

The VINTAGE *Spirit*™



**Blackhawk
Race Wrap-Up**

Roll the Dice

ELVF Preview

Hagerty Corner

**The VSCDA
Questionnaire**

Red Red Mist

**Buff:
It's not just
about your
paint job!**

August Issue



August 2014

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Editor
Chris Bonk

A Message from our President Mike Korneli

Well we have two races done and two to go. Thanks to some great support from the membership they were both successful events. Let's continue that support to finish the year strong. There are more events happening every year and we need our membership support to continue to be a strong force in the vintage race market.

The other side of a successful event is the volunteers. We had a new race chair for our Blackhawk event, Ron Soave. With some reluctance Ron agreed to chair the event. I believe the conversation started with "If I am nominated I will not accept; If I am elected I will not serve". He then found his "wing man" Jeff Porasik who agreed to work with him. What they found out was that it was not as bad as they thought it would be. It did not take up that much of their time. In fact they had fun! In fact it was quite rewarding to put together a successful event. They had so much fun that before the event was over they agreed that they wanted to do it again next year. Some of you may be surprised by all of that. I was not. I would have put a bet on it that they would be successful and have fun in the process. So a big thank-you to the new kids on the block for a great job! We are always looking for and need people that want to get in on the fun. We still need more people to help with drivers committee. That is nowhere near the time commitment as being an event chair. If you're planning on being at an event, why not volunteer. Let's share the load.

Mike





Red, Red

Mist

By Chris Bonk

Red Mist: The phenomenon where your intentions exceed your ability. Where desire and emotion collide with logic and physics. And “collide” is an appropriate term as a collision is what often occurs after “the Red Mist” has settled over a racer’s eyes. It’s the urge to win or overtake at all costs. A foggy mix of reflexes, ambition and testosterone poisoning (it happens to female racers as well) that leads to an unfortunate outcome. It’s the moment when you start driving over your ability. Where optimism meets reality. How many of you have been chasing a car for 10 laps and then when you see there is one lap to go you amp it up thinking “things are about to get real now!”? You push a little harder, brake a little deeper, stick a nose in here or there to unsettle the driver in front of you. All part of the chess game. If you pull it off you’re a hero, but if you make contact, crash or go off, you’re a zero.

Don't be

that **GUY!**



The VSCDA is an organization with mostly amateur racers. Though there are some very talented and skilled racers amongst our club many racers are at varying places on their learning curve. It's a discipline that takes a lifetime to master and cruelly once we have the wisdom, our reflexes, eyesight and health can become an issue. The VSCDA officially states that drivers not race 10/10ths, but race at 8/10ths in order to allow for errors on the part of oneself or others as each person makes their own journey up their learning curve.

But "wait a minute" you say, "this is a competition is it not?" Why yes it is, but there is still a certain etiquette that needs to be adhered to while racing with a vintage organization.

The term "Vintage Spirit" gets thrown around a lot here at the VSCDA. What is the "Vintage Spirit?" It's a code, much like chivalry, the code of knights. It's a respect for your fellow drivers, your equipment and even the corner workers. It's an outlook and it's

way of getting along on the track. Overly aggressive driving will not be tolerated by our Driver's Committee, but where do you draw the line? That is a very difficult question to answer.

During practice and qualifying its polite etiquette to give a "point by" to faster racers. Wrecking someone's qualifying time isn't going to benefit you in the long run.

When overtaking during a race (or even in practice) many people believe that if you aren't door handle-to-door handle by the turn-in point don't attempt the pass. Some say it's door handle-to-door handle in the braking zone. Some would argue that their car's main weapon is its brakes and that's where they make all their passes....in the braking zone by late braking.

What about "dive bombing"? Many consider very late braking as bad manners. What good does it do you if you late brake enough to call the corner "yours", but your car ends up a crumpled pile because your opponent was

already committed to turning in or just didn't see you out of the corner of their eye? Remember, the corner doesn't belong to anybody. Only one car can occupy the spot at one time without there being some kind of folding of time/space/metal/fiberglass/carbon fiber etc.

What about driving a defensive line? Moving off the racing line to force someone to make a pass on the outside of a corner is an acceptable maneuver provided it's done proactive and not reactively. Driving with your mirrors in reaction to the driver behind you isn't acceptable. Making one move in defense is the maximum amount a driver should attempt and even then its not recommended. Nor is constantly "closing the door" on a racer corner after corner, lap after lap. Even though its is a competition, if you are constantly seeing the blue flag you might want to consider letting the driver behind by and then using him as a carrot. If both of your cars have similar performance characteristics then it's really about the drivers upping their game and improving their dicing skills. Giving up a position goes against every racing instinct, but closing-the-door on drivers only increases their frustration and leads to "Red Mist" moments in ill advised, low percentage pass attempts in order to get by. It's a very fine line to walk. I recently watched a mighty battle between two Alfa drivers who gave each other room to race and on the final lap a pass was made for position and it was very thrilling. No crashes, just heads up competition. If the lead driver gave up the position the following driver might have felt a hollow victory. So how to know when to fight and defend

and when to let someone by and chase them? In this instance, the two drivers knew each other and had diced before. There was mutual respect and familiarity. That is part of the Vintage Spirit.

Long time VSCDA member and Grattan Co-Chair Scott Fohrman has started a campaign called "Don't Be That Guy." It outlines both on-track and off-track behaviors that should be monitored throughout a race weekend. Though it's a tongue-in-cheek attempt to make our members more aware of their behavior....there is still a deadly serious consequence to bad driving habits on track and in the paddock.

