers will share a case of the cheapest case of beer Alex can find in Michigan. Some palates might consider the beer to be the first place prize...Yes, attendees from Illinois, Ohio, Iowa, Kentucky, Indiana, Toronto and anywhere else are encouraged to vote.

These are only the highlights of a weekend focused on having a very good time. Our goal is to make the entire weekend your favorite summer party.

If this sounds like your kind of event, we want you! Make plans to be at Grattan August 14-16, 2015 next summer! Register at VSCDA.org.



Vintage Grand Prix Au Grattan XXIX



The Vintage Grand Prix Au Grattan Experience!

by Tim Ridout

What is the Grattan experience? Well I am glad you asked, as it is one of the best times one can have in vintage road racing. Let me tell you about it. This year's event chair for Grattan is Alex Rorke who asked me to write an article telling people what it is like to be involved with VSCDA's Summer Party, as I have been covering Grattan for close to twenty years. Apparently

they like how I write and my passion for the event, so here it goes.

The first thing one will notice when coming to VSCDA at Grattan is all the friends you haven't seen in a while. Something about this event brings a lot of folks together and one of the best things is when you recognize people and think "man I've known them a long time, why I remember their little one tugging

at shirt tails or holding their hands over their ears but always smiling, watching mom or dad race and now look at them, they are racing now".

Racing at Grattan can be a challenge. Most drivers love it, especially those with small bore cars. Here are some quotes from those that have raced at Grattan and their thoughts.

First up is Don Kelly who drives a 1961 Bugeye "I love the rush between T4 and T5 as you approach the jump, full throttle, then you top the hill and see T5 is right there and you know you have to wait until the car comes down on the suspension before you quickly brake and look for your turn in mark and carefully turn the wheels to the right and head toward the quick tight left hander they call 5A. It is a feeling of excellence when you get it right and the car glides through T5 and T5A and puts you in the right position for the up hill off camber T6!"

Next is Doug Bruce who also drives a Bugeye. "That is my favorite track! As a new racer 8 years ago I thought I would never like racing someplace so "busy". That has all changed. Grattan was built for the small bore racer. Turn one is fantastic. When you walk the track you can really see just how much uphill grade you get. That allows you to carry more speed than you might think thru it as you use less brake. It is my turn to pass those with larger engines as I catch them braking much earlier than they should."

A friend of mine, Rick Schans has different point of view as he is not fond of the track. As an explanation he says "I would probably have enjoyed racing there more if I had started out in Karts or Formula Vees or Formula Fords instead of a Reynard F3000. However the event was great"

Next up is Burt Levy's take. "Grattan is a real old school roller coaster of a track that is very different and fun in any car but small bore cars handle the track better. Also the feel of coming uphill to

turn three and feeling the compression of which is an off camber lefthander, you also have to watch your speed between four and five as there is a jump that when you come down it goes into a blind right hander. The esses are low speed but flow nicely to build speed for the bowl". Burt also said that he really likes the event as it is great club weekend with a lot of track time.

The drivers I spoke with all highlighted the track interplay leading to the jump and left, right s-turn combo, including Scot Forman. He mentioned that Grattan is a natural terrain track, unlike anything being built today. It resembles a back country road! He then elaborated on what happens after the left/right turns following the jump: Immediately you are in the Monza Bowl, a 130 degree turn to the left. I call it the toilet bowl as you get pull in three directions at once (accelerating, cornering hard and dropping down into it) making me want to vomit—every lap.

This combo is followed by a "kinked" straight in which the camber again changes at the kink corner exit. This leads to the infamous "bus stop" corner which is right hand 140 degree hairpin with a 3 foot drop right at the apex. Under steer is a very polite term for the tire shredding experience of getting this corner anything less than perfect. Best line is a very late turn in from extreme drivers left but that leaves a big opening for other racers to try passing on an inside line. Of course, this guarantees they'll be sliding directly across your path as they lose all traction and forward

bite dropping over the apex, giving the "patient" driver the perfect opportunity for an exit re-pass as they skate by on their way into the huge paved no-man's land on the driver's left exit. The "bus stop" is followed by another short uphill chute to a right- left s-turn combo with a huge dip at the first apex, and a muffler crushing compression at the second apex followed by an off camber exit back onto the main straight.

