

The

VSCDA

VINTAGE SPORTS CAR DRIVERS ASSOCIATION



VINTAGE *Spirit*

The VSCDA
Questionnaire

Maggie Bars

Safety Alert

**Grasshopper:
A Tale of
Learning**

**GingerMan
Race Wrap-Up**

Roll the Dice

**Au Grattan
Preview**

Hagerty Corner

July 2014



June 2014

Contents

Message from the President.....	Page 3
Grasshopper.....	Page 6
The VSCDA Questionnaire.....	Page 8
Au Grattan Summer Party.....	Page 10
Roll the Dice.....	Page 12
Maggie Bars.....	Page 14
A Racing Story.....	Page 16
Race Wrap Up.....	Page 18
Safety Alert.....	Page 24
Hagerty Corner.....	Page 26
Classifieds.....	Page 28
Etc.....	Page 31

Editor
Chris Bonk

A Message from our President Mike Korneli

What is the future of vintage racing? Maybe more important to us is what is the future of VSCDA. This concern or sometimes debate revolves around two central themes. The first is the age and the value of the typical racecar. The second in polite terms is the age and durability of the average driver.

The old racecars are how vintage racing got started. There wasn't much use for an old racecar 30 years ago. They had out lived their original purpose and therefore were not worth that much money. Well, now that they are worth big bucks, most of them will never be raced again. We have the opportunity to start the cycle over again. That's what G70 is all about; old racecars that are not competitive so they're not worth much. This time around they just happen to be cars from the 1970's and 1980's. Cars that younger drivers will remember and can afford. The car solution is relatively easy; newer more affordable old racecars.

The aging driver demographic is a bit more of a challenge. As much as we would all like, we cannot turn back our odometer. So, essentially we need the same type of program for drivers that we have for cars. The sustainability of the club will depend on its current member. We need to find a way to infect new people with the same passion that we have for vintage racing and the VSCDA. If every member finds a new member before they decide to retire, the club grows dramatically. The upside to this is that entries will go up so entry fees can go down.

To help find new members and potential racers, VSCDA will begin a new social membership. A new social membership will get new people free entry to our events, free classified ads on the website and a free subscription to Victory Lane magazine. Now that's a deal. Make sure you thank Victory Lane for the highly subsidized subscription. Once they see the fun we're having they will want to try it. Spread the word! Let's find the new members and spread the passion.





By Ron Soave - Written circa 2004. Author's note: This article was written for the original "Team Thicko" website, under the urging of Wm. Severin Thompson III, aka "The Flounder" mentioned herein. Many of the characters in the story have moved on, but the Thicko spirit remains.

My posting to the Sprite Internet list started like this:

"Just got back into Florida from the vintage races at Road America in Elkhart Lake WI. I think I want my ashes scattered over that place."

It was 1998, and as part of a recruiting trip, a potential (now actual) employer asked if I'd like to attend the Elkhart Lake Vintage Festival races at Road America. Would I like to? Does Thicko-dog Hoss miss his balls? Yeah, baby! So that weekend I met Team Thicko, saw my first racing Sprites, got to know some of the peo-

ple, ate the Brats. It was probably a little like the first time Keith Richards said, "uh, sure...I'll just take one drag...". The rest, as they say, is hysterical.

Fast-forward to 2002, now our 3rd year in the Midwest, and the first day of summer. It's 6 am and I'm feeling like I'm 12 years old. I'd been up all night like a kid waiting for Santa Claus – today was the day I was going to pick up my racecar. Flounder had been coaching, badgering, shaming, enticing me to get on the track, and it finally was gonna happen. Greg "Sidewinder" Schulz had an unfortunate back injury, and was willing to sell me his Bugeye Sprite racecar for what, even

to me, was a price I couldn't refuse. The Sidewinder Bugeye had never been the fastest, but there was always something about it for me. I came across some old photos I'd taken at Blackhawk Farms in 1999, and among all the beautiful and expensive cars there, I'd shot maybe half a roll of film of Greg's somewhat ragged Bugeye. There was just something about it...

My wife drew the line at me slapping on a sticker bearing the nickname I had picked for the car: "White Trash"

So here I was driving up to Cedarburg, WI to pick it up. Well, actually, I had no tow vehicle, so Flounder was meeting me at Greg's to tow it for me. There aren't many people who'd get up at 6 AM on a Saturday WITH THE FLU, get in their truck and drive a few hundred miles round trip to drag a partly disassembled race car around Wisconsin for a friend. I have always said Flounder would give you the shirt off his back. He might call a press conference to talk about it...but he'd do it. I also had no place to store the car, so, again with a little help from my friends, Peter the Parts Pimp Caldwell offered me some room at his shop. With his infinite stash of Sprite stuff there, we could also go



revising the suspension, and doing some rewiring. I farmed it out to a guy who made Earl Scheib look like Rembrandt to do some bondo, spackle, and latex work on the body. At the end of the winter, I was pretty happy with the car, and since many knuckle scrapes and cut fingers had left pieces of me here and there on the car, it now felt like mine. Flounder graciously did the vinyl for me, although my wife drew the line at me slapping on a sticker bearing the nickname I had picked for the car: “White Trash”. Seems when half the Visa bill is for car parts for an entire winter, self-deprecating humor loses its charm.

through the car and make it whole and safe to bring to driver’s school. It’s probably not a stretch to say I was the only guy in Midwestern Council of Sports Car Clubs who robbed hardware off a rusted out Morris Minor to get his motor together the week before school, but that’s a story for another day.

