

The VINTAGE *Spirit*™

VSCDA
VINTAGE SPORTS CAR DRIVERS ASSOCIATION



Scott Holley - Road America

Grattan Report

Trans Am B-Sedan Update

ELVF Preview

Swedish Speed & Style

Spridget Award

DC Corner

Fall 2016



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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 President Barb Nevoral

The 2016 season is coming to a close with ELVF fast approaching. And what a good season it has been. Car count for school was at a records number. That being our life source, bringing new drivers into VSCDA and some coming back for their second go-around. GingerMan and Blackhawk also set record entries. We also had a terrific car count at Grattan (even with the poor weather forecast). With 150 cars it was certainly a record (for the last decade at the very least). Thanks to all of our members for keeping us a viable force in the vintage racing world and enjoying their race weekends with us.

The flavor of each event makes our events special. When you see our event chairs, please thank them. Without their hard work and hours upon hours of planning, the racing could not happen. And thanks to them for adding our Spridget Series, Trans Am B-Sedan Series and Vee Series to their events.

We cannot predict how each race season will end. In the black or the red? Past years success or failure often reflect what is going on in the economy and elections. If I had to predict the success of 2016, I would have predicted fair and I would have been wrong. 2016 will be a very good year.

It would be helpful to the board members and event chairs if you could take a few minutes of your time and send an email to the office (vscda@vscda.org), which will be forwarded onto the Board of Directors telling us why you like racing with the VSCDA or what you don't like. It will be helpful for our future planning.

Our annual banquet is scheduled for February 4 at the Marriott in Schaumburg in conjunction with MIRPA. Put this on your schedule. It has been quite a success the last two years with terrific speakers. The speaker for the 2017 banquet will be announced soon.





ELVF 2016

By Mike Korneli

The ELVF is almost here. If you have not signed up there is still plenty of time. It is a great event to cap off the VSCDA season. There will once again be a full slate of races for the 31st edition of the ELVF. The features this year are Volvo and Formula Junior. A big turnout is expected for both of them. We will continue our Cup races, Enduro race & the Trans Am B Sedan race. The Volvo feature race will be on Saturday and the Formula Junior feature race on Sunday. If you can fit it in your schedule don't forget about the Road Course Re-enactment. The Gather on the Green Concours, on Saturday night at the Osthoff, has become a topnotch event that draws some very high quality cars and motorcycles. Don't miss it. Come and support the Vintage Spirit Award winners. As long as you're coming why not sign up for the banquet. Our honored guest this year will be Bill Wuesthoff. Bill is a long time fixture at Road America. You can't have more history with Road America than having run the first race in 1955. Hope you can take in as much of the event as possible.

INVENTED BY
VOLVO IN 1959.
IN FASHION
EVER SINCE.

THE THREE-POINT SAFETY BELT. WORN IN THE '90s WITH VINTAGE LEATHER.



Fifty years ago Volvo engineer Nils Bohlin designed a classic to wear with everything -- the three-point safety belt. Find out more: www.safeandstyle.com



Volvo Nationals: Swedish Speed & Style

September 16-18, Road America at Elkhart Lake, Wisconsin

By Jim Perry

VSCDA stalwarts know that there is a "Swedish Pavilion" that is routinely populated by several Midwest Volvos and a couple Saabs. But compared to the Sprites, Triumphs, and Porsches, they have been more or less minor players, until this year's ELVF. For all but a dedicated handful, Volvo is a car whose reputation was built and staked on safety. It was known as the one with the first manufacturer-installed 3-point seat belts. But racing?

Volvo's racing history is surprisingly significant for a car company

with a goal that, by 2020, no one be killed or seriously injured in one of its new vehicles. That racing her-