If you have more than a couple laps at Grattan and you are not having fun, you are either scared stiff or have no pulse."

A final comment from Ron Soave "The secret to Grattan is, when you hear everyone else lift, put your foot down.."

Every year the VSCDA picks a very worthwhile charity for the event and every year they encourage those that benefit from these charities to come out and enjoy the festivities. This year we are once again proud to support the Wounded Warrior Project organized by Jeff Porasik. Jeff organized the Wounded Warrior rides for charity at several races last year and raised \$8000. The goal this year is \$10,000. At Grattan, drivers will take spectators for rides in their racing cars during a special touring session to help raise funds for Wounded Warriors. The VSCDA web site will have information on how you can volunteer your race car to help raise funds. A good friend of mine Chris Wiers and a Wounded Warrior himself will be the Grand Marshal for the event!

To gather info for this article there was a conference call between me, Alex, Jeff and Del Bruce, the President of VARAC (Vintage Automobile Racing Association of Canada) to discuss this year's event and what it is like driving at Grattan. Everyone agreed that racing at Grattan is like being on a roller coaster ride (this also was alluded to on the front cover of Vintage Spirit by Chris Bonk who puts out the VSCDA's newsletter/magazine) that has twists and off camber turns, hills and bursts of high speed, especially on the front straight. Del talked about how much the folks from VARAC enjoyed the event and the challenge of racing on this track. He said they are expecting an even bigger VARAC contingent this year, hopefully around fifteen cars, which will make this year's Can-Am Challenge a bigger event!

Alex also talked about how the current Grattan model was put in place by previous chairs Chris McGrath and Scott Fohrman, but there will be some new twists, like the tongue-in-cheek competition with the Wisconsin Badger folks vs. the MSU/U. of M. folks. The winner will get a case of nice wine and the loser will receive a

case of really cheap beer, knowing some of these folks they probably wouldn't mind losing! Alex brought this up at the Spring Brake event at GingerMan and there is already some interest sparkling about. One person was heard saying "what about Ohio State?" I think that suggestion was ignored. LOL!



Over the last several years there has been a paddock crawl similar to a pub crawl and we even have Dean Chapeau again accepting the "awesome responsibility" of providing the official beer cart transporting libations to those in need.

We have said what it is like to race here and some of the other things that go on but the real deal about the Au Grattan Experience is the people and the camaraderie, as folks will bend over backwards to help each other out, then race your socks off. This event is about

having a good time from the racing to the after race activities like the banquet to the paddock crawl to the late night wrenching and bench racing!

A final quote from Scott Fohrman, "The fun of it is, those who love Grattan look forward to having a beer at the end of the day with the person you raced real hard against."

So in conclusion, join VSCDA's Summer Party this August. Racers and spectators are all part of the celebration. Where else can you get outrageous amounts of time on an exhilarating

track, a real Can-Am Challenge, the Trans-Am B Sedan Series, a paddock crawl, Sprite Midget Series and state vs. state competition over poor beer, while supporting the men and women who have given so much for our freedom?

Please join me and see for yourself what the Vintage Grand Prix Au Grattan Experience is all about, August 14th through the 16th 2015.