The car and I were awfully slow that first year, and I kept my able crew Peter Caldwell pretty busy keeping it together. Peter, as most Thickos know, is an extraordinary parts guy, mechanic, and friend. He’s been at every race since I started this mess, although due to the great job he’s done on my car and hours of phone-fixing between races, there’s not always a lot to do anymore. This season he was usually over at Flounder’s paddock, well into his latest catastrophe, looking like he’s removing an axle or birthing a calf. You’d think he’d show a little loyalty and slow Flounder down for me, but it hasn’t happened yet.

It was probably a little like the first time Keith Richards said, “uh, sure... I’ll just take one drag...”.

Anyway, Greg had done a good job keeping the car together, but it was time for an overhaul. The engine seemed to lack compression, a decent air/fuel mixture, strong spark, and was strangled by this odd sausage-like muffler, but otherwise it was fine. It did leak like a sieve, and the suspension was somewhat “unorthodox”, but I guess with the bad you take the worse. Winter of 2002-03, I got busy, putting in a very mild race 1275,

Spring 2003...off to VSCDA driver’s school, and my first experience with Vintage Racing. Now, Flounder calls me the Grasshopper because of my rookie inexperience as well as for my martial arts hobby, but it is also because I am more than a little jumpy before a race. On the grid, I can actually close my eyes and sleep. Getting there, however, can be a harrowing experience for everyone involved. My most vivid memory of school that weekend was seeing my class go out for a practice race while my car sat up in the air in the midst of a slave cylinder replacement. With me screaming and threatening surgical alteration of their genitals if they didn’t drop the car, my able crew, Peter and Scott Cypher, lowered the car to the ground with the slave hanging by a bolt so I could go out and race. With all the adrenalin, piss and vinegar flowing, I actually passed all the other cars in the session, including a red Spridget. It seemed that red 1967 Sprite with hideously goofy fender flares was awfully close to me all weekend in terms of speed and driver skill. Who is that guy, I thought? And why is he wearing a Parker Stevenson mask under his helmet?



Spring Brake Drivers School 2003.



The worrisome red Sprite turned out to be driven by Jeff Porasik, nicknamed “Porasik Park” by Flounder, modified to “Porasik Parker Stevenson” by yours truly after his uncanny resemblance to a B-list TV actor. Jeff and I become great friends in our rookie seasons, and we constantly finished wheel-to-wheel, always in the true vintage spirit, with back-and-forth Thicko abuse of each other thrown in for spice. Jeff and I had many memorable rookie experiences, including driver’s school, getting lost on the way to grid at Grattan, and an unfortunate “incident” at RA when I spun on ice cold tires during a warm up lap. As I did a perfect(?)

360 and kept going, Jeff spun right behind me and just grazed the bumper tires on turn 5. At least the goofy fender flares on his car were gone from one side. Jeff later had his engine go on a weight reduction program by launching a connecting rod, and a portion of his latest cheatin’ dog 1275 came from a spares pile of mine that my wife was happy to see go.

Jeff and I have since gotten faster and, I hope, better, and we still end up wheel to wheel more often than not. There was a time this season when I waxed his ass pretty good at Grattan while Jeff had some sorting issues but Jeff solved them (he swears I loosened his distributor, but this is complete bullshit, as I was busy disconnecting his sway bar at the time). It seems the joy I got out of referring to Jeff as “my bitch” is a thing of the past. In fact, over the last 7 sessions that we’ve been on the track at RA and Blackhawk, we’ve traded “bitch-hood” each time, and at Loooong Race in October, we were twice separated by less than a car length and 0.050 seconds per lap! There’s nothing better in racing than to have someone wheel-to-wheel along the learning curve.

Anyway, so far so good. Flounder, Peter, Porasik Parker Stevenson, Elmo, Grenade, Dreadful, No-Show Ducklow, Irv The Perv, Big-Rig – just some of the characters and great people you’ll meet if you fall into the world’s greatest addiction of racing and Team Thicko. Come out and see us – you’ll see.

Ron Soave
1958 Austin Healey Sprite
#25 White





Meet Jon Bauer

Jon and his daughter Leah at Road America

From the Great North Woods Jon Bauer takes time out to answer...
The VSCDA QUESTIONNAIRE.

Q. How did you get into racing?

A: I started my racing career as follows: Go Karts 1963-1966, Snowmobiles 1965-1979, Motocross 1971-1977, Vintage Sport cars 1998-present.

Q. Did you follow racing in your childhood?

A: Yes, all the time. I was a gear-head before gearheads were "cool".

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

A: I have had quite a few over the many years of racing. The most inspiring to me are: Yvon Duhamle (snowmobiles), Roger DeCoster (motocross), Marlin Walbeck (stock cars), and Augie Pabst

(sports car).

Q. What is your favorite track? Event?

A: I have two favorite tracks: Road America and Brainerd (the new layout). My favorite event is ELVF, because it is a lot of fun, laidback and the camaraderie is fantastic. There is nothing better than racing in Wisconsin in the fall.

Q. What tracks are on your bucket list?

A: Mosport, Canada and Laguna Seca.

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

A: Racing a Spridget for 15 years, there are way too many favorite stories to tell!

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

A: I really love driving my 1967

Jaguar E-type Roadster.

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

A: D-type Jaguar. It is you driving the car not the car driving you!

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

A: Yes, nothing serious. It was far more embarrassing than anything else. What I learned from that was they put "X"'s on trunks of cars for a reason. Heed the "X" give them room.

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

A: Especially in Vintage stay within your budget, focus on seat time in wet weather or dry weather, and always go out and have FUN!