Per our Driver's Committee report for 2013 we had 2 drivers placed on a short probabtion after GingerMan. At Blackhawk we had one driver placed on probabtion and one fatality. After Grattan we had two more placed on probation and one driver put on permanent probabtion. Five drivers were placed on probation after ELVF. According to Driver's Committee Co-Lead Barb Nevoral "The biggest problem for drivers committee is that most drivers who have had incidents do not seek out the drivers committee causing the drivers committee to seek out those drivers. That is unacceptable and too time consuming."

Lets make things easier on our race stewards, corner workers, Driver's Committee, fellow racers and family members by being more "heads up" in the decisions we make while the visors are down. Lets have fun, and compete with a sense of chivalry...imbued with the Vintage Spirit.

Don't be *that* GUY!

By Scott Fohrman

Who is "that guy"?

He's the guy leaking oil who drives around the entire track to the pits so he won't need a tow, causing a 45 minute clean up delay.

Don't be "that guy"!

He's the guy who blows yellow flags because he worked so hard setting up the pass on the person in front of him.

Don't be "that guy"!

He's they guy who when black flagged, argues with the chief steward, pissing off the chief steward for the rest of weekend.

Don't be "that guy"!

He's the guy who is driving so aggressively, he is embarrassed to have a beer with the people he just raced.

Don't be "that guy"!

He's the guy late to grid zooming through a paddock full of people.

Don't be "that guy"!

He's the guy who does a dive-bomb pass on a competitor who has no idea he is there, when an exit pass would have been faster and safer for both.

Don't be "that guy"!

He's the guy who, believing he is going to NASCAR, tries passing 6 cars on a start, two wheels in the grass.

Don't be "that guy"!

He's the guy too cool to show up for the drivers meeting so he has no idea what's special for that weekend.

Don't be "that guy"!

He's the guy who fails to say "thank you" to the workers who sacrifice their time to make our racing possible.

Don't be "that guy"!

He is the guy who is so competitive he has forgotten that your competitors are your friends and this is supposed to be fun!

Don't be that guy!

Meet Jim Fuerstenberg



From the suburbs
of Chicago,
Jim Fuerstenberg
answers...
The VSCDA
QUESTIONNAIRE.

Q. How did you get into racing?

A: Some friends from the Porsche Club and I started racing.

Q. Did you follow racing in your childhood?

A: I followed it through magazines and TV.

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

A: Hans Stuck.

Q. What is your favorite track? Event?

A: Watkins Glen and Watkins

GlenVintage Festival...followed by ELVF.

Q. What tracks are on your bucket list?

A: Spa...Nurburgring.

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

A: Well...racing at Road Atlanta maybe 7 yrs ago with my Mini. Had a great race for the lead with a 1600 Fiat 124 spider...we raced very close, back and forth...I was a very close 2nd...also at Watkins Glen (although I have won there a number of times)...my most memorable race was starting about 35th after a clutch problem in qualifying and finishing 2nd overall with the leader in sight...great dicing throughout.

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

A: Whatever car I am racing at the time, so long as it is competitive in

the class. In street cars..probably my 69 911S as I have owned it for 20 yrs.

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

A: I don't know that I have one I am dying to get an opportunity to race...but a Chevron B16 would be high on the list...or a GT40...

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

A: On track incidents...rarely...concentrate fully.

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

A: Drive anything you can at any opportunity, so long as it is safe to race. Lots of seat time is the best way to improve, along with listening to the techniques other racers use.




Jim on left

IT'S **ELVF**

Starring Tony Adamowicz
as
The Grand Marshall

WITH HIS FOOT
ON THE GAS
AND NO BRAKES
ON THE FUN!!!


...DOWN SHIFTING!...LATE BRAKING!
...RACING!...TOURING!
...EATING!

VSCDA 
VINTAGE SPORTS CAR DRIVERS ASSOCIATION

Presents
THE FALL FESTIVAL

Italian Marqueses Featured

ALL ITALIAN CHALLENGE RACE • FORMULA VEE SERIES RACE • TRANS AM B-SEDAN RACE
CUP RACES • GATHER ON THE GREEN • ROAD COURSE RE-ENACTMENT
JEFF PORASIK/WELLS FARGO ADVISORS ENDURANCE SERIES RACE

IN **PANAVISION** AND **METROCOLOR** 

By Mike Korneli

The twenty-ninth running of the Elkhart Lake Vintage Festival is coming up faster than my ability to spill marinara sauce on my shirt when eating spaghetti. Yes, this year's feature is ANYTHING ITALIAN. We have never had an all Italian feature so here is your chance Paisanos. It's time to show all those British marques that you can fill the grid.

This year our dates are September 11th - 14th. There is also a test and tune on the 11th through Road America. We are back to

As always the ELVF will offer more track time, for your money, than any other event. The schedule will be very similar to last year. Friday will be practice with the Jeff Porasik Wells Fargo Advisors Enduro in the late afternoon. The welcome party will begin as soon as the track shuts down. Our feature car show will be there for a little eye candy while you dine. Saturday will be qualifying, sprint races and the Trans Am B race.

