

The VINTAGE Spirit™



**Blackhawk
Vintage
Classic**

**Street
Fighting Man**

The VSCDA
Questionnaire

**Save that
Old Transponder**

**Triumph Over
Time**

Mike Korneli in the Bahamas



Roll the Dice

Hagerty Corner

**To Be or
Not to B-Sedan**

May 2014



May 2014

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Editor
Chris Bonk

A Message from our President Mike Korneli

Our race season is upon us. After the winter we have endured it can't come soon enough. With any luck we won't need snow tires! The beginning of the season is the perfect time to reflect on why we vintage race and what the vintage spirit is all about. I'm sure that the reasons for getting involved in vintage racing vary as does the description of what true vintage spirit is.

It seems like car choices for most drivers fall into three categories. The first is a passion for a particular car or marque. A second is that you have friends that race in a particular group and you want to race against them. The third reason is a particular car can be prepared to put you at the front of the pack in a particular group.

Having the proper VSCDA vintage spirit is about a proper mindset and not what you're driving or why you are driving it. Choosing a front running car and preparing it with an unlimited budget does not preclude that driver from having the proper vintage attitude. A driver driving a bone stock car in the back of the pack does not mean they have the true vintage spirit.

I think we have all heard what vintage driving attitude is about. We are here to have fun. No one is going to earn a seat in F1. The bottom line is that everyone on the grid can forget why we race when the competitive juices get flowing. No one is immune from bad judgment. You can drive hard without being reckless. You can be competitive and still be respectful with fellow racers on the track. You can still have fun even if you couldn't make that final pass. After all, even your worst lap time is more fun than being at work! In the words of the Vintage Racer, "Race safely my friends".





VSCDA member Doug Bruce explains what it's like to race on actual city streets in the city of Pittsburgh in the Pittsburgh Vintage Grand Prix.

You want me to race where? City streets?

That was how my conversation had started with long-time Bugeye Sprite racer Gary Kropf as he was trying to convince me to race with him in July last summer at the PITTSBURG VINTAGE GRAND PRIX!

First, if you have never raced at Pittsburg, do it! (VSCDA does not have a July event and I needed some track time to quell my "fix" for speed!

It is a course that we really have no business racing on and that makes it even more attractive! The course is laid out on city streets, through a park with curbs, old WPA stone walls, across large city bridges and with skyscrapers in the background. In addition there are over 100,000 fans cheering you on! Very scary and challenging for a first timer with at

least 20 turns and a bunch of grade changes. When you see my video, you will understand what I mean. As this is sensory overload and over-whelming! The best advice to me was to ignore the surrounding hardscape and focus on the road and, because it has a crown, watch where you place your car as most of the time, the outside of the road will suck you towards an unforgiving stone wall quickly!

We were paddocked in a neat section of the park on an access road with every kind of race car you can imagine. Just the drive back to my pit was an effort to miss the tightly packed race cars and spectators walking and enjoying the sounds and smells in a park-like setting under shade trees! I had to report for the first timers meeting and walk the track Friday afternoon, which was the organizers chance to scare you to death! Manley Ford, a long time MGTD racer

was my group instructor; he really helped with plenty of tips because he has driven this course many times. The course has roads with a crown, slick paint stripes, manhole covers, drains and curbing. The real attraction to me was that the track felt like what I imagined my idols raced on in the 1950's and 1960's, which was much more difficult than the sanitized tracks that we race today.

Saturday morning my crew member, (Who flew in from the UK to help and show me around in the city he grew up in...) and I walked from our hotel downtown to the track and it began to rain! Gary Kropf, with his bright yellow Bugeye and the other Group 2 racers were also coming to terms with the rain.

We had a morning practice session on a very damp track, where sliding was the norm and curbs came awfully close to my tires!

Gary told me to follow him so that he would show me the line, but when the green flag dropped at 9:00

am, he was gone and I was really slow! I slid everywhere and every how, not confident at all and actually considered that perhaps I should just park it and watch this weekend first before racing on it. I think I ran a 3:12 and the leaders were running 2:50's. Later Saturday, after a great lunch just a short walk from the park, the sun came out and with it so did my confidence. I asked a bunch of questions of other experienced drivers and I studied what I thought were the five most important turns of the 20 turns and got ready to qualify. I went out for my session and the PVGP staff decided to start our qualifying session with us driving side by side for a practice session green flag, so it felt like a race session. Now with my tire pressure better adjusted at 17.1 lbs I went out and drove with my thoughts in a clear zone and qualified 2nd with a time of 2:34! A real surprise to me and my crew. The pole position had run a 2:33, and third starting right behind me with a time of 2:35 in an Abarth which was well driven by a Canadian





driver. The Abarth has won it the last 2 years so I followed him a few laps and gained confidence as well as I had a great dice back and forth with him.