LOOKS LIKE



FEELS LIKE

VINTAGE GRAND PRIX AU GRATAN XXVIII

THE VSCDA'S SUMMER PARTY

By Scott Fohrman

Let's see.....

.....an exciting, technical track: a 2.0 mile long winding, hilly road course with 10 very challenging corners and a very long $\frac{3}{4}$ mile front straight. Different turn combinations that reward smooth, fast inputs creating a roller coaster ride you control. Tons of sane, safe track time with big fields of very cool people? And all raising money in the name of a great charity? Where do I sign up?

Well, actually, right here! (Go to vscda.org) The Vintage Grand Prix Au Grattan 2014, August 15-17, 2014 is open for business and guaranteed to be big fun! Friday Night's Paddock Crawl and portable feast is back, the Saturday night tent buffet is sponsored by a local brewery (yeah!), GRATAN HAS NEWLY REBUILT BATHROOMS (really, we are told they are deluxe), rides for charity returns and oh, did we mention racing? Lots of track time? The format we developed over the last couple of years has been hugely popular. There is so much track time in large competitive fields that the main complaint is some drivers are tired! If you have been to Grattan in the last few years, you already know how cool this event is. If you haven't, you are missing one of our very best tracks and coolest, funkiest events. A chance to run Grattan is special and VSCDA goes all out to make you feel loved. Join us!

Your race chairs: Chris McGrath, Scott Fohrman and Alex Rorke.

Highlights include:

*One-hour Enduro which will be open to all closed wheel cars 3 liters and under, plus others by special permission.

*The Trans Am B-Sedan Race Series. This class of under 2.5 liter sedans was popular with both amateur and pro racers "in the day". Noted for their light-weight and exceptional handling, these cars

*A return of the paddock parking plan that allows you to hang with your friends!

*The return and expansion of the successful and fun "Rides for Charity" program begun last year. Drivers and passengers agreed this was a highlight of the weekend while raising a lot of money for a very good cause!

*Our traditional trackside dinners



G70 Class Cars

are still popular today and compete in their own growing special race series with VSCDA.

*The Spridget Race Series. VSCDA has the strongest and fastest growing vintage Sprite and Midg-et racing group in the Midwest. And the friendships formed in the paddock are as strong as the racing on the track!

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

on Friday and Saturday nights "Under the Big Top" will be getting a new twist. Trust us, these will be parties you won't want to miss!

*The return of the Canadians, who kicked our butts last year. Don't let this happen again!

*A couple of big surprises still in the works but to be announced shortly. You will love them! Stay tuned but plan to join us. Grattan will be the highlight of your racing summer!



ROLL THE DICE

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

By Alex Rorke

Dice: plural noun, \dīs\

1. a small cube that is made of plastic, wood, etc., that has one to six dots on each side, and that is used usually in pairs in various games
2. plural also dic-es: a small cubical piece (as of food)
3. **a close contest between two racing car drivers for position during a race**

The First Dice

Dicing is the heart of the joy of vintage racing. The moments of almost telepathic and dance-like choreography between cars and drivers in the midst of an off-camber turn at Grattan, rotating drafting on the straight at Road America, and experiencing a fellow vintage racer cleverly taking the hypotenuse going into the chicane at Blackhawk (by barreling over the grass) are all experiences I have grown from.

When our Vintage Racer asked me if I had any memories of great dicing experiences, the images from above quickly came to mind. But, as with many other major personal events, my first dice was the one that meant the most.

I started vintage racing in a 1974 BMW 2002 ("Max"). It had been owned by the late Jan Furstenburg. Although I never saw him race, he was a beloved member of VSCDA who drove the car brilliantly. Most VSCDA racers and friends were accustomed to seeing Max at the front of the grid. Despite the substantial efforts of my VSCDA racing instructor Rick Gurlonick and BMW guru Leo Franchi, I had less than no innate racing skill or experience and started my first season with all possible novice shortcomings. VSCDA members could not have been more supportive of

"I was being summarily whapped."

my fumbling ways, however. One of those VSCDA members was Marc Frost, who was serving on the VSCDA Board at the time.

Somehow Marc allowed himself to be drafted into helping me at Blackhawk, one of my first race weekends. He was remarkably helpful in all areas, ranging from torquing lug nuts to pointing out the best lines on the track. Marc's behavior epitomized the best of the Vintage Spirit. He was racing his bespoke Fiat 128 and getting much better lap times than I was achieving in the bimmer as I stumbled around Blackhawk.

By Sunday I was getting a vague sense of what I was supposed to be doing. Through luck, and Marc's DNF Saturday, I was gridded just ahead of him for the feature race. This is the part of the story

where the violins (Weber carbs fully open?) enter the sound track and you read that Marc, who really had been so gracious with his help, waved me by on the track and launched my vintage racing career.

Absolutely not! In true Vintage Spirit, he brutally beat me at the start, jumped several positions before Turn 1, took the best lines possible, pulled away and started closing in on a VW Beetle, of all things. This was terribly dispiriting. I tried my best to focus on where I needed to place Max in order to keep up with Marc and his Fiat. I could feel Max's disappointment. Even though my car had substantially more power and superior handling, Marc was always ahead of me, including on the straights. He opened a huge gap going from Turn 7 to Turn 1.

I was being summarily whapped.

As mentioned above, I did try to understand Marc's lines, finally started to anticipate where Max needed to go and began carrying a facsimile of speed into the turns. Eventually, my lap times improved. I started to close the gap with Marc on the main straight. Somewhere around Turn 3, I was within striking distance of the 128. I made the move and got by. It is difficult to convey the sense of relief I felt from being able to "break through", especially after finding it so difficult to keep up with Marc earlier. I did feel more of the flow of the track and my lap times kept dropping. What a spectacular experience to have finally caught Marc and get a vaguely appropriate (for Max) finishing position!

