

Grattan/ELVF Reports
Artist
Arthur Schenning
Hagerty Corner

Annual Meeting
Photo Contest
Spring 2016



Spring 2016 Contents

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Editor Chris Bonk

Editor's Note: Some of you may have noticed that The Vintage Spirit has not been as regular in release as previously and for that I apologize. Due to ongoing business obligations this publication's release may be sporadic. If anyone in the membership is interested in taking over the editorial role of the magazine temporarily it would be a great help to the club. Thanks for your continued readership.

A Message from Incoming President Barb Nevoral

I am your new President as of our annual dinner. For those of you who don't know me, I race in Group & in an Alfa and have raced since 1997. My hope is to bring to our club what so many of our past Presidents and board members have brought to the club, keeping the VSCDA fiscally sound. The VSCDA keeps our entry costs as low as possible, giving our club the most time on track for the cost of the entry. Because the VSCDA is fiscally sound, it has allowed us to keep the entry fees close to the same every year even though we must pay the increased costs of the track rental fees and insurance costs. Our goal is to continue that practice, but must always consider the variables such as an economic downturn which effects our number of entries.

The VSCDA currently holds 4 racing events per year and a driver's school, those being GingerMan at the end of April, Blackhawk in June, in August and Road America in September. We will continue hosting those events. Although we would like to add another event it is not possible due to track rentals being scarce and conflicts with other events. In the past we tried holding an event in October, but the weather was usually uncooperative which meant fewer entries and a loss of revenue. I am happy to hear your thoughts on VSCDA as a whole and your suggestions are welcome.

Happy and Safe Racing in 2016. See you at the track.



Vintage Grand Prix Au Grattan XXX



Enduro, S2000 Feature Race
Can-Am Challenge, Trans Am B-Sedan Series,
Sprite Midget Series, VVV Series
Badger vs Spartan vs Wolverines Challenge

Auguat 19th-21at

Gπattan Raceway, Belding, M7 www.vscda.org - 616 916 2650









From the land of IKEA®, Dragon Tattoos and Meatballs





comes....

ELVF XXXI

September 16- 17- 18, 2016

Swedish Speed & Style

Featured Marques Volvo and Formula Junior 2016 Volvo Club of America National Meet

VSCDA 2016 RACE SCHEDULE

GINGERMAN SPRING BRAKE DRIVERS' SCHOOL- April 28 - 29, 2016 GINGERMAN SPRING BRAKE RACES - April 30 - May 1, 2016 BLACKHAWK VINTAGE CLASSIC XXIV - June 17 - 18 - 19, 2016 VINTAGE GRAND PRIX AU GRATTAN XXX - August 19 - 20 - 21, 2016 ELKHART LAKE VINTAGE FESTIVAL XXXI - September 16 - 17- 18, 2016





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AN INTERVIEW WITH MOTORSPORT ARTIST

ARTHUR SCHENING

This month's The Vintage creates the artwork for his prints artistic talent when I was in third by William Motta:. Arthur tor software. Schening is a freelance graphic Schening Creative.

automobiles he loves, Arthur satis- Richmond, VA. fies his desires by illustrating them. clean, simple style that emphasiz- of art or cars?

designer and illustrator living in Arthur graduated from Virginia many young men. But I always Arlington, VA. He currently works Commonwealth University in Richas the principal for his company mond, VA with a BFA in Graphic American muscle cars. Design and Illustration.

When he is not busy working on Q: Did you go to art school? era?

client projects, Arthur channels A: Yes. I have a BFA in Graphic his passion for historic racing cars Design and Illustration from Virinto his art. Not able to afford the ginia Commonwealth University in

Spirit cover was painted on his Mac, using Adobe Illustra- or fourth grade. I wasn't really interested in sports cars until I was much older - in high school like preferred European sports cars to

Q: Do you have a favorite

A: The 1960s. The Porsche's, Ferrari's, Alfa Romeos, etc., of the 1960s were the most magnificent cars ever produced. I just read Dave Friedman's fantastic book His illustrations are rendered in a Q: What came first, a love on the 1965 12 Hours of Sebring chronicling the Shelby American es the cars' lines and beauty. He A: I suppose I realized I had some team of Daytona Coupes and



Alpine A110s, and all the other great cars of the era that raced that year at Sebring. If I illustrated only the cars that raced at Sebring that year, I would have an excellent collection.

Q: What is your technique?

A: First, I get inspired to illustrate a particular car. It may be a photo I find somewhere online, or a car from a book I have recently read,

rific collection of great racing cars. look 'right' to my eye. I take, or find, reference photos of the subject - images that will work Q: Did or do you race? or most recently it was a trip that es I would need, I start the illustra- 2 years ago and destroyed the en-

GT40s, the Chaparrals, Ferraris, I took to the Simeone Museum in tion. I create the artwork in Adobe Philadelphia - the newest illustra- Illustrator, and it typically takes 30tion on my website is the Aston 40 hours to complete each illustra-Martin DBR1 from the Simeone tion. The artwork is not necessarily collection. The museum has a ter- accurate - I create the artwork to

as the basis for the illustration, A: No. I am not very mechanically other images that show the livery inclined. I have owned a Porsche and markings that I would like to 911 (996), which has always been use, and images of various details. my favorite car. I owned it for 7 or Once I find all the reference imag- 8 years. It dropped a valve about



Page 7 Page 6



Q: Do you have a favorite GT40 is the coolest racecar. type of series?

FIA GT series, any Sports Car se- A: No. I don't have the money, or A: Not that I am aware of. ries, and F1.

gine. I could not afford to replace but it has always been my favorite sell for \$30, the Limited Editions the engine, so I had to sell it. car. The Ferrari 250 GTO is the sell for \$95. most beautiful. And the Mark 1

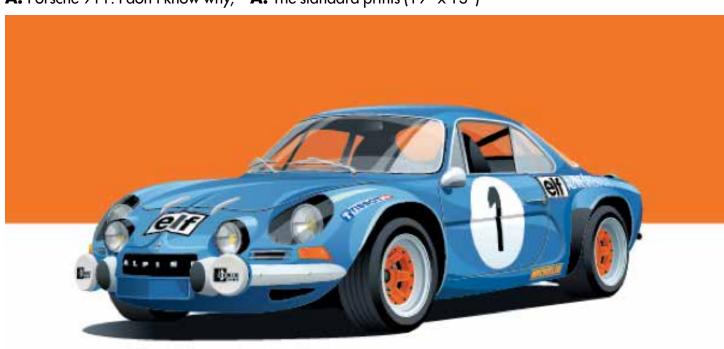
A: I enjoy Le Mans above all, the Q: Do you collect cars?

the time.