The event is huge with part of the spectator seating all along a golf course with sponsors and people lined 10 deep behind snow fences. Loads of very informed people have seen this race since its start in 1983. Everything is walk able around the course: car shows, the paddock, (which is under a shady tree lined street) and the park is situated in the hills of downtown Pittsburg near some old ethnic neighborhoods and stately homes. Tent camping is rare because of the lack of facilities, but some braved the elements of heat and some rain to do just that. Saturday evening, we visited a neat restaurant called Davido's across the river for amazing Italian food and

then walked back to our hotel to review the in car video and better learn another 5 turns for the race. Sunday morning, I skipped the warm up session, as once again it was damp and slick. I also wanted to enjoy the venue, and I figured I was not going to run that slick session at speed so how would I learn anything now? (Or perhaps I was just plain scared of the circuit!) Better to save the car and my wits for the main race event and the huge crowd! (Bugeye's are prone to breaking!)

Gary Kroph worked all day and finally was able to replace a broken axle, meaning the feature race for him suddenly was going happen. A few wrecks occurred to others resulting in broken wheel hubs broke and lost brakes. In addition oil was laid down on the circuit, but the sun was shining and

the crowd was huge! I was focused-both excited and scared just before my race was to begin. Of course I had a bad start and just did not pay enough attention to where the starters stand was and where they

"Perhaps I was just plain scared of the circuit!"

might throw the green flag. I was also worried about jumping the start as I was warned that they will black flag you and had actually pulled someone off from the podium one year. So, I gave away the start but knew I could make a move later in the race. (What's that saying about losing the race on the first lap?) That "later" came 1/2 way on the first lap as the pole sitting car just in front of me and my unrelenting pressure went wide and he locked her up and I dove in and proceeded to run away from him and the field. I led 3 laps but soon realized that I was over driving, not only my skill level but the car and my experience at this track. I had to back it down or I was going to wreck. (The red mist as we say came to mind)

Kent Prather had built me a monster of a motor and it definitely had more power than I had guts! I overcooked my entry in most of the turns two or three times and once about went straight through the straw bale chicane. (The chicane was a "living" object we were told and depending on who hit it, could be different every lap!) I knew if I did not get back to my rhythm and drive where I felt comfortable, I would soon find myself with a torn up car and no podium at all. It was a tough choice but one I had to recognize to be safe for me and the other cars around me as I was passing lapped cars quickly. They say this is a 7/10th course and I was probably driving at 10/10's! I backed off ever so slightly and waved the pole car around and was also passed by a new car that came from nowhere, so I

went from first to third in a blink of an eye! I drove well from that point out and while I tried to catch the Square Body Sprites in front before the finish but just could not do it. I finished in third which was about 3 seconds from 2nd and 7 seconds from 1st.

The top three cars drive to a winner's circle and podium after the cool down lap where you are just amazed at the number of spectators standing along all parts of the circuit. They are all waving and clapping like crazy; it was simply breathtaking! I was interviewed on the PA system and handed a case of Spaten Brau Munchen beer and a neat 1 liter glass Spaten boot. Oh, they had two very lovely ladies doing the trophy duties and with the local media made me feel like a real winner in something that mattered! I have never been so exhausted after a race nor have I sweated so much as I have in that race suit, but the satisfaction of knowing that I started it and learned and proved to myself that I could race smart and learn and could do it without so much as a scratch was worth every tiresome moment! I made it home after a seven hour tow and cleaned up the car, changed the fluids a month later, headed up to Grattan Raceway to be with and race against my VSCDA friends at my favorite track!

In-car from this amazing street course here:
http://youtu.be/_ErHERTnYx4\





Jeff (right) and his son
Jeff Jr. at Road America.

Long time VSCDA member Jeff Jagusch takes time out to answer this issue's:
The VSCDA QUESTIONNAIRE.

Q. How did you get into racing?

Jeff: I started attending Indycar races at the Milwaukee Mile at 4 years old, then raced on the local soapbox derby when I was 6

Q. Did you follow racing in your childhood?

Jeff: Dad and I attended the Rex Mays Classic 100 and Tony Bettenhausen 200 races at the Mile every year

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

Jeff: Gary Bettenhausen (RIP) was my early hero, I really liked his Thermo-King sponsored Gerhardt.

I believe in 1971, he flipped over a retaining fence on the back straight and landed in the infield.

Q. What is your favorite track? Event?

Jeff: Favorite track, easy Road America; favorite event ELVF (with one exception)

Q. What tracks are on your bucket list?

Jeff: Watkins Glen and Spa Francorchamps.

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

Jeff: Favorite racing recollection is racing in 1990 for the Midwestern council Club Ford championship, at one of the races at Blackhawk, the clutch mechanism broke. We were able to cut off the release bearing with a torch, as a result I had to be push started and start the race dead last, I think I finished second and ended up winning the

championship. After that season, the agreement I had with my wife was to sell the car and start a family. Jeff 2 was born in 1991!