During the cool off lap I thought

about how meaningless it would have been if Marc had just pointed me by early on, or opened a space for me with some of the other cars we were competing with.

It had been the best possible education for a novice.

What a great dice.

My love for the sport deepened and vintage racing and our vintage racing friends have been a wonderful part of my family's life for a decade.

Years later I learned that I got by Marc because his exhaust pipe was falling off.

There is nothing like vintage racing and a great dice.



Vintage Vee Safety Report



By Maggie and Garrett Van Camp

In September of 2009 Victory Lane ran an article that I wrote regarding the safety of the Formula Vee, open wheel cars by adding "Nerf" bars. Bars that would come from the trailing arm to the mid line of your rear tire. At VSCDA they have become named: Maggie Bars. Yes, I Have been adamant regarding this safety feature and it was the incident at Black Hawk last year that made this come back to the fore front.

I want to say thank you to everyone who worked to get these bars on their cars. At our first race at GingerMan this year we had 30 formula vee drivers for our race weekend. Out of those 30 there were only 7 cars that didn't have "Maggie Bars". That's 76% who are running these bars! At Elkhart Lake last September I gave a check to the Dennehy's with the understanding that they would have their

Maggie Bars installed by the next race. They came to GingerMan with the bars installed and paid forward that check to someone else along with another check from Garrett and I so that 2 more people will have "Maggie Bars" installed by Blackhawk (or we get the checks back!).

I also want to give a big thanks to Mike Kitzmiller who has gone around to a couple of driver's who have cars that don't conform readily and need some special engineering to run these bars. I have pictures available of different models of vees and different forms of "Maggie Bars" if you need any help in what you might need. If the pictures don't help please take a picture of your rear suspension from the trailing arm back and we will help you. Make VSCDA VVV's the safest place to race!





Kathy Newton, Mike Kitzmiller, Frank Newton, Marge Kitzmiller

A Racing Story by Kathy Newton

Most of us are involved in racing for more than one reason. We had two reasons: Our wish to share a hobby (previous ones kept us far apart, he racing bicycles, skis and running and me shopping and traveling) and a love of racing! We were fortunate to acquire another: Social Life. We have met so many wonderful people in our 18 years of racing vintage cars. They are just like us so of course we love them!

On a warm July day in 1999 at Gingerman Raceway in Michigan (yes we used to race there 2 times each summer) we met relatives. Not relatives we knew and invited to watch Frank race, most of the time when we do this the car has a problem or someone runs into him. This time we met new relatives.

In the midst of pit racing a young couple walked up and introduced themselves. This was their first race with VSCDA and they had a For-

mula Vee. They were from Ohio. Mike and Marge Kitzmiller had just built a Bobsey and they were so excited to race and meet all the Vee racers.

After some information was shared and handshakes, a little car talk and a few beverages I asked Mike, how do you spell your name? Kitzmiller he spells. Hummmm says I, I think you are related to my husband. Well you can imagine the look on his face, he had just met us and he does not know us from Adam and I tell him he is related to my husband??? What part of Ohio are they from asks Kathy, Van Wert county answers Mike. Yup says Kathy you are related. Both Frank and Mike thought I was crazy but I knew better.

Frank is from Kalamazoo county Michigan and his Great Grandfather John Kitzmiller with his parents and siblings moved there from Ohio near where Mike lives. Frank has a cousin (he has known this cousin all his life) who wrote a 350 year Kitzmiller history. This cousin worked in Salt Lake city for the Mormons who are famous

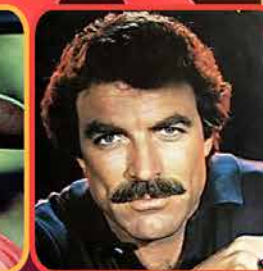
for their archives of genealogy. I have a copy of this book.

I asked Mike the name of his father and grandfather. After many hours of reading the genealogy book which consists mainly of begots I was about to give up when a picture dropped out of the book of Franks Great Grandparents on their wedding day, as I picked it up and started to stuff it back in the book I saw a listing for Charles Kitzmiller. I had struck gold! Sure enough Charles was Mikes Grandfather! I followed the begots back and found that 9 generations ago in 1728 Hans Jacob Kitzmiller and Hans Martin Kitzmiller emigrated to the US with their father Johannes and eight siblings. Frank is a descendant of Hans Jacob, and Mike is a descendant of Hans Martin!

How interesting that 271 years later the descendants are both engineers racing Formula Vees! The similarities in their personalities are amazing!

These guys have become very close and talk at least once a week. It really is a small world.