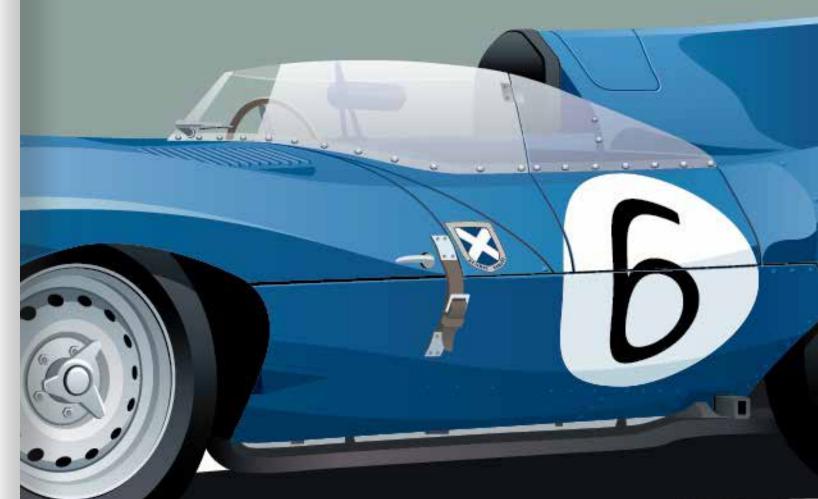
Q: Do you have favorite Q: What are the ranges www.scheningcreative.com/auto-art/index.html

A: Porsche 911. I don't know why, \triangle : The standard prints (19" x 13")

Q: Do any famous people have one of your originals in their collection?



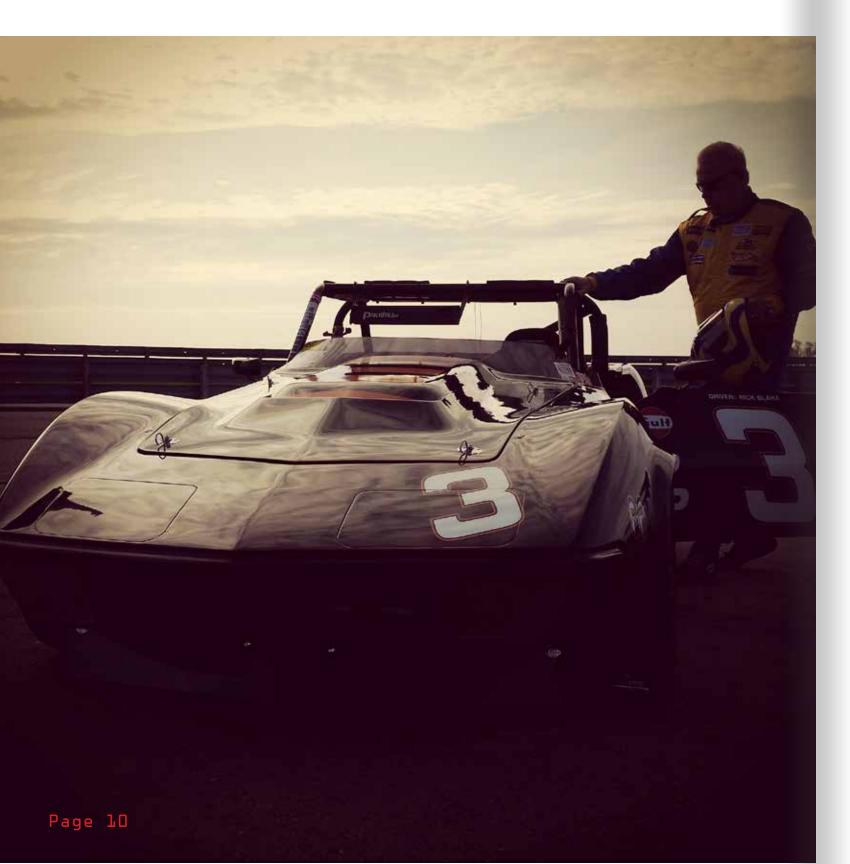




The 5th Annual

VSCDA Photo Contest

Contest Winner - Rick Blaha - Road America



1st Runner Up - John DeSpelder - His car reflected in an Airstream trailer



2nd Runner UP - Scott Hollev - Road America



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The Annual VSCDA Photo Contest continued

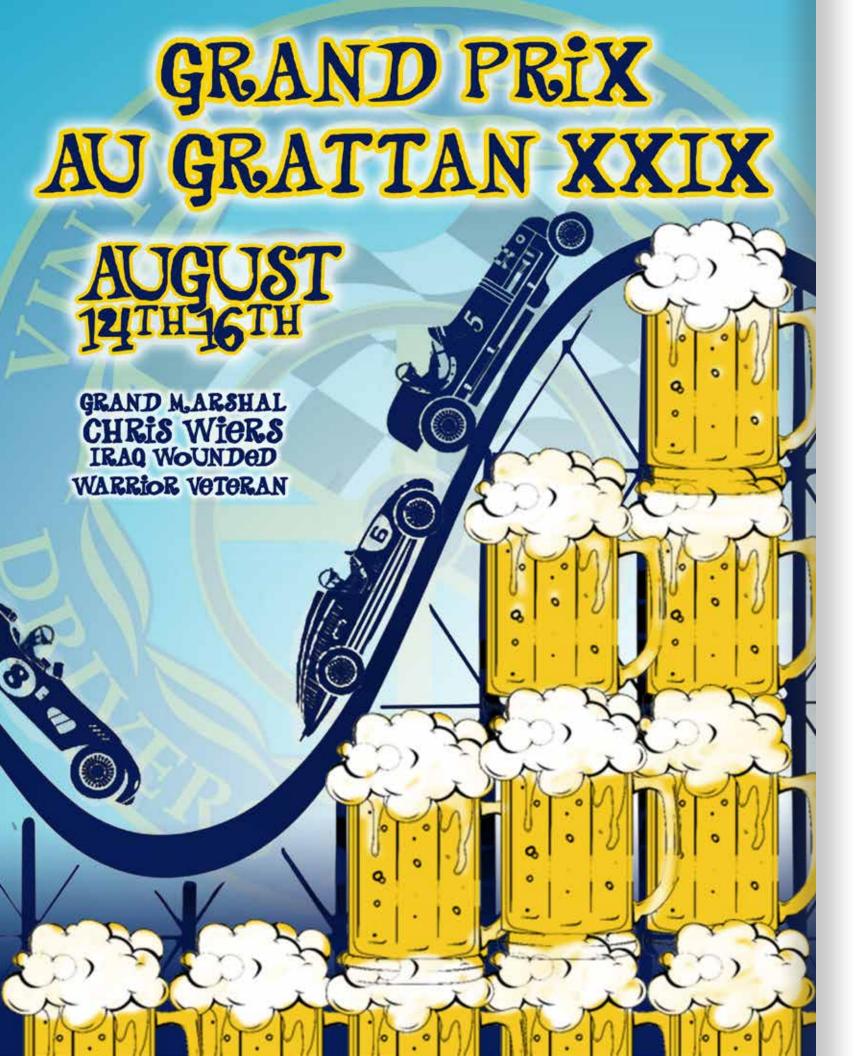








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Race Report - Grattan 2015: Everything We Could Hope for and a Little Bit More by Alex Rorke

ue to its extremely reasonable cost, outrageous amounts of track time, highly entertaining layout, friendly cross-state and cross-national borders rivalry, and the best elements of the vintage spirit, Grattan XXIX was a huge success. We had a post-Great Recession record turn out in racers, spectators, crew and volunteers. The camaraderie and pleasant surprises added to the experience. Unfortunately, there were a few outlier occurrences that contrasted poorly with the commendable performance of virtually all participants. This article will celebrate the joy of seeing so many people pull together for a racing weekend. But it is important to address the rare acts that were inappropriate. That topic is covered in the side bar below.