The off track activity Saturday starts with The Road Course Re-enactment in the afternoon. There will be some changes this year. Gather on the Green, the invitational

warm-up sessions. We will have all of our Group Races, Cup Races, Open Wheel Special Race and the all Italian Feature Race.

Our honored guest this year is Tony Adamowicz. His nickname is Mr. A to Z. He has raced everything; sports cars, TransAm, and CanAm. Tony won the Formula 5000 championship. He raced the Ferrari Daytona and raced for Ferrari three times at LeMans. Please welcome Tony to the ELVF.

Please note that Tech will not be at Road America Center. Tech will be in the main paddock in the tech building next to the garages.



our original weekend after five years of conflict with the SCCA Run Offs. We also are no longer running the same weekend as Watkins Glen. There is no reason for all of our east coast friends not to come and play.

conours, will be held at Victorian Village due to wedding conflicts at the Osthoff. The banquet will also be at Victorian Village. Sunday will be a full day. It will start with a couple of emergency

I thought I would save that bit of news until the end of the article. That way I can find out how many people make it to the end of the article. See you there.



ROLL THE DICE

A new regular feature. Submit your dicing stories to us!

By Dean Champeau

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**

John Connell is always a formidable opponent in his 510, so when I qualified a mere tick behind him for the Trans Am B-Sedan race at the 2012 ELVF, I knew I was in for a challenge. He was driving the same car his late brother-in-law Ed Tillotson campaigned in the SCCA B Sedan wars of the 70's, when I was a bushy haired, sideburned upstart sedan racer in a 510 myself. Many a race did Ed and I contest in those days, and now, 30 some years later, I'm sitting on the grid at the same track, next to the same car, about to roll out for another shot at 510 racing immortality!

Yuh, right...

John anticipated the start well and I conceded turn 1 to him, tucking in as the caboose of a 6 or 7

"Get up on the wheel, you big dummy!!"

car train just as Barb Nevoral's Alfa locomotive left the track at the exit of the first turn. Poor Barb watched the train go by, regretting getting insufficient heat into her Hoosiers on the pace lap!

The rest of us were settling into order, a six car draft heading down to 5, me taking up the rear right behind John. There was a day, 35 or so years ago, that I would have tried to come out of 5 with a much improved position, but discretion got the best of me, and I dutifully tucked in behind John without forcing his hand so early in the game.

There were plenty of cars behind our lead group whose drivers would have enjoyed thumbing their noses at me as I sat helplessly backwards at the escape road anyway!

I pulled alongside John a few times during the first couple of laps, enjoying a few more ponies in my Jeff Winter 2 litre, but his Boeing 747 brakes kept me from making any passes stick. I could get a good run on him through the carousel and the kink, but he would way out brake me at 12. We were so busy with each other, the lead group slipped away from us, but it didn't matter any more. All I wanted to do was get around John before the checkers!

I started to empathize with John, wondering what it was like for him just beyond my cat-bird seat...



Dean Champeau leads John Connell at ELVF 2012.

Of course, you should never do that in the middle of a race. While I was imagining 2 Datsuns in some sort of slow motion ballet like Frankenheimer's split screen images from Spa in the movie Grand Prix, John was cleverly stretching his lead...

Wait! What was that!?! The one-lap-to-go signal from the flagman! Get up on the wheel, you big dummy!!

I mustered all the concentration I could and really put a lap together running him down again. I was right on his bumper as we got to the markers at 5. I knew if I was to stay with him, I'd have to get everything out of the brakes I could. I pumped and then jumped on them at the last possible instant, the car darting violently left as John shot ahead to the apex. I caught him up the hill to six and we went through seven side by side. I knew he would get me at 8, but I remembered the trouble he was having in carousel. Through the big turn I was camped out right

under his right rear as he valiantly sawed the wheel from oversteer to understeer and back to oversteer as we shot down to the Kink...

Now I have driven a lot of cars at Road America, some that you had to brake hard to get through 11A alive, others that you just steered through with your right foot planted, and most that you took all weekend to work up the cojones to eventually take it flat...

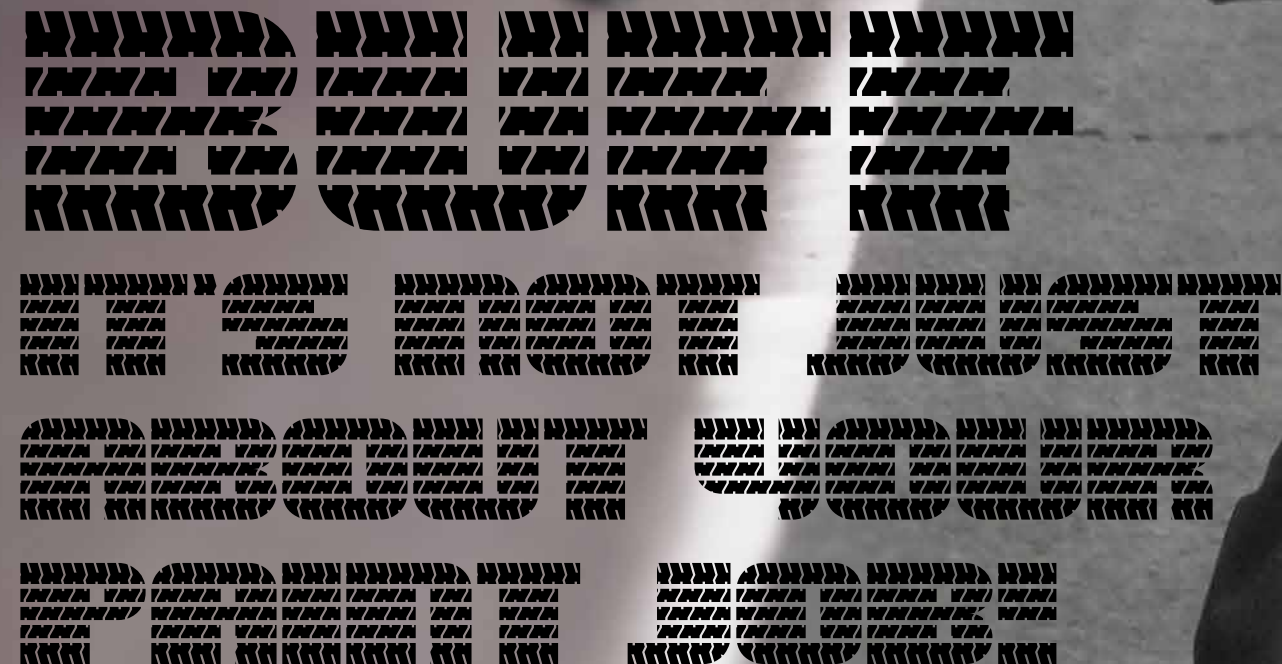
Which I never have in this car, but was willing to give it a shot...