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

Jeff: Favorite street car I've driven, dad's 1959 Studebaker Lark supercharged hardtop, three on the tree. Race car, my 911 (please don't ask me about it).

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

Jeff: I would love to drive an F1 car at Road America just for one session

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

Jeff: Buy a well prepared car, in an entry level class, and don't be surprised when you become addicted!



ROLL THE DICE

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

By Chris Bonk

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**

Vintage racing is fraught with clichés, sayings, aphorisms and metaphors. At my VSCDA driver's school class I remember hearing the saying "a good dice is like a win". I couldn't agree more. Whether at the sharp end of the grid, mid pack or at the rear, the objective is the same: get ahead of the car in front of you and keep the car behind you...behind you. The mental and physical chess game that unfolds while dueling with someone is usually quite exhilarating!

I've had several great dices in my 14 year race career, one of which I'll describe here. It's was the 2011 ELVF event. It was a gorgeous Sunday morning. As a matter of fact, it was the 10 year anniversary of 9/11. For whatever reason I erroneously joined the grid of the wrong Cup event; and not to my benefit either. I was at the back of

the faster group. The flag dropped and the faster guys zoomed off into the carbon monoxide haze of Turn One and what few slower cars there were behind me...fell back further. Half way through the first lap I figured it was going to be a lonely race.... and that's okay. There are Zen moments in being alone, just trying to be one with the car and the road, challenging yourself to be on the edge of adhesion at every apex.

As I came up the hill going into Turn Six I could see the blue MGC of Chris McGrath ahead of

"He was lumbering after me like Michael Myers in a Halloween sequel"

me. "Ah, a carrot!!!" This particular section of track favored the handling characteristics of my Datsun 510. I closed in through Hurry Downs and got a run on him coming out of the Carousel. I figured I'd be beside him by...."oh no!!! The Kink!!!" The Kink is probably the last place in North America where want you to pass somebody at speed. "Wait!! What do I see? He's pointing me by!! How magnanimous of him!!" The "Vintage Spirit" in action. That's what I love about the VSCDA. As I headed down to Canada Corner I figured that's the last I would see of Mr. McGrath and his MGC. I was wrong.

Going up the hill on the front straight I could see him in my mirror, and he was gaining. "Hmmm, he has more horsepower than me." By Pit Out we were side by side as he slipped by me head-



ing into Turn One, but on the back side of the track things played out the same as the lap before with Chris giving me another point-by as we approached The Kink. This pattern of events repeated itself for several laps; Chris passing me on the front straight and then me catching him by The Carousel. Crossing the Start/Finish for the final lap I wondered to myself how generous was he going to be at The Kink this final time? As we approached Turn One Chris went by me right on schedule, but this time he ran wide! He was in the kitty litter!!

As I came through the corner I could see him out of the corner of my eye spewing dust and gravel and bucking like a Rally car in the Baja 500!

"I've got this locked up!!" I was wrong. Again.

Heading toward the Sargento Bridge I looked in the mirror and the MG was still there. As we entered the forest on the Moraine Sweep he was lumbering after me like Michael Myers in a Halloween sequel. He passed me as we hit the brake zone going into Turn 5, but then I could see him getting squirrely under braking. He couldn't make the turn! I under cut him and headed up the hill toward the Corvette Bridge. "This is the part of the track where

After the race Chris came up to me and asked "Were you driving #74? That was like the most fun I've had in a while!" We both expressed our mutual admiration for the dice we shared and the courteous driving we had witnessed from the other. I'm not even sure what our finishing positions were. We were closer to the blunt end of the grid as opposed to the sharp end, yet to me it was if we were racing for 1st and 2nd.



CLASSIC

BLACKHAWK VINTAGE CLASSIC XXII



BY RON SOAVE

I LIVE IN ROSCOE, ILLINOIS, ABOUT 12 MILES FROM BLACKHAWK FARMS RACEWAY. SUMMER BECOMES OFFICIAL AROUND HERE WHEN YOU CROSS THE TRACK AT TURN 6, CONTINUE ALONG THE PADDOCK STRAIGHT WHERE THE CANOPIES ARE GOING UP AS TRAILERS ARE EMPTIED, PASS THROUGH THE TREES AND SEE THE MAGNIFICENCE OF THE GROUP 1 PADDOCK UNFOLD ACROSS FROM THE GRAIN SILO AT THE FALSE GRID. THE VSCDA BLACKHAWK CLASSIC AT BLACKHAWK FARMS RACEWAY IS AS MUCH THE START OF SUMMER TO ME AS BASEBALL OPENING DAY IS A SIGN OF SPRING.