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

VINTAGE SPORTS CAR DRIVERS ASSOCIATION



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

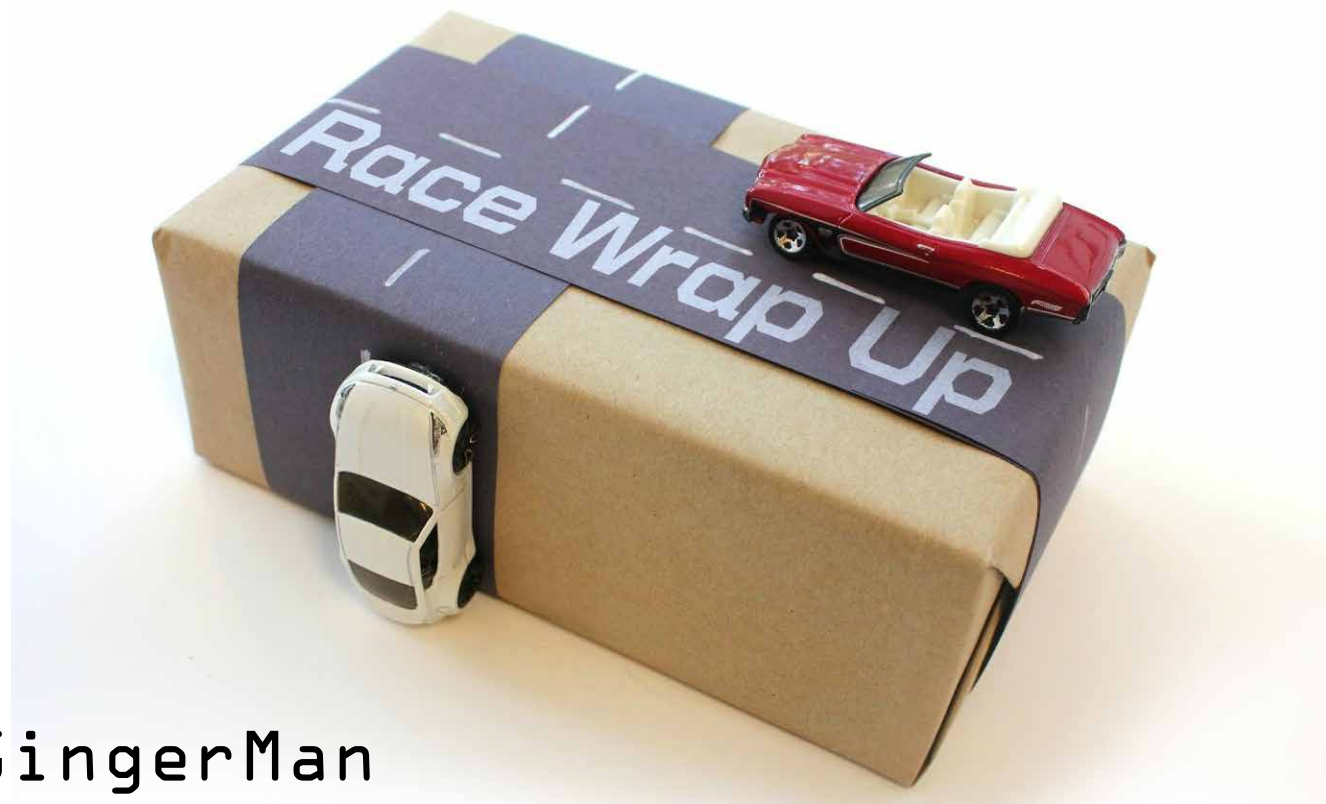
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GingerMan

Sprite Midget Race Report by Stan Mason

Nathan Burress drives a 90's SCCA prepared Bug Eye with a stock engine and a great set up. Nathan surprised his Spridget Instructors and former Spridget Racers Gary Kropf & Charley Hall and demonstrates his ability throughout the weekend. Shaun Fletcher returned to enjoy the camaraderie and excellent instruction from one of the best Vintage Race Driver's School in the US, the VSCDA's, who provided 2 instructors per student (Amazing!!!)

This race was the start of the Best 2 out of 3 Sprite Midget Race Series. We had a great turnout of 12 Spridget Racers. I was hopeful that we would have more for our exclusive Spidget Race. If everyone that was at last year's GingerMan would have showed up we would have had 18, which would have been our largest gathering of the series in the past 2 years. The weekend had our typical support for both brats, beer and mechanical hands to assist with any issues that occurred. I want to especially thank those that helped our newest students with issues that may have seemed overwhelming to them and are only a minor interruption for most of us. This kind of support shows a new

member how important it is to race a Spridget and have the support we provide.

We had our typical Cape Of Good Hope Portable British Pub open, with new décor, after the races on Saturday. We discussed the Vintage Race Rules that outline 2 levels for Bugeyes and Square Bodies (later Sprite and Midgets), which provide more details of Spridget Specifications. This is a more general specification that those outside of the VSCDA can comply with. In my opinion if we were to except this specification for our group with some VSCDA exceptions, others from the outside groups would understand how they compare and come to race with us. I will be attaching these VRR specifications again in future distributions. I will be looking for comments and consensus if we adopt this specification after approval through the VSCDA before the first of the year. Currently the VSCDA expects 1966 GCR /PCS compliance for Bug Eyes and 1972 for Square Bodies. Buzz Merchlewitz mentioned, during our meeting, that 1965 SCCA Specifications are very limiting and that 1967 has a more open Vintage Specification. Buzz has volunteered to provide a highlighted proposal that will be presented in the future.



We also enjoyed our typical toasting to all our heroes of future and present. We started our first toast with our current hero "2013 Driver Of The Year" Cana Comer, which I understood was the first Spridget driver to receive this award. After this toast I was told that Jim Donato received this award in 1998, which is all the better, knowing the quality of racers we have in our group. Cheers to both. Our surrogate UK imitating Speaker Nigel (John) Deikis did his toast to the Queen of England and her family. I toasted John Sprinzel and mentioned his newest book "Lucky John" and mentioned his wonderful e-mail correspondence when I highlighted that I had owned my current racing Sprite over 44 years. His wonderful dry British response was that "it is always good to hear from a long term Sprite owner who uses his car properly (racing)!" Ron Soave entertained us all in his best UK Accent with his personal Sprinzel experience at Blackhawk's Austin Healey Challenge so many years ago. Ron showed up with a single axle trailered Sprite. John compared his modest trailering to another competitor in a hotel with a car pulled behind. Well done old chap!! It also reminds me that we have many great stories that all of us need to

bring forth during this fun time.