I'll bet you were expecting some huge wreck with Datsun 510s climbing the concrete barriers and corner workers ducking for cover as 2 stubborn amigos ended up a mile short of the finish because neither would back down...

Nope- I tucked in on John's bumper all the way through 14, drafted him up the hill and shot out to his right to take him by a foot at the line!



John Connell



Fitness Expert Troy Mork of THRiVE Imparts Some Wisdom in Regards to Getting the Most Out of One's Self Physically, for Each Race.

What wouldn't a racer do to go faster?
The answer, of course, is practically nothing.

The quest for every tenth of a second is never-ending. Racers are constantly seeking ways to improve vehicle performance. With countless man-hours devoted to every nut and bolt of a race car, one would think nothing was overlooked. Oftentimes, however, one of the most important elements in racing is not given much thought...driver fitness.

There is an absolute science in human performance. Be it professional Olympic athletes, body builders and yes, even race car drivers.

No matter what the sport, the best athletes usually win. Preparation, equipment, and desire play huge factors in winning, but ultimately, all things being equal, the advantage goes to the most highly skilled and trained competitor. On race day, everyone is an athlete.

The strategies employed by the professionals to improve human performance is the link between winning and losing...living and dying. Being physically fit isn't an option -- it's a must.

Driver fitness programs can be beneficial in all forms of racing, from the Week-end Warrior level on up. In close competition, the driver that is the most physically and mentally prepared to win probably will win.

Any number of critical factors are involved in developing a comprehensive health and fitness strategy to maximize a drivers performance. The human body; like a race car, are built differently and have different performance strengths and weaknesses. Identifying what those weaknesses are and working on correcting those while capitalizing on the individual's natural strengths will for sure send you flying through the checkered flag blowing all your previous records away.



FUEL

Nutrition & Hydration

All the training in the world means nothing without the missing key: Nutrition & hydration. You spend double & triple the cost on your high octane race car fuel. Why wouldn't you take as much care of the most important engine, your body? Completing a race is a feat of strength, endurance, and stamina; and proper hydration, nutrition, and training are vital to a racer's success and survival. Racers, especially Vintage Racers, should consider guidance from a nutrition and sports professional.

Would you bring your race car to the starting line with no fuel? Of course not. Fuel your body **before you start**. Eating prior to exercise can be tricky. Racers should consume between 400 and 800 calories worth of foods high in healthy carbohydrate, low in fat, and with moderate protein content two to four hours before exercise and racing. However, depending on the training run or event's start time, this may be difficult to do. For example, a race starts at 8 AM. Many drivers have trouble waking up to eat at 5 AM or 6 AM. Drivers participating in a race that begins very early in the day may do best to eat a late dinner and/or an evening snack and consume an easily digestible carbohydrate food before the race (eg, sports drink, sports bar, energy gel, protein shake). I'd recommend BioTrust or Prograde protein shakes. For drivers who can eat breakfast before the race or who's stomach tolerates a meal closer to the start of exercise, steel cut oatmeal or brown rice with egg

whites. My ideal morning meal would look like this:

- 1) Wake up drink 1lt filtered water with one fresh lemon.
- 2) 20 minutes later drink one serving Athletic Greens Super Foods powder.
- 3) 30-60 min later eat 1 cup steel cut oatmeal with 4-6 eggwhites.

One of the biggest challenges some runners face when training for a marathon is teaching their belly to accept food during exercise. But for continuous endurance exercise lasting more than 45 minutes, eating during exercise is a must. Carbohydrate, fluid, and electrolyte balance is vital to a successful event and survival. It is important for runners and racers to experiment with various types of foods during exercise to determine which work best.

When eating during a race or event, a driver should consume a food item that is high in easily digestible carbohydrate and low in fat and protein. Since fat, protein, and fiber slow down the digestive process, drivers should avoid these nutrients to keep their stomach calm. Digestion during exercise is difficult enough since the blood supply is diverted to the working muscles at a time when it would normally be focused on the stomach and proper digestion.