BLACKHAWK FARMS HAS BEEN A DRIVER'S COURSE FROM ITS BEGINNING, HAVING BEEN DESIGNED BY LOCAL RACING LEGEND JERRY DUNBAR IN THE MID 1960S. IT HAS EVOLVED TREMENDOUSLY OVER THE YEARS, GOING FROM A "CLOSED" CLUB TRACK IN ITS FIRST YEARS TO A COMFORTABLE OLD SHOE OF A TRACK (IF YOU WERE THERE, YOU REMEMBER THE ELECTRIFIED SHOWERS AND THE BATHROOMS THAT MADE PORT-A-POTTIES SEEM LIKE OVERKILL) TO A MODERN, FAN AND DRIVER FRIENDLY TRACK

THAT CONTINUOUSLY IMPROVES ITSELF UNDER THE CURRENT OWNERSHIP OF PAUL MUSSCHOOT. IF YOU HAVEN'T BEEN THERE LATELY, YOU'RE IN FOR A TREAT. THE FACILITIES HAVE BEEN UPGRADED IN EVERY WAY IMAGINABLE, INCLUDING A RECENT ADDITION OF A COVERED OBSERVATION DECK THAT ALLOWS NEAR-360 VIEWS OF THE ACTION. THE MUSSCHOOT FAMILY HAS MANAGED TO INCORPORATE THIS COMPLETE MODERNIZATION WITHOUT SACRIFICING ONE BIT OF THE CLASSIC, COZY FEEL OF THE TRACK.

THE 22ND BLACKHAWK VINTAGE CLASSIC IS JUST AROUND THE CORNER. OUR EVENT THIS YEAR INCLUDES THE TRANS AM B-SEDAN SERIES, THE SPRITE-MIDGET CHALLENGE SERIES, THE JEFF PORASIK ENDURO SERIES (BENEFITTING WOUNDED WARRIORS), THE FATHER'S DAY SCRAMBLE RACE, AND CATERING BY ROSCOE'S OWN BACKYARD GRILL. I INVITE YOU COME OUT AND JOIN US FOR A FANTASTIC WEEKEND WITH INCREDIBLE TRACK TIME, FOOD AND FUN. THERE'S NOTHING LIKE THAT DRIVE PAST THE GROUP 1 PADDOCK TO MAKE THAT GREEN FLAG OF SUMMER FLY.

JUNE 13-15, 2014
BLACKHAWK FARMS RACEWAY
SOUTH BELOIT, IL



Hal Adkins Photo

VSCDA
VINTAGE SHORTS CAR DRIVERS' ASSOCIATION



Blackhawk CLASSICXXII

JUNE 13-15, 2014
BLACKHAWK FARMS RACEWAY
SOUTH BELOIT IL

FORMULA VEE SERIES
TRANS AM B-SEDAN SERIES
SPRITE - MIDGET SERIES
FATHER'S DAY SCRAMBLE
JEFF PORASIK/WELLS FARGO
ADVISORS ENDURANCE SERIES



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WOUNDED WARRIOR PROJECT

The Jeff Porasik/Wells Fargo Advisors Enduro Series

(Note from Blackhawk Vintage Classic Event Chair Ron Soave: In 2013, VSCDA driver entries and Jeff Porasik's generosity raised over \$8400 for the Wounded Warrior Project via The Jeff Porasik/Wells Fargo Advisors Enduro Series. This is Jeff's story of the inspiration for the cause. Please support The Wounded Warrior Project and enjoy a fantastic hour of racing at this year's series kickoff at the Blackhawk Classic.)

In 2010, fellow VSCDA member Ron Soave and I were asked to drive a 1953 Studebaker in the Targa Newfoundland, a 5 day 1400 mile race around the island of Newfoundland. As the week and race progressed many teams had their issues with break-

downs, crashes and the like, including our team. In fact, our Studebaker broke down before the race started in the "Prologue Stage" and we were forced to secretly rent a Dodge Charger from the local airport, cover it with sponsorship stickers and numbers and enter it in the race but that's another story for another time.

The first day's pre-race preparations found us pad-docked in a hockey/curling arena in St. John with 45 other teams. Next to us was a team sponsored by Acura called Soldier On.

This team consisted of two Afghanistan War veterans from Canada. As both our teams were Targa Newfoundland rookies the camaraderie was instant with the Soldier On drivers. Much like in vintage racing. Over the next week I was able to get to know the guys and hear their story.

The Soldier On team went on to win their division on their first try. One can imagine this in itself is not an easy feat. What captivated me most was the fact that (in their words) "we have 1 good leg and two good arms between us."

I came away so impressed with the spirit and can do attitude these wounded warriors exhibited I decided I had to do something. Thus, my sponsorship of our new Endurance Series benefitting the Wounded Warrior Project.

I look forward to a fun and successful second season of the Jeff Porasik-Wells Fargo Advisors Endurance Series and appreciate everyone's support.