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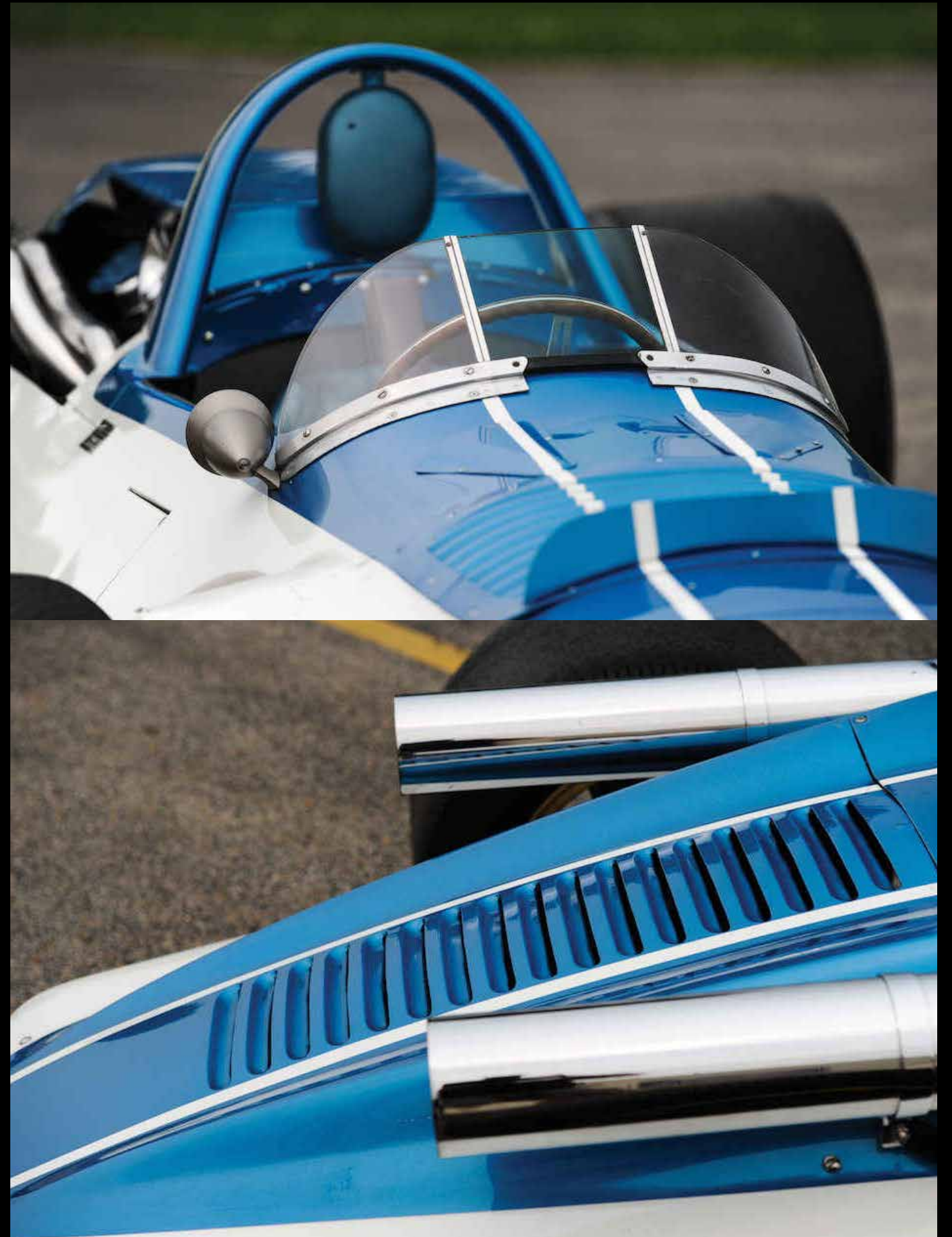