First, a thank you to the folks who made the weekend possible. Yes, having over 115 cars at Grattan was spectacular and I would like to thank all who raced with us. However, the vintage spirit is more than being a driver. Without previously being directly involved with all the pieces that go into a VSCDA weekend, I did not appreciate that we would be dead in the water and unable to afford what we do without the extraordinary team of volunteers Office Manager Laura Hire coordinates for our club. Those volunteers helped with registration, timing, scoring, setting up both dinners, delivering water to the corner workers, and running regalia. We could not have had a successful weekend --- or an affordable weekend---without them.

The pictures below show some of our volunteers prepping for the onslaught of drivers rolling into registration Thursday evening. Notice the folks in the line outside? Our volunteers were ready for them. They were prepped, organized and ready for the kick-off of our racers and their friends arriving in a clumps. Laura and the volunteers processed over 100 entrants (not to mentions their friends, mechanics crews, family members, etc.) in 25 minutes! If they had not been so proficient, we would have had trailers backed up outside the track and onto the public road, which

would not have endeared us to the locals or their police force.

The most appreciated volunteer of the weekend, however, was Chris Wiers, our Grand Marshal. Chris served us in Iraq and was wounded by an IED. He drives a more than slightly modified Mustang and loves vintage racing. It was an honor to have him join us and participate in giving out trophies and awards. He is acknowledged in pictures below.

Pleasant Surprises. Bob Woodman Tires joined us for the weekend. Bob, his daughter Audrey, and the entire Bob Woodman crew provided tire and racing services. To have that level of support for what is traditionally condsidered a "regional" event was a tremendous enhancement of what we can offer our club. Audrey and Bob came up with a great prize for the weekend—a raffle for 50% off a set of Hoosiers. t's been verified that Woodman's crew will return next year so plan your orders accordingly. The picture below shows Chris Wiers drawing the winning ticket from (of course) a Hoosier tire and a very happy winner, Scott Durbin.

Spirited Competition. Overall, the competition was respectful and intense. And yes, we did have a G70 Ferrari and Porsche dicing with our more traditional cars. See below. Canadian Ted Michalos gave rides in his Ferrari 348 during the Wounded Warriors/Rides for Charity on Sunday.

Badgers vs Spartans/Wolverines Challenge. The competition was very intense. To encourage journeying from Wisconsin and an appropriate response from Michigan, with input from the ballots to the event chair, the winning state was to receive a case of good wine and the losing state would get a case of the worst beer I could find. As one might expect, the rivalry was sometimes more heated between Spartans and Wolverines than between Michigan and Wisconsin.

105 ballots were submitted. Some highlights included

The Consequences of Not As Verne put it, VSCDA has tradi-Racing in the Vintage Spirit

ored the best of vintage racing. Howresult of very poor judgment and not tunately.

ignored. Often, waving yellow flags were disregarded and drivers continwe know, in addition to no passing, a waving yellow means that the drivreaching the next flag station.

and Gingerman. Verne has 30 years and stewards. of experience with SCCA and other cluding as a steward at virtually all ate behavior at Grattan or any of levels of road racing. He found the our events. The VSCDA Board, Event reckless behavior of some drivers Chairs and Drivers Committee memat Grattan and other recent VSCDA bers will vigorously address safety isevents to be quite perplexing. As sues and require those endangering Chief Steward at two 2015 VSCDA others to leave and face other sancevents, he received way too many re- tions. -- Alex Rorke and Barb Nevquired visits from people who made oral serious mistakes and were dangerously inconsiderate.

one ballot crayoned green stating: micro-brewery, Perrin, with our over cheese" was the comment on bly just too extreme to tolerate. another. The most telling, however, was: "Wisconsin, but we still want On the topic of challenges, the tap from an award winning local Can Am Challenge) presented the

tionally been known for racing in the "vintage spirit". Unfortunately, Most of the drivers at Grattan hon- we now have some drivers who behave irresponsibly. Verne's observaever, we had incidents that were the tion was that, in contrast to our traditional style of racing, some of our racing in the vintage spirit. Fortunate- current drivers are more aggressive ly, no one was hurt. We do mean for- than drivers at SCCA events. This is absolutely not the way it is supposed to be at a VSCDA event. That level of Simple safety basics were flagrantly aggressive driving elevates the risk of racing for all of us.

ued to pass each other and race. As It is not the responsibility of a Chief Steward or track workers to bring about racing in the vintage spirit. ers should slow down, be prepared to is incumbent on all who race with stop, and proceed with caution until VSCDA to respect our common-sense rules. In addition to endangering lives and property, poor driver behav-We compared notes with Verne Wan- ior will impact our ability to secure dell, our Chief Steward at Grattan well-informed and seasoned workers

organizations in many capacities, in- VSCDA cannot tolerate inappropri-

Michigan State only! "Cherries dinner, so the contrast was proba-

the beer." The balloting was very Can Am Challenge is a growing close with Michigan having a slight rivalry. This year 10 racers joined lead, but that Wisconsin vote and us from Canada, with more on comment tipped it into a tie. The tap for next year. Chris Wiers prevery terrible beer for the loser (win-sented trophies to Del Bruce who ner?) was determined to be Mil- came in first for the Canadians in waukee's Best Ice. No one claimed his Porsche 993 and Jeff Porasik a case. A few brave soles tried a who was the American winner in taste but I did not see a can finished his S2000. Chris McGrath (former off. Then again, we had beer on Grattan Chair and instigator of the

overall Can Am trophy. The large trophy will be maintained by the VSCDA, with names of the winners of each year inscribed. More will be joining us from Canada next year.

The best example of Grattan and the vintage spirit it personifies is an award given by the track workers at Grattan every year, the Door Prize, to the person most deserving of recognition for service to our event. This year it went to Tom Smolenski, whose traffic management skills, kindness and decency have bailed out just about anyone who has raced VSCDA at Grattan. The applause and appreciation for Tom was palpable.

It is remarkable to see a race weekend pull together: Huge planning in advance by hundreds of participants to ready cars, family and friends for a celebration of great cars, respectful competition and people. Wonderfully supportive advance coverage from Victory Lane and Vintage Motorsport build anticipation. Out of nowhere, a small city appears built around love of a sport. Racing, camaraderie, parties, acts of generosity and wrenching happen all over our small city. Hundreds of adventures and stories transpire. And then...our small city disappears, until next year.

Please join us for VSCDA's 30th anniversary at Grattan XXX August 19-21, 2016 (the Vintage Sports 2000 Series will be joining us). You can be a part of reassembling our small city and celebrating the best of vintage racing.