To Be or Not To B-Sedan



The Trans Am B-Sedan 2.5 Challenge Series Enters It's 4th Season
by Steve Bonk & Chris Bonk

When you say the words "Trans Am" many people over the age of 40 conjure up the image of the "Screaming Chicken" on the hood of Burt Reynolds' black Pontiac Trans Am in the Smokey and the Bandit films. Or Michael Knight's car in The Knight Rider television series. Other, more esoteric types will associate the words Trans Am with the Chevy Camaros, Ford Mustangs, Plymouth Cudas, Dodge Challengers, AMC Javelins and Pontiac Firebirds that ran in the Trans American Challenge Series in the late 60's and early 70's piloted by the likes of legendary racers such as Mark Donahue, Sam Posey, Peter Revson, Parnelli Jones, Swede Savage and Jim Hall. While the average motorsports enthusiasts of that era were preoccupied with the "Ground Pounders" a smaller, yet equally passionate group of fans followed the exploits of their "little brothers" in the Trans Am series; the B-Sedan 2.5 Challenge was

comprised of sedans powered by engines under 2.5 liters. Manufacturers like Datsun, BMW, Alfa Romeo, Ford, Lotus, MG, Volvo, Volkswagen, Mini Copper, etc duked it out on the same tracks as their "big brothers" week in and week out. Drivers such as John Morton, Horst Kwech and Tony Adamowicz emerged as stars in their own right.

The spirit of the Trans Am B-Sedan era lives today at the Vintage Sports Car Drivers Association. There are currently 4 races in the series being run at GingerMan, Blackhawk, Grattan and Road America during VSCDA events. There is a points system and specific rules, but the series is open to any racers who meet the proper criteria.

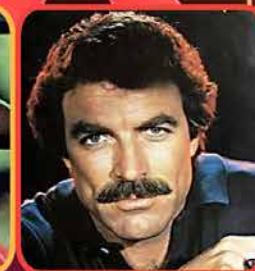
The formula for this series is one pound per cc of engine size. A two liter engine equals a 2,000 pound car without the driver. Approved tires are fully molded,

treaded tires (that can be shaved). If you run slicks with 2 grooves you are welcome to join us but you are not eligible to accrue points in the series or receive a trophy. Also if your car is beyond B-Sedan specs (like a GT car; different transmission than factory, fiberglass doors, or different suspension pieces) you are welcome to run with us but once again you will not accumulate points or a trophy for your finishing position. We are an inclusive group, but the racers that want to run the series with a proper spec car get highest priority.

If you campaign one of these please join us for the close and spirited racing that was part of the Golden Era of the Trans Am series.



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



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Triumph Over Time



By Gary Giojek

Certain things in life are a pleasure to recall, even if they aren't always the BEST times.

Going to Elkhart Lake with my Dad in '51 and '52 to see foreign sports cars race thru the streets seemed pretty cool at the time.

Now in retrospect, it was the opportunity of a lifetime and a part of a by gone era that I was able to experience.

Other things in life, birth of a child, passing of a parent or sibling or celebrating a wedding are more

monumental, but not necessarily things that we recall or discuss excitingly with friends or family. There is a level of significance that we give to events that are important, but not necessarily earth shattering.

I still remember the day that I got my first car, a 1962 BRG Triumph TR-4 from PJ Kauffman Foreign Car Dealer in Milwaukee. The day that it was sold, 5 years later, still looms as a dark day in my life.

Scarey times like trying to get my TR-3 race car through tech inspection for the first time at Lynndale Farms for my first drivers school, brings a smile to my

face now, although at the time the process was pretty much touch and go.

Events like dropping off our oldest son, Fritz at college, and two years later our second son, Jack brings back sad memories of real life changes. Especially if they both attended a Military Academy 1000 miles away (the second one isn't any easier than the first).

Since my wife's twin sister and her family live in Denver, 45 minutes from their school, we had ample opportunities to see our sons regularly.

All of those visits are fondly remembered. On one such visit over Father's Day in 2003, after dinner, Fritz asked if Jack and I would like to go for a ride. Their cousin, Katie, asked if she could come along and both boys simultaneously looked at her and said, "NO". It's a bit unusual for my sons to ask me to go for a ride and then to not want Kate to go along. It made me a bit uneasy.

A short ride, "just for a ride, Dad". Fritz drove down the road and into a parking lot at a nearby shopping center. He stops the car and both sons are out of the

car and start to take the cover off of a car in the lot. Before I can explain to them that the owner may not appreciate their actions, a bright red Triumph TR-4 appears with a Wisconsin license plate appears from under the cover.

"Happy Father's Day" exclaimed my sons. I don't recall my exact reaction, but it left me speechless and blurry eyed.

The car turned out to be a 1964 complete with overdrive and in much better condition than the '62 that I sold back in '68.

They had found a rust free excellent example of how I remembered my first TR-4.