Drivers should aim to consume at least 10 oz of water or a sports drink two hours before racing. Maintaining proper hydration before, during, and after driving and competition will help reduce fluid loss, maintain performance, lower submaximal exercise heart rate, maintain plasma volume, and reduce heat stress, heat exhaustion,





and possibly heat stroke. Heat Strokes are a risk during Summer race season.

Remember, starting a healthy eating program will not just help you perform better during the race; it will also be the key to weight loss. And we all know every ounce of additional weight in the car adds to your lap times. Loose body fat... shave seconds off your time.

ENGINE TUNING Endurance Training

Improving your cardiovascular fitness is a key if you're planning to drive in longer races. Increasing your aerobic health can lower your heart rate, improve your respiration and help keep you as strong as possible in those crucial final laps. As an added bonus, most cardio exercises also strengthen your legs, which are constantly moving during a race.

Incorporate HIIT (High Intensity Interval Training) to boost your endurance levels at those critical moments when you need your body to push into high gear. Mix HIIT

training with a steady state cardiovascular protocol to build your body's endurance levels for the long races (Imagine how this type of endurance could impact other parts of your private life).

Heat Strokes are a risk during Summer race season.

Upper Body Exercises

You don't need huge arms to shift gears and turn the steering wheel, but you do need strong arms to do so for a full race. Chest/shoulders/arms/neck/back are all critical components to staving off fatigue especially toward the final critical laps.

Using the most effective exercises to build upper body is a no brainer. Chest press, Bicep curls, Dumbbell Shoulder Raises, Tricep Extensions, Back Rows.. The list goes on and on. However, the real science comes in to play when choosing the order of the exercises, the weight (load) and the rep range. Each muscle has multiple muscle

fiber types and knowing how to activate the Endurance Fibers and stimulate the strength fibers is the difference between pulling out in front of your competition or being left in the dust.

Core and Leg Exercises

Building a strong core is critical to eliminating lower back pain during those long races. Incorporate Sit Ups and Leg Raises in a superset protocol to teach the abdominal muscles how to work non-stop. To make sure those all-important legs can still help you brake on time and put the pedal to the metal when you need it most incorporate Leg Press, Extensions and Hamstring Curls to isolate the individual leg muscles while implementing full Body Squats, Lunges and Dead Lifts to build power and strength. Use slow and controlled movement to maximize the exercise and to develop your machine from every angle.

The biggest muscles in your body are your legs and the key to the health of the most important muscle in your body...your heart.

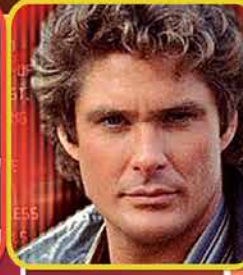
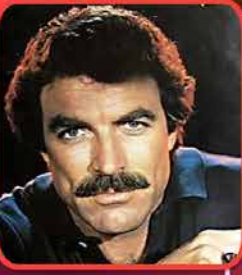
Your body is your machine. Treat it better than you treat your car.

Change your mind and your body will THRiVE. Let Troy build a specific health program for your racing need.

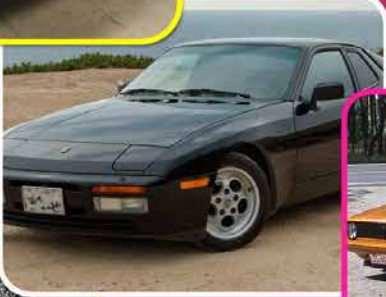
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Health - Exercise - Lifestyle
312 303-0330
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What is G70?



G70 is a newer run group at the VSCDA that features cars from 1974-1989. So dust off your Oshgosh By Goshes and your Parachute Pants and get to the track.



VSCDA



visit us at www.vscda.org and Facebook or 616 916-2650

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Blackhawk Classic

Sprite Midget Race Report by Ron Soave

The 22nd Blackhawk Vintage Classic is in the books, and to this driver, it was a great success.

As you may know, there were several events competing with our Classic this year, and after I accepted the job of co-chair along with Jeff Porasik (shortly AFTER it was announced I would do so), I was told that we would be lucky to get 90 cars in attendance after having upwards of 150 the past two years. Our membership and its guests stepped up to help promote the event and our club, and we had over 135 cars racing! If you missed the driver's meeting, I was so proud of the club that I took a selfie from the bridge to commemorate the occasion.

When I wrote a recent article to promote the event, I described how, for me, the ride across the track into the paddock past the Group 1 cars marks the start of Summer for me, and this year's event only cemented that for me. The weather was absolutely glorious, the track in perfect condition, the facilities world class, and the camaraderie 2nd to none. Our Grid Girls,

Ashley and Stephanie, did a great job keeping spirits up in the paddock and promoting our club. Through the magic of social media, I believe there are more pictures of the Blackhawk Grid than there are of our race cars this year! One former member who was in attendance supporting another car approached me on Saturday evening, looked me in the eye, and said "this event makes me want to race with VSCDA again." That, my friends, is what the true club spirit is all about. If I remember one thing from this year, it will be that conversation.

"this event makes me want to race with VSCDA again"

The racing itself was good, fun and with one exception on Saturday, free of major incidents. Everyone went home safe and sound, and that's truly all that matters. The cars will be fixed, and hopefully the drivers' spirits will be as well.