VSCDA 2016 RACE SCHEDULE

GINGERMAN SPRING BRAKE DRIVERS' SCHOOL & RACES
April 28 - MAY 1, 2016 - South Haven, MI

BLACKHAWK VINTAGE CLASSIC XXIV June 17 - 18 - 19, 2016 - South Beloit, IL

VINTAGE GRAND PRIX AU GRATTAN XXX August 19 - 20 - 21, 2016 - Belding, MI

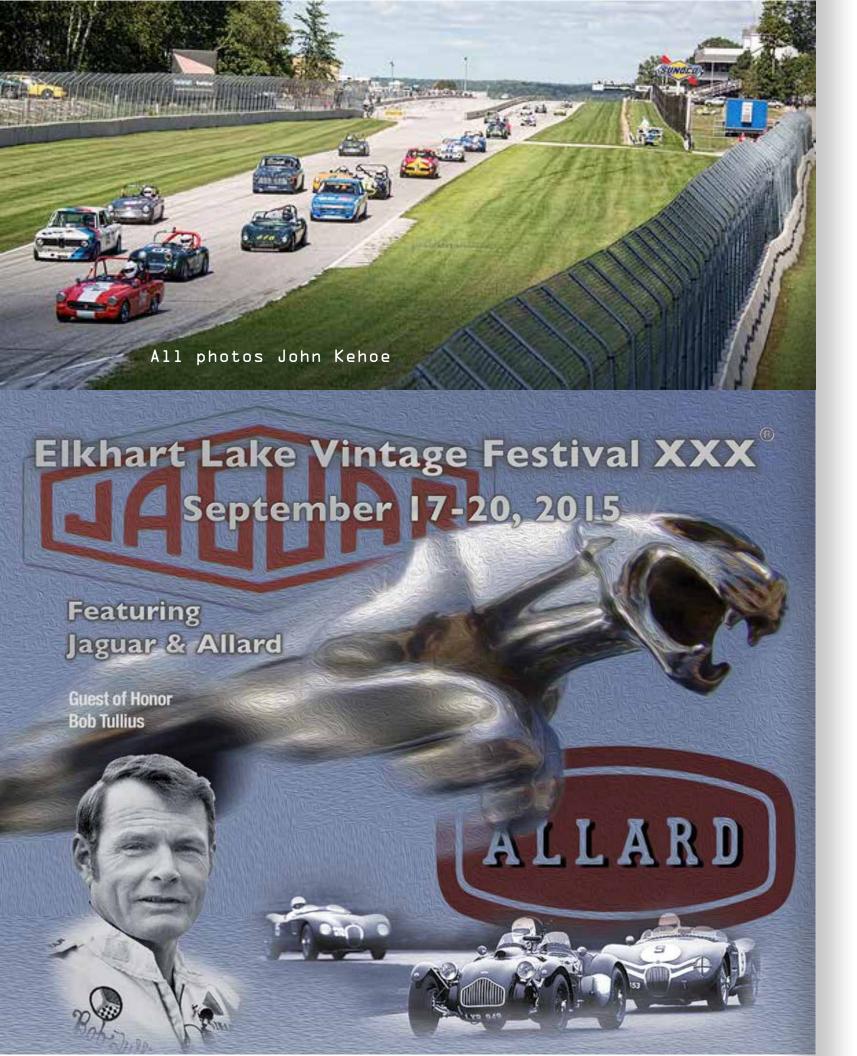
ELKHART LAKE VINTAGE FESTIVAL XXXI September 16 - 17- 18, 2016 - Elkhart Lake, WI



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ELVF 2015 30TH ANNIVERSARY

By Mike Korneli

The 30th edition of the ELVF is now part of VSCDA history. Hosting a top vintage race at one of the most famous tracks in the world is both a great privilege and quite an accomplishment for VSCDA. This year's event was a real success. It was a great turnout with an eight to nine percent increase in the car count.

We lucked out with the weather. There was some heavy rain on Thursday and Friday night but nothing during the day. know at least one participant from California who was really happy to experience the rain. You know someone has been living through a drought when they are excited to have rain at a race event.

For many the race weekend started on Thursday. Road America provides a "Test & Tune" track day. Many people take advantage of this. It is a great opportunity to get your car sorted out in a low stress environment. Friday was the official start of racing for ELVF. Practice was the order of the day. It always amazes me that some people have not figured that out. We had a few off course agricultural tours even before the lunch time drivers meeting. The cars were ready but the drivers were not!

This year, Jaguar and Allard were featured. The actual number of cars racing was not large, but the car turnout was huge. Jaguar Clubs of North America held their national meet during ELVF. That brought in over eighty Jaguars from around the country. Allard held their festival

too. They brought eighteen cars Camp Anokijig. This year we did the Friday night welcome party.

cars back to the track.

literally brought in some world should be proud of. class cars. The entries were cutoff at 128 cars and motorcycles. The tiful day at Road America. There Swingtime Band once again pro- was a full slate of racing. A lot of vided some great music. Thanks close racing and great dicing took go out to club member William place up and down the grids. By Severin Thompson for that. Our the end of the day we had comguest of honor was Bob Tullius of pleted all the group races, the Group 44 fame. He had some feature race and the Cup Races. great stories at the banquet. Not Another ELVF was in the books. If many people can put on their re- you go to the website you can find sume that they got Paul Newman all the race results. arrested. Something new for this A big thank you needs to go out to year was giving back to our mem- all of our sponsors: bers. We picked names out of the Colin's Classic Automobiles hat at the banquet and awarded Hagerty Insurance ELVF race entry and Jim Perry SNG Barratt and Brad Babb each won a free Elkhart Lake Tourism Attend the banquet and you could sors be a winner!

is about giving drivers and crew some socializing time before the BesTech Tool Corp banquet. But, it is also about rais- Next year's features are Volvo and ing some money for our charity Formula Junior

from all over the USA. That num- a quick auction at the banquet. ber of Jags and Allards was cer- Colin Comer donated two special tainly a record at Road America edition books. Burt Levy also doand Elkhart Lake. I also think we nated an entire leather bound edihad a record amount of people for tion of his books. Thanks to some persuasive auctioneering by Colin, Saturday started with group and generous bidding by VSCDA qualifying sessions. Right after members \$5,000.00 was raised. lunch we had the Trans AM B Se- When you add that to the "Gather dan race. In the afternoon we did on the Green" income we raised all the group sprint races. In the over \$8,000.00. But that's not all; middle of the afternoon our Road we also raised money from the Course Re-enactment took place. Jeff Porasik Wells Fargo Enduro. A number of racecars preceded the A portion of each entry is donatstreet cars and did the tour. After ed to the Wounded Warriors and the car show on Lake Street in the that is matched by Jeff and Wells village the police escorted the race- Fargo Advisors. We also passed the hat at the drivers meeting and Starting late Saturday af-collected over \$700 dollars. The ternoon and into the early eve- total for the Wounded Warriors ning the "Gather on the Green" almost reached \$2000.00. That is concourse took place. This year something every VSCDA member

Sunday was another beau-

Ricardo Rao with a free 2016 Classic and Sports Car Magazine

enduro entry for the 2016 ELVF. Jeff Porasik / Wells Fargo Advi-

National Exchange Bank "Gather on the Green" Van Horne Chevrolet Rental Department