A couple of tweaks here and there, with the help of Moss Motors, to make the car closer to perfect and all is well with the world. Guess what is my favorite car now?

Top of the list for my best Father's Day and best car story ever.



Live

Wiring

Save that Rechargeable Transponder

Although most motorsports clubs discourage the use of rechargeable transponders for numerous reasons, many drivers still prefer to use them. One of the major reasons for club discouragement is the batteries have a limited life. Sooner or later the battery is going to fail and no longer take or hold charge. Those batteries are not replaceable and therefore a new transponder chase will be required. As they say in the TV ads, "But wait...". There is a solution that will allow you to continue the use of a rechargeable transponder with a failed battery. This article will illustrate how to avoid the purchase of a new unit.

Figure 1



It has been determined that, other than an internal electronics failure, when a battery-powered transponder is connected to a charging source, it transmits its signal. Therefore the objective of this article is to connect a rechargeable transponder to a 12 volt charging source on the car such that it will function like a direct-wired unit. There are several ways to connect the wires to a transponder. Attempting to solder wires directly to the contacts is not recommended. The heat may cause damage to the transponder internal components. This article will describe two methods of wiring; one a more permanent means and another for moving a transponder from one car to another. The reader may devise other methods for wiring and connections. However, the key is to make connections that will remain in contact throughout the vibration, potential fluid fouling and thermal cycling that occurs during track sessions.

Preliminary Notes: This article follows standard automobile electric color codes i.e. Red is positive and Black is negative. However some cables and trailer connectors use different conductor colors. When making connections between conductors, be consistent with the red color and make it positive. Any other color can be negative.

When connecting a transponder to a 12 volt power source, it is not recommended to use a switch in the circuit. A separate switch is just another item to remember in the start-up sequence when beginning a track session. Furthermore, it is another component that could fail in the circuit. Let the ignition switch serve that purpose.

The transponder power source should be one that is energized only when the engine is running e.g. ignition or fuel pump circuit.

While it is recognized that the wire connections to a transponder can be made via crimp type butt slices, a good soldered connection is recommended because it is more reliable and less susceptible to working loose and corrosion. The choice is yours.

Materials

Acetone or similar solvent
2 -conductor, 18 ga stranded copper cable, length determined by routing distance from transponder mounting point to 12 volt power source.
2 - 3" pieces of 22 ga. solid bare copper wire.
Suggestion: stripped bell wire.
2 - 2" pieces of 3/16" heat shrink tubing
Resin core Solder
1- 1 1/2 " piece of rope caulking or silicone sealant

Weather proof, 2-pole trailer wiring connectors, one for each car to use the transponder (transferable option)

Tools
Sharpie marker
Diagonal wire cutter
Wire stripper or knife
Needle-nose or safety wire pliers
Solder gun
Heat gun or lighter

Figure 1 shows the transponder charge contacts with their assigned polarity.

STEP 1

Clean the terminals thoroughly with solvent
Use a Sharpie pen or similar marker to mark the transponder terminal polarity as shown in Figure 1. Bend one of the 3" pieces of 22 ga wire in half making a loop just large enough to fit around one of the terminals on the transponder. Place the loop end around a transponder terminal. Use needle nose or safety wire pliers to twist the ends of the wire until it is firmly attached to the terminal.
Repeat the above task with the other piece of bare wire.

The completion of Step 1 should look like that shown in Figure 2.

Figure 2 - Twisted wire connections

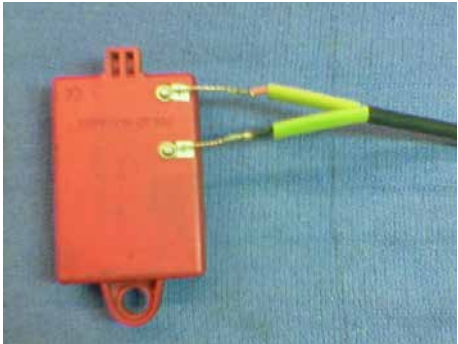


STEP 2 - Permanent Wire Option

Temporarily route the 2-conductor 18 ga cable from the car 12 volt power source to the intended transponder mount location to determine the required length.
On one end, strip the outer cable sheath back 2 inches to expose the conductors
Strip 5/8 " of the insulation from each exposed conductor end
Insert the heat shrink tubing onto each conductor
Twist the red conductor to the bare copper wire on the positive (+) terminal of the transponder
Twist the black or other color conductor to the bare

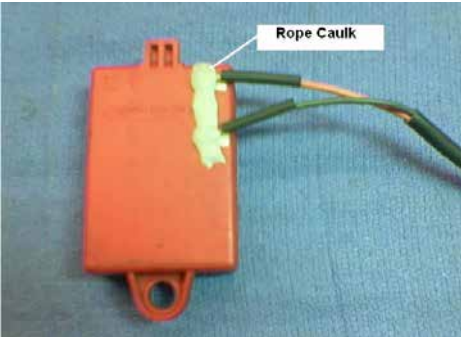
copper wire on the negative (-) terminal of the transponder. See Figure 3.