The Vee race and the TABS races both had their usual excitement, and were joys to watch. The Sprite Midget series continued, although the track time was



not available to have a dedicated race. There were smiles on all the Spridget drivers' faces all weekend, so I don't think anyone minded terribly much. We hope the Cape of Good Hope Pub traveling British pub makes the trip around Lake Michigan next year for the festivities. The Jeff Porasik / Wells Fargo Advisors Enduro raised over \$1000 for the Wounded Warrior cause, and Jeff announced he will be raffling off a future race entry with all proceeds going to the Wounded Warriors. We've got to beat last year's \$8400 raised!!!

So thank you all for the incredible time from both Jeff and I. Jeff and I were told it would be impossible to race and chair the event simultaneously, but you made it easy. Special thanks to our sponsors, Hagerty and Jeff Porasik/Wells Fargo Advisors, Backyard Grill, Midwestern Council of Sportscar Clubs, Betsy and Ted Sodergren for the incredible guidance, the great staff at Blackhawk Farms, Chris Bonk, Ashley and Stephanie, and to many others, some wishing to remain anonymous, who made this event a success. Special thanks to Laura Hire for keeping so many things together on so many levels. As Hawkeye Pierce would say, you're Finestkind. Let's do this again next year, bigger, better.....and with a band!!!

Vintage Vees Race Report by Jeff Tschiltsch

The second race weekend in the Vintage Vees season is in the books! It was another beautiful weekend at Blackhawk Farms Raceway and for once the rain managed to stay away the entire weekend. The top three finishers in the Saturday Formula Vee Sprint race were (1st) Garrett Van Camp, (2nd) Chuck Buysee, and (3rd) Bill Griffith who brought his Warrior (and a few other cars) all the way from Texas. The Sunday Feature race went the full 15 laps, and when it was over (1st) Garrett Van Camp, (2nd) Frank Newton and (3rd) Chuck Buysee took the top three podium spots.





Trans Am B-Sedan Report

The Eclectic Time Studio Grand Prix

by Steve Bonk

Another exciting Trans Am B Sedan weekend is in the history books! This year's Trans Am B Sedan race at Blackhawk farms was powered by Eclectic Time Studio. The VSCDA's own Racer/ News Magazine editor Chris Bonk dug into his pockets and came up with some beautiful Medals for the 1st -3rd place finishers! Thank you Chris! That lightens the financial load for your's truly a little bit.

Let's get to the action: GingerMan's winner Ike Kee-ler was considered to be one of the favorites to win the race, but unfortunately 40 year old Datsun race transmissions are getting a little worn out (even if

they are rebuilt). Ike couldn't make the big show, but a big hat's off to Ike for bringing over his car from Michigan to get some more points for the championship. A little note on Ike's #14 Datsun 510. It is a historic B Sedan that ran back in the day. The car still runs the steel hood, deck lid and bumpers with the larger motor. Stop by and see what an original car looks like next time.

Another racer, Mike Pranka (one of the faster Alfa drivers), couldn't make it because his car was getting work done on it. He was disappointed, but no one was more disappointed than me. Mike is a blast to watch, and he is always fighting for a position at the front. Perennial front runners Don Eichelberger and John Connell were back at it again. Don was on Pole and John right next to him. John Connell decided to up his game this season and run a 2L motor (because lets face it, all the other fast cars have them!) It looked to be a good battle at the start. Could John Connell finally beat Don Eichelberger? The answer was no. Don Eichelberger kept the pedal down through the whole race and created enough of a gap to comfortably come in first place again while John Connell brought it home again in a respectable 2nd place. Mike Recine and Barb Neverol had a nice battle in there Alfas with Mike taking 3rd place and Barb 4th place. Jeff Babcock was running his Volvo #122 hard as usual keeping Joe Brabender in his Volvo at arms length, but Jeff's car had to pull of Driver's Left down the front straight (another victim of the Trans Am Wars). Joe brought his Volvo home in 5th place. Chris Bonk still working out some tuning issues came in 6th. Our only BMW on the track had to exit early (Barry Davison thank you for getting out there! Hope to see you next year).

What would this event be without our Lovely grid Girls Miss BlackHawk Stephanie Jacobson and Miss Trans Am, Ashley Hopkins. They are racer and fan favorites. The next races are Waterford Hills and Grattan. Hopefully I will have the standings. Hint a Alfa And a Datsun are fighting it out for 1st place, like back in the day.



Mike Recine

John Connell

Don Eichelberger



1st Place: Don Eichelberger (Center)
2nd Place: John Connell (Left)
3rd Place: Mike Recine (Right)





The Sights of the Blackhawk Vintage Classic 2014



Jaguar: Why The Passion

By: Jonathan A. Stein

The Insider

Mike Cook, a retired Jaguar product public relations manager, has been part of the British car world since his start at Triumph in 1958. Now as the archivist for Jaguar and the editor of Jaguar Journal, he's been a professional observer of the marque for years. When it comes to cars, he insists that "passion can be described as part inspiration and part impact." Or to put it another way, inspired automotive design that makes a big impact fosters passion. The cars that he thinks have had a massive impact include the Corvette, Austin 7, Beetle, and of course, Jaguar's XK-120, E-Type and the original XJ.

"These are cars that were so new, and in the case of the Jaguars, so beautiful, so special, that nothing could compete with them at that point in time," he explained. "Jaguar has made that kind of impact at least three times—and possibly more."

Cook says the designs of the XK,

E-Type and original XJ were so timeless that they never stopped appealing to people.