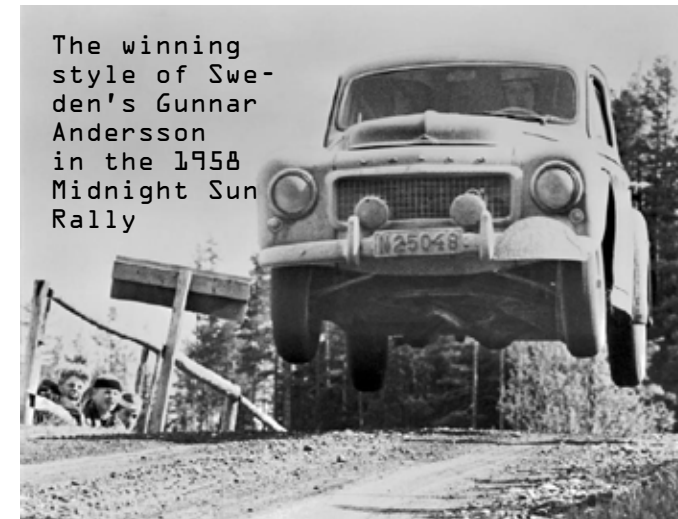
itage will be celebrated September 16-18 at Vintage Sports Car Drivers Association's Elkhart Lake Vintage



Fans will see Mexico City's Luis Barona in his 1800 on the Road America circuit.

Festival (ELVF) at Road America.

Volvos were recognized for their nearly indestructible nature in the rally events that long held a tight grip on European hearts, races where reliability was favored over a quick zero to 60. Even today the image of the rather unsporty-looking Volvo PV 444 vaulting a hill in all-wheels-off fashion remains fixed in mind's eye.



The winning style of Sweden's Gunnar Andersson in the 1958 Midnight Sun Rally



In 1955 the Singh brothers' PV 544 captured 1st place in East African Safari Rally.

It's a happy coincidence that Road America's inaugural year, 1955, was when Volvos came to the shores of the U.S. The '39 Ford-like 444 and 544 models of the 1950s and early '60s quickly became favorites on fledgling North American road courses.

Road America's Vintage Festival.

Volvo has always overlapped models of its cars, so while the PV 544s were still making their mark with the likes of the Flying Singh Brothers in rally

New Jersey Volvo dealer Art Riley kicked things off with a 1957 Little Le Mans win in his PV 444. The racing bug was firmly set in Riley as he competed with the 444's successor, the PV 544, and later with Volvo's '61 P1800 all over the continent. He even prompted the most trusted voice in broadcast journalism, Walter Cronkite, to race Volvos. Together they competed in the brutal Trans-Canada Rally.

The 1965 12 Hours of Sebring proved disastrous for Riley as he destroyed his 1800. But it was eventually recreated and today Riley's #51 Red, Chassis No. 14, is owned and driven by Californian Rick Hayden and will grace



In the late '50s Art Riley started it all for Volvo racing.



events the world over, the 120 series came on line and was immediately put into service in some of the world's most grueling events. In South America these cars were aptly called "Amazons," and that moniker has stuck to this day.

Simultaneously, the Amazons were making their mark in SCCA B Sedan racing in the U.S. Hailing from the Pacific Northwest, Orvar Litsgo has his sights set on Road America to as the last stop in his racing career with a beautiful 122. This car was bought new and immediately prepared for racing; it never was a grocery-getter.

Volvo's corporate support for racing may not be as deep or well known as that of BMW or Porsche, but it has been significant. Sometimes it has taken a different flavor than factory works teams we normally think of as, for example, the safety-focused company established in 1988 an SCCA Safety Award for the volunteers that make racing possible, the track workers.

But Volvo has also provided more traditional support, sometimes in quiet and unofficial capacity. The company provided 740 models for the SCCA/Escort Endurance Championship Series of the mid 1980's, with instructions only that the teams not embarrass

Rick Hayden's Riley Re-creation



Orvar Litsgo's Amazon was purchased new and immediately converted to an SCCA racecar



themselves.

The racing world was surprised by the capability of these boxy cars. They did exceptionally well, often qualifying on the pole. But in the races they suffered due to small 16.5 gallon fuel tanks resulting in too frequent fuel stops in vehicles whose fuel economy was pretty much non-existent with the turbos constantly engaged. While not winning any races, the wagons competed strongly and were a focus of attention.



Fast in qualifying, the 740s had a hard time with fuel economy

Unfortunately for racing enthusiasts, shortly thereafter corporate-think declared safety and luxury the foci, that performance and racing were not going to sell more cars. The support for go-fast dwindled.

Dwindled, but never completely died.

In the mid '90s a few influential Volvo employees recognized the value of the motorsports heritage, convincing their bosses to support the Volvo Historic Series. VHS was

the brainchild of Bob Austin, then the PR guy for Volvo North America. For six consecutive years corporate Volvo provided monetary assistance for a 10-race per year series. While called the Volvo series, it was not restricted to Iron Mark cars. Rather, it was designed to get back on the track many historic race cars that had been parked due to ever-changing SCCA regulations.

Even after the winds of corporate support cooled, vintage Volvo racing enthusiasts have staged events around the country, almost always on a shoestring. In 1996 Ray Freiwald organized the first Volvo Gran Prix at Blackhawk Farms Raceway, drawing racers from around the country.

That event marked the first outing for two cars still charging their way

Jeff Babcock has participated for 20 years with his beautiful 122S



around the tracks today. Jeff Babcock drove his '68 122S, and Duane Matejka was turning fast laps with the '62 P1800 that ended up winning five consecutive VHS championships. Matejka's car found a new home in my stable in 2010 and has since raced tracks from coast to coast. Babcock's car is likewise going strong.

Freiwald repeated the event in '98



Jim Perry continues to campaign the ex-Duane Matejka P1800

at Road America. Southern California drivers convinced Volvo corporate to provide financial assistance to get their cars to America's Heartland and 23 showed up. Volvo Gran Prix races were staged in '04 at VIR and again in '06 at Road America. I was also part of one on a windy rainy October 2011 weekend at Watkins Glen. In 2014 San Diego's Alan Berry staged an event in Las Vegas. Unfortunately, the number of entrants has dwindled over the years, perhaps due to lack of help for expensive long distance travel. After all, most Volvo racing enthusiasts are, shall we say, on the frugal side.



This year corporate Volvo returns to the racing table in support of the ELVF. Indeed, the weekend is called "The Elkhart Lake Vintage Festival XXXI® presented by Volvo Car-USA" because of their financial support to VSCDA. Unlike previous North American Volvo execs, VC-USA President Lex Kerssemakers is a real car guy.

In addition, Volvo Club of America (VCOA) will be holding their annual gathering simultaneously, creating "The Volvo Nationals, Swedish Speed and Style."

It did not hurt that Volvo had recently acquired Polestar, the performance company that turns everyday Volvos into hot cars, and that we have a way to showcase those cars at Road America.

And so Volvo Car USA has become the ELVF 2016's primary sponsor. The weekend's events will recognize both Volvo's rich American racing history, and Volvo's faithful supporters and "ambassadors" of the brand. VCUSA will bring cars old and new -- some of its Museum cars, the all-new XC90 and others for spectator test-drives, and perhaps the exciting Polestars.

A plethora of Volvo-centric events will greet the 10,000 spectators and race teams.

On the racing side, in addition to the 544s, 122s, 1800s and 142s, a few nifty Volvo-powered specials will be present. To say the excitement is running high within the community is an understatement.

The Volvos racers will barely have a chance to cool off during the weekend. VSCDA's ELVF is known for a lot of track time. Most of the Volvos will run in Group 2 or Group 8. A few real hot shoes who want to run

slicks and dice with the likes of tube-framed ground pounders might see Group 9. All the Swedish Iron will get together for a Saturday run, and then there are the Cup Races and Enduro.

On Saturday, VCOA members will line up their cars on the dedicated show field next to the Volvo racers' paddock for People's Choice balloting. Class winners will be automatically entered into the mid-afternoon Road Course Reenactment on the original historic road course through the countryside and town of Elkhart Lake, and will have featured spots among other invitation-only sports cars at the Osthoff "Gather on the Green Concours de Elegance".



Volvo's performance Polestar shown here being coveted by P and B Motorsports Race Coordinator Joy Perry

The all-Volvo (plus a few Saabs) Feature Race will take place at 1:00 p.m. Saturday, when VCOA members can cheer on their favorite driver.

Throughout the weekend Volvo Car USA will have Heritage cars on

display, an exhibit tent where people can meet president Lex Kerssemakers and other executives, and an opportunity to test drive new Volvo cars, maybe even a Polestar!

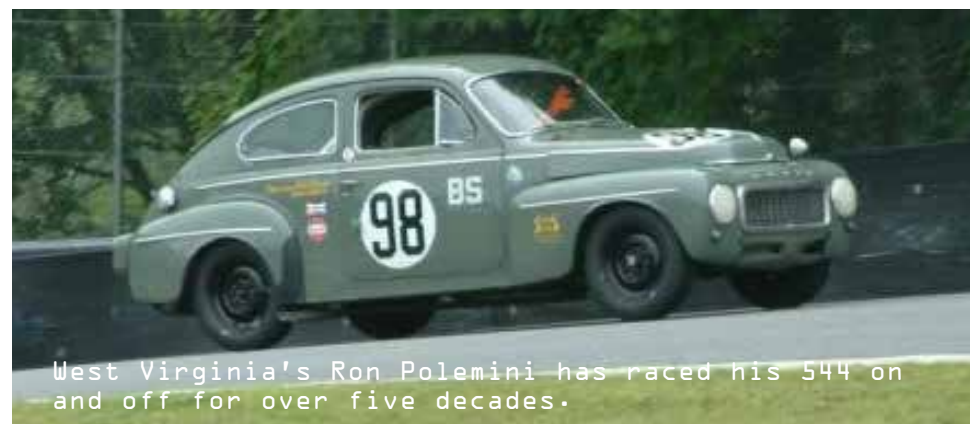
With VCOA, VSCDA and VC USA working together, this year's ELVF

promises to be a hugely impressive union for Volvo!

Gather round, you MG, Alfa, Datsun, Triumph, Jaguar, and Healey guys and gals, the 2016 ELVF is going to be The Greatest Spectacle in [Volvo] Racing!



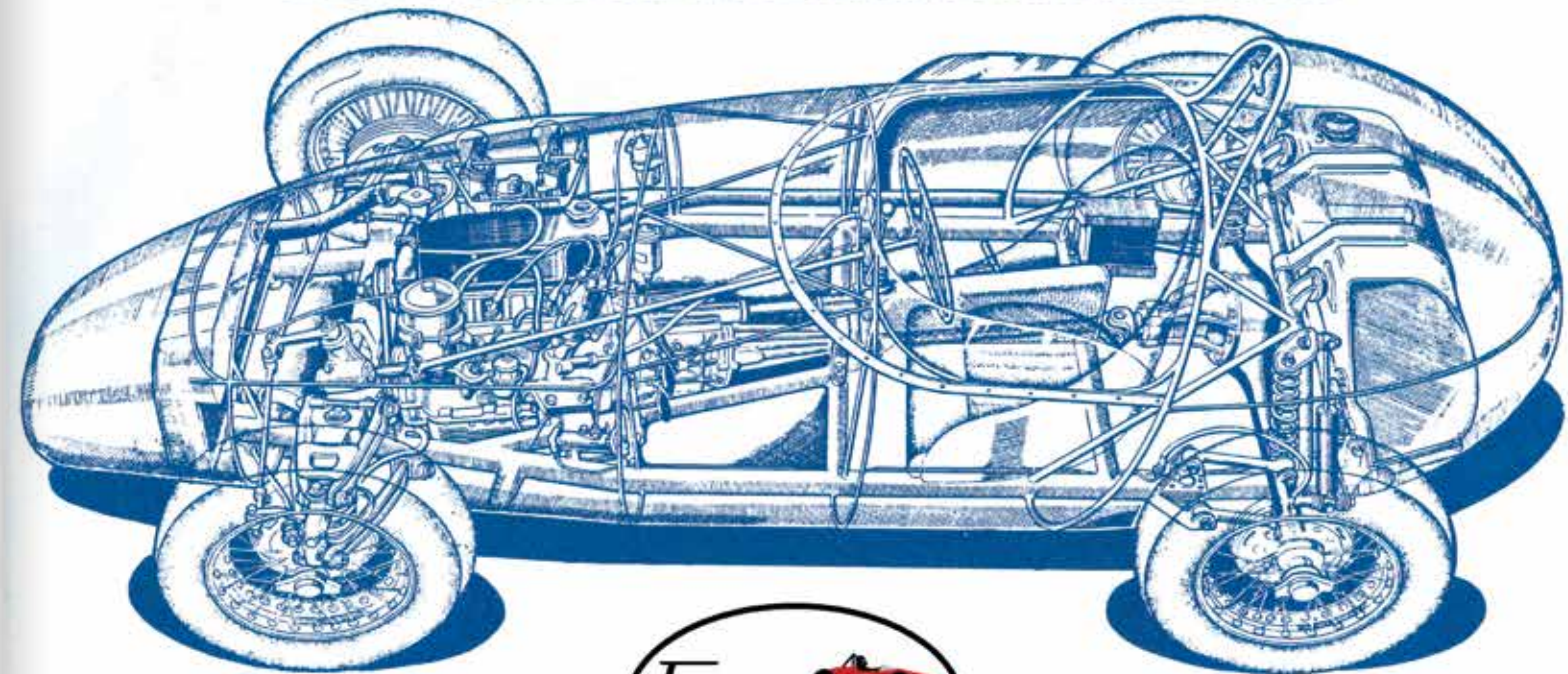
The Volvo-powered Davy Special of Ontario's Fraser Earle will be in the mix with the more traditional vintage Swedish Iron



West Virginia's Ron Polemini has raced his 544 on and off for over five decades.



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



VOLVO



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TABS Wrap Up for Grattan

By Mike Pranka

The Trans Am B-Sedan race at Grattan was met with beautiful weather and a dry track. A healthy field of 12 cars filled the grid. The closest racing was found around the middle of the pack with David Michele finishing in 4th position in his Alfa Alfetta, Rod Beer taking 5th in his Alfa GTV and Sam Cummings in 6th with his Alfa GTA. The three drivers all had near identical best lap times for the session, putting on a terrific show for spectators and corner workers. Further toward the front, Steve Bonk finished 3rd in his Datsun 510 with Mike Pranka in his Alfa GTV taking second to Ike Keeler in his Datsun 510. It appeared the nimble Datsuns had an edge through the tight turns, while the more compliant Alfa found a bit more speed through turns 11 & 12 leading onto the main straight. We look forward to next month's ELVF and the year's final Trans Am B-Sedan date. It looks to be another classic Alfa vs. Datsun battle you won't want to miss!





Race Report - Grattan 2016:

Record 150 Vintage Race Cars & Vintage Spirit Triumph Over Tornado Watch

by Alex Rorke

Turnout for VSCDA's Vintage Grand Prix Au Grattan XXX was a record 150 cars, with drivers arriving from across the country and Canada. Generous track time, generally cooperative (more on that shortly) weather and almost all racers competing in the vintage spirit resulted in great racing at the wonderfully challenging and entertaining Grattan Raceway in Belding, Michigan. By the close of racing on Sunday, it was evident that the goal of providing ample track time and responsible competition had resulted in wonderful stories of intense and humorous dices across all groups.

Throughout the race weekend and immediately after, postings in Facebook and other social media highlighted the many types of cars and competition. Also, Victory Lane will be providing extensive coverage and photos, so this article will focus on a few other items:

The exemplary manner in which Verne Wandell, his colleagues in the tower and the Furrin Group (our corner workers) handled shutting down the track Saturday when the tornado watch became very real. Concurrently, the cooperation during what could have been an emergency among racers, family, crew members, etc. was in the vintage spirit. Fortunately, other than torrential rain for an hour, the weather was not damaging and the tornadoes did not hit Grattan (or its town of Belding). We did get to see a double rainbow and spectacular sunset by the time of the banquet that evening.

Besides the fine dining and opportunity to bench race with family and friends, the banquet gives us the chance to thank the folks who make the entire weekend possible, our volunteers and corner workers. Without them we could not race safely or run the event at a reasonable cost. The most significant volunteer award is the Door Prize, a real racing car door, given to the most appreciated course volunteer. In the picture below you can see Chief of Paddock

Control Tom Smolinski, last year's winner, presenting the Door Prize to Bobbe Orr, our Chief Starter. Bobbe has been the event's Chief Starter since we began racing at Grattan 30 years ago. The applause for Bobbe was loud and warm. Tom clearly made the right decision.

A recently added tradition at Grattan is the support provided by Bob Woodman Tires, including the raffle where the winner gets a set of Hoosiers for ½ price. The picture below shows Bob Woodman's Andrew Eagan drawing the winning raffle ticket from (what else?) a Hoosier tire.

Other key sponsors, included Hagerty Insurance, which was a big help in keeping costs down for the Paddock Crawl Friday night. Below is a picture of Hagerty's Jeff Jagusch (who's raced with the VSCDA since being a teenager) acknowledging thanks from the participants in the Paddock Crawl. Other sponsors included Perrin Beer and Jeff Porasik/Wells Advisors. Special thanks to all the racers who once again made the Rides for Charity a success.

In an effort to allow frequent and full voting participation in the hotly contested Badgers VS Spartans/Wolverines Challenge, the deadline for voting was extended and the Race Chair subsequently impounded the ballot boxes. Some people are saying they were intentionally left in the rain to make votes for one state or another illegible and even more subject to the Chair's imperfect judgment. The photo below documents the care with which the ballot boxes were opened.

Once again, we had over 100 legible (or intelligible) ballots and the voting was quite close, but with Wisconsin taking a clear numerical lead, perhaps due to the Milwaukee area's Turn Right Racing's enthusiastic participation. Given this is a family publication, some of the whimsical comments on the ballots will remain unpublished. Three of the more entertaining



are listed below. Although a Michigan voter's "There is no Lake Wisconsin" was quite powerful and the "VSCDA—The Skyway that connects us all" certainly won style points, it wasn't enough to surpass the Badgers absolute numerical lead and, once again, I have to declare a tie. It will be a pleasure to personally contribute to Wounded American Veterans in honor of Michigan and Wisconsin, not to mention everyone who participated with our weekend, even the people who wrote in Buckeyes. The beer for the losing state, the lite version of Milwaukee's Best Ice will be carefully preserved over the off season and available at registration for Grattan 2017 for anyone wishing to drink it or use as solvent.

A final note on the vintage spirit and Grattan. Both the corner workers (the Furrin Group) and our racers love our sport and took steps this year to acknowledge how we are part of the same event. After the weekend, it was a pleasure to receive the email below from Pete Hansen, who coordinates the Furrin Group's efforts. The best part was that his colleagues feel the appreciation from VSCDA and enthusiasm from the drivers. To Liz and me, that's the vintage spirit.

Please join us next year for Grattan XXXI, August 18-20, 2017 at Grattan. Improvements are on the way. The track has promised loudspeakers in the lower paddock. More to be announced shortly.



Photo: David Lambert



Bob Woodman's Andrew Eagan pulling Raffle Ticket



Tom Smolenski present door to Chief Starter Bobbe Orr



VSCDA Racer Jeff Jagusch of Hagerty Insurance

Alex,

I would be remiss if I didn't express again how good it was to work with both you and Liz. We felt like one of the team and everyone in the VSCDA was very appreciative. Debbie and I both remarked that even the waves from the drivers felt more animated. Thanks again for allowing us to be part of this. God Bless. See you hopefully in the spring.

pete

Kind regards,
Pete Hansen

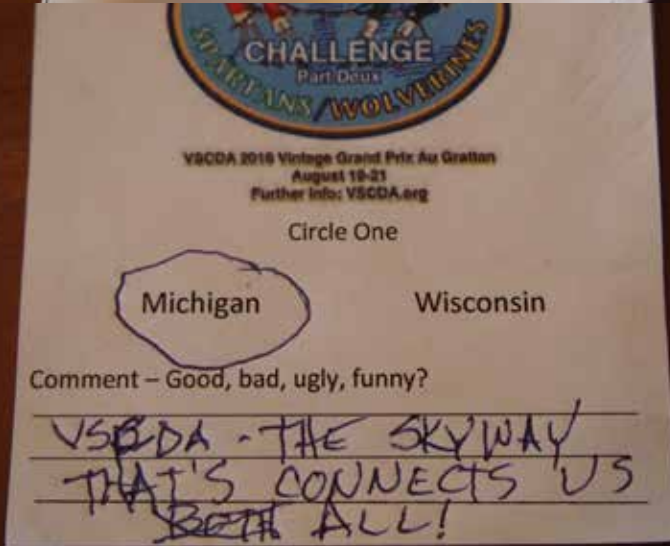




Photo: Spridget 72

Sprite Midget Race Series Most Respected Driver Award

by Stan Mason

VSCDA has been concerned over some drivers becoming more aggressive and less Vintage Spirited in recent years. The Sprite Midget Race Group had a discussion on how we could encourage proper Vintage Spirit Racing Principals. The items we felt were most important and conveyed a concise vision of what was most important is listed below:

Criteria: A driver that exemplifies the meaning of a Vintage Sports Car Driver includes:

Predictable (Stays on racing line points racers by when being passed or when passing makes sure that over taking driver knows they are about to be passed and allows room and good judgement),

Confident & Observant (Uses mirrors and is aware of others racing near)

Respectful (Confirms that their race car is mechanically sound and will not cause others to be injured from improper maintenance. Can sit down with other competitors and enjoy their company after any session)

Objective (open to others comments) and Drives Defensively (adjusts for conditions safely regardless of other driver's interaction).

We felt naming this award "The Sprite Midget Race Series Most Respected Driver" was the proper way to define what we felt was the person we are or want

to become. We were fortunate enough to have a person in our group that exemplifies these attributes and has dedicated over the past 15 years as part of the Driver's Committee. We are proud to announce that this new traveling award will be titled as "The Jim Donato Most Respected Driver Award". This award will have a Vintage 4 spoke racing steering wheel (similar to VSCDA Logo) enclose in a box with a clear cover and light inside so it can be proudly displayed in a garage or Woman & Man Cave! Every year we will selected a driver by popular vote and that person's name will be entered on the award, which they will hold for a year, in addition they will have a smaller award that they keep. Our last of our 3 race series was at Grattan where we have our end of year awards. Jim Donato was elected as our

Most Respected Driver for 2016 making it even more special!

This year we have encouraged Vintage Spirit Driving within the Sprite Midget Group and we will continue to improve and communicate issues by providing highlights of driver incidents without reference to car and driver, so our group can understand these conditions and improve their own behavior and knowledge of issues. We are considering a mentoring program next year within our group with experience trusted drivers or past drivers that can assist those with less experience.

The attached group photo shows the fun we always have together on and off the track with The Jim Donato Most Respected Driver prototype. Some of our Spridget Racer and Crew are:



Standing: Don Kelly, Clancy Schmidt, Charlie Hall, Jeff Freers, Grady Bruce, Scott Schmidt, Jim Donato, Doug Bruce, Dave Williams, Ashley Burress, Mal Fay, Jon Bauer, Nathan Burress, Jeff Carloss, Gary Kropf, Jeff Kelly (Behind Gary)
In Front: John Deikis, John Salsbury and Stan Mason



The Driver’s Committee would like to start a DC corner in the newsletter. This is a place where we can report to the membership the results and activities of the DC. This is a way that we can keep safety in the forefront and make the VSCDA a safer place to have fun.

Grattan 2016						
Incident	Date	Group	# of cars	Issue	Info discovered	Action
1	8/19/16	A - FV	2	Car 1 was passing Car 2 between turns 2 and 3. Car 1 right front contacted Car 2 left rear	Car 1 did not complete a safe pass	Car 1 was given Probation for the rest of the weekend.
2	8/19/16	A - FV	6		Six drivers simply did not see the yellow flag	The session was stopped and six were warned, The session was shortened.
3	8/20/16	Race B	5	All 5 cars missed a black flag	The session was shortened due to rain and tornado warning	All 5 guys did not see black flag at the hairpin but saw it at the starter station. All 5 were talked to and warned.
4	8/20/16	Race C	1	Car 1 made a pass under yellow in 2 different sessions	Car 1 did not see the yellow flags in 2 different sessions	Car 1 was warned about missing flags and put on Probation for the rest of the weekend.
5	8/21/16	Race c Group c	2	Car 1 was passing Car 2 in turn 1 and Car 1 left front wind deflector made contact with Car 2 right rear wheel	Car 1 entered turn 1 in P2 on the inside line. Car 2 had the lead and approached in the more traditional line. Car 1 did not complete a safe pass.	Car 1 was placed on Probation for 2 events.
			16	Drivers		
16 Drivers were involved in 5 incidents. 2 of these involved car to car contact. 3 drivers were put on probation, 1 of them for 2 events.						



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**From the land of IKEA,
Dragon Tattoos and Meatballs**



comes....

ELVF XXI

Swedish Speed & Style
September 16-18, 2016
Road America at Elkhart Lake, WI