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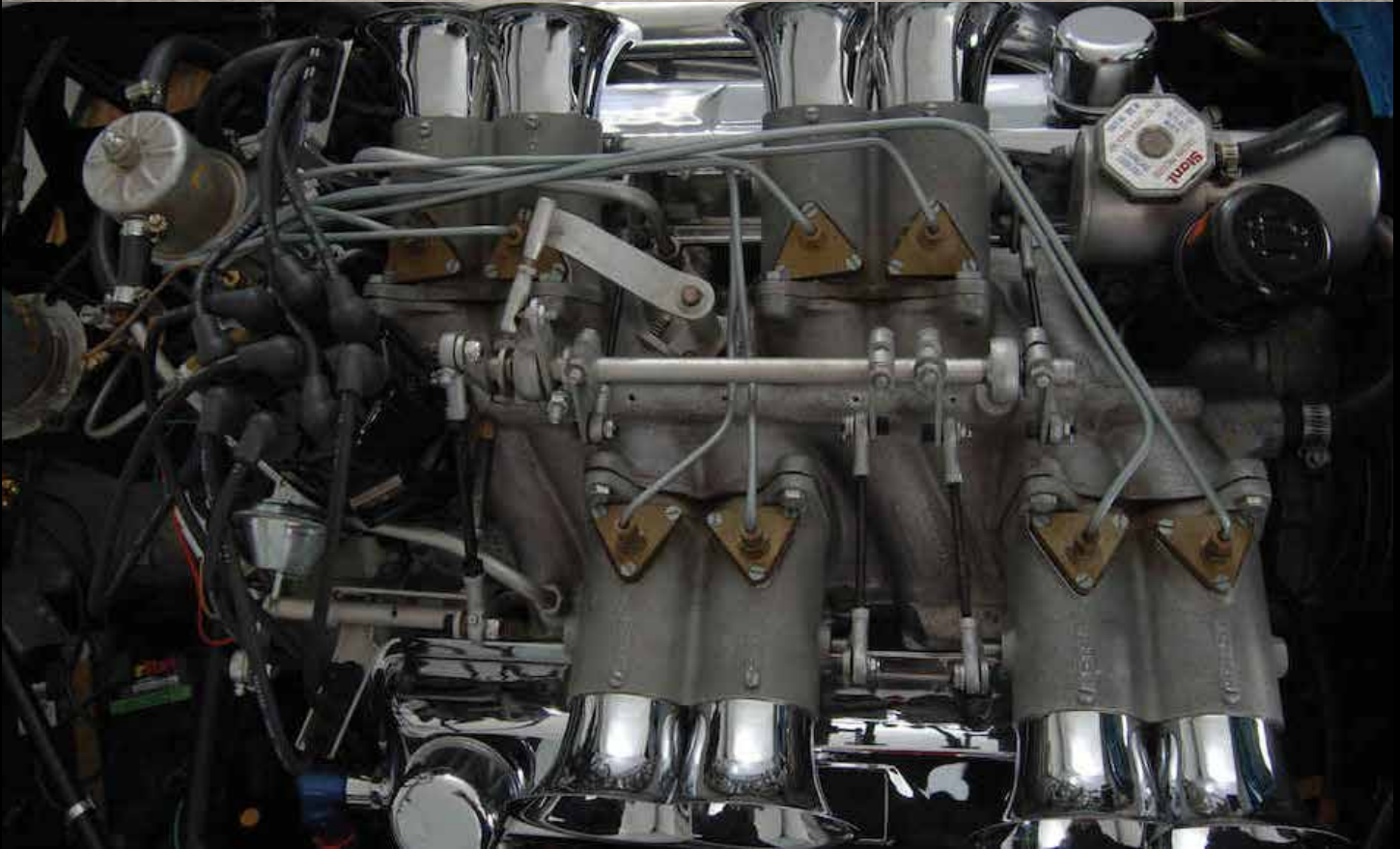
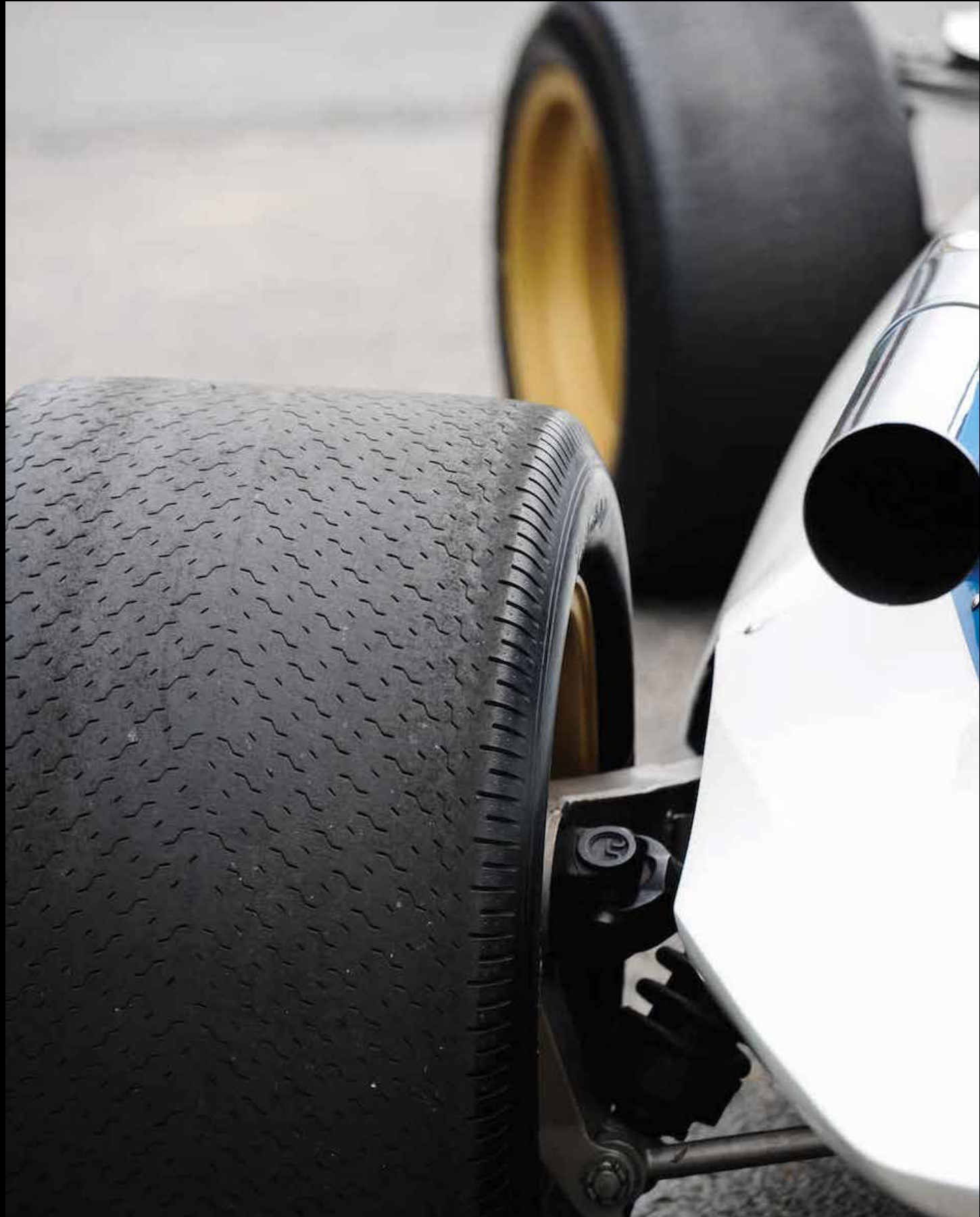


The Legendary Chevrolet CERV I Is Up For Auction

SuperCompressor.com - Brett Williams

In the American automotive landscape, there aren't many vehicles more influential and iconic than the Corvette. Even fewer can claim to be the direct progenitor of the modern Corvette and Zora Arkus-Duntov's personal Corvette engineering test bed—just one can, to be exact. That car is the Chevrolet CERV I, and it's for sale. If you've got \$2 million, this piece of automotive history can be all yours. If you don't have that kind of cash, feast your eyes on the stuff of legend below.







ALLARD

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10 Convertibles for 10 Grand or Less

By: Hagerty



1969-80 MGB: The MGB was around seemingly forever, just shy of 20 years actually. After British Leyland absorbed British Motor Corporation, development all but ceased (beyond that which was necessary to keep it legally sold in the U.S.). The early cars are beyond budget, but the post-BMC



cars are still cheap. The earlier cars are the better ones for the most part; all lost a carburetor after 1974 and gained the less attractive rubber bumpers midway through that model year. Still on a sunny Sunday, any B isn't without its charms.

1985 Buick Riviera: The 1980s Buick Riviera and Cadillac Eldorado were the first officially sanctioned GM convertibles that were produced since the full-size Cadillac Eldorado went out of production after the 1976 model year. The Riv was handsome in the extreme and luxurious, befitting its status as one of the most expensive cars GM offered in the mid-1980s



1985 Cadillac Eldorado: Along with its twin, the Riviera, the new, smaller Eldo made a very attractive convertible. In a time of look-alike GM cars, both stood out from each other and from virtually anything else on the road at the

time, simply by virtue of the fact that the top went down, though the Eldorado was decidedly more formal and angular than the Riv.



1985 Toyota Celica: Unlike Datsun, which had produced a series of little roadsters in the 1960s known as the Fairlady, Toyota had little experience making convertibles, so it came as no surprise that it enlisted the help of American Sunroof Corporation to chop the top on its pretty rear-wheel-drive Celica. ASC did a fantastic job of it, matching Toyota's famously rigid quality-control standards. Today, first-year Celica convertibles are rare and interesting cars.



1990 Mazda MX-5 Miata: It's hard to believe, but early Miatas are now 25 years old. Can the tired "chick car" rhetoric -- these are drivers' cars in the extreme. With nimble, tossable handling that gets the most out of the chassis and the willing little twincam four, these are incredibly durable cars that are capable of racking up 250,000-plus miles all but trouble-free.



1985 Ford Mustang GT: The Fox body Mustang had been around since 1978, but it wasn't until about 1985 that things really began to get interesting. Redesigning, better breathing cylinder heads pushed the 5.0-liter V-8's horsepower rating up to around 200 for the first time since the early 1970s. The Fox body Mustang and the next car on the list brought affordable V-8 performance back to the masses.



1988 Chevrolet Camaro IROC Z/28: Chevy's answer to

the Mustang GT was the new IROC Z/28, named for the International Race of Champions series. Its 305 cubic-inch engine also started to make real horsepower again by the late 1980s. Combined with the very pretty third-generation Camaro body, nice ones remain bargain priced for now.



1981-85 Mercedes-Benz 380SL: The 380SL might be among the least powerful of the classic R107-series SLs, but horsepower isn't really the reason you buy one of these stylish drop tops; rock-solid build quality and blue chip elegance are. Just make sure that yours has had the all-important timing chain updates.



1987-93 BMW 325i/318i: BMW E30s are rapidly gaining in popularity. The all-wheel-drive 325ix, the 325i coupe and the M3 have all been discovered by audiences ranging from high-end collectors to drifters and those looking for a winter beater. Oddly enough, it's the lovely convertible that has yet to really find an au-

dience. Nice ones with a manual transmission are still well under 10 grand.



1982 Alfa Romeo Spider Veloce: Alfa's venerable Spider had been around since 1966 but it wasn't really until 1982 that most of the eccentricities had been exorcised from the car -- 1982 was the first year that the car came with the same Bosch electronic fuel injection that the Germans had been using for about 10 years, displacing the SPICA mechanical injection that Alfa had used in the U.S. to meet emission regulations. And 1982 is also the only year that you could get the Bosch injection in simpler non-rubber, spoiled Spider Veloce.

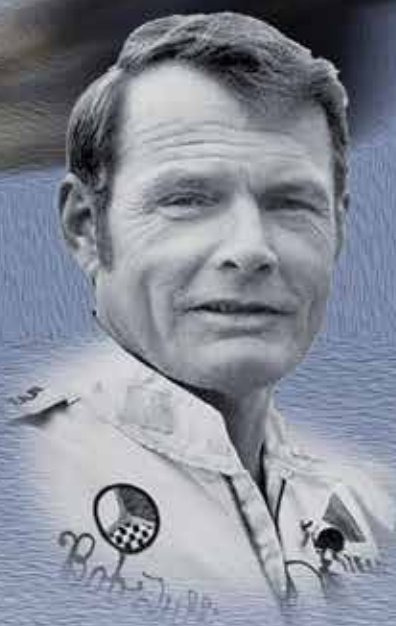


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