"These cars inspired so much enthusiasm in the beginning that it helps create the passion that people have for that make of car," he said. "The impact of the XK and the E-Type hasn't gone away after 60 and 50 years respectively."

Cook remembers his years with Jaguar fondly.

"It was always fun to be selling products that people didn't need, but they really wanted," he recalled. "It was special to have a product that people go to showrooms for despite warnings from friends that 'you'll be sorry.'"

The Enthusiast

George Jones really noticed his first Jaguar when he was growing up in South Africa. But unlike most people who fell for the lithe looks of the E-Type, the retired engineer from the mining equipment industry fell for a different car.

"The elegance of the Mark 2... first caught me; particularly the lightness of the interior," he remembered. "What initially planted the seed in my head is that the

Jaguar is the epitome of British engineering and sports cars. I was attracted to it because of its heritage and what it's symbolized."

His true passion for Jags bloomed in the 1970s when he picked up a 1965 Mk 2 for restoration.

"I happen to be an engineer with a complete metal and woodworking workshop and I can aspire to a high-level car. I'm also motivated by knowing that it would take \$150K if I had to give my car to a restoration shop."

After immigrating to the United States in the 1970s, Jones "picked up the passion again with the restoration of another Mk 2. I currently have a 1966 Series 1 E-Type FHC, which I did a total restoration on (finished in 2003, it most recently scored 99.73 points)."

Although he loves the E-Type and the XK-140 he recently parted with, the car that still speaks to him the loudest is his second Mk 2, which is featured in Hagerty's winter 2010 "World of Jaguar" story.

The Über Collectors

For consummate Jaguar collector

Gary Bartlett, "styling is maybe the biggest thing" that attracted him to Jaguars.

"When I was a kid, I had Jaguar D-type Aurora slot cars, and I remember reading a book about England and the hand craftsmanship and I always had that picture. Then in 1969 there was a red E-type coupe in front of the movie theater in Muncie and something hit me."

In fact, it hit him so hard that he tracked down the car. With just \$200 in the bank, he convinced his dad to cosign a loan so he could have that coupe. Even 40 years after he bought his first E-Type, he says "it feels good just to wash them. You can have a bad day at work, climb into an E-Type and you just feel good. Even today, the E-Type Series I coupe is simply the most stunning

car ever made."

George Jones and his wife Janet at the 2006 Lime Rock Concours, where his Mk 2 won both "Best in Class" and "Best in Show."

Bartlett's passion for the marque was so strong that he parlayed his interest in Jaguar into a very successful parts business. That business enabled him to collect the most hallowed of Jaguars: C-Type, D-Type and XK-SS.

Like Bartlett, Terry Larson collects Jaguars at the highest level. And although he didn't venture into the parts business, for years he's been one of the top Jaguar restorers and authorities in the nation.

Why Jaguar? "The car does have a personality, doesn't it? That's a lot of it," he responded. "The name Jaguar is really appropriate

because it's quick, agile, strong and it's the same as the Jaguar animal. The name attached to it gives it a personality."

Like Bartlett, Larson's first taste of Jaguar came with a Series 1 E-Type coupe. "I read a road test and fell in love with it. I bought the first one I saw — a 1966 coupe.

"It was the whole personality of the car, the way it felt like an aircraft cockpit. You felt like you were part of the car," Larson said. "I love the style and the feel. I like driving them. So I've always been the seat-of-the-pants driver and drive my cars a lot. How can you beat an XK-120 or an E-Type? If you can only have two cars, it's hard to top a 120 OTS roadster and an E-Type. If I could only have one car regardless of price it would be a 120."



Classifieds:

1962 Lotus Super 7 S2



ISerial Number: SB1158
Frame Number: 1123
Engine Number: 120E6015
Gearbox Number: unknown
Logbook: SVRA and VSCDA
Condition: Excellent

Price: US \$31,000 Location: Dayton OH



Description

Body: Car has highly polished aluminum and paint, but has the normal rash and marks from track debris that all Seven have. Clean and beautifully finished interior. Almost the whole car has been re skinned over time. Fire system and back up fire extinguisher. Relatively new, well designed and fabricated roll bar cage. Drive shaft tunnel loops added to frame. One year old harness with sternum latch. Fuel cell foam inspected this season. Suspension and wheels : Fully sorted, corner weighted, bump steer corrected, meets SVRA Group 3 weight specs. Three sets of Panasports, one set with new rains. Other tires heat cycled out. Drive line Engine 1500 cc non-crossflow 150 HP @ flywheel; 120 HP @ wheels. Dry sump. Distributor-fired electronic ignition. Extensive head flow work with stainless tuned headers and side pipe. Transmission is Ford Cortina with Leeson close-ratio, straight-cut gears: input 23T / 27T; 3rd 25T / 25T 1.17; 2nd 22T / 18T 1.43; 1st 24T / 15T 1.87. Third member is Ford Cortina with cross brace and Taylor Limited slip 3:94 (I think) ratio. Engine is about half way toward rebuild time. Performance Won its last six races. Never less than fifth in seven years. Best lap times: Putnam Park - 1:26.5; Mid-Ohio - 1:45.3; Pittsburgh - 2:18.85; Atlanta -1:43.3; Watkins Glen - 2:19.15; Grattan - 1:30.31; Road America - 2:45.08; VIR - 2:21.1. Many Group 3 wins, podiums, never lower than fifth over all. As Brian Redman was quoted on August 9, 2014 edition of Motorsport Retro, when asked, "What's the best value fun-per dollar you can take racing in histories today." He answered, "Lotus Super Seven at under US\$40,000 is probably as good as anything!" Detailed history back to early 80s on request.