The exclusive Sprite Midget Race Series Race was held on Sunday before the lunch session. This is typically the Formula Vee Race, which we were fortunate that the VSCDA offered to us. We had some great competitive wheel to wheel racing particularly from the back of the pack, where I had the most fun experience in vintage racing over the past 30 years. The goal has always been to have other Spridgets to race wheel to wheel with when we started this series and I feel we have accomplished part of that criteria. Our wise Chief of Tech Dave Young spoke up to say that he sees The Sprite Midget Race Series exceeding Vintage Vees in attendance in the future. I see that as a real possibility with everyone's support and getting out the word of what a great group we are. If you are at another non-VSCDA track please promote our series by getting e-mail addresses. I am putting together a promotional brochure of why others should join us; which I will share in the future.

Roger Heil with his Nikon has always been generous by covering our Spridget Race Series taking great shots that show up in Victory Lane. We continue to demonstrate that it is more than talk when we





say we have the largest Vintage Spridget Racing attendance in the Midwest and possibly the US. We had some great feed back from Tennessee resident Buzz Merchlewicz who typically races with the VDCA and joined us because of the decline in 948cc Sprites to play with. He had 4 Class Sprites to race with and more in the future. He plans to join us at Grattan as well based on the great experience he had at Gingerman!

The Sprite Midget race points results are available through our e-mail distribution and VSCDA website or by contacting Stan Mason below.

We have some cool new Sprite Midget Race Series Stickers available for \$10 that Cana and Colin Comer designed and provided to support our end of year awards. Many were purchased at Gingerman with more available at Blackhawk and Grattan.

Ron Soave has stepped up to run the Blackhawk Race June 13-15, 2014. We are proud to have a Spridgeteer with this level of commitment to VSCDA. Blackhawk is one of the 3 tracks in our race series and is a great place to race a Spridget and has always had big Spridget numbers for some great wheel to wheel racing. Jeff Carlos was discussing with Ron a way to have a Spridget compound with Sprites and Midgets under one continuous awning. Please sup-



port your club and this series by enjoying this event! Also don't forget the Grattan Grand Finale August 15-17, 2014. Last year showed how important this race was for the final end of season points for the Sprite Midget Race Series.

Please pass on this update to anyone that you think is interested in joining us as a driver, crew or observer. Comments and suggestions are always welcome. We are interested in new ideas and ways to improve this race series. I encourage anyone that has some ideas they want to share to contact Stan Mason at StanBMason@AOL.com.

Vintage Vees Race Report

VSCDA's Spring Brake event at GingerMan was another great vintage weekend, with a successful drivers school and exciting races in every class.

In the Formula Vee Saturday Swrint race the top three finishers were Garrett Van Camp, Chuck Buysse and Frank Newton, in that order. The top three finishers in the Sunday Feature race were Garrett Van Camp, Chuck Buysse and Ricky del Rosario.

Congratulations to our podium finishers, and everyone who participated in the weekend! Full results from the Vee events can be found on the Race Results page. The Points Standings page has also been updated. Note there are new scoring rules this year so be sure to check out the Rules page for details.

Next up is the Blackhawk Classic XXII, once again held over Father's Day Weekend. Blackhawk Farms Raceway is a favorite for the Vees and draws entrants from as far away as Texas. If you haven't already, be sure to register now. www.vintagevees.com

Trans Am B-Sedan Report by Steve Bonk

The first race of the season was the Besic Motorsports Trans Am B-Sedan (TABS) 2.5 Challenge at Ginger-Man Raceway in South Haven Michigan.

Bonk Brothers Racing (BBR), were there to make sure every entrant received a series T-shirt. This year's T-shirt, designed by Chris Bonk of Eclectic Time Studios has three Datsun 510's on the front. Last season

is wide open for the taking, with 6 races and 5 counting towards the points it will be a full season. Maybe an Alfa or a Mini Cooper will get back on the shirt?

"How many Alfa's do I have to weigh before I find a legal one?"



the Datsuns just trounced the competition. Hopefully we will see another car marque on the shirt for next year!

First-race gremlins seemed to be every where. David Denison's (Black Widow engine) 510 broke its header and did not make the grid. Jeff Babcock's perennial #122 Volvo had a engine failure earlier in the weekend and was a no start. Chris and Steve Bonk's cars were not ready. John Connell, 2013 Trans Am B-Sedan Champion was absent. Bart Tchorzewski sold his 2nd Place series car over the winter. Dan Meller, 3rd place series driver is focusing on his H Production SCCA Datsun 210. (Watch for the TABS sponsor decals on the car in the future). This season

The race started Sunday a little after Noon. The sun was shining but the wind was blustery. Nine cars took the grid. Ike Keeler was on pole with his 510. Mike Pranka was beside him in his street/track Alfa GTV race car; Kevin Corrigan right behind in his white Alfa GTV; David Michele's Alfetta; Michael Recine's Alfa and Shant Saroukhanian's Datsun 510. Barb Neverol's Alfa and Todd Jongen's Volvo 142, Plus our newest Rookie/Bravest Trans Am racer Andrew Eagan, driving Bob LaMontagnes' BMW 2002.

Ike Keeler ran his 510 flag to flag for the win! The real battle on the track was Kevin Corrigan trying and trying to get past Mike Pranka. Kevin made the pass on the last lap to put himself into 2nd position.