Figure 3 – Connections prior to soldering



Solder each connection. Be careful with how long heat is applied such that the tubing does not begin to shrink and/or the transponder case does not begin to melt. Slide the tubing over the bare wires and apply heat via heat gun or cigar lighter. Place the rope caulk on the transponder terminals and press it around them to serve as a sealant from fluids and corrosion. See Figure 4. Silicone sealant will work just as well.

Figure 4 –Sealant added

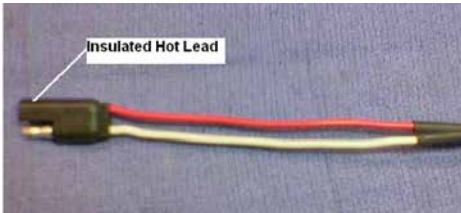


Mount the transponder on the car and permanently route the cable to the intended power source. Connect the cable to the source, Red positive, Black or other color negative (ground)

STEP 2 – Transferrable Option

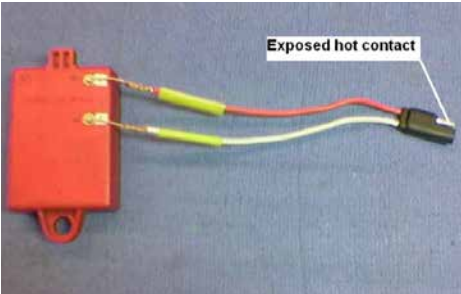
The transferrable option is essentially the same as the permanent option. The only difference is the addition of a weather proof trailer connector. At this point it is assumed that Step 1 has been completed. Permanently route a 2-conductor 18 ga cable from the 12 volt power source to the intended transponder location on each car that is intended to use the transponder. On the transponder end of the cable install the half of a weather proof trailer connector that has the red lead insulated and is the female connector contact. Use either soldered or crimp type connections to attach the red cable conductor to the red trailer connector conductor. Similarly connect the other trailer conductor to the black or other color of the cable. Figure 5 illustrates a soldered connection. Strip 5/8 " of the insulation from each conductor end of the half of a trailer connector that has the exposed male connector on the red wire.

Figure 5 – Trailer Connector on power source cable



Insert the heat shrink tubing onto each conductor. Twist the red conductor to the bare copper wire on the positive (+) terminal of the transponder. Twist the black or other color conductor to the bare copper wire on the negative (-) terminal of the transponder. See Figure 6.

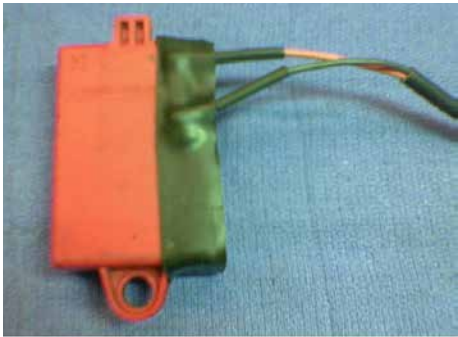
Figure 6 – Trailer connector prior to soldering



Solder or crimp each connection. If soldering, be careful with how long heat is applied such that the tubing does not begin to shrink and or the transponder case does not begin to melt. Slide the tubing over the bare wires and apply heat via heat gun or cigar lighter. Place the rope caulk on the transponder terminals and press it around them to serve as a sealant from fluids and corrosion. See Figure 4. Silicone sealant will work just as well.

The transponder is now suitable for installation on multiple prewired cars. For the transferrable option it is recommended that some form of weather proof tape be placed over the transponder connection and caulk. This will hold the caulk in place when moving the unit from one car to another. See Figure 7.