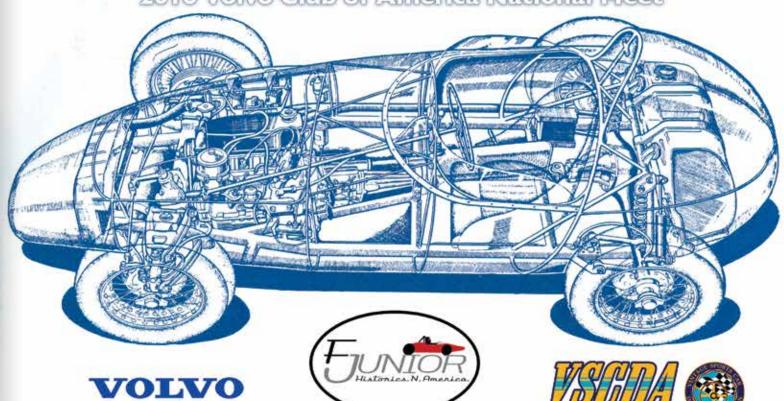
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Swedish Speed & Style

Featured Marques Volvo and Formula Junior 2016 Volvo Glub of America National Meet



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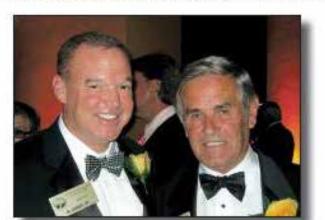
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MIRPA along with VSCDA

Invites you to join us at the 7th Annual

MOTORSPORTS & MEMORIES WINTER BANQUET



honoring legendary race car drivers I Unser Four-Time Indy 500 Winner and

Unser Jr. Two-Time Indy 500 Winner



Colin Comer

The VSCDA Annual Meeting & Banquet

John Houlton treasurer.

wheel-to-wheel competition. It is asked to help. named for Joe Marchetti, a long

an Redman and is one of the biggest vintage races in ne U.S. This year the award was presented to Maggie and Garrett Van Camp for their work on and off the track to improve the safety and comradery of our sport.

The Art Bly Distinguished

VSCDA had its annual meeting Service Award is the second old- Instructor during the 1980s. He and dinner February 6 in Scha- est VSCDA award and recognizes joined VSCDA just after it was umburg, IL. The new board and outstanding service to the club. organized and became a sought executive committee were an- It is named for Art Bly, who was after mechanic and driving innounced as well as the recipients a "charter member" of the club structor. He raced a "scruffy" of this year's awards. Our board and a dedicated VSCDA volun- Porsche 911 that was very fast. continues with no additions or teer. Art was a contemporary of John died of cancer in 1992 while resignations. The executive com- Hal Ulrich, with his race driving still in his 30s. This year the John mittee for 2016 is Barb Nevoral, going back to the 1930s. Art re- Bowlander Award was presentpresident, Jim Donato, vice prestired from professional driving in ed to Colin Comer. Colin is safe, ident, Steve Bonk, Secretary, and the 1950s, becoming a car owner fast, and talented. We are happy and VSCDA volunteer. This year to have him representing vintage this award was given to Rob and racing. The Joe Marchetti Vintage Spirit Jacque Ritt for their contributions We shared our dinner with Me-

founded the Chicago Historics Outstanding Driver of the year is to Chicagoland's available enterwhich is now called Hawk with Bri- VSCDA's oldest award. John was tainment. Both Unser's most recent an excellent driver and our Chief wins were represented with their

Award celebrates the spirit of vin- as workers in registration, tech, dowdale International Raceway tage racing with safe and friendly touring, and anywhere they were Preservation Association. There was a silent auction benefiting MIRPA with some racing memotime member of VSCDA. Joe The John Bowlander Award for rabilia and great opportunities Driving cars on display.



Dinner allowed for some time to catch up with old friends and make some new ones. There

was good food and the entertaining dialog of Al Unser, Al Unser, Jr., with Donald Davidson Indianapolis Motor Speedway Museum Historian lead the conversation with the Unsers. And the takeaway? A solid chocolate indy car, sweet!



WARNING!

BY JIM PERRY

hat's everyone's first, but it won't be the last. Following the number of incidents that took place at both Grattan and the ELVF, your VSCDA Drivers' Committee has been charged with clamping down on driving outside the bounds of the vintage spirit.

There are a couple of givens in our sport. First is that driving cars at high speed on a closed course with others doing the same is inherently dangerous. Second is that despite all the good intentions, sometimes things go wrong and bad things happen. As drivers we have some control over the latter, making the former a little less of a problem.

Mike Kaske and I worked the ELVF. It was an extremely busy weekend. Both of us had way too many people visiting us, and a few who should have, but did not. The VDCDA Board wanted me to convey to you that the number of incidents has steadily increased over time and that it has to stop. (The good guys and gals of the weekend were, as you might expect, Group 1 with no incidents.)

I hazard to guess that all of us are competitive people. And it's understandable that competitors like to get up front. But maybe we have been watching too much NASCAR and have a bit too much adrenalin flowing. Maybe testosterone too (none of the drivers involved was female). Maybe we have forgotten the "8/10ths" rule of vintage racing. Upside down cars and those coming back to the paddock looking like they are ready for the wrecking yard are not what vintage racing is all about. Neither is shouting and gesticulating with the middle digit.

In 2016 things will get tighter than they have been in the past. The VSCDA Board approved the following changes:

- Revision in the Driver's Policy for sanctions. Probations will be for set number of VSCDA events.
 There is no way to determine who is running with different sanctioning bodies. If a driver is on VSCDA probation or suspension and run with other groups, fine, but incident-free driving there will not count against our VSCDA sanction.
- Failure to report a contact incident will result in sus-

pension for the next race session of the weekend.

- To make reporting easier, the Event Chairs will solicit a volunteer Point Person who is not racing that weekend to be the single person receiving reports. No one will need to worry about finding a member of the Driver's Committee who may not be available because s/he is out on the track. The Driver's Committee will receive the reports from this volunteer and attempt to make a decision in short order.
- Drivers will need to bring their logbook when reporting incidents so that damage to vehicles can be noted, ensuring tech re-inspection before the car goes back on the track if significant damage has taken place.
- The names of Driver's Committee members will appear on the VSCDA website and an email address for contact driverscommittee@vscda.org will be available for contact.
- Recognizing that any decision should not be immutable, the Driver's Committee will accept appeals of decisions for review.

In-car video has been very helpful to Committee members as they review incidents. If you have video in your car, or if you have video showing an incident in front of you we ask that you provide a short clip to us on a flash drive.

All of this may sound a little heavy-handed to some, but to others who have been complaining to us they will be welcomed. The objective is to reduce the number of incidents and reinforce the spirit of vintage competition.

Next time you wonder if you can make the pass safely, back off until you know you can make the pass safely. We'll see you at the next Drivers Meeting where you may hear much of this again!



VMC News

Most of you are aware of our VSCDA membership in the Vintage Motorsports Council (VMC). The VMC is where clubs like VSCDA are able to buy event insurance at a reasonable rate. The VMC also licenses with a national vintage race license. This license is accepted by all VMC clubs as evidence someone has met certain criteria and should be allowed to race. We encourage members who are planning to race beyond our schedule to obtain a VMC license. Two frequent questions are:

- 1) How do I get a VMC license? and
- 2) how do I renew my VMC license.?