Barb Nevoral's car wouldn't go where she wanted it to go and pulled off. Andrew Eagan's BMW 2002 was having a hub problem and pitted also. Shant Saroukhanian the Armenian Ace puts in a valiant effort for not being at the this track in over a decade. Todd Jongen proves how sturdy and reliable his Volvo 142 is by completing the race with out a hiccup.



A Tale of the Scales! This is always an exciting part of the day. Last year we had to disqualify a Datsun 510 for being underweight, this year lightweight fever was still rampant. Ike Keeler pulled his car on. We scale it. 2011lbs! Eleven pounds over for his 2 Liter car. He gets the official win!

Next up 3rd Place finisher Mike Pranka in his Alfa GTV. Mike made a miscalculation over the winter. He removed the old street exhaust and a few other items. That combined with a low fuel tank made his car sub 2000lbs by quite a bit. Unfortunately that disqualified him. Next up, Kevin Corrigan for 2nd place is put on the scales. Kevin spent this winter adding weight to his car, but unfortunately lead weighs less in Western Michigan. He also comes up light. Disqualified. The quote of the day comes from this author when I stated "How many Alfas do I have to weigh before I find a legal one?" There are two more Alfas in line and I pray I don't have to go deep into the grid to find 2nd place. David Michele's Alfetta is put on the scales and he has plenty of weight to spare being over 2,000lbs. "We have second place!" Mike Recine's Alfa prepared by Besic Motorsports is next. The car is scaled and comes up legal being over 2000lbs. Third place for Mike. Mike Besic makes a comment stating "let's note the car prepared by Besic Motorsports is legal" I agree. The podium is pulled out and our 1st, 2nd and 3rd place winners are awarded their trophies from Diane and Mike Besic. A great event with great people supporting it. Next race is the Eclectic Time Studios. Trans Am B-Sedan 2.5 Challenge race at Blackhawk Farms Father's Day weekend June 13-14th. Be there or you will wish you were.



The Sights of GingerMan Spring Brake 2014



1st Place: Ike Keeler (Center).
2nd Place: David Michele (Left).
3rd Place: Mike Recine (Right).



Photo Credit: Chris Bonk



Safety Alerts!

From:
SFI Foundation, Inc.
Notice of Counterfeit SFI Labels on Suits and Hoods sold by Sawan Sports

Please note that SFI has found several products (suits, hoods) sold by Sawan Sports which bear counterfeit

SFI labels stating that the manufacturer certifies that their products meet the applicable SFI Specs. SFI obtained examples of some of these products and determined through testing that they DO NOT meet the performance requirements of the SFI Specs: The Thermal Protection Performance of the suit falls short of the 3.2A/5 rating claimed on the counterfeit tag, and the thread holding the hood (balaclava) together is not heat-resistant. These products have NOT been submitted for certification by the manufacturer and they do not comply with SFI Spec 3.2A for Driver Suits or SFI Spec 3.3 for Driver Ac-



cessories. It should be noted that for any spec program, certification that products meet the minimum standards is made by the submitting manufacturer. Products are NOT certified, endorsed or approved by SFI. SFI Specifications require that a manufacturer's label appear on fire suits and hoods, but there are no manufacturer identifying markings on these products. Necessary measures should be taken to ensure that items purchased from this source are not allowed to be used where compliance with the relevant SFI Specifications are required. Please contact SFI with any concerns or inquiries about questionable product



Brake Shoe Alert!

The good folks at CVAR have reported what is apparently a very widespread issue to the rear brake shoes on the Austin Healey Sprites (square body and bug-eye) and the MG Midget cars which share the same rear brake shoe. A bad batch of bad "bonded" (not riveted) brake linings have been reported to delaminate from the shoe causing massive brake failures on a number of these cars. In one case, failure was after one session on brand new set of brake shoes.

If you have a way to communicate this to your members who own these cars, it would probably be a good idea to do so. If it is determined the brake shoe manufacturer or supplier is at fault, we'll so advise. But in the meantime, inspection (and replacement?) is highly recommended.

Many of you may not even realize that VMC has maintained a "Mechanical Failures List" over the years. The above issue has been added to that list. You can download the updated entire list of known failures here. It might be well to forward it to the person in charge of your tech inspections as a reminder of these many known issues, including this latest addition.



Japan FTW: Investing in Collector Car Futures

By: Nigel Matthews

Looking into my automotive crystal ball, I see a number of reasonably priced Japanese cars with the potential to go up in value, not down.

And while you wait for their price to rise, these collector cars of the future should give you endless driving pleasure – that is, until you sell!

Now to be fair, I've not always been right so there's a caution. In 1973, I recall talking to a man who had just returned to the UK from Australia. He told me about a car called a Honda Civic, which would make a Mini look ridiculous in comparison. My immediate reaction was that I had seen the Toyota Corollas that were just beginning to arrive in England and felt that the Mini did not have anything to worry about. Japanese cars were cheap and would not catch on.

(How wrong was I?)

I can tell you that early Japanese cars are becoming much sought after so let's look at some that are still affordable, if you can find a survivor or rust-free stunner.

If you still have one of the first generation Honda Civics, the majority were finished in a metallic gold, blue or green and I suggest you look after it. In the future, these cars will appeal to the demographic

that grew up with them and they will be the future collectors.