Figure 7 – Weatherproof tape



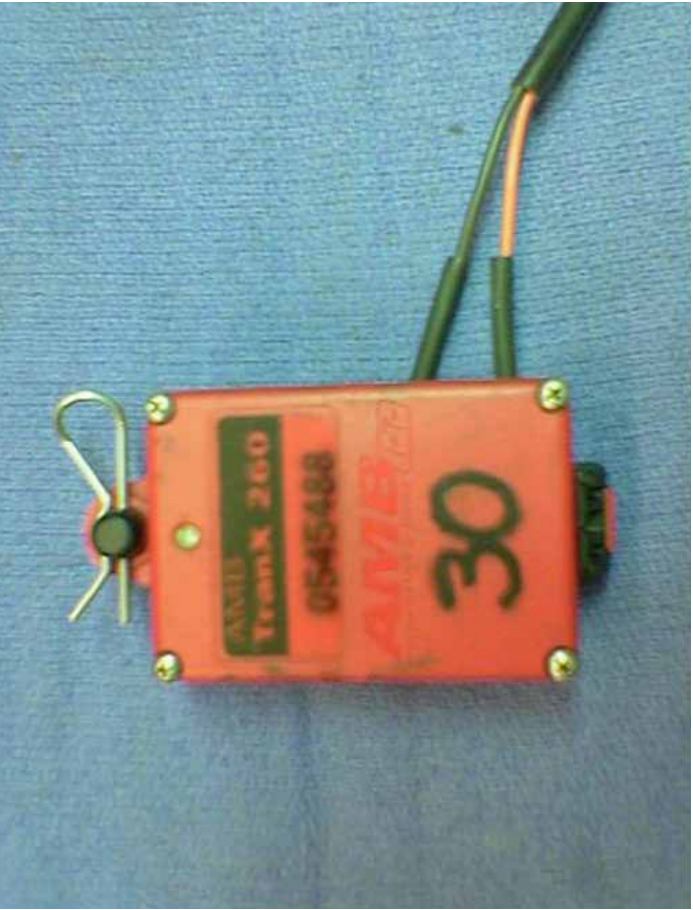
Lap the tape on the front side of the transponder. If the tape is too thick it will cause difficulty in fitting in the mounting bracket. If silicone sealant is used, disregard the suggestion for tape application.

The project is now complete and ready for use. A rechargeable transponder has now been converted to a direct-wired unit. When the transponder is installed and energized, the LED on the unit will blink red to indicate that power is applied. There will no longer be a requirement to get the transponder to charge before running in an event. Perhaps you can sell your charger on E-Bay.

On a final note, the project described above as-

sumes that the car electrical systems have a negative ground. If a car has an older, positive ground system, the project will still work. The installer will have to be mindful of the car system polarity when connecting to the power source.

Figure 8 – Finished project in bracket



Michele Muller: The Spirit

By: James Russell

Michele Muller, like most people in California, grew up immersed in the car culture, but it was her mother, not her father, who instilled in her an appreciation for a fine automobile.

"Dad always appreciated a sharp car, but mom really loved the mechanics," says Muller. "She's in her 80s now, but she's still crazy enough to look under a car."

The Muller family admired foreign cars, and as a teenager Michele found herself ogling E-type Jags, Alfa Duettos and Porsches. By 1985, however, she was still driving an old Honda Civic and realized it was time for a change. Initially she thought about buying a used British sports car, but a friend advised against that.

"He said, 'Why buy a used car when you could have a brand new Alfa Romeo.' He even called up a dealer and told me to go there after work."

Her new 1986 Spider Graduate started her love affair with Alfas - and spawned another love affair in the process. She met her husband at an Alfa club event, and they had their first date in his Giulietta TI.

"The rumor was that he bought it to impress me," she said. "I guess it worked."

After a dinner at a French restaurant in San Francisco, they returned to the car only to find the battery dead. She told him to give it a push. "They always start in second gear."

A year later, they decided to get married. Michele was the first bridal registry member of the Alfa Ricambi store in northern California.

In the years since, she's picked up a '74 GTV

2000 and a '59 Giulietta Sprint.

Muller, a self-described "died-in-the-wool Alfisti," likes to do some of her own work on the cars - she primps them for concours, installs trim and does her own electrical work. She's even tackled some body repairs.

"The older I get, the less stringent I get about the absolute cleanliness. Now I just enjoy driving the car," she said. "They're great cars for just getting around, and getting around in a certain spirit."

Her GTV picked up "Best of Tipo 115" at the Concorso Italiano, and she's used it in the California Melee. But it's the Spider she still most identifies with. A whopping 220,000 miles later, she still drives it to work on occasion.

"If you take care of a car, it takes care of you," she said. "When I go back to it after a day of work, I see it and it makes me smile."



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TVR sold many of their cars as kits back in the day leaving engine and drivetrain to the individual builder. This car is powered with a Triumph TR4 engine (last used by Triumph in 1967) that has been bored to 2188cc. The carburetors are 1 3/4" S.U. also sourced from Triumph and used in the 50’s and 60’s on the TR3 and 4. The transmission is a stock TR4 unit, and the differential is TR4A from an IRS car with a factory 3.45:1 gear set on a Detroit locker carrier. Triumph introduced independent rear suspension (IRS) with the TR4A in 1965 and built that model until 1967. The brakes are stock TR4 caliper/rotor units in the front and TR4 drums in the rear. A TR4 rack and pinion, often specified by TVR is used here. 15"x 6" alloy wheels with 205x60 Hoosier Speedster tires work well with the Triumph/TVR package. TVR’s were historically built as fiberglass coupes on hand made tubular steel chassis with a coil over spring arrangement on all four corners - as with this TVR. Included in the car are the required features for vintage racing today – roll cage, belts, fuel cell, etc. **\$31,500 OBO**

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