1) To get a VMC license you must fill out the license application available at www.the-vmc.com and on our web site under the forms tab, and follow the instructions written at the top of the form. This includes having a passport photo, a copy of your current medical, and a \$ 25.00 fee payable to the VMC. Primarily, you must have completed three (3) incident free races with the VSCDA in the past year. All of this is sent to the VSCDA office where all info is verified and then it is sent to the VMC for the license to be issued.

2) The VMC license renewal is the same as above except you must have successfully completed at least two (2) incident free VSCDA events in the past 13 months. Again this information is sent to the VSCDA office and we will then forward it to the VMC for license renewal.

If you have questions about the VMC or applying for a license or renewal you can contact me or the office. Bob Shedd, VSCDA VMC Representative



From Maggie Van Camp:

Garrett and I would like to say thank you for selecting us for the 2015 Vintage Spirit Award. We were totally surprised when Bob Shedd started to reference us. What an honor that the board selected us when there are so many VSCDA members out there that do so much for our group. What is that saying: "It's not a job if you love what you do!" and both Garrett and I enjoy our involvement both preparing and being at the racing events. This club is more than just members we consider it more like a family. Just like a family the things we do couldn't be done without the assistance of other members.

We will do everything we can to honor the Joe Marchetti Vintage Spirit Award which celebrates the spirit of vintage racing.

PS If anyone is in need of information, pictures or design of "Maggie Bars" for their open wheel cars just send me an email (gvancamp@sbcglobal.net). If any vee driver needs some help you know where Garrett is pitted.

VSCDA SAFETY REQUIREMENTS ANNOUNCEMENT

Due to the lack of availability of the 2015 Snell sticker helmets approved by the Snell Foundation with Snell sticker 2005 or later will be accepted through the 2016 race season at VSCDA events.

Dave Young, Chief of Tech, and the VSCDA Board of Directors



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November 12, 2015

Deb and Mike Korneli 6236 Gilbert Circle West Bend, WI 53095

Dear Deb, Mike and Vintage Sports Car Drivers Association Team,

Thank you for investing in the youth that we serve through your efforts with the VSCDA ELVF. We are so pleased that you consider Camp Anokijig and the youth that we serve a worthy cause to be the beneficiary of your organization's hard work!

We're extremely grateful for your extremely generous gift of \$8,583 from this event. Your gift will be used to award scholarships to give less fortunate children the chance to attend summer camp at Anokijig. Your generosity will provide hope and encouragement as you help open new doors for these underprivileged children that will be positive and provide life-changing opportunities for them.

Children who are experiencing difficult times need positive factors in their lives to help promote a sense of accomplishment, confidence and self-esteem. Shoring up these pillars at a young age can literally affect the rest of their lives!

Your heart for these children is inspiring! Through your support we can continue to empower and change young lives as we're able to offer the opportunity for all who desire to experience the personal growth and wonder of Camp Anokijig.

Thank you for partnering with us to make dreams come true!

Sincerely,

Jim Scherer Executive Director

Mary Krahn

Development Director

The Vintage Sports Car Drivers Association did not receive anything of value in exchange for this gift. Camp Anokijig is owned and operated by The Friends of Camp Anokijig Inc. which is a 501 (c)(3) not for profit corporation.

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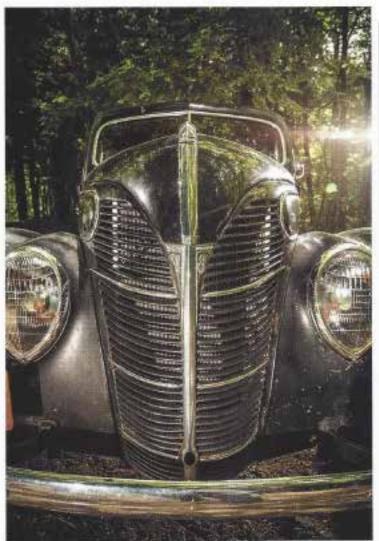
They were dogs. Good of Southern boys just trying to scratch out a living. Tom Wolfe even christened one of them NASCAR prodigy Junior Johnson — as "The Last Great American Hero" back in his nowfamous 1964 Esquire cover story Their trade was moonshine, variously called "white lightning," "mountain dew" or "white whiskey." The people who produced and transported the stuff and the cars they drove have become cultural heroes, inspiring early stock car racing and, eventually, NASCAR. Moonshine runners provided one of the first business reasons for a performance car. Your ability to make a living and stay out of jail was directly related to the performance of your car, especially carrying a full load of whiskey.

by JERRY BURTON
photography by EVAN KLEIN

Courtesy Hagerty and Jeff jagusch Jr.

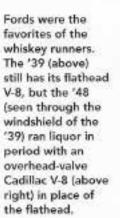
WHISKEY MEN AND WHISKEY MACHINES

THE EVOLUTION OF THE STOCK
CAR BEGAN IN THE BACKWOODS
OF THE SOUTHEAST AND LED ALL THE
WAY TO TODAY'S NASCAR SUPERSPEEDWAYS









"Moonshiners put more time, energy, thought and love into their cars than any racers ever will," said Johnson, quoted by Neal Thompson in Driving with the Devil. "Lose on the track and you go home. Lose with a load of whiskey and you go to jail."

Ray Parks of Dawsonville, Georgia, was one of the first to make moonshine running a big business, making runs with a fleet of cars from northern Georgia to the Atlanta area. He became one of the more influential people behind NASCAR, along with Bill France, Sr. While many of the famous old practitioners like Parks, Red Vogt, Red Byron, Roy Hall and Lloyd Seay are now gone, Junior Johnson is still with us.

Johnson, now 83, didn't need Tom Wolfe to put him on the map. He was one of the pioneers of modern NASCAR racing and is credited with the invention of drafting in winning the 1960 Daytona 500 in his Chevy. Even though he never won a championship, he won 50 races before retiring in 1966. He is listed among NASCAR's 50 greatest drivers and later became a championship-winning team owner.

But for Junior, named after his dad, Robert Glenn Johnson, Sr., it all started in the backwoods of North Carolina. Johnson Sr. ran a large-scale whiskey business and Junior worked mainly as a runner. "Where I lived, if you didn't make whiskey, you didn't have bread to put on the table," Johnson says. "My dad had 10 other families that he provided for."

Junior taught himself how to drive when he was 10 or 11. "My dad gave me a farm truck and I'd just drive it up and down the dirt roads. I just kept driving it so until I got to know what I needed to know. My dad was a real good driver, too."

Junior played around in a pasture until he learned how to make a car do anything he wanted. "We had little races on the old dirt roads," Johnson says. "I got myself a '34 Ford and went over there and ran around in that thing. By the time I was 14, I was pretty talented, learning what the reaction of the car would be to whatever I did. And it stuck with me over the years."

With Junior's driving skill proven, Johnson Sr. didn't hesitate to put him out on the road at night with a full load of whiskey. Like most runners, Junior would run a Ford flathead V-8 in a '40 Ford with lots of modifications.

"The revenuers didn't have any fast cars, so they'd do things like block a highway or a bridge," Johnson says. They'd have these two



cars coming at you. You had to figure out some way to turn around in a hurry."

Johnson modified his cars with a switch to shut off one of the rear brakes so he could do a smooth 180-degree turn on the fly. Once the revenuers gave chase there were a lot of places where he could duck them.

"I tried to figure out how to dodge 'em and run off the road through a driveway or run through somebody's yard to get by them and not get caught," Johnson says. They would chicken out sometimes 'cause they didn't want to get hurt."

Johnson became an expert in building great liquor cars. Starting with the engines, he began ordering Edelbrock parts through a distributor in North Carolina. "Those parts would make a car a lot faster than anything on the road," he says. It was a learning curve for racing. I adapted a lot of the technology from my liquor cars to my race cars and won a lot of races that way."

When it came to suspensions, Johnson went to heavy-duty pickups for the right components. "A one-ton pickup had heavier wheels and axles, and I would adapt all that stuff over to the Ford car," he says. "That would give me springs like a loaded truck." Johnson adds: "It drove as good loaded as it did empty. It just rode really rough when it was empty because the springs were so strong. But it was a pretty good combination to have the big brakes, big springs, sway bars and wheels."

Johnson also used eight-ply pickup tires that would carry the heavier loads. "You could adapt those eight-ply tires and you'd have a tire that would carry a load."

And a load it was. "We carried as much as 120 gallons in half-gallon glass containers. A '40 Ford coupe would haul 22 cases. That included five cases in the front seat with you. That helped balance the car by getting the weight as close to the front wheels as possible.

"I also had red lights and sirens on my car,"
Johnson adds. "I used the siren just to get
around traffic. But there were also times that I
didn't need any lights. Sometimes the moon was
so bright on the clear nights that you could see
just like it was daylight with the lights off."

Johnson was never caught on the road, but he was eventually arrested during a raid at his dad's still. "I had just started racing. I raced at Altamont, New York, and drove all night long to get back to

It was under the hood that cars like the '39 Ford (above right) and the '48 Ford really stood out, with heavily breathed-on flatheads and transplanted OHV V-8s. Junior Johnson (below) never got caught on the road, but the Feds finally got him at his daddy's still.





In addition to power, whiskey cars needed heavy-duty suspension to allow them to hold the road with a heavy load of white lightning. Junior Johnson has become more hero than villain, despite his moonshining history.



North Carolina. My dad needed help to fire up the still before daylight. But that morning, the revenuers had found the still and they had 18 guys surrounding it. I had a shovel of coal and was about to put it into the fire when somebody jumped me. I threw it in his face, but then a bunch of them subdued me. They felt like they had hit the jackpot since they could never catch me on the road."

Johnson ended up serving two years at a prison in Chillicothe, Ohio, but that wasn't the end of his whiskey running. "I went back and stayed in it for about 10 to 15 years more," Johnson says. But this time, he went big-time and transported whole semis of liquor to large cities like Philadelphia.

Johnson eventually got out of moonshining and has been involved in a number of very successful businesses, including Holly Farms Chicken and a legal line of Midnight Moon moonshine. He was pardoned by President Reagan in 1986 and now enjoys special status in any automotive circle.

Ray Evernham also knows a thing or two about building a good whiskey car. A former crew chief for Jeff Gordon during his 1990s championship years with Hendrick Racing, Evernham is now the host of AmeriCarna on the Velocity Channel (as well as HCC's newest columnist). He owns an

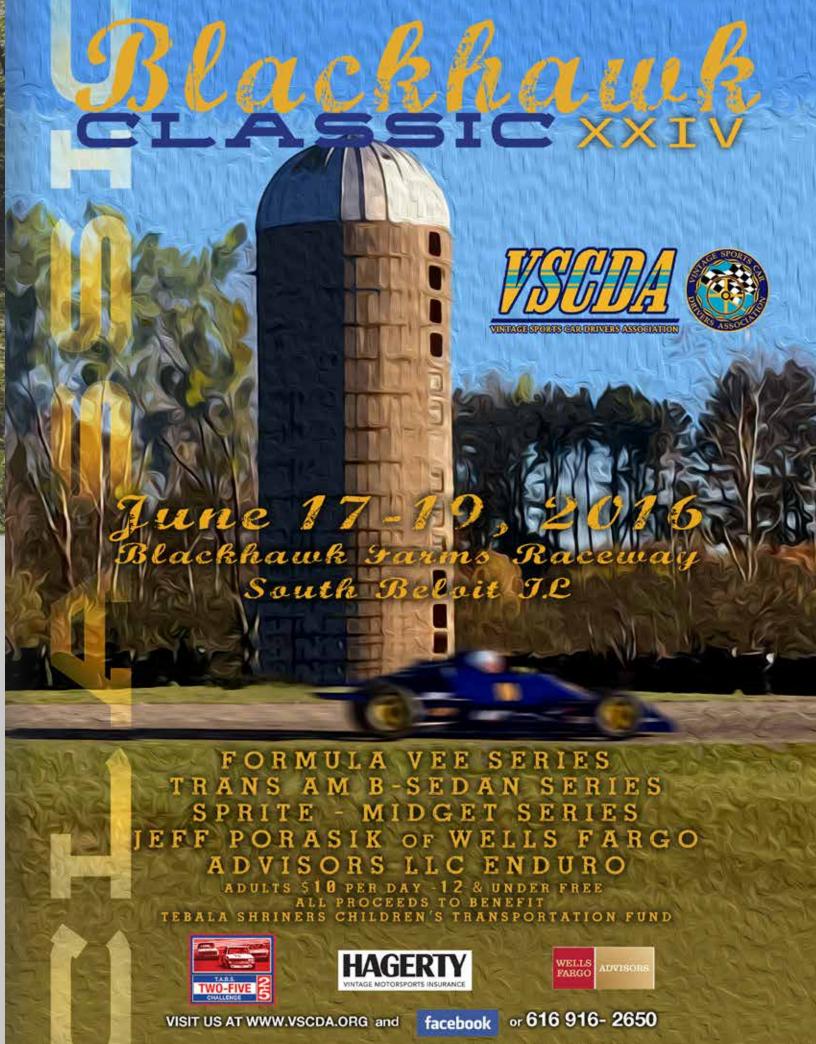
original whiskey-running 1940 Ford, perhaps the car most identified with the trade.

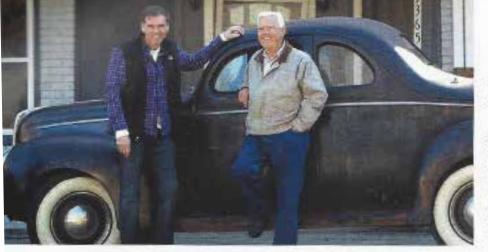
"We found it on a northern Alabama farm near the Georgia border," Evernham says. It had no running gear and the whole thing had been butchered. The key thing was the whole back of the car was cut out all the way to the front seat so that cases of moonshine would fit easily. We left the car original. We put in a flathead V-8 and a three-speed transmission. It looks like a rat rod."

According to Evernham, a good whiskey car is the same as a good race car. "It had to have the horsepower, the proper gears, the proper springs and suspension setup. But unlike a race car, it had to have hidden lights for when you backed up to the stills in the woods and a shutoff switch to turn off the taillights or the brake lights when you were being chased."

Whiskey cars evolved greatly over the years Evernham says. "Back in the early days, they wanted horsepower, so a lot of them started with flathead Ford V-8s. In the search for more power, they started adding carburetors and manifolds.

"When the more powerful overhead-valve V-8s came out in the late '40s, the runners started looking at Cadillacs and Buicks," Evernham says. "Cadillac





Ray Evernham and Junior Johnson with Ray's 1940 Ford whiskey car - just like the ones Junior used to drive on his late-night runs.

ambulances were highly sought after. If one of those got junked, the moonshiners would come running."

"Besides heavy-duty truck tires and wider ambulance tires, they also installed Columbia overdrive two-speed rear ends that could handle both the dirt and the highway."

Evernham echoes Junior Johnson's claims about creative suspensions to handle with a heavy load. One of the tricks was to make your whiskey car look as stock as possible. "They needed to put springs in the back, but they couldn't look all jacked up, too. Some guys installed two sets of springs, the second one called a 'bootleg spring,' kind of like a garage door

spring. It ran left to right instead of front to back and could be activated when needed,"

While many cars carried whiskey in large mason. jars, some of the whiskey men started carrying their cargo in large tanks. The tanks had special cable-operated valves that would allow the driver to empty the tanks on the fly under pursuit by the revenuers. But most people preferred the jars because they were easier to split up upon delivery.

"As time went on in the 1950s," Evernham says, "the runners started using the big Chryslers with Hemi engines and then big Ford Galaxies and whatnot in the early 1960s. Some guys intentionally ran really plain-looking cars - big four-door Buicks or Chryslers so they would look like traveling salesmen."

The ongoing battles between the whiskey runners and the revenuers spawned creative solutions. In Driving with the Devil, Neal Thompson relates concepts like a pincer that the revenuers used to try to lock onto the rear bumper of a fleeing whiskey car. The runners countered by mounting their rear bumpers with coat hangers that would quickly separate from the cars and become entangled under the front wheels of the revenuers. The revenuers





also tried steel battering rams to force a fleeing car off the road. But the runners countered with James Bond tactics like dropping oil or sharp tacks on the road. More often than not, the pure speed of the whiskey cars won out.

So how much of what the moonshiners did really translates to the race track? "Just about 100 percent," Evernham says. "You've got to remember that the bootleggers used to run cars down the highway, but then they decided to run them around dirt ovals so their friends could watch and see who was the best driver and who had the fastest car. We have one of these field-racing cars, which was the missing link between the moonshine cars and early

stock cars. So yes, what we learned from the bootleggers was transferred right into what we did in NASCAR. I have a passion for that history because these guys invented a lot of things."

Evernham says he hopes people will continue to record these stories, because moonshine running is a part of NASCAR history and American culture. "I get that it was breaking the law," he says. "You can't say it was a victimless crime, because there were victims. But from a mechanical side, the guys who built and maintained those cars. were really smart. And little did they know at the time what kind of fruit their labor would bear on the superspeedways of America." II

The "bootleg spring" was mounted parallel to the rear axle and could be activated from inside the car when better handling was required.



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Classifieds:

ZINK C4 Formula Vee 1968





Winner of 2015 Monoposto Formula Vee Championship

2015 - Wins at Sebring Long, VIR- Easter, Summit Point, Mosport, Whiskey Hill, SVRA Gold Cup, Sebring Short.

Nine events in 2015 - no mechanical DNFs

Re-built and raced by Frank Newton; '97-'01

Same owner since 2007. Fred Clark suspension tuning since 2007.

Dave Clark, Autowerks engine - one local event since rebuild. \$\$\$!

VeeSportRacing manifold \$\$\$!

Koni front shocks, Penske rears. Hi-torque starter; Odyssey battery.

Strip down and painted 2007. New firewall and refurbishing 2013.

Belts good through 2016

New fuel bladder 2013. \$\$\$!

SCCA Annual and belts good until December 2016.

Set up for small driver 5.9"/140 lbs. Pedal cluster adjustable

Two sets chrome wheels; 1 set almost new Hoosiers (1 cycle) \$\$\$

Set of 'shop' wheels

Tubs of spares

Located in FT. Lauderdale, Florida – heading to Danville, (VIR) VA in May

Asking price: \$12,500

Contact: Paul Buttrose Ph. 954 294 6962 E-mail: paul@paulbuttrose.com

Classifieds:

1958 Morgan +4Roadster



Retiring from racing after 53 years and selling the Morgan.

Two owners, (Starr since 1963), and both raced it: SCCA, street&race 1959-69, race-only 1972-73, and Vintage, 1976 through 2015.

Many modifications and upgrades including two body-off rebuilds. Engine has the good stuff (steel crankshaft, H-beam rods, etc.) and produces 150 HP at the rear wheels.

Engine refreshed in July 2015 and ran the ELVF last Fall.

Fast: 2.44's at Road America and 1.50's at BIR (2.5 mi).

This Morgan is NOT a recently constructed "Vintage Racer", but a Veteran Warhorse that has been raced since new by two owners. Consider being the Third Owner of this seasoned, reliable and fast Morgan.

Visit www.1958morgan.wordpress.com for description, pricing, photos, technical details, complete race history and contact information.

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Classifieds:

1964 AC Shelby Cobra Recreation



As I am now 74 years old I have a special car in my personal collection that I think it's time to move it on to a new owner that will enjoy and appreciate the car...

Created by Gentry Motor Works, A past manufacturer of Limited Production Cobras... GMW cars were featured in Road & Track Magazine.... This car was produced in 1996 and was built with no monetary restrictions... The car is as new with only 100+- test miles... It has a Vintage Sports Car Drivers Association (VSCDA) Log Book.... Cost \$87,700.00.... (There is an additional/spare chassis and body available for purchase)... This is NOT a kit car.... This car has the very highest quality design and workmanship. For detailed specifications and additional photographs go to:www.gentrymw.com

General Specs: Original design Mark III Chassis and suspension, 600 HP Ford, 410 CID, Alum Heads, 4-stage dry sump, multi disc carbon fiber clutch, large shaft Ford toploader trans, 9" differential, fuel cell, lower cockpit cage, Wilwood brakes, pin drive hubs, Halibrand wheels, Goodyear Blue Streak tires, Fire suppression system...

Contact John Gentry, www.gentrygrou@aol.com (256) 303-4396

Etc:

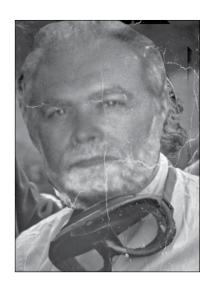


At Concourse de Elegances he's allowed to touch the cars. He won the 24 Hours of LeMans in 23 hours. Speed Racer watches cartoons of him. He is....The Vintage Racer.

"I don't often listen to Zepplin, but when I do, so does the paddock."

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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In Memoriam



Tim Ridout

Birth Date: Apr. 21st, 1964 Date Passed: Jan. 8th, 2016

Friend of the VSCDA, photographer and some-time writer who covered and loved our race events in the Grand Rapids area.