History: Email Bob Colaizzi rcolaizzi@colaizzidesign.com for an extremely detailed history back to 1982.
Recent Competition History: First in last six races. Never less than fifth

Performance Data

Class: SVRA GR3
Weight: 1125 lbs
Best Time: 1:45 sec
Track: Mid Ohio

Engine

Manufacturer: Lotus
Type: roadster
Displacement: 1498cc
Horsepower: 155
Induction: 2 Webers 49 DCOE
Heads: Ford Cortina
Block: Ford Cortina
Main Caps: Have to check
Crankshaft: Ford Cortina
Connecting Rods: alloy
Pistons: alloy
Camshaft: custom grind by George Bauchman
Valves: unknown
Valve Train: pushrod
Pressure Plate: racing but will check if important
Exhaust: stainless tuned by Jim Steck
Races: Don't know. Maybe 25

Fuel System

Fuel Cell
Manufacturer: Fuel Safe
Age: inspected this year
Capacity: will check
Fuel Pump: elect
Fuel Type: 110 Octane

Oil/Water System

Oil Cooler: dry sump

Electrical System

Ignition: electronic distributor fired
Alternator: no
Battery: gell cell
Data Logger: na
Computer: na

Transmission

Manufacturer: Ford Cortina
Type: close ratio
Gears: Leeson

Trans Cooler: no
Races: don't know

Rear End

Manufacturer: Ford Cortina
Type: Taylor limited slip
Cooler: no
Ratio: 3:9 est.
Case: steel
Differential: steel
Axles: steel

Body

Color: glass and aluminum
Paint: acrylic I think
Condition: excellent
Highly polished

Chassis

Builder: lotus
Finish: painted
Front Suspension: excellent zinc plated
Rear Suspension: excellent painted grey
Shocks: don't know but work great
Brakes: disc front/drum rear
Steering: rack and pinion
Wheels: panasport
Tires: hoosier A70

Interior

Color/Finish: Blue and white and aluminum
Material: aluminum and vinyl
Fire System: engine bay, cockpit and fuels cell
Restraints: ne 2014
Gauges: standard
Steering Wheel: don't know
Condition: excellent

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Classifieds:

1992 Wells Cargo 24 Ft Enclosed Race Car Trailer \$3000 OBO located near Dubuque, IA 7 1/2 foot wide inside. Used 1-2 times a year over the last 20 years. Great price with a lot of extras for someone looking for a race car trailer. \$3000 OBO cash. Can email pics if needed.

Features:

- 2 5/16 hitch with brackets for equalizer and anti-sway
- 4 foot side door with step and door flap
- 4 tires with very good tread, no dry rot or cracking, but 10 years old
- 2 new mounted spare tires only 4 years old, always stored inside trailer
- fold out side awning - inside and outside floodlights -roof air conditioner- unknown if works
- electric brakes - Upper and lower cabinets and work bench up front
- electric winch inside - rear fold down ramp door with 2 foot extension
- beaver tail - 8 HD inside tie down d-rings -outside electrical outlets -clear title, last used Summer 2013

Cons-

- roof hail damage, no apparent leaks
- old oil stained carpet
- old graphics and faded paint

Call or text first to set up appointment to see it July 7-20th. Marc Frost 317-447-7404 6-9 PM EDT, text first for best time to talk.

Etc:

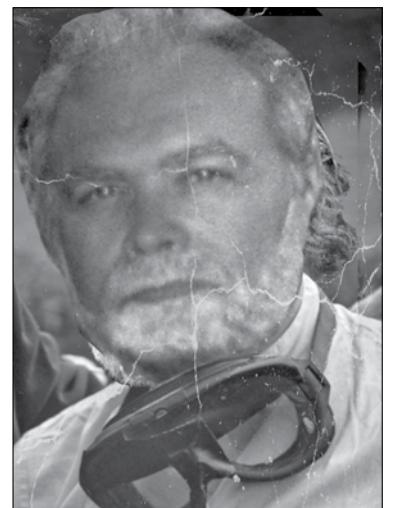
Doctors ask him to sign off on their medical license.
The race weekend schedule is set by his clock.
His race car unloads itself.
He is.....The Vintage Racer.

"I rarely race vintage but when I do, it is with the VSCDA.
Stay Spritely my friends." Submitted by Erick Zanner

Grid Girls ask to take a picture with him.
James Hunt asked him for dating advice.
He once put Enzo on hold.
He is....The Vintage Racer

"I rarely listen to Zeppelin, but when I do, so does the paddock. Race safely my friends."
Submitted by Chris Bonk

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



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going to need them!*



Elkhart Lake Vintage Festival

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Featured Marques



Ferrari



FIAT *Lamborghini*



Featuring :

Grand Marshall

Former 3-Time LeMans **Ferrari** Racer

Tony Adamowicz

All Italian Challenge Race

Trans Am B-Sedan Series Race, Formula Vee Series Race

Cup Races, Gather on the Green, Road Course Re-Enactment

Jeff Porasik/Wells Fargo Advisors Endurance Series Race



Tony Adamowicz



Sept 11-14, 2014 Road America Elkhart Lake, WI

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