1973-1979 Honda Civic: The Honda Civic was introduced during the OPEC oil crisis, first as a two-door and then a three-door hatchback. The transversely mounted (similar to the Mini) 1169 cc engine driving the front-wheels was very peppy and spacious. The Civic was similar to other "Made in Japan" items and considered a throw away automobile and that is exactly what happened to most of them. Rust helped speed up the process also. If you can find a pristine, rust free example, wrap it in cotton wool, it won't command over \$1 million as some Toyota 200GTs have recently but it will increase in value as time goes by.

Pay \$4,000-\$9,000.

1990-1999 Mazda Miata: Introduced in May of 1989, the Miata is considered the Japanese Lotus Elan. Unlike the thoroughbred and somewhat finicky Lotus engine, the Miata's four-cylinder, twin-cam, four-valves-per cylinder engine is very reliable. In an eight-year production run, 430,000 first generation Miatas were built. This rock solid, rear-wheel-drive sports car does not rattle or shake like most convertibles. The soft top can be raised and lowered effortlessly with just one hand. The Japanese engineers tried out more than 100 different exhaust systems until they achieved the sound they desired to make it sound like a British sports car.

Pay \$5,500-\$9,000.

1990-1999 Toyota MR2: The second generation MR2 was larger and weighed (160 to 180 kg) more than its square predecessor. The body styling was



now much more streamlined; if you use your imagination, it has a resemblance to both the Ferrari 348 and the Ferrari F355. Because of this, the new MR2 was labeled by some as "The poor man's Ferrari". If you purchase the turbocharged version, you might feel like you are driving a Ferrari!

Pay \$5,250-\$7,000

1971-1973 Datsun 240Z: An early Datsun 240Z or even a 260Z from a dry climate such as California or Arizona, one that you can still see and count the spot welds on the quarter panel rear wheel arches is



a car to snap up. These Ferrari 275 GTB lookalikes have a magnificent overhead-cam, straight six-cylinder engine and independent rear suspension.

Consequently they are fast and handle very well. Parts are also still readily available.

Pay \$7,250-\$21,000.

1993-1995 Mazda RX-7: The twin sequential turbocharged RX-7 is a model that has generally been overlooked by many. The 1.3-litre Wankel engine screams and behaves like a motorcycle with its 8,000 rpm red-line. With 255hp it is a sports car without compromise, unfortunately also not many buyers! Mazda had priced this model out of the market. If you can find a mechanic familiar with rotary engines and want to have some fun, this is the model to consider, definitely one-step up from the Miata.

Pay \$10,500-\$18,000

Classifieds:

VSCDA Era Correct TR4.



Driven by Bob Wismer last 17 years. Race car since new. Has Southwick rear axle and front hubs. Race engine with 10.5 CR redlined at 6000 rpm. Close -ratio transmission. Detroit locker. SU H6 carbs and Per-Troinc ignition in Lucas 45D distributor, dual EGTs. New ATL fuel cell bladder. Engine is just rebuilt and has Corrillo rods with cast iron and nitrided crank, 2188cc. Oil cooler and race radiator. Panasport wheels 6.00x15. Spares include two race engines one with broken liner, two new Dunlop Vintage L tires 5.00-15, extra Panasport wheel and tire, new Wizard aluminum radiator, spare wheel bearings and SU floats. \$14,500

Contact Bob Wismer: rdwismer@mchsi.com

Need a chopper wheel for a Crane optical trigger? Want to avoid paying \$43 for a 5 cent part? I have some that may fit your distributor, because they come in the kit and don't fit my distributor. Have a 1 3/8" 4 cylinder chopper wheel (9/16" distributor shaft) you're not using? Wanna trade? Or I will be glad to give you what I have.

Jim Perry
P and B Motorsports
5157 North Loop Road
Larsen, WI 54947
(920) 594-1337
pandbmotorsports@gmail.com <http://pandbmotorsports.blogspot.com/>

Classifieds:

1993 Winnebago Warrior 21



1993 Winnebago Warrior 21 feet motorhome. Great condition, reliable, 89000 miles, Chevrolet 454R, tow package, (we tow a 28 foot trailer with 4 cars, no problem), new water pump ,battery, newer tires. Sleeps five. \$9500 OBO. Call Kathy or Frank 269-624-1800 or 269-492-2230. Located in Michigan.





Etc:

His tires are always balanced. Starters let him begin the race. Fellow drivers consider it a complement to be lapped by him.

He is.....**The Vintage Racer.**

"I don't always race vintage but when I do it is in a Sprite."

"Race Spritely my friends." Submitted by Erick Zanner

"Others refer to my car as little without the knowledge of Power-to-Weight physic. I believe it is how you use it. Race Spritely my friends." Submitted by Stan Mason

His car never leaks oil. He was late to his own wedding because he could not hear the five minute call to the grid. He once turned down a Formula 1 spot because he did not like the newness of the cars.

He is.....**The Vintage Racer.**

"I don't always race in vintage races, but when I do, I race in an Austin Healey Sprite. Safety First my friends!." Submitted by Doug Bruce.

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



Overheard at the Track:

"Ooohhh... and he passes the guy we love to hate!"

"How many Alfa's do I have to weigh to find one that is legal?"

"If you're wearing his old suit then you're wearing his pee!"

"I swear it weighed a hundred pounds more at Road America last year!"

"Well, I guess things weigh more this side of Lake Michigan...kind of like how the water swirls down the drain the opposite direction in the Southern Hemisphere."

"After a couple laps you get more comfortable and your minds starts to wander and then you think to yourself 'wait, your driving Turn 3 at Indy! Focus on this moment, don't start thinking about what you had for breakfast!'"

"Funny how the only crashes I've seen are between Pros.....driving somebody else's cars."



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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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