

The VINTAGE Spirit



In Memoriam
Grattan & ELVF
Race Wrap-Ups
Hagerty Corner

Roll the Dice
Volunteerism
The VSCDA Questionnaire
Fall Issue



Fall 2014
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Editor
Chris Bonk

A Message from our President Mike Korneli

Well, our final race of the VSCDA season is over. Each one of our events went well this year. That will put us on solid footing for next year. A big thank you needs to go out to all the volunteers that help make the season a successful one. It doesn't happen by magic; thanks to race chairs, registration, tech, drivers committee, regalia and a host of other people. Absent from the list of volunteers was a category of one person. Henry has been our announcer for as long as I have been a member, and that is 17 years. Henry passed away one week before ELVF. To those that attend ELVF, the silence was deafening. The young announcer trying to fill his shoes had an insurmountable task. Events will never be the same.

We will begin planning for next year soon. The board will be meeting to review last year and plan for 2015. If anyone has a topic they feel the board needs to discuss or address please contact me. I will work to get it on the agenda. These could be new ideas, improvements that could be made and yes even things that went great and should be expanded on. And remember; Please race with the vintage spirit in mind!

Mike





I WANT YOU FOR THE *VSCDA*

VINTAGE SPORTS CAR DRIVERS ASSOCIATION

VOLUNTEERISM

By Chris Bonk

THE VSCDA is a volunteer organization. A club of members for the members. This is YOUR club. There is only one person on the VSCDA payroll. Everything else gets done by people volunteering their time. We greatly appreciate everybody who's volunteered over the years. Without YOU this club does not exist. And this is an interesting point because at this time the very survival of not-for-profit type vintage racing clubs is seriously in jeopardy as large for-profit organizations gobble up events and track dates in an attempt to "rule" vintage racing. Are the days gone when a group of individuals with a common interest can get together and create a "club" where all are welcome and everybody pitches in to make it happen? Shows us that is not the case.

We, the members of the Board are calling on the membership to up their game when it comes to volunteerism. If you haven't been a volunteer before, now is the perfect time! Board member and Driver's Committee Co-Chair Barb Nevoral is stepping down along with Jim Donato from the Driver's Committee. She is STRONGLY requesting other members to fill their racing boots. While it might not be fun to dish out penance to your racing buddies (or maybe it is?), we need a committed staff to ensure the safety of all our drivers and spectators.

Earlier this year I took up the challenge to create the newsletter. I had big shoes to fill as Betsy Sodergren and Kathy Newton did a knock out job. I had a vision that I wanted the newsletter to be more of news magazine with slick graphics and human interest stories along with the club news; and that is why I created The Vintage Spirit. I have to say it's been a labor of love as every issue takes many hours over the course of a month or two to complete it, but I'm proud of the results thus far. Once again, this publication is YOUR publication. It doesn't exist without content. If you're tired of just seeing stories about the Vees, the Spridgets or the Trans AM B-Sedan series feel free to write something up (hopefully with a graphic includ-

ed) and send it to vsda@vsda.org. If there are any designers or aspiring designers who'd like to help design and layout the magazine I'd appreciate the help.

As we move into the 2nd year of The Vintage Spirit we are going to develop pricing for advertisement space just like a regular magazine. We have over 500 members who will have access to the advertisements, but since this publication is printed in a pdf format it can be emailed to anybody! If you have a mailing list you can send your advertisement anywhere. If you have a business and you'd like to promote it this is one way you can help your club.

In a similar vein another area the club needs help in is Sponsorship. We love our sponsor and we'll continue to support them, but by bringing on more sponsors, specifically "title" sized sponsors we can keep our costs down and in turn keep event entrance fees down.

Being an Event Chairperson is also a crucial role that needs to be filled every few years. The current, preferred way we fill positions is to have people volunteer in a junior capacity in order to take over the event at a future time. If there is an event you'd be interested in "Chairing" in the future please ask.

Facebook: We need individuals to promote our brand on social media. In addition, the easiest way to communicate within the club is by Facebook. It's instant. No waiting around for the website to be updated or The Vintage Spirit to come out. PLEASE encourage your fellow members to join our Facebook page.

The VSCDA is a wonderful group of people who race, laugh, celebrate and share experiences year round. We'd like it to continue that way and with your help this can be possible. Please seek out a board member or VSCDA volunteer to see how you can help us.



Meet Tom Pixley

From Traverse City
TOM PIXLEY answers...
The VSCDA
QUESTIONNAIRE.

Q. How did you get into racing?

A: My wife Gretchen and I got married in 1976, and on our local honeymoon, were swimming at Empire Beach. There was a poster on a board showing the Empire

Hillclimb, and this looked pretty irresistible. In 1980 I entered my turbocharged, stripped, Corvair go-to-work/love object and I came in third in class and have raced every year since.

Q. Did you follow racing in your childhood?

A: Yeah, but it was drag racing. I lived about 7 mi. from Detroit Drag Strip and could hear them on Summer nights! Plus, my 10 year older brother had a 1940 Ford

Coupe, with a nail head Buick in it. Big chunks of my school days were spent drawing drag rails and "gasser's" pulling hole shots.

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

A: I have a number of them from greats like Fangio and Clark, to friends I have raced with like Lowel Blossen, Doug Durell, Travis Engin, Mark Harmer, and many others who consistently drive well

without making it seem like anything special.

Q. What is your favorite track? Event?

A: Hands down, Mosport. Nowhere else I have driven is as butt clenching as turns 1 thru 4, and over the little crest into Turn 8 flat out.

Q. What tracks are on your bucket list?

A: Watkins Glen, Lime Rock, and perhaps given an unexpected infusion of cash, Goodwood, Spa, the Ring, LeMans.

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

A: Not sure about the favorite, but when I found the Supervue, she had sat for 13 years on a trailer, in an old factory storage. I bought her, and spent the Winter going through the car, and started the next spring, but every time I'd try to race her, she would slide out of the paddock like a sick dog, and run pretty crappy, despite running great on the dyno at build time. Lots of changes, and work yielded no improvement. The whole season passed like that. Same results into the next season, and by Waterford Hills my son Mike and I were so used to being disappointed, I almost hated to go racing. For the feature race on Saturday I prepared for the usual, I selected first, revved her up, and dumped the clutch, but instead of farting out onto the track, she instantly pulled rev's, twisted sideways, and shot onto the track! Holy shit! Was it supposed to run like this? Turns out with the tight shift gate I had been getting 3rd gear, when I thought i had 1st gear and that would instantly foul the plugs. Finally launching in the right gear, clean



plugs, happy driver, and we won overall for the first time in my life.

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

A: For the racer, it's definitely the Wheeler. For the street, either my old 914-6 Porsche or the Lotus Elise I now have.

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

A: The 914-8 I'm currently working on; stock sleeper looks, and 383 high-compression Chevy.

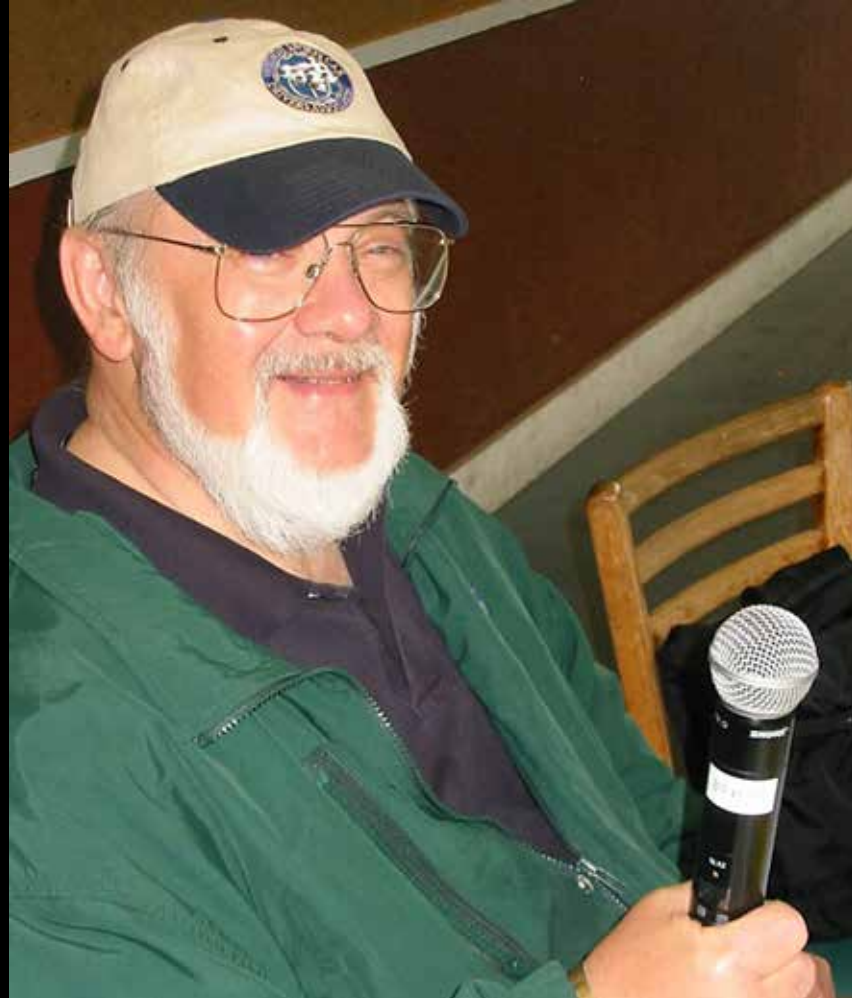
Q. Have you ever had an on track accident? What did you learn from that experience?

A: I have to admit to a few minor ones, yes. The main lesson is that cold slicks are not optimal in turn one, and if you are fast, you don't need to make that move in the first lap!

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

A: As other guy's have said, spend less time trying to build the killer car, and get more seat time. Worry less about finishing position, and more about consistent laps, and watch where the more experienced drivers around you are pulling away, and try and figure out why. Build a mild car that will run well all season, so you can compete, rather than break every where you go! Finally don't wait too long, we got a shelf life!

In Memoriam



Regarding Henry By Burt Levy

I'd heard about the untimely passing of my friend, longtime VSCDA supporter, board-member and track-announcer Henry Adamson (he also handled PA duties at Millers at Milwaukee) on the way back from Watkins Glen. But I was able to make the memorial service at the Church of the Holy Spirit in Lake Forest, IL (where Henry was a member of a weekly "Old Dogs" discussion group of incredibly varied and often cerebral topics) the Wednesday before the big VSCDA race meeting at Road America. I like to think Henry would have been pleased with the huge turnout of his vintage-racing and collector-car friends, and Reverend Sarah Odderstol gave a sensitive, accurate and upbeat eulogy that I believe he would have approved of as well.

I worked the PA booth with Henry many times, and the depth and breadth of his knowledge was absolutely stunning. He had a voracious appetite for books, history and learning, and his recall was both instantaneous and dead-nuts accurate on all manner of interesting machinery, motorsports events and characters, obscure mechanical specifications and related anecdotes.

And yet Henry always presented his extensive smorgasbord of smarts with a bemused, almost impish little smile. Like he wasn't so much telling you something as reminding you of something he was quite sure you (and, in fact, just about everybody) already knew.

In that respect, he gave us too much credit. I'd heard about the untimely passing of my friend, longtime VSCDA supporter, board-member and track-announcer Henry Adamson (he also handled PA duties at Millers at Milwaukee) on the way back from Watkins Glen. But I was able to make the memorial service at the Church of the Holy Spirit in Lake Forest, IL (where Henry was a member of a weekly "Old Dogs" discussion group of incredibly varied and often cerebral topics) the Wednesday before the big VSCDA race meeting at Road America. I like to think Henry would have been pleased with the huge turnout of his vintage-racing and collector-car friends, and Reverend Sarah Odderstol gave a sensitive, accurate and upbeat eulogy that I believe he would have approved of as well.

As many of you know, Henry suffered through some serious health issues over the last many years (most particularly ambulatory difficulties and loss of most of his vision), but he never allowed those irritants to dampen his spirits or interfere with the meetings/events he wished to attend or places he wanted to be. In that regard, his vintage-racing and collector-car friends helped out greatly by providing transportation after Henry could no longer drive himself in his beloved Porsche 911.

After the service, a large group of friends and family gathered in an adjoining community room to share memories and anecdotes about Henry. And I was happy to share a "Henry story" that I'd been carrying around with me for something like twenty years: After THE LAST OPEN ROAD came out in 1994, I gave Henry a copy to look over and perhaps review. He was, quite typically, involved with the Caxton Club (a longstanding part of the "serious book scene" in Chicago) among his many other interests and involvements. And I was also eager to hear his thoughts on the book that had taken me 8 years to finally finish. Henry allowed as how it was a pretty decent piece of writing, enjoyable to read and surprisingly accurate both historically and mechanically. And then came the pause that always seems to come before the other shoe drops. "Except," he added almost apologetically, "for a few 'clinkers.'" "CLINKERS???" I could feel the hairs snapping to attention on the back of my neck. Henry nodded. My eyes narrowed. "Such as?" That impish little 'Henry' smile flashed across his face. "You have the Creighton Pendleton III character



arriving at Bridgehampton in 1952 towing his Ferrari racecar behind a chauffeured Rolls Royce Phantom IV limousine."

"So?"

"So that never could have happened."

My eyes narrowed even more. "Look, Henry, I've researched this stuff pretty thoroughly, and I'm absolutely sure that Rolls Royce built Phantom IV Limousines in 1952." "Of course they did," he quickly agreed. "Rolls built Phantom IVs from 1950 through 1956, and they produced exactly 18 of them during that time."

"So what's the problem?"

Once again, Henry looked at me like he was simply giving me a friendly reminder about something he was quite sure I already knew: "Because...." his impish smile beamed up even brighter than usual, ".... Rolls Phantom IVs were only made available to heads of state and royalty...."

Leave it to Henry to know something like that. From memory. Damn! We'll all miss him.

As my (and Henry's) good friend Lou Natenshon put it: "It's like a library burned down...." Godspeed.



In Memoriam



Bob Wismer By Bill Dentinger

On October 6th, the VSCDA lost long time member Bob Wismer. He raced with VSCDA for more than thirty years, but had lost an unwinnable battle with aggressive lung cancer. The VSCDA was lucky to have him as a member, because while quiet and unassuming, he was a natural, very capable leader. He was willing to give time and help administrate. He was on the Board of Directors for more than a decade, and served as a Past President. For years, he was also a very effective member of the VSCDA Drivers' Committee. Dispensing discipline is not an easy task, but Bob was highly respected for his knowledge of the sport and knowing what was right and what was wrong. Perhaps most of all, Drivers liked his unpretentious style. Bob Wismer was capable, moral and strong, but a quiet man. Were they to make a movie of his life, they would have to enlist the likes of 1940s Hollywood movie stars like Gary Cooper or Randolph Scott. They always played these strong, quiet characters with

high morals, who worked hard to make the world a better place, but always did so without drawing attention to themselves. They were always strong leaders, but quiet, unassuming men.



Wismer joined the VSCDA in the mid-1980s. At that time, if you asked him who he was or what he did, he'd smile and say, "I'm an Engineer! I work for Deere". Later you would pay hell getting him to admit to being one of Deere's top five officers and their Vice Presi-

dent of Engineering. Tooting his own horn was just far too pretentious, and Bob Wismer was the most unpretentious person I've ever met. You would never get him to talk about the National and International engineering awards he has received. Wismer was a World Class Soils Engineer and hands on active in a myriad of Technical organizations. He was a Past President of the International Society for Terrain-Vehicle Systems. In 2005 he received the prestigious Bekker-Reece-Radford Award for his outstanding achievements. Even after he retired, he continued to proof read 'technical papers' for this group prior to their release. But all this done quietly. No Fan Fare. Bob Wismer was a quiet man, who loved being an Engineer and loved engineering.

All of his adult life, Bob Wismer was fascinated with European style, Grand Prix road racing. He was an avid Formula 1 fan. When his family was young, he would bring them to Road America on summer weekends, where they



stood at the fence and watched CART, IMSA, and SCCA races. Then in the mid-1980s, when the family nest emptied, and discretionary income became available, he joined the VSCDA and began to race himself. This was a big deal for him, and it was very satisfying. He started out in a 'street legal' Triumph TR3. But he quickly moved up and into a couple of Triumph TR4s. While 'race prepared', his cars were era correct to the letter. He went out of his way to avoid a host of 'tricks and upgrades' available for Triumph TRs. Running at the front of his race group was just not important to him. He was more than happy to race against his own lap times, and doing so he always found someone to dice with.

An interesting sidelight to his vintage racing career happened when he won a Lola T-598 S2000 race car in a raffle. Far from the vintage racing he was used to, he began 'real racing' with the Midwest Council of Sports Car Clubs. He loved the fact that the Lola was not a production based race car. It was a purpose built race car. And so he raced that Lola every chance he got. Far from fast as S2000 racers go, Bob was

able to apply the Woody Allen Approach to his brush with 'real racing'. Woody Allen said, "80% of success is showing up". And because he loved that little fendered Formula Ford...Bob showed up a lot. As luck would have it, he entered many more events than his competition did. Thus his win/loss record was enhanced by 'I Showed Up Points' and he won Midwest Council's S2000 Annual Championship nearly a dozen times. Midwest Council gives a nice little trophy to its Champions. But at the time of that first S2000 Championship, I was still in the masonry business and was able to further acknowledge his feat by installing a tongue-in-cheek, four thousand pound granite monument in his honor at Road America. If you have never seen this monument, it is not hard to find. It stands near the fence on the middle straight just down the way from Turn THREE. And at four thousand pounds...it's not going anywhere any time soon. Perhaps much to the chagrin of some of the Big Names in racing, Bob Wismer is the only racer who has a monument at Road America. But he always said, "That monument has very little to do with me. It is there to honor all amateur racers

who have raced at Road America." And that was and is Road America's position in the matter. It is the reason they allowed us to put it there.

During his career Bob also raced a number of race cars which he 'co-owned' with me. These included a rare Tornado Thuderbolt, a Tornado Talisman, and a Peerless GT2. In a racing career spanning more than thirty years, Bob would often enter as many as sixteen or eighteen events per year. He made annual trips south during the winter months. He entered hundreds of events at almost every road racing circuit east of the Mississippi.

Bob's last racing event was the 2013 HAWK event at Road America. I talked to him or exchanged emails with him almost every day during his fourteen month battle with lung cancer. He did not complain. He told me, "I can't do anything about what I've got. I can only control the way I deal with it." And he did a very good job of dealing with it. He even found a thing or two to be grateful to the cancer. He told me that he learned things about his family and friends that he never would have realized without the cancer. One of the very last things he said to me a few days before he died was, "I've had a good life. There are few things I would change. Certainly not my family and friends." He missed the racing and he missed his racing friends during that cancer battle. We miss him too. I sure do!



ROLL THE DICE

A regular feature. Submit your dicing stories to us!

By Barb Nevoral

Dice: plural noun, \dis\

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

Patience

Chris Bonk, who puts so much time into putting our news magazine together put out the call for a dicing story. I know many of you have wonderful dicing stories. Pull them together, write a short story and submit it. It would be much appreciated. He can pick and choose for each magazine.

I told him I would rather write a short story about patience or perhaps a better word is "chase" which is almost as fun as a great dice, although I could name so many of you that have given me so much fun in our dices. Need I say your names?

At ELVF I had the pleasure of being gridded behind Joe Ziltener driving his red 240 Z in Group 8

at each time we were gridded. He has always been faster than I and it made me feel that I had made some progress to be gridded behind him. And as usual he and the others in front of me took off and I was not up to keeping up with them.

After 17 years of racing I have learned FOCUS. Remember what you learned in driving school, put it to use, keep your lines, know where you are situated on the track, know who is behind you

Each lap brought me a little closer to the Z car, raising the heartbeat, but still trying to keep a cool head.

and who is in front of you and then focus on the process.

Although I fell behind, I could still see the cars in front of me. If you can put yourself into the "zone" and focus on what you want to accomplish it makes racing less of a challenge, but a dream. My focus was to catch up to the Z car. Each lap was consistent, watching my line, keeping an eye on that car ahead of me and trying to make progress. The mind had nothing in it but a focus.

To me the easiest spot to determine if you are catching someone at Road America is at turn 5. At first I couldn't see him go into 6, then I saw the rear of his car, then his entire car, then he was approaching 6 as I was coming out of 5. My mantra was patience and positive thinking.

Each lap brought me a little closer to the Z car, raising the heartbeat,

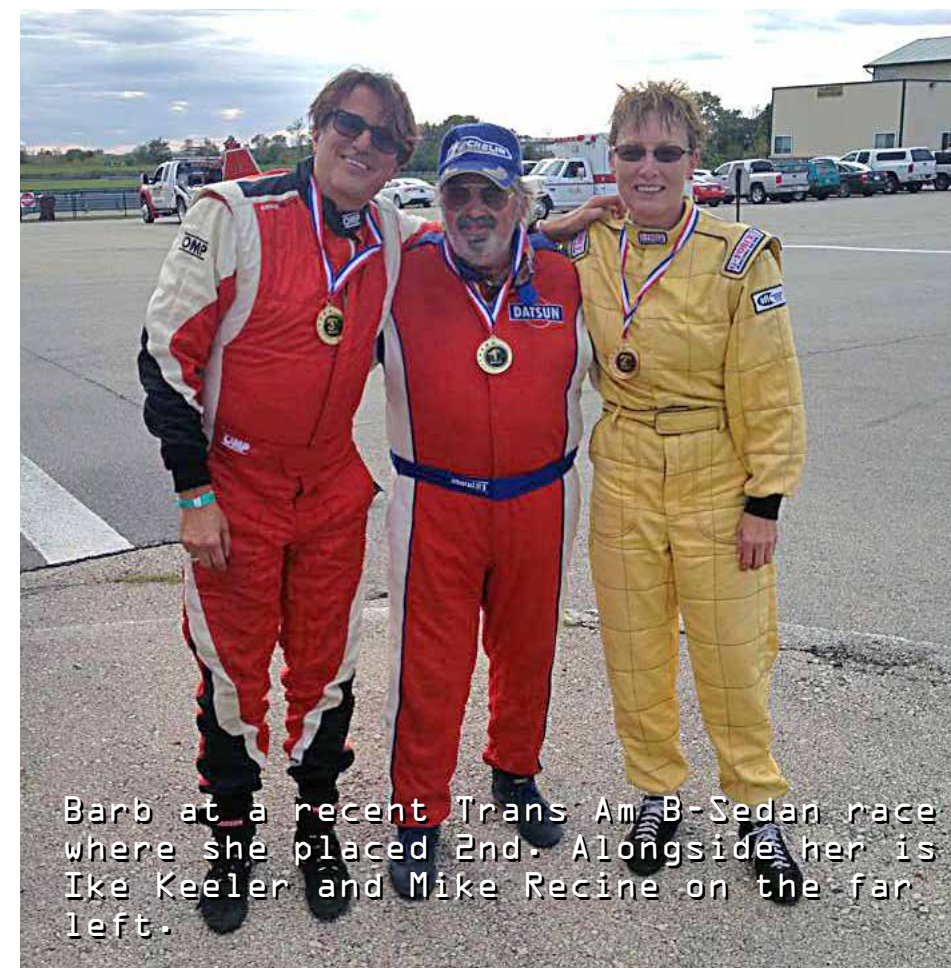


but still trying to keep a cool head. We come around turn 14 and he is close in my sights. I am able to get right behind him and pick up a draft as we pass start/finish for the last lap. Now or never. Pulled off to the right and was able to pass him at turn 1 and keep him behind me to finish the race.

That was as good for me as any dice. Thank you Joe Ziltener for being a great racer. Truly I am honored that I was able to pass you (although my thought is you were having engine problems).

And I must also thank this little sprite that came up our butt in the last two laps which pushed us both-what?? A sprite is going to get around an Alfa GTV and a Datsun 240 Z. Dave Brown-you did a phenomenal job.

And that is part of racing-patience, the chase, dicing, camaraderie. Happy times.



Barb at a recent Trans Am/B-Sedan race where she placed 2nd. Alongside her is Ike Keeler and Mike Recine on the far left.



VINTAGE GRAND PRIX AU GRATAN

The VSCDA'S Mid Summer Party: Building on a Good Foundation by Scott Fohrman

It is with some sadness that I reflect on this past Grattan event being my last as the event chair. It has been fun—and a lot of work—chairing for the past three years. I've had a chance to give back for the experiences of 25 years playing in the VSCDA. I've had the opportunity to see if what I think makes vintage racing fun is shared by others. Me, I like having some-

one to race with in traffic. I like someone to run me clean and hard and then after the race, meet them coming across the paddock as I walk to find them because we had that much fun. I like being shuffled around in the pack and racing people I don't run against often. I like being worn out by the end of the day from a bit too much time on the track. And then I like to hang,

bench racing and bullshit over a beer or wine and something good to eat. I think the most entertaining part of the evening parties is the other racers themselves—all "characters". I mean, think of the Sprite drivers. By Saturday night maybe ½ of them are broken to one degree or another—and everyone is helping fix everyone else's car. And this is sport? You bet it is!

So Grattan has been a test bed of ideas for the last three years, and managing to make a small profit each year. This year driver participation and revenue were very similar to what we experienced in 2013. Our target number of drivers was 115, we ended up with 111. Last year, our final attendance was 110. Anticipating these types of numbers, Chris McGrath paid very close attention to the budget and scaled back on some expenses to better manage our registration numbers. We still believe that the "target" healthy number of entries should be around 125 cars.

Grattan is close enough to Canada that many VARAC racers almost consider it a "local" track. This year, a smaller number of Canadians registered than we had hoped. However, the ones that did show up were mostly "repeat customers". They are very much impressed with the track, enthralled with the Event and of the vintage spirit exhibited by the VSCDA members. Or maybe they come back because they pretty much kick our butts on the track. Though I'd say our Mike Besic in his Alfa harassing VARAC president Del Bruce in his Porsche 930

Turbo in each of their sessions was very impressive and upheld our club honor.

Another goal of the "Can-Am Challenge" is to promote participation of G70 cars. After all, we "stole" many of the ideas for G70 from VARAC. Again, G70 turnout was smaller than hoped. However, we did get a wider variety of G70 cars including a 930 Porsche, Ferrari and NASCAR. Everyone played nice all weekend and comments generally were that it's fun to have these cars on track to run with us. It is an ongoing effort to identify and attract G70 cars. Adding to our G70 challenge is that the Grattan weekend is the same as the only Midwest Council race at Road America, drawing their vintage group plus many, many cars we would consider as G70.

In the end, it is a numbers game. Some VSCDA race groups are diminishing quite rapidly. All this is to "smooth out" the registration numbers so that we can have more predictable event planning while maintaining our deserved reputation for the best ratio of track time for entry fee. But the single biggest challenge for Grattan's registration numbers is the "missing" VSCDA members from Northern Illinois and Wisconsin who feel Grattan is too far of a tow. Just a little better turnout of existing club members would ensure reaching the 125 registrant target.

We need the right "combination" to get our own members to participate and to attract other racers to our event. At the banquet on Saturday evening, I posed the question to the entire group; "Do you

like the format of this event and should we keep it the way it is?" By those in attendance, it was an overwhelming positive response.

The main parts are:
Partner with VARAC for a Canadian-American Challenge

Target races for G70 cars

The Grattan "Paddock Crawl" to introduce members to one another by intermingling and increase the intimate "club feel" of the event

Fewer run groups, creating track density and maximizing track time

The smaller number of run groups works! By choice, we compress the traditional 5 race groups to 4, consisting of 2 open wheel and 2 closed wheel groups (big bore and small). Every Race Group was out on the track at least 3 and in some cases 5 times per day!

We continue to receive compliments on the "full" race groups--and how smoothly the event runs. Working with Chief Steward Verne Wandell and timing and scoring genius Lorrie Wandell, they managed the schedule closely with multiple specialty races throughout the weekend.

Your finishing position from the previous race setting your starting position in the next race was generally well received by the racers. Didn't finish a session, or miss a session? Oh well, back of the grid for you. Get better throughout the weekend? You moved up the start-

ing grid. Some people actually did complain about having to go back out on the track again just to maintain their grid position! Of course, karma being what it is, I had to deal with this all weekend as my car suffered "teething pains". I started dead last in every session but one! Figures. But it did create some great dicing, as qualifying and actually racing can be very different.

We also tried a split start for the small bore closed wheel group on Sunday, allowing the Sprite squadron a special "race within a race" for their Sprite Series Challenge. It worked smoothly and created additional value for a group that has actively support the Grattan event. Grattan is a fabulous small bore track!

We "upped the ante" this year by obtaining an official "Beer Sponsor" for the event. All of the beer for the weekend was provided by Perrin Brewery.

We want to make the event just more fun! Last year we converted the normal "sit around the tent on Friday night and have some food", to the now signature "Paddock Crawl", a progressive dinner through the paddock. Appetizers, dinner and desert were all served in different parts of the paddock, each "hosted" by a race group.

Again this year, the appetizers were hosted by the Vee's (who lined up all their cars for an impressive display), dinner at Group 2 (ok, the Sprite paddock) and dessert by Group 8. The idea is to get people to mingle and party with racers they may not know.

We "upped the ante" this year by obtaining an official "Beer Sponsor" for the event, keeping with our theme of the VSCDA's Summer Party. All of the beer for the weekend was provided by Perrin Brewery. They are a local craft brewery located less than 10 miles from the track. Oh, and did I mention it is really good? Instead of a speaker, we just spent the money on good beer (ok, it was donated but it was really good!) better quality wine and two delicious catered meals by Don XXX's (name of restaurant). This year's Paddock Crawl was another huge success judging by the crowds of people at each stop and how fast they could consume all of the food and beer!

So the "bigger picture" regarding our Grattan weekend is that we do have some challenges to overcome:
It is NOT a big bore track.

It is on the same weekend as Midwest Council's Road America event, The Monterey weekend and the Woodward Boulevard Event.

It is not near other major "family" attractions, making it a difficult destination event.

It is on the "other side of the lake"

for half our members.

The good news:
The new bathrooms really make a difference!

Every small bore driver who races at Grattan absolutely loves the track.

By continuing to promote the Can-AM Festival Challenge, we are seeing a steady entry of VARAC members who see Grattan as a "local" track.

We also believe that continued promotion of G70 cars will also bring additional "non-traditional" VSCDA registrants to the event.

The parties seem to be becoming a draw in and of themselves.

Chris and I believe we have a popular format for Grattan. Based on the reactions and comments from the participants, we believe that Grattan is forming its own unique "personality" as an event which should help to promote participation going forward. We believe that with broader support and

promotion of the event within our club communication and by advertising to the target demographic of G70 car owners is imperative. Next year, Alex and Liz Rourke will take over as the Event Chair. Please forward your experiences at this year's event along with your thoughts and suggestion.

We had a very good team for this event! But I want to say a very special thank you to a few people whose work, genius, guidance & sheer enthusiasm blow me away: Jeff Porasik for sponsoring our enduro and all our events throughout the year. Laura Hire who does an amazing amount of work and does it well. Chris Bonk whose boundless creativity you see in this newsletter and in our event posters and tee shirts. And Stan Mason, who creates a joyful experience among the Spridget community. It is fun to watch! I also want to mention this; VARAC placed the Grattan Event on their Race Calendar and promoted it within their membership and we suggest you to do the same with VARAC events. Their Mosport event is stunning, as is the track. Well worth the trip!

I want to welcome back Don Dickey, last years Vintage Spirit award winner, who has weathered a health scare but is well on his way back. Don came up to the races to visit and it was wonderful to see the "racing lust" in his eyes. Don has given me fits over the years both on and off the track but also some of my very best races and on this very track.

I also want to express my sadness at the loss of Henry Adamson. In addition to being a founder of the club, general bon vivant, past president and the voice of VSCDA and Grattan, he was my friend and I miss him. For me, he has been a large part of my VSCDA experience. I am pleased that he did our event again this year.

Be sure to put Grattan on your race calendar for next year. If you were there the past few years, you know why. If you haven't made it, see what an intimate summer racing party VSCDA style feels like!





Au Grattan

Sprite Midget Series Wrap-Up by Stan Mason

The 2014 Sprite Midget Race Series was a great season with more fun and race cars than any other year. The Grattan Grand Finale lived up to its past reputation with an all time race car high of 20 Spridgets. We are able to state that we had Spridget Racers from all corners of North America Canada to Arkansas and California to Ohio. Chris McGrath and Scott Fohrman put on another Great Grattan Race Weekend with lots of racing time on track and great parties like Friday Night Paddock Crawl!

We are fortunate within our Spridget Group to have racers that are willing to contribute to VSCDA at higher levels, which include: Ron Soave and Jeff Porasik as Black Hawk Farm Event Chairs, Doug Bruce as Car Preparation Stewart, Jim Donato as Secretary and Driver Committee with Charlie Hall picking up

the Driver Committee Baton. Past Spridget Racer Jeff Porasik's support of Wounded Warriors and contributions towards this worthy Charity by Gerry Brazil who silent auctioned off an Earls Court Bug Eye Brochure purchased by Mark Cory and lunch time donation rides by Nathan Buress and Ted Micholas. Past racers Dave Young, Paul Fitzsimmons and Gerry Brazil also continue to support Tech Inspection with their long hours over the weekend as well so we can play! It was a comfortable dry weekend with great wheel to wheel racing for Spridgets with 2 overall Group 2 wins by David Brown & Scott Schmidt. The Sunday Feature Race had a Split Start with Spridgets getting the 2nd green flag, which seemed to work well thanks to all that generously accommodated this unique start. This last race was hotly contested and the split start allowed a cleaner start for positions.

We enjoyed our typical good times together for Brat Lunches and Toasting at the Cape Of Good Hope Portable British Pub with a visit by Queen Elizabeth of England and Canada. Toasting and Laughter is always the standard with everyone contributing from our Spridget Group. Our past Sprite Midget Racers we



Greg Cory from California
and Nathan Buress from
Iowa!

honored this year were Paul Fitzsimmons (Jeff Carloss current Bug Eye) and Gerry Brazil (Mark Cory current Bug Eye) both presentations were interesting and entertaining. This was the last race of the series with many positions changing based on our finish position / reliability Vintage Spirit Formula. Our end of season awards were at noon on Sunday with the following results from those racers that attended at least 2 of the 3 races.

- 2E Bug Eye = 1st place Buzz Merchlewitz and Don Kelly 2nd Jeff Carloss, 3rd Clay Carlson, 4th Stan Mason



Cape of Good Hope Portable
British Pub

- 2M1 Bug Eye = 1st place Nathan Buress, 2nd Doug Bruce
- 2M2 Bug Eye = 1st place Mark Cory 2nd Mal Fay
- 2D Square Body = 1st place Jeff Freers,
- 2M1 Square Body = 1st place Greg Cory, 2nd Jim Donato
- 2M2 Square Body = 1st place John Salisbury and Ron Soave
- Our Overall Champions with a perfect score of 48 points was Greg Cory from California and Nathan Buress from Iowa! (see pic)
We are looking forward to a great 2015 Season with our series racing for points at Gingerman, Black Hawk Farms and Grattan. Please provide comments and question to StanBMason@AOL.com

Vintage Vees Race Report by Jeff Tschiltsch

Grattan was one of the most action-packed race weekends of the season for the Formula Vees, with 26 cars participating in five separate races. The racing was fast and close, with cars going into the first turn three (and sometimes four!) wide, but everyone kept their heads and there was nary an incident on any of the first laps. The Sprint races saw several different drivers competing for the podium spots; Dan Hayes had the pole and took second in the Heat race, John Kennelly finished second in Sprint 1, and Jeff Janus finished third in Sunday's Sprint race. Sprint Race 2 and the Feature Race had the championship series leaders show their true form, however, with Garrett Van Camp, Frank Newton and Chuck Buysse finishing each of those races first, second and third respectively. In both races the fight for first was extremely close, with only a tenth of a second separating Van Camp and Newton after the 12 and 15 lap contests.





Trans Am B-Sedan Report by Steve Bonk

Grattan brought out the Trans Am B sedan racers once again. The Grattan race usually has some of the same folks on the podium each year. But not this year! Mike Pranka, David Michele, and Geoff Harris, Shant Saroukhanian all had Gremlins that needed to be fixed prior to the race, but unfortunately these seasoned veterans and regular podium finishers had terrible luck and didn't even make the grid! The bright side to that, is it allowed some never before



racers to pick up the medals.

John Tulloch ran flag to flag for the win in his nicely prepped Mini Cooper to grab 16 points. Dave Denison, In Datsun 510 picked up 2nd Place (another podium for him this season) plus 15 crucial points in his quest to win the championship. Tim Parvin in his Mazda RX3 grabbed 3rd place with 14 points.



Tim Parvin

David Denison

John Tulloch



1st Place: John Tulloch (Right)
2nd Place: Dave Dennison (Center)
3rd Place: Tim Parvin (Left)

The Sights of Au Grattan 2014





Elkhart Lake Vintage Festival 2014 By Mike Korneli

The twenty-ninth edition of the ELVF is in the history books. The story actually begins about two days before the event started. A twenty-five degree temperature drop in six hours brought some cold mornings not seen for the past 60 years. Friday was definitely cold with intermittent rain. Some of the practice sessions were light on brave souls to challenge the high speed track of Road America. There were still plenty of drivers out to compete in the Enduro. The welcome party was very well attended. A wonderful Italian operatic tribute was performed by Cicely Schonberg in honor of Henry Adamson.

Saturday started out cool and sunny and the day just kept getting better. The car count for the weekend was strong which made for some big grids in some of the race groups. The group sprint races and the TransAm B Sedan races were the highlight of the day. Saturday also offered drivers a chance to take their racecars to the streets. The Road Course Re-enactment was well attended by race and street cars. This year "Gather on the Green" was on the lawn of Victorian Village. It gets bigger and more popular every year. Everything Italian was the feature

for 2014. Tony Adamowicz was our honored guest. Tony raced for Ferrari on several occasions. As he likes to say, "He was first in class at Lemans, first Ferrari and third overall". Tony told a number of stories and took questions from the audience. A good time was had by all. Sunday was a beautiful day and just cool enough to make some great horse power. The day was packed full of racing. The morning started with the group 1 race. By late morning the first two "cup" races were held. The popular cup races are gridded strictly on lap times and not what group you are

in. After lunch the Italian feature race took place. The turnout was light but the sound of the race winning Ferrari was music to the ears. The afternoon was finished out with the Elkhart Lake Cup, the final group races and the open wheel special race. Everyone got a lot of track time and a chance to race in

a special race. The 2015 ELVF will be a special one indeed. It will be the 30th anniversary of the ELVF. It will also be the 60th anniversary of Road America. There will be many special plans. Some of them are already committed. The 2015 Al-

lard Gathering will be held at the ELVF. Jaguar will be the Feature Marque. The Jaguar Clubs of North America will hold their Bi-ennial Challenge Championship in conjunction with the ELVF. More plans are in the works. Save the dates, September 17th - 20th.

Gather on the Green - Photos Wm. Severin Thompson



Grid Girl Leah Bauer with Grand Marshall Tony Adamowicz



ELVF

Trans Am B-Sedan Report by Steve Bonk

For some racers VSCDA's Elkhart Lake's Vintage Festival is there favorite event of the year. That is also the consensus of some of the Trans Am B sedan guys. 2:42.30, 2:42.32, 2:42.44, 2:42.94 Those are the times of the 4 front runners! This was the closest race ever in the history of this series. But let's set the stage. Rob Davenport in his Alfa was on pole.(during my pre race grid walk) Rob showed me his alternator light was on. We both new he wasn't going to finish the race. Richard Fisher's Datsun Bluebird (JDM 510) didn't make qualifying so he started dead last. In front of him was Bo LeMastus in his Alfa GTV, He was second to last because not being able to qualify also. Back at the front we had Ike Keeler, (series points leader) in his Datsun 510 in 2nd with Mike Pranka in his Alfa GTV, 3rd, Barb Nevoral, and Mike Recine, had there Alfa GTVs on grid along with Jeff Babcock and Todd Jongen in there Volvo 122/142 respectively.Dave Denison still pumped from his podium at Grattan had his Datsun 510 and let us not



forget the lone BMW 2002 of Geoff Harris. Let me also not forget one very determined but unlucky racer John Connell. He had the Trans and Engine out of the car at least twice during the weekend trying to make the grid. But couldn't make it. The first couple of the laps were tremendous. Mike Pranka did some fast moves that put him in the lead. In a very short time, Richard Fisher charged from last place to the front of the field and was in 3rd place behind Ike Keeler and Mike Pranka. Somewhere Rob Davenports battery was finally sucked dry of all the juice and he pulled off. Then it became Alfa against Alfa with Barb Nevoral, and Mike Recine. Volvo against Volvo with Jeff Babcock, and Todd Jongen. 510 against 2002 with Dave Denison and Geoff Harris. Before I new it Bo LeMastus was in 4th place. Remember, he also started at the back. I wish I could have seen all the corners on the track. Because somehow, Mike Pranka, slipped to 3rd, Ike was still in second and Richard Fisher was in First place! That is how the race ended. Datsun,Datsun,Alfa. But it wasn't over yet. Time to scale the cars. Richard Fisher's Datsun with 1800cc motor scaled over 1800lbs. He won the race! Next was Ike's 2000cc Datsun 510 which came in legal weight wise and in 2nd place. Mike Pranka added weight, and made sure that his 2 Liter Alfa would be correct on the scales and was awarded with 3rd place for his efforts. Everybody had a great time, spectators and drivers. Next up the season finally at AutoBahn raceway. Thanks to all racers for joining in this race. Without you there would be nobody to watch.



Photo: John Kehoe



Richard Fisher(left) 1st, Ike Keeler (center)2nd, Mike Pranka (right) 3rd

Vintage Vees Race Report by Jeff Tschiltsch

Road America was the antithesis of Grattan: it was cold, it rained, so there weren't a lot of meaningful practice laps run, and there were only two opportunities to score full points for the championship. As is typical at Road America in the Vees, the racing quickly broke down in to drafting "packs" forming mini-races within the race. In the qualifying race Garrett Van Camp, Frank Newton and John Kennelly finished in that order with less than a second covering them at the finish line, but Kennelly had the fastest lap time giving him the pole for the Sunday feature race. Kennelly started the feature strong and was challenging Van Camp for the win but had to retire due to electrical problems with two laps to go. As Van Camp and Newton drove away with first and second, the battle for third now fell to three cars that were in their own back n' forth contest about 30 sec-

onds behind the leaders. Eric Coppock, Jeffrey Tschiltsch and Mike Kitzmiller came across the line in a photo finish so close the track announcer couldn't call it. The transponders revealed that Coppock took the final podium spot over Tschiltsch by one-hundredth of a second, and only two-thousandths of a second separated Tschiltsch and Kitzmiller for fourth and fifth respectively. Now that's Formula Vee racing!

Championship
With all the races complete, the only thing left was to tally up the season standings. Garrett Van Camp won the 2014 Formula Vee series with 425 points, Chuck Buysse came in second with 330 points, and Frank Newton was third with 323 points. We congratulate our top three and all the Formula Vee participants on another great season, the complete championship series standings can be found at www.vintagevees.com



Photo: Scott Paceley

The Sights of ELVF 2014





Vintage Vee Safety Update

By Maggie Van Camp

At Waterford Hills Road Race we had 15 formula vees entered and running. At that race we had 100% of the running cars with MBs. For me that was my apex, knowing that everyone had the safety option of wheel protection. I know that was a smaller field than normal and a real reading on this would be at our next race at Grattan.

Great weather and great racing was the name of the game at Grattan. As I wandered around the pits I was looking at each and every Formula Vee. This race had 26 formula vees entered and 25 running in the races. Out of that field we had two cars there that had made the MBs but were not yet installed and we had 2 formula vees that did not have MBs. I once again offered a \$75.00 check to the gathering that would want MB's on their car with the caveat that they would be designed and installed by the next race. I had one person step forward but he indicated that he was from Ontario. I decided that this was a good way to spread the word to other formula vee racers, wherever they maybe. He not only agreed to have MBs on his car but would spread the word to the other formula vee racers.

If it hadn't been for Mike Kitzmiller I am not sure just where this program would be right now. I might

have been the person to spread the word and try and get this going but Mike has been the one to go and engineer each and every type of car and design a MB for that car. He not only did the designs but built and installed many at his own cost. Without him this program would not be where it is today.

We had 20 Vees running at Road America on the weekend of September 13-15. Eighteen of the cars were running Maggie Bars, that is 90%. The two cars that weren't running the Maggie Bars indicated that they had them but had not put them on for that race but would have them on for GingerMan.

If anyone is reading this in the VSCDA newsletter and is not in our race group but is interested in this program please feel free to contact me. We have pictures and designs of MBs for all types of Formula Vees and would be happy to share it with anyone. Spread the word! Thanks everyone for making this a safer season!

Maggie Van Camp
248-352-4430
gvancamp@sbcglobal.net



COMING HOME

By Maggie Van Camp

(A day in the life of the Davis Special)

...Take me home, country road to the place I belong....

May 17th, 2013, it is 6:30 the car is packed and we are ready to head south. It's a cool but sunny morning here in Bingham Farms, Michigan. Lot of preparation took place for this adventure not only here but in Boone, North Carolina. The guest of honor is behind us in a white trailer – The Davis Special is going home!

The regal roadster has had its ups and downs. Designed and built by Bob Davis after his tour of duty in the service during World War II serving in the Pacific and California. It was during his California tour of duty that he knew that he wanted a sports car. They were everywhere on the California highways. It was around 1953 back in Boone when he started to build his dream car. Being creative and not having much money he used parts from different old vehicles. Sheet metal from 40's Plymouth and Chevys; frame from a 41 Ford Chassis and a 47 Ford Flat-head to power his roadster. That red roadster not only drove thru Boone streets but also ran hill climb racing events at Grandfather Mountain, Pilot Mountain and Chimney Rock. This racy red car was a winner and it even became King of the Mountain. It was to become number 2 of the Super Sixteen of Grandfather Mountain.

Bob Davis sold the car but it continued its impressive

racing career. Then an accident took it off the racing circuit. The new owner decided not to repair it for whatever reason is unknown and this roaring race car was sent to a junk yard in Waynesville, North Carolina. This car sat there rotting away and its wonderful history couldn't save it.

Now comes along Jimmy Dobbs a vintage car broker who researched the history of the Davis Special and located the rusty hulk, its nose buried deep in the dirt and had little resemblance of its former self but Jimmy takes it home.

After contacting a couple of prospective buyers no one wanted to take on this mammoth project. One person thought of possibly restoring it and had it shipped to Arizona but he too thought the project was too big and too much money. Jimmy still didn't give up. He contacted Jim Herlinger a person known for purchasing vintage race cars. Herlinger says he doesn't want it as he owns the Baldwin Special, a car that the Davis was somewhat designed from. He said: "Try contacting Garrett Van Camp, he might like this project." Garrett talks to Herlinger and Dobbs and visits the Davis in Arizona. The Davis's hopes are getting high, will someone save this historic car? The answer is yes. The car is heading to Michigan and the year is 1995.

I was home and ready to accept the car as Garrett was on a business trip. The garage was ready for this "special car". I was excited to see this "special car". The flat bed arrives with a rusty hulk of "something" and I point to the garage and told the driver to "put it in there." The driver says "Lady, the car doesn't roll.

The front end is frozen!" Yikes! Garnering my pit crew experience I get the hydraulic jack from the garage and jack up the front end and using this I steer the car while he pushes the car. We manhandle the car into the garage.

Garrett calls that night so excited but all I could say is: "Do you know what you bought! Are you out of your mind! There's nothing on this car that is good except the wheels". At which he replied: "the wheels don't belong to the car!" And so the dream continues and the long and loving relationship and restoration begins. The car now occupies the 3rd stall in our garage. Little by little more and more work is completed. Garrett has a vision and he can see where this will go. I am not so sure. With help from dear friends and 17 years later the car is done. Even though we don't believe in trailer queens when this car arrives back to our home

from the painter in June of 2012 we looked at each other and said we could see why some cars become trailer queens.

This car was never meant to be a trailer queen nor would it want to be. So its christening was at a Vintage road race at Waterford Raceway in July of 2012. It Won! It was a special day for that Special and for all of us. Joyce Davis, widow of Bob Davis still lives in Boone, North Carolina. In 1997 we visited this lovely southern lady and learned a lot about Bob and the car. We looked at old pictures. Her daughter, Kathy,

and the three grandchildren were there. We met with Phil Styles who owned and raced this car after Bob sold it. Upon leaving we told Joyce when the Davis was completed we would bring it back so she could see it in its glory. We hoped we could get it done so she could see it. Joyce is 92 and today is the day. She is so excited and so are we.

It is now 10:14; we are going around Columbus, Ohio and have been on the road for almost 4 hour. Heavy fog is lifting and the sun is trying to peak around the clouds. We stop for gas in a town called Nitro, West Virginia,



how apropos. At 3:30 we are in the hills of West Virginia and very shortly into Virginia. The hills are beautiful and I am betting that the little race car in that white trailer behind us would love to be motor-ing these hills and curves. He is getting close to home. I think he would know the way.

We arrive at 6:45 to the Davis home with all the family waiting for us. With Kathy and Joyce outside we open the trailer doors and tears along with oohs and ahhs start to flow. Hands slide on the bright red paint. They have their arms around each other and just

stare and more tears. We have dinner with Joyce's family. Her sister Charlotte, age 102, Kathy and her 3 children (Anna, Stefano and Gabrielle). Also at the dinner was Neil, Anna's boyfriend; Shelby, Gabby's girlfriend; Charlotte's son Charles and wife Denise. Joyce made a wonderful dinner for everyone and a Davis Special cake for desert. We spend the evening going thru old pictures and just talking – The Davis is home!

We wake up to pouring rain. Not a very nice way to starlight this great car. The venue is moved from the local high school to Mack Brown Chevy Dealer. Perfect place – it is outdoors but under a wide roofed area. The rain continues and so does the coming out party. Out comes the Davis in all of its regal splendor. Right at 10 o'clock the first people show up a husband and wife and their little son, Sam. The husband was a student of Bob Davis and

Sam, his son, wants to get into the car. He wants to go fast and asks why it doesn't have flames painted on its side! It is time to show off the engine and that wonderful flat head Ford. Start it up! We oblige and that infamous flat head sound roars under the canopy. It is amazing to watch the faces of the people when that wonderful rumble starts. There is a distinct sound of a Flat Head Ford. Everyone starts to smile, especially the men. They step closer as if the engine is going to talk to them. More and more people arrive and more and more pictures are taken. There are more stories and more

questions. Everyone thanks us for bringing the car back!

Phil Styles was one of the owners and drivers of the Davis. We met with him in 1997 and got pictures, some history, an old seat and the transmission that was originally in the car. He has passed away but his family shows up in awe of the car. They ask if they can sit in the car and have their picture taken just like the picture of their dad back in the 50's. They stand at the side of the car and move around it for over an hour. The Davis is home.

By two o'clock and over 100 people, 100 plus photos, newspaper writer – it is now time to pack this red roadster back into the trailer but low and behold the rain stops and we ask Joyce if she wants a ride in the car. She gets back into the car, she is getting used to getting in and out of this car door or no door. Garrett drives off and she is waving at everyone. Next are Kathy and then her 3 children. Smiles are abundant. After every-

one gets their ride we prepare to load the Davis and then the rain comes again. It is like the heavens knew they wanted to ride in the car and their wishes came true. The Davis is home. Back at the house we rest and talk. Stories continue to flow. A special Davis Dinner is prepared for us at the Casa Rustica Italian Restaurant. Menus with the "Davis Special" printed on the top. We head back to the house with the whole family and sit around talking about the day. Reminiscing about how all these things fit together. We look at all the history that has been compiled. It is now after midnight but no one wants to end this day or the time we have spent together. We are part of this family. Joyce asks us if we could stay longer.

We rise early and have breakfast with Joyce. Now we must say goodbye. We opened the trailer one more time so everyone could view it again. There were a lot of hugs and tears. A few more pictures were taken and hands touching the nose of the car so lovingly.

It is time for another adventure for the reborn Davis; its second life is just beginning.

We brought the Davis Home!

Epilogue: We headed down to Mooresville, North Carolina to spend time with our daughter, husband and two children. On Wednesday there was a vintage car show at a local ice cream parlor and decided to show the Davis. Having licensed the car we drove the car to the show. This was the first time we have driven it on the road and the grandchildren were privileged to be in the second seat. The Red Roadster won the car of the week award!

As we started our journey back north and headed our rig onto I-77 North we heard a load groaning noise. Both Garrett and I looked at one another. Was this a car problem? Garrett answered "No, it is just the Davis! It knows it is leaving North Carolina!



Etc:

The starter asks him if the green flag should be thrown.
He once stopped during a race to remove a turtle from the track, and he still won the race.
His race car uses no fuel.
He is....The Vintage Racer.

"I don't often eat with others, but when I do, I only do so with the corner workers" Submitted by Doug Bruce



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

Muscle Car Horsepower – How Exaggerated Was It?

By: Jim Koscs

Forty years after the end of the “classic” muscle car era, there is still some confusion over horsepower ratings, especially how they relate to today’s cars. Let’s try to clear it up.

Prior to 1972, American car-makers used the SAE (Society of Automotive Engineers) “gross” measurement of horsepower. Gross meant the figure was taken from an engine running on a test stand, with no air cleaner assembly, accessories or exhaust system connected.

By 1971, carmakers began reducing compression in many engines in order to meet upcoming emissions requirements and to use unleaded fuel. General Motors and Chrysler began advertising both gross and SAE net figures in 1971, derived from an engine tested with air cleaner assembly, accessories or exhaust system connected.

The net ratings, which were applied across the board for 1972, must have been a shock to some customers. Suddenly, muscle cars appeared to lose 100 hp or more.

For example, the Corvette’s optional LT-1 350 cu. in. small block V-8 had 370 gross hp in 1970 (with 11:1 compression), then a 330 hp gross rating (with 9:1 compression) for 1971-1972 with a 255 hp net rating. The mighty Chrysler 426 cu. in. Hemi kept its high compression and 425 hp gross rating for 1971 and showed 350 net hp.

Jim Campisano, editorial director of Muscle Mustangs & Fast Fords and Super Chevy magazines, has revisited the classic muscle car horsepower topic numerous times over the years. The magazines have compared old and new muscle cars and have also put classic models on a chassis dynamometer to record rear-wheel horsepower.

“Rear wheel horsepower was at least 30 percent lower than the reported gross figure, in some cases even more,” Campisano said.

Some Super Chevy readers must have been stunned to see that an LS6 Chevelle SS, with 450-hp rating, put down 288 rear wheel hp

in the dyno test. That would have put a net hp rating at around 350 hp for that legendary big block.

You don’t need a dynamometer to estimate net horsepower for classic muscle cars, or to check claims of current models. Roger Huntington, the renowned technical writer who penned articles for many car magazines into the 1980s, developed a formula to show the relationship between quarter-mile performance and power output. Others have refined those formulas and developed calculators, in which you can use performance figures and vehicle weight to get estimated hp. (To check hp figures for this article, we used calculators at <http://www.stealth316.com/2-calc-hp-et-mph.htm>.)

Keep in mind that some muscle cars came specially prepped from press fleets, sometimes with non-factory supertunes. That’s one reason that making comparisons using vintage road tests can be sketchy. Different axle ratios, testing methods, drivers, test conditions and other variables also affect results.

But we can try anyway.

In 1970, Car & Driver tested a Pontiac Firebird Formula 400,

which had a 330 gross hp rating and was equipped with a fairly tall 3.07 axle ratio. They recorded a 14.78-second ET at 98.9 mph. A 1970 Trans Am with the same engine, but with a 4-speed and a 3.55 axle ratio, was tested by Muscle Car Review magazine in 1995. That car burned the quarter-mile in 14.68 sec. at 97.17 mph, quite close to the C&D test 25 years before. Pontiac gave that engine a 255 net hp rating for 1971.

Now, let’s add a later model into the mix. When C&D tested a 1979 4-speed Trans Am with the emissions-controlled W72 400 engine, the one with a 220-hp net rating and the “T/A 6.6” decal on the shaker hood scoop, it ran a 15.3 second ET at 96.6 mph. That car had a 3.23 axle ratio. As a drag racer will tell you, the mph figure is the better indicator of horsepower than ET. So, the

35 net hp deficit from the 1971 engine seems accurate, and not nearly as bad as some might have thought three decades ago.

Some myths still persist, though, one being that the 1969-1970 Ford Mustang BOSS 302, which had a 290 hp gross rating, really had “around 400 hp.” Vintage road tests show mid-to-high 14-second ETs at 94-97 mph for a car weighing about 3500 pounds with a driver and test gear. That’s about 100-150 pounds less than the 400-powered Firebirds cited above. Given those figures, the BOSS 302’s 290 gross hp rating seems accurate, pegging net hp closer to 240.

Contrast that with the 2012-2013 Mustang BOSS 302.

Ford rates the modern BOSS with its DOHC 5.0-liter V-8 at 444 hp. Car & Driver, driving one the way

most drivers would (not power-shifting), recorded a 12.8-sec. ET at 113 mph. Muscle Mustangs & Fast Fords, with hot shoe Evan Smith banging off full-throttle powershifts and the car running on drag radials, scorched the quarter-mile in just 12.07 sec. at 114 mph.

Those similar mph figures easily substantiate the car’s 444 net hp rating and leave no doubt that the 1969-1970 BOSS 302 was at least 200 net hp below that.

To be clear, debunking myths does nothing to tarnish the place that classic muscle cars hold in our hearts and garages.

“We still love the old ones,” said Campisano. “They’re cool looking, fun to drive and fun to look at. It’s just a different performance world today.”



Classifieds:

1972 Ocelot Sports Racer



Ken Alter retiring. Everything for sale:

1972 Ocelot Sport Racer - fully sorted and race ready. \$20K or OBO.
Complete drivers kit - helmet, HANS device, suit, gloves, shoes, all lightly used.
All types of parts and tools including band saw, welder, Atlas lathe, many drills, hand tools, etc.
Unique Wells double stacker trailer.
All available to view in Grayslake, Illinois.
Call for pricing, motivated seller. **Ken Alter 847/867-2421**

1972 Mazdas



For sale, Two 1972 Mazda vintage race cars (one coupe & one sedan) current #s 7& 8 plus a 07 32 ' enclosed trailer. Current VSCDA log books. Both cars ready to race and many extras. \$17,900 for all. For more info contact **John @ jjvanr2@att.net**.

Classifieds:

1969 Camaro Z28



Now available is an extremely well sorted, top quality, safe, and historic front running Group 6 Camaro. All log books including SCCA back to 1971 (includes historic and restoration photos)
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J-56 (w-spares